



TRANSPORTATION IMPROVEMENT PROGRAM

2020-2021-2022-2023

Prepared by

**BANGOR AREA COMPREHENSIVE TRANSPORTATION SYSTEM
POLICY COMMITTEE**

Approved by the BACTS Policy Committee on March 17, 2020

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.

A handwritten signature in black ink, appearing to read "Robert E. Kenerson, Jr.", written in a cursive style.

Robert Kenerson, Jr.
BACTS Executive Director

October 1, 2019

TABLE OF CONTENTS

INTRODUCTION	1
BACTS METROPOLITAN PLANNING AREA MAP	2
ROAD IMPROVEMENT PROJECT SELECTION.....	3
PRIORITIZED PROJECT LISTING	3
FHWA ROADWAY PROJECT FUNDING	3
ANNUAL FHWA - MPO SPONSORED PROJECT LISTING	4
ANNUAL FTA - TRANSIT OPERATIONS AND MAINTENANCE PROJECT LISTING	5
ANNUAL FTA - TRANSIT CAPITAL FUNDING PROJECT LISTING	6
TRANSIT PROGRAM FINANCIAL PLAN	7
FINANCIAL CAPACITY OF PUBLIC TRANSIT OPERATOR	8
ANNUAL PLANNING FUNDING AND PROGRAMMING.....	8
PUBLIC PARTICIPATION PROCESS	8
AIR QUALITY CONFORMITY.....	9
PERFORMANCE MEASURES	9
 <u>APPENDICES</u>	
A - BACTS Region FHWA MPO PROJECT LISTS	A-1
B - BACTS Region FHWA MaineDOT PROJECT LISTS	B-1
C - BACTS Region FTA MaineDOT PROJECT LISTS	C-1
D - ERRATA SHEET	D-1
E - ACRONYMS	E-1
F - METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION	F-1
G - ROAD IMPROVEMENT PROJECT SELECTION	G-1
H - FEDERAL FUNDING TABLES	H-1

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.

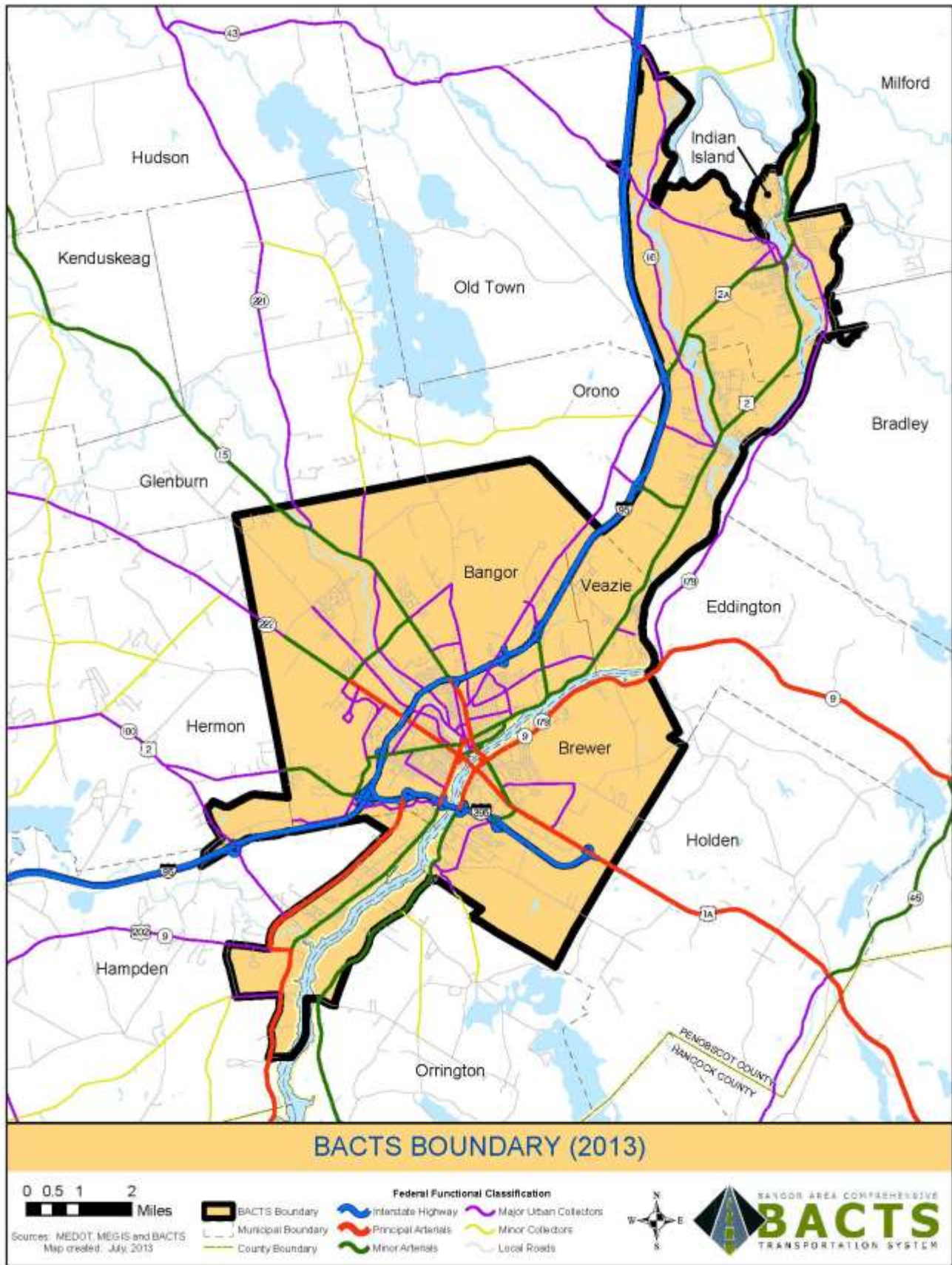
The projects included in the TIP ultimately establish an overall program strategy reflecting the BACTS Metropolitan Transportation Plan (MTP) and the State of Maine transportation plans, which are aimed at meeting the long-range needs of the transportation system. Where the MTP defines goals and objectives 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 biennial 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 MPOs 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 (MaineDOT) have agreed to make MaineDOT responsible for certain areas of planning requiring overall knowledge of statewide planning activities.



