



Policy Committee Meeting

January 19th, 2021

9:30 AM

ZOOM Meeting

Agenda

1) Call to Order

2) Public Comment

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

3) Approval of November 17th, 2020 BACTS Policy Committee meeting minutes

(Attachment A)

4) Staff Report (Attachment B)

5) Federal Highway and Federal Transit Administration Performance Measures and Targets (Attachment C)

A. Federal Highway Administration Performance Measures and Targets

Staff Report

In 2016, the Federal Highway Administration implemented the final rule on the Highway Safety Improvement Program, requiring State DOT's and Metropolitan Planning Organizations to develop safety performance targets, to be published annually. MPOs establish Highway Safety Improvement Program Targets by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target(s); or
2. Committing to quantifiable safety targets for the metropolitan planning area.

Staff will provide a brief overview of the development of the Performance Targets and how the MPO will incorporate those targets into our Metropolitan Transportation Plan, Unified Planning Work Program and our Transportation Improvement Program.

B. Federal Transit Administration Performance Measures and Targets

Staff Report

Recipients of public transit funds are required to establish performance targets, develop transit asset management and safety plans, and report on their progress toward achieving targets. An MPO may choose to set new regional transit performance targets

more frequently; however, regional transit performance targets are required to be updated with the preparation and submission of the system performance report that is required as part of the MTP.

FTA does not currently impose any consequences to MPOs who do not meet performance targets.

At their November meeting, the BACTS Transit Committee voted to recommend to the Policy Committee adoption of the Regional Planning Area Transit Safety Performance Targets calculated as an annual average of the five-year average of peer agencies as presented.

Proposed Action: Adopt the State Performance Targets and agree to plan and program projects so that they contribute toward the accomplishment of MaineDOT's PM-1 Safety Performance Targets. Also, adopt Regional Planning Area Transit Safety Performance Targets calculated as an annual average of the five-year average of peer agencies as presented.

6) BACTS' 2020-2023 Transportation Improvement Program Amendment (Attachment D and E)

Staff Report

All federally funded projects must be in the State Transportation Improvement Program (STIP) and the Metropolitan Planning Organization's Transportation Improvement Program (TIP) in order to receive federal funding. These projects are located in the BACTS area and are funded with Federal Highway Administration and Federal Transit Administration funds. BACTS must update the TIP when there is a change to any project such as funding increase or a request to add a project to the TIP. These changes must also be reflected in the MaineDOT STIP. MaineDOT must receive the BACTS Policy Committee endorsement when any federally funded project has a major scope change or cost increase or when MaineDOT wishes to add a project to the STIP. All TIP amendments must be posted to the BACTS website for a 10-day public comment period starting January 19, 2021. MaineDOT is seeking a TIP amendment of the following:

- Amend the current 2020-2023 TIP to include the FHWA and FTA project list proposed for the 2021-2024 TIP. This allows all 2021 projects to be authorized at their current level of funding, with updated information, prior to the 2021-2024 STIP/TIP approval. Included in this TIP amendment is the most recent Errata Sheet which captures changes to the 2021-2024 project list during the approval process. The projects on the errata sheet will be part of the proposed TIP amendment.

Proposed Action: Approve the proposed TIP amendment (the list of projects is included in Attachment D and errata sheet Attachment E) so long as not substantial public comment is received as part of the public comment period. Authorize staff to submit the TIP Amendment to MaineDOT once the public comment period has ended.

7) MaineDOT Transportation Improvement Program 2021-2024 Project List (Attachment

D and E)

Staff Report

MaineDOT has recently developed the 2021-2024 State Transportation Improvement Program (STIP) project list and the associated Transportation Improvement Program (TIP) project list. The BACTS Policy Committee is required to approve the STIP/TIP project list, release the TIP for a 30 day comment period, and then adopt the final TIP to be included in the STIP. Included in the agenda is the 2021-2024 Federal Highway Administration (FHWA) MaineDOT project list, FHWA MPO-sponsored projects, and the Federal Transit Administration (FTA) project list. These project lists are static documents, and all changes to project information are captured on the errata sheet. Also included is the 2021-2024 FHWA/FTA funding obligation information. All of these documents must be included in the final TIP document. There are no new projects being added to the TIP from the BACTS allocation. All BACTS funded projects have already been selected through the BACTS TIP selection process. The proposed schedule for approving the 2021-2024 TIP is:

- February 1, 2021- Draft 2021-2024 TIP posted for a 30-day public comment period.
- March 2, 2021- Public comment period ends.
- March 16, 2021- Policy Committee approves final 2021-2024 TIP.