Those areas of planning designated as MaineDOT 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 MaineDOT 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 MaineDOT, 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 MaineDOT 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 G 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 G

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 to 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 MaineDOT. The BACTS sponsored projects are funded using federal, state and local monies. The projects sponsored by the MaineDOT and their funding information are found in the MaineDOT Statewide TIP (STIP). FHWA funds are allocated to BACTS by MaineDOT 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 MaineDOT 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 BACTS Policy Committee, MaineDOT develops a three-party agreement for each project. The agreements are between the MaineDOT, 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 MaineDOT 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.

MaineDOT has provided BACTS with an estimated allocation of federal formula funding of \$1,976,120, MaineDOT 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 is \$1,976,120, MaineDOT funding is \$247,015 and required match is \$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 MaineDOT to reimburse advanced funding provided for the Hampden Route 1A project (WIN 011577.00) as programmed 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 –Section 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 Section 5339 TRANSIT CAPITAL 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 MaineDOT 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 Acquisition of 4 new ADA Paratransit Vehicles and related bus equipment (combined with 022769.20)	\$ 116,820		\$ 29,205	\$ 146,025
022769.20	Capital Equipment Purchase - Small Urban Formula Funds Acquisition of 4 new ADA Paratransit Vehicles and related bus equipment (combined with 022769.19)	\$ 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 H 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
<i>\$5307 Formula Funds</i>	<i>\$ 863,488</i>	<i>\$ 876,116</i>	<i>\$ 888,929</i>	<i>\$ 901,930</i>
<i>\$5307 Incentive STIC Funds</i>	<i>\$ 526,056</i>	<i>\$ 528,299</i>	<i>\$ 530,552</i>	<i>\$ 532,814</i>

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	\$ 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. 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.

The 30-day public comment period ended on March 13, 2020. BACTS did not receive any public comments.

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 MaineDOT'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 MaineDOT 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 MaineDOT 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 MaineDOT 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 MaineDOT owns the entire NHS system in Maine except for the Maine Turnpike. MaineDOT 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 MaineDOT crew; therefore, maximizing the potential for consistent data collection. MaineDOT inspects NHS bridges on a 24-month cycle using both above and underwater inspection teams.

Maine PM2 Targets					
Asset		Existing Conditions	2-Year Target	4-Year Target	SOGR
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%

As MaineDOT 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 MaineDOT 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.

The MaineDOT Results and Information Office has also 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, MaineDOT 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, MaineDOT will be required to obligate NHPP funds and reserve funds for eligible bridge projects.

Additional information about MaineDOT'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 MaineDOT established 4-year System Performance and Freight Reliability performance targets as shown below. The MaineDOT 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 MaineDOT's system performance and reliability 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>

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 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 (adopted in January 2018), the BACTS initial State of Good Repair (SGR) 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										
CategorySub-CategoryClass			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.

PROJECT LISTINGS

The following project lists detail all transportation projects within the BACTS Region recommended for federal funding from 2020 through 2023. These lists were generated by MaineDOT and represent a snapshot of that point in time. Since the printing of these lists, corrections, additions, and deletions to the original document have been made and documented on the Errata Sheet in [Appendix D](#). The Errata Sheet is a running compilation of any changes, errors and omissions in the original listing and is incorporated into the approved TIP document. The Errata Sheet is also a dynamic document which will be updated throughout the lifecycle of this Program to document any approved changes to projects within this TIP.

APPENDIX A - BACTS REGION FHWA MPO PROJECT LIST

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	Other	\$0	\$0	\$0	\$0	\$0	\$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							
		CE:	\$15,000	Local	\$28,353	\$25,050	\$3,303	\$0	\$0	\$0
		Other:	\$0							
		Totals:			\$283,534	\$60,100	\$223,434	\$0	\$0	\$0

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2020	2021	2022	2023
Route 222 <i>Located at the intersection of Route 222 and Fourteenth Street. BACTS Sponsored.</i>										
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 <i>Located at the intersection of Union Street and Main Street. BACTS Sponsored.</i>										
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							
		Other:	\$0	Local	\$2,550	\$2,550	\$0	\$0	\$0	\$0
				Totals:	\$25,500	\$7,100	\$6,133	\$6,133	\$6,133	\$0
Route 2 <i>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.</i>										
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	Other	\$0	\$0	\$0	\$0	\$0	\$0
				Totals:	\$726,350	\$133,327	\$197,674	\$197,674	\$197,674	\$0
Hogan Road <i>Beginning 0.18 of a mile north of Haskell Road and extending 0.60 of a mile south to Mt. Hope Avenue.. BACTS Sponsored.</i>										
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 <i>Beginning at the Hampden town line and extending north 0.66 of a mile to Dutton Street. BACTS Sponsored.</i>										
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	Other	\$0	\$0	\$0	\$0	\$0	\$0
				Totals:	\$981,948	\$13,923	\$27,847	\$331,957	\$304,110	\$304,110
State Street <i>Beginning at Hancock Street and extending northeast 0.96 of a mile. BACTS Sponsored.</i>										
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	Other	\$0	\$0	\$0	\$0	\$0	\$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 Located at the intersection of State Street and Forest Avenue. BACTS Sponsored.										
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 Bangor Area Comprehensive Transportation System (BACTS) Capital Improvement funding remaining allocation. Calendar Year 2022.										
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							
		Other:	\$0	Local	\$4,000	\$3,850	\$317	-\$83	-\$83	\$0
				Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$40,000	\$8,500	\$13,167	\$9,167	\$9,167	\$0
Wilson Street Located at the intersection of Wilson Street and North Main Street. BACTS Sponsored.										
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							
		Other:	\$0	Local	\$10,900	\$10,868	\$32	\$0	\$0	\$0
				Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$109,000	\$78,680	\$10,320	\$10,000	\$10,000	\$0
Route 9 Located at the intersection of Route 9 and Route 15B. BACTS Sponsored.										
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							
		CE:	\$53,447	Local	\$66,051	\$66,051	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$660,506	\$660,506	\$0	\$0	\$0	\$0
Route 1A Beginning at South Main Street and extending east 1.20 miles. BACTS Sponsored.										
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 Beginning at Thompson Street and extending southeast 0.66 of a mile to Arista Drive. BACTS Sponsored.										
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
			Private	\$0	\$479,520	-\$239,760	-\$239,760	\$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
Hermon 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.										