Proposed Action: Approve the proposed 2021-2024 TIP project list, to allow staff to prepare the 2021-2024 TIP to be posted for a 30-day public comment period.

8) BACTS' Transportation Improvement Program Committee Update

Staff Report

At the November BACTS Policy Committee meeting, the committee discussed the need to review and revise the current process used to allocate our Federal Highway Administration funding. At the recommendation of the Policy Committee, a smaller subcommittee was created to review, revise and recommend changes to the current Project Selection and Prioritization to the BACTS Policy Committee. The TIP subcommittee met on January 5th to discuss the current funding allocation framework. Staff is currently working on drafting proposed changes to the existing TIP policy for the TIP subcommittee to discuss at their next meeting in February.

Proposed Action: For discussion only

9) Unified Planning Work Program Budget (Attachment F)

Staff Report

Staff will provide the Policy Committee an update on the status of the 2020 / 2021 UPWP Budget.

Proposed Action: For discussion only

10) Transit Updates

Staff and the transit provider will provide updates on any transit initiatives or projects in the region.

Proposed Action: For discussion only

11) Project Updates

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

Proposed Action: *For discussion only*

12) MaineDOT Report

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

Proposed Action: *For discussion only*

13) Other Business

Discussion of other items not on today's agenda.

14) Upcoming Meetings

Municipal Partners Transit Committee – February 3rd, 2021

Policy Committee – February 16th, 2021



Attachment A

Policy Committee Meeting November 17th, 2020 Zoom Meeting

Committee Members	Affiliation
John Theriault	Bangor
Aaron Huotari	Bangor
Linda Johns	Brewer
Frank Higgins	Brewer
Jeremy Caron	Brewer
Rob Yerxa	Orono
Kyle Drexler	Orono
Belle Ryder	Orono
Chris Backman	Orrington
Laurie Linscott	Community Connector
MaineDOT / FHWA	
John Devin, Darryl Belz, Stephen Landry, Randall Barrows, Carlos Pena (FHWA)	
BACTS	
Sara Devlin, Connie Reed, Dianne Rice-Hansen, Paige Nadeau	

1) Call to Order

John Theriault called the meeting to order at 9:35 A.M.

John introduced everyone to Adam Huotari, the new Public Works Director in Bangor.

2) Public Comment

There were no public comments.

3) Approval of October 20th, 2020 BACTS Policy Committee meeting minutes

Sara Devlin mentioned updates – Carlos Pena is listed under FHWA and Route 1A update has been updated from resurfacing to be completed in November to 'surface pavement to be placed soon'.

Linda Johns motioned to accept with changes, Belle Ryder seconded.

The minutes were accepted, with changes noted by Sara Devlin, unanimously.

4) Staff Report

Staff provided the committee with the monthly staff report.

Rob Yerxa asked about how the shift to Google Suites is going– Staff provided a brief update, expected effective date of January 15th

No additional comments from the committee.

5) BACTS Bylaws (Attachment C)

Staff Report

At the October BACTS Policy Committee meeting, the committee authorized the draft Bylaws to undergo a legal review. The legal review has been completed and staff has revised the bylaws accordingly. The updated bylaws can be reviewed under Attachment C.

Sara Devlin provided update – Lawyer had a few small changes, primarily regarding Policy Committee roles versus Executive Committee in regards specifically to the annual Executive Director review. Legal advised adding verbiage to the effect that the Executive Committee will conduct the performance review for the Executive Director annually and create the renewal contract. The Policy Committee will be responsible for approval of the contract.

Belle Ryder made motion to approve, Frank Higgins seconded. Motion passed unanimously.

6) Maine Department of Transportation update on Traffic Signals

Staff Report

Over the past few years MaineDOT has discussed the roles of MaineDOT and municipalities in the ongoing maintenance, installation, and ownership of traffic signals, in particular in the urbanized areas. Stephen Landry, MaineDOT's State Traffic Engineer will provide an update on MaineDOT's approach to traffic signals and any changes which could impact the BACTS region.