APPENDIX B - BACTS REGION FHWA MAINEDOT PROJECT LIST

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, Ol 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	PE: ROW: CON: CE: Other:	\$750,000 \$25,000 \$0 \$0 \$0	Federal Aid Dem Prog	\$600,000	\$600,000	\$0	\$0	\$0	\$0
				Federal HSIP	\$0	\$0	\$0	\$0	\$0	\$0
				Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
				Federal NHS	\$22,500	\$0	\$7,500	\$7,500	\$7,500	\$0
				Highway and Bridge	\$152,500	\$152,500	\$0	\$0	\$0	\$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	PE: ROW: CON: CE: Other:	\$558,995 \$24,092 \$6,113,581 \$400,000 \$0	Federal HPP	\$1,502,213	\$1,502,213	\$0	\$0	\$0	\$0
				Federal LHIP	\$3,529,972	\$0	\$3,529,972	\$0	\$0	\$0
				Federal STP	\$466,469	\$452,000	\$14,469	\$0	\$0	\$0
				GARVEE	\$0	\$0	\$0	\$0	\$0	\$0
				Highway and Bridge	\$1,374,664	\$1,331,600	\$43,064	\$0	\$0	\$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	PE: ROW: CON: CE: Other:	\$351,560 \$4,724 \$2,713,471 \$284,362 \$0	Federal IM	\$206,092	\$206,092	\$0	\$0	\$0	\$0
				Federal NHPP	\$2,642,992	\$2,642,992	\$0	\$0	\$0	\$0
				Federal STP	\$133,681	\$133,681	\$0	\$0	\$0	\$0
				Highway and Bridge	\$331,432	\$331,432	\$0	\$0	\$0	\$0
				Local	\$39,920	\$39,920	\$0	\$0	\$0	\$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	PE: ROW: CON: CE: Other:	\$41,848 \$0 \$440,148 \$75,000 \$0	Federal HSIP	\$455,697	\$455,697	\$0	\$0	\$0	\$0
				Federal NHPP	\$36,000	\$36,000	\$0	\$0	\$0	\$0
				Federal NHS	\$9,500	\$0	\$3,167	\$3,167	\$3,167	\$0
				Highway and Bridge	\$55,799	\$55,799	\$0	\$0	\$0	\$0
				Other	\$0	\$0	\$0	\$0	\$0	\$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	PE: ROW: CON: CE: Other:	\$12,000 \$0 \$130,000 \$9,000 \$0	Federal Safe Routes	\$8,000	\$0	\$2,667	\$2,667	\$2,667	\$0
				Federal Safety	\$103,200	\$0	\$34,400	\$34,400	\$34,400	\$0
				Federal TAP	\$9,600	\$9,600	\$0	\$0	\$0	\$0
				Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
				Local	\$30,200	\$30,400	-\$200	\$0	\$0	\$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							
		Other:	\$0							
		Totals:	\$13,450,000	\$0	\$4,483,333	\$4,483,333	\$4,483,333	\$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							
		Other:	\$0							
		Totals:	\$493,760	\$0	\$18,440	\$18,440	\$18,440	\$158,440		
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	Other	\$0	\$0	\$0	\$0	\$0	\$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							
		Other:	\$0	Private	\$453,084	\$453,084	\$0	\$0	\$0	\$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	Other	\$0	\$0	\$0	\$0	\$0	\$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	Other	\$0	\$0	\$0	\$0	\$0	\$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							
		CE:	\$10,369	Other	\$0	\$0	\$0	\$0	\$0	\$0
		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 # Description	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 Beginning 0.22 of a mile northeast of Industrial Way and extending northeast 1.65 miles.										
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 Permanent portable Changeable Message Signs (CMS) on key corridors: Route 201 Jackman-Bingham, Route 9 Calais-Brewer, and Route 1A Ellsworth-Brewer.										
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 Located 0.07 of a mile north of Main Street.										

APPENDIX C - BACTS REGION FTA MAINEDOT PROJECT LIST

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	\$0
		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 Equipt:	\$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 D - ERRATA SHEET

Click [here](#) to see the Errata Sheet.

APPENDIX E - 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

APPENDIX E - ACRONYMS

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

APPENDIX E - ACRONYMS

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

APPENDIX E - ACRONYMS

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

APPENDIX E - ACRONYMS

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
USFWA	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

APPENDIX F - SELF CERTIFICATION

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

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 MaineDOT 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

APPENDIX G – ROAD IMPROVEMENT PROJECT SELECTION

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 MaineDOT. 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,

APPENDIX G – ROAD IMPROVEMENT PROJECT SELECTION

“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

APPENDIX H - FEDERAL FUNDING TABLES

BACTS Region						FHWA			
BACTS Region FHWA									
	Type	Source	Available	Obligated to Date	Rem to Obligate	2020	2021	2022	2023
MPO Sponsored	Federal	Federal FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Federal MPP	\$624,331	\$0	\$624,331	\$0	\$0	\$208,110	\$208,110
		Federal NHPP	\$1,623,207	\$1,423,895	\$199,312	\$56,664	\$0	\$47,549	\$47,549
		Federal NHS	\$308,736	\$0	\$308,736	\$247,043	\$30,846	\$30,846	\$0
		Federal Planning	\$624,331	\$0	\$624,331	\$208,110	\$208,110	\$208,110	\$0
		Federal STP	\$8,714,396	\$951,433	\$7,762,963	\$4,096,942	\$1,827,296	\$1,148,630	\$690,096
	GARVEE	GARVEE	\$3,359,200	\$0	\$3,359,200	\$1,679,600	\$1,679,600	\$0	\$0
	Highway and Bridge	Highway and Bridge	\$1,942,188	\$1,211,660	\$730,528	\$349,074	\$144,255	\$127,571	\$90,678
	Local	Local	\$2,342,336	\$1,488,489	\$853,847	\$157,073	\$221,815	\$233,444	\$196,551
	Other	Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Private	Private	\$0	\$484,320	-\$484,320	-\$242,160	-\$242,160	\$0	\$0	
MPO Sponsored Totals:			\$19,538,726	\$5,559,798	\$13,978,929	\$6,552,346	\$3,869,762	\$2,004,261	\$1,232,985
MaineDOT Sponsored	Federal	Federal Aid Dem Prog	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$0
		Federal Bridge Program	\$160,000	\$160,000	\$0	\$0	\$0	\$0	\$0
		Federal FASTLANE	\$25,000,000	\$0	\$25,000,000	\$3,450,000	\$8,866,667	\$7,266,667	\$5,416,667
		Federal HPP	\$4,130,274	\$3,250,484	\$879,790	\$95,571	\$185,013	\$159,013	\$216,193
		Federal HSIP	\$4,316,314	\$4,308,730	\$7,584	\$7,584	\$0	\$0	\$0
		Federal IM	\$206,092	\$206,092	\$0	\$0	\$0	\$0	\$0
		Federal LHIP	\$3,529,972	\$0	\$3,529,972	\$3,529,972	\$0	\$0	\$0
		Federal NHFP	\$2,074,588	\$2,074,588	\$0	\$0	\$0	\$0	\$0
		Federal NHPP	\$19,804,648	\$3,285,822	\$16,518,825	\$1,322,570	\$2,945,732	\$4,628,694	\$4,622,495
		Federal NHS	\$10,127,854	\$0	\$10,127,854	\$5,050,473	\$4,980,723	\$96,659	\$0
		Federal Planning	\$70,000	\$0	\$70,000	\$62,000	\$8,000	\$0	\$0
		Federal RH Xing Program	\$4,500	\$4,500	\$0	\$0	\$0	\$0	\$0
		Federal STP	\$43,398,381	\$10,566,583	\$32,831,797	\$5,541,961	\$11,826,624	\$8,615,276	\$6,785,135
		Federal Safe Routes	\$8,000	\$0	\$8,000	\$2,667	\$2,667	\$2,667	\$0
		Federal Safety	\$252,906	\$0	\$252,906	\$84,302	\$84,302	\$84,302	\$0
		Federal TAP	\$805,640	\$393,640	\$412,000	\$150,667	\$130,667	\$130,667	\$0
	GARVEE	GARVEE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway and Bridge	Highway and Bridge	\$36,234,767	\$7,840,850	\$28,393,917	\$4,568,369	\$9,346,885	\$7,642,111	\$5,855,814
	Local	Local	\$1,461,209	\$1,164,864	\$296,345	\$52,559	\$70,119	\$63,619	\$54,048
	Other	Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Private	Private	\$748,568	\$787,218	-\$38,650	-\$38,650	\$0	\$0	\$0	
MaineDOT Sponsored Totals:			\$152,933,712	\$34,643,373	\$118,290,339	\$23,880,043	\$38,447,396	\$28,689,673	\$22,950,353
Totals:			\$172,472,438	\$40,203,170	\$132,269,267	\$30,432,389	\$42,317,159	\$30,693,934	\$24,183,338