Sara Devlin introduced Stephen Landry, MaineDOT. Stephen discussed traffic mobility report published a couple of years ago, recommendations in the report include MaineDOT taking over maintenance of traffic signals. Discussed MaineDOT taking on this task, with over 800 signals, the hope is to average addressing 40 per year. Stephen discussed funding – the State received build grant for 104 signals. Stephen currently maintains approximately 50 signals, primarily in remote areas. Currently the process is that Stephen receives notices there are issues and then sends a contractor out to check on them, the contractors average \$3k per trip. Part of the issue Stephen has identified is when the contractor goes out, they do not find anything wrong. A way to troubleshoot this problem is to move to an ATC platform – ATC cabinets, dead front, and live back panels. This platform allows for most of the troubleshooting to be done from the dead front side, so they do not need to send an electrician to maintain the cabinets. Another area the State is looking to improve upon is to train more maintenance people and try to attract more colleges to offering applicable courses to help create a solid workforce to meet the demand. Stephen has a list of current maintenance people and companies utilized by the State and is happy to share with members who reach out to him. Stephen acknowledges that historically traffic signals have been the MPO's responsibility and that the switch to the State taking control of maintenance is going to be a process, the full change will take time to occur.

The group discussed the intent of the State to take control and acknowledged that the process will take time to complete. The State is looking to move forward in a cost-effective manner. As the State installs new lights they will implement maintenance plans and set performance measures they expect the municipalities to follow.

Discussion continued regarding municipalities that have their own technicians, Stephen encouraged these municipalities to retain staff and continue offering support to fellow municipalities when staffing capabilities allowed. Stephen said the State is open to a hybrid set up where BACTS can be used to centralize requests from its partner municipalities and BACTS can reach out to the State as needed.

Stephen Landry mentioned that the State is looking into creating an accurate, complete, up to date inventory of traffic signals in the area. Sara Devlin asked Stephen if this is something they would appreciate BACTS's assistance on. Stephen said this would help the State when they are prioritizing replacements. Sara encouraged the Policy Committee to consider funding a study to create a complete inventory listing.

Lastly, Stephen mentioned that the procurement department from the State has a few pieces of equipment available, specifically school zone signage. If there are needs in the community he asks them to reach out to him directly. MaineDOT can provide some of these at no cost, contingent on a signed agreement.

7) BACTS' Priority Setting

Staff Report

As part of the current Unified Planning Work Program, reviewing the Transportation Improvement Program project ranking criteria for roadway projects, was identified as an area for staff to focus time and resources. The current project scoring criteria was last updated in 2011. The TIP scoring criteria should be linked to the BACTS' Metropolitan Transportation Plan (MTP) or Long Range Transportation Plan (LRP) and the Unified Planning Work Program. Each of these documents should outline regional goals for which BACTS funding will be programmed. At the Policy Committee meeting, staff will present the results of two surveys regarding the regional goals and recommendations and discuss the next steps for amending the TIP prioritization process.

Sara Devlin opened the discussion by talking about BACTS's concern that the limited poll responses BACTS is receiving may not be indicative of the needs of the entire region. Sara suggested two options for moving forward. Option 1 – Develop a Subcommittee that would meet 3-4 times over the next few months and bring back items for full Policy Committee discussion. Option 2 – BACTS Staff would meet one on one with members of the committee and develop options based on these discussions and bring results back to the Policy Committee.

Discussion ensued weighing the pros and cons of each option. Specifically discussed was the number of submittals from each municipality and how this requires a large amount of BACTS staff time for review and data collection.

Rob Yerxa suggested a subcommittee. John Theriault agreed.

Sara Devlin asked for volunteers – Rob Yerxa, Aaron Huotari, Jeremy Caron all volunteered. Linda Johns said she would volunteer if they would like someone else. Sara Devlin suggested trying to have a member from a smaller municipality to fill the last spot and said she would reach out to some contacts.

8) Unified Planning Work Program Budget (Attachment D)

Staff Report

Staff will provide the Policy Committee an update on the status of the 2020/2021 UPWP Budget.

No comments from the committee.

9) Transit Updates

Laurie Linscott– Community Connector is moving forward with project on Pickering Square. Seven buses with Gillig ordered, and a purchase order for the ADA vans in the works. Finishing up MTD report.