BACTS Region	FTA
--------------	-----

BACTS Region FTA

Fed Srce		Type	Source	Available	Obligated to Date	Rem to Obligate	2020	2021	2022	2023
MaineDOT Sponsored	FTA / 5339	Federal	Federal	\$4,764,865	\$0	\$4,764,865	\$4,414,405	\$116,820	\$116,820	\$116,820
		Local	Local	\$998,716	\$0	\$998,716	\$911,101	\$29,205	\$29,205	\$29,205
	Source Total:			\$5,763,581	\$0	\$5,763,581	\$5,325,506	\$146,025	\$146,025	\$146,025
	FTA SECTION 8 / 5303	Federal	Federal	\$330,632	\$0	\$330,632	\$86,632	\$81,000	\$81,000	\$82,000
		Local	Local	\$82,658	\$0	\$82,658	\$21,658	\$20,250	\$20,250	\$20,500
	Source Total:			\$413,290	\$0	\$413,290	\$108,290	\$101,250	\$101,250	\$102,500
	FTA SECTION 9 / 5307	Federal	Federal	\$6,693,175	\$0	\$6,693,175	\$1,488,425	\$1,452,350	\$1,490,821	\$1,530,445
		Local	Local	\$4,206,095	\$0	\$4,206,095	\$852,997	\$858,296	\$874,074	\$889,594
		State	State	\$404,436	\$0	\$404,436	\$101,109	\$101,109	\$101,109	\$101,109
	Source Total:			\$11,303,706	\$0	\$11,303,706	\$2,442,531	\$2,411,755	\$2,466,004	\$2,521,148
MaineDOT Sponsored Totals:				\$17,480,577	\$0	\$17,480,577	\$7,876,327	\$2,659,030	\$2,713,279	\$2,769,673

*FTA Section 9/5307 Federal and Local Available and Rem to Obligate includes \$731,134 in carryover funds assumed for operating expenses at 50/50 match



12 Acme Road, Ste 104
Bangor, Maine 04401
207.974.3111

March 17, 2020


Ben Condon
Program Development Manager
Bureau of Planning- Program Development Division
Maine State Department of Transportation
16 State House Station
Augusta, Maine 04333

Dear Mr. Condon-

On March 17, 2020, the BACTS Policy Committee unanimously approved the 2020-2023 BACTS Transportation Improvement Program. The BACTS TIP was posted for a 30-day public comment period from February 13th, 2020 through March 13th, 2020. No public comments were received.

Please contact me if you have any questions.