The bus schedule is expected to continue at limited times through December, pending hiring to fill need for drivers.

10) Project Updates

Jeremey Caron provided an update on Brewer projects

- Brewer signal project is being worked on by Daigle

John Theriault provided an update on Bangor projects

- 14th Street stoplights are being worked on at intersections on Union and Ohio

John Devin provided an update on Hampden projects

- 1A - Pavement surface down on North and South ends of project, bridge will open up sometime in December and will surface that stretch in the spring.

11) MaineDOT Report

No items to report on at this time.

12) Other Business

Discussion held whether BACTS will have a Policy Committee meeting in December. Sara will reach out if they decide to hold one and can send out a staff report if the December meeting is cancelled.

13) Upcoming Meetings

Municipal Partners Transit Committee – November 18th, 2020

Policy Committee – December 15th, 2020 – Tentatively

Linda Johns motioned to adjourn; Belle Ryder seconded. The motion was approved unanimously. Meeting adjourned at 11:06 A.M.

GoogleSuite – BACTS officially switched to GoogleSuite the second and third week of December. A training course is scheduled for later in January to help increase efficiency of use.

Policy Handbook – Staff are currently working on updating the Financial Policies and Procedures. Staff are seeking assistance from members to please send a copy of their internal Policy Handbook to use as a guide for updating our current Handbook (Last updated in 2013).

Contracted IT Support – Staff are currently researching and inquiring to various IT consultants in the area. Current consultant, WG Tech, will no longer provide services beginning in February.

Regional Bus Stop Policy and Design Guidelines - Staff will be giving brief project overview presentations to municipal councils mid-January through early February. The workgroup will be meeting more frequently to finish up work on the document. The public comment process is tentatively set to being mid-March.

Bus Stop Designation Plan Project - The contract was executed at the end of December and Katie (intern) has begun working on desktop data collection. Once the Bus Stop Policy and Design Guidelines are finalized, a new Advisory Committee will be formed for this project and location specific work can begin. This project will have a large public outreach and involvement component.

Transit Structural Analysis - Staff worked with the City of Bangor to finalize the contract with RLS. RLS has begun their peer reviews of other transit agencies similar in size to the Community Connector.

Data Collection

Collected and prepared reports for MaineDOT for a speed study on Harlow Street in Bangor and Park Street in Orono. The State was looking to see if drivers reacted by reducing speed when additional speed limit signs were added to the area. The signs on Park Street in Orono reduced speed limits from 30 to 25 and Harlow Street remained at 25 but had additional signs added. Andrew Allen is still preparing the findings for this study.

Studies

The Orono signal coordination study is still in progress. The consultant is reviewing data and will be coming to the advisory committee this month with some preliminary recommendations.

The Odlin Road / I -395 / Hammond street intersection study has been progressing. The draft final was presented during the City of Bangor's Infrastructure Committee meeting on December 22, 2020. The public comment period will end on January 21, 2021. The recorded video presentation can be watched here.

[Infrastructure Committee Meeting](#)

Traffic Incident Management

The Hancock and Penobscot TIM groups met in December. MaineDOT presented a safety audit on I-95 from Pittsfield to Carmel at the Penobscot TIM Group. The presentation was very informative addressing several issues with that corridor. If you would like to see the presentation you can watch it here. [I-95 Safety Audit](#)
Bruce Mattson is asking for feedback and any comments can be sent to him.

Meetings and Conferences

- Bangor Community Connector Transit Center Design Workshop
- AMPO Year End Meeting
- Moving Maine Network Gathering
- MPO Quarterly Meeting
- MySidewalk Data

- LPA Certification Class

Federal Highway Administration Performance Measures and Targets

Background

The Federal Highway Administration (FHWA) implemented the final rule on the Highway Safety Improvement Program (HSIP) effective April 14th, 2016. This regulation (23 CFR 490) requires that five safety related performance targets must be set and published annually by State Departments of Transportation (DOT) by August 31st and Metropolitan Planning Organizations (MPO) within 180 days after the state targets are established. This target setting is intended to coordinate the efforts of the State DOT, State Office of Highway Safety, and MPOs, as well as the specific planning efforts of the State Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), and the HSIP, into measures that help to assess the safety performance of the transportation system.