Best regards,



Sara Devlin
Executive Director, BACTS

Errata																			
Project Information							FHWA Stages							FTA Stages					
WIN	Title	Scope	Development Responsibility	MPO	Towns	Workplan Description	PE	ROW	Construction	CE	Planning	Other	Contractual	Capital and/or Equipment	Admin	Operating	RTAP	Total Available	Notes
24301.00	Statewide, Advanced Traffic Signal Upgrades (BUILD Grant)	Install or Replace Traffic Signs	MaineDOT	BACTS	Various, Statewide	Design and replacement of signals with Advanced Transportation Controller (ATC) capabilities at various intersections located around the state to address pedestrian, ADA, vehicle operational and mobility deficiencies. FHWA BUILD Grant recipient.	\$ 1,750,000.00	\$ 150,000.00	\$ 19,990,385.00	\$ 1,600,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,490,385.00	This project was included in the Statewide section of the STIP as it encompasses several locations around the state, but includes locations within both BACTS and PACTS and should therefore be included in their respective TIPs.
2163.22	BACTS PLANNING 2022/2023	MPO Program Management	MaineDOT	BACTS	Bangor Area	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.	\$ -	\$ -	\$ -	\$ -	\$780,414.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 780,414.00	The state and local amounts were reversed in the STIP/TIP project listings; the local share is \$39,021 and the state share is \$117,062.
22757.22	BANGOR, FTA 5307, CAP 22	Capital-Eligible Maintenance	MaineDOT	BACTS	Bangor Area	Transit Capital Assistance for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 646,989.00	\$ -	\$ -	\$ -	\$ 646,989.00	This 2022 project was omitted from the TIP and should be included. Total project amount \$646,898 - Federal \$517,518 and Local \$129,380.
24597.00	BACTS, Remaining Allocation CY 22	MPO Program Management	MaineDOT	BACTS	Bangor Area	Bangor Area Comprehensive Transportation System (BACTS) Capital Improvement funding remaining allocation. Calendar Year 2022.	\$ -	\$ -	\$ 770,292.59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 770,292.59	Funding showed incorrectly as available in 2020, should have indicated 2022 instead.
02469.00	BACTS, FTA 5303 PLN 2023	ADMINISTRATIVE ASSISTANCE	BACTS	BACTS	Bangor Area	Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2023. Funds are transferred to FHWA.									\$ 102,500.00			\$ 102,500.00	Scope is listed as Planning Studies. Should be Administrative Assistance.
023420.00	BANGOR, FTA 5307, URBAN TRANSIT CAPITAL 2020	Capital Equipment Purchase	Bangor	BACTS	Bangor	City of Bangor, Community Connector, carryover balance FTA funds for capital procurement								\$ 769,200.00				\$ 769,200.00	Delete project from listing. No project programmed or funding appropriated.
024325.00	BANGOR, FTA 5307, URBAN TRANSIT OPERATING 2020	Operating Assistance	Bangor	BACTS	Bangor	FTA Section 5307 for Operating Assistance - Bangor Carryover balance - will apply to FTA directly.										\$ 1,192,540.00		\$ 1,192,540.00	Delete project from listing. Not a programmed project, funds carried over are applied for in next fiscal year as programmed.
024323.00	BANGOR, FTA 5307, URBAN TRANSIT PLANNING 2020	PLANNING STUDY	Bangor	BACTS	Bangor	FTA Section 5307 for Planning Assistance - City of Bangor, Community Connector - will apply to FTA directly.									\$ 91,781.00			\$ 91,781.00	Scope is listed as Administrative Assistance. Should be Planning Study. Total amount decreased from \$100,000 to \$91,781. Federal amount is \$73,425 and Local amount is \$18,356.
024697.00	BANGOR, FTA 5307, URBAN TRANSIT OPERATIONS 2020	Operating Assistance	Bangor	BACTS	Bangor	Transit American with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit.										\$ 212,500.00		\$ 212,500.00	Project description STATES Transit Capital Assistance (preventative maintenance)... should be Transit American with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.
023342.20	BACTS, FTA 5303 PLN 2020	Administrative Assistance	BACTS	BACTS	Bangor Area	Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2020. Funds are transferred to FHWA.									\$ 108,290.00			\$ 108,290.00	Amount listed is incorrect. Federal amount should be \$86,632 and Local amount should be \$21,658, for a total of \$108,290.
022769.20	BANGOR, FTA 5339, URBAN TRANSIT CAPITAL 2020	Capital Equipment Purchase	Bangor	BACTS	Bangor	Transit Capital Assistance for the Bangor area Small Urban Transit Agencies. Federal Transit Administration §5339 for urbanized area transit. Fiscal Year 2020.								\$ 151,981.00				\$ 151,981.00	Amount listed is incorrect. Federal amount should be \$121,585 and Local amount should be \$30,396, for a total of \$151,981.