MPO Responsibilities

BACTS is responsible for integrating performance measures in plans and programs, including providing a system performance report in the Metropolitan Transportation Plan (MTP) which provides a description of the performance measures and targets used to assess system performance, evaluate the performance of the transportation system with respect to the performance targets, and report on progress made. The Transportation Improvement Plan (TIP) must link investment priorities to the targets noted in the MTP and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets.

FHWA Performance Measures (23 CFR 490)

To monitor the performance of the transportation system, and the effectiveness of programs and projects as they relate to the National Goals, a series of performance measures were established in the areas of Safety (PM1), Infrastructure Condition (PM2), and System Performance (PM3).

For each roadway performance measure, BACTS is required to establish a metropolitan planning area performance target or adopt and support the MaineDOT established target and therefore agree to plan and program projects that contribute toward meeting the targets. PM1 Safety targets are updated annually. PM2 Infrastructure Condition and PM3 System Performance targets are based on a 4-year performance period. The first performance period is 2018-2021.

Rulemaking	National Goal	Performance Area	Performance Measure
PM1	Safety	Injuries & Fatalities	<ul style="list-style-type: none"> • Number of fatalities • Fatality rate (p/100m Vehicle Miles Traveled (VMT)) • Number of serious injuries • Serious injury rate (p/100m VMT) • Number of non-motorized fatalities and non-motorized serious injuries
PM2	Infrastructure Condition	Pavement Condition	<ul style="list-style-type: none"> • Percentage of pavements on the Interstate System in Good condition • Percentage of pavements on the Interstate System in Poor condition • Percentage of pavements on the non-Interstate National Highway System (NHS) in Good condition • Percentage of pavements on the non-Interstate NHS in Poor condition
		Bridge Condition	<ul style="list-style-type: none"> • Percentage of NHS bridges classified as Good condition • Percentage of NHS bridges classified as Poor condition
PM3	System Reliability	System Performance: National Highway System	<ul style="list-style-type: none"> • Percent of person miles traveled on the Interstate System that are reliable • Percent of person miles traveled on the non-Interstate NHS that are reliable

Freight Movement / Economic Vitality	System Performance: Freight Movement on Interstate System	<ul style="list-style-type: none"> Percentage of Interstate System mileage providing reliable truck travel time - Truck Travel Time Reliability Index (TTTR)
Congestion Reduction	System Performance: Traffic Congestion	<ul style="list-style-type: none"> Annual hours of peak-hour excessive delay per capita Percent of non-single occupant vehicle travel
Environmental Sustainability	System Performance: Congestion Mitigation and Air Quality Program	<ul style="list-style-type: none"> On-Road Mobile Source Emissions Reduction

Safety Performance Measures (PM1)

All MPOs must set a target for each of the five HSIP safety performance measures annually by February 27th of the calendar year for which they apply and report them to the State DOT.

MPOs establish HSIP Targets (PM1) by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target(s); or
2. Committing to quantifiable safety targets for the metropolitan planning area.

The MPO may support all of the State's safety targets, establish their own specific numeric safety targets for all of the performance measures, or support the State's target for one or more individual performance measures and establish specific numeric targets for other performance measures.

If the MPO agrees to support the State's safety targets, the MPO would:

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area
- Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets.

If the MPO establishes its own safety targets, the MPO would:

- Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State
- Estimate VMT for all public roads within the metropolitan planning area for rate targets
- Include safety (HSIP) performance measures and HSIP targets in the MTP
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. If FHWA determines that a State has not met or made significant progress toward meeting its safety performance targets, the State shall:

- o Use obligation authority equal to the HSIP apportionment for the year prior to the target year, only for HSIP projects.
- o Submit an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward meeting its safety performance targets.

Whether the MPO agrees to support the State's targets or establishes its own, a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets, including baseline safety performance, targets, and progress toward achieving targets is required in the MTP..

The BACTS Policy Committee has agreed to support MaineDOT's performance targets for all five PM1 Safety Performance Measures for 2018, 2019, and 2020. Proposed targets for 2021 are presented for discussion and action.

Maine Statewide PM1 Safety Performance Targets				
	2021	2020	2019	2018
Number of Fatalities	158.0	161.0	165.0	153.4
Number of Serious Injuries	725.0	737.0	737.6	763.0
Rate of Fatalities	1.12	1.07	1.10	1.03
Rate of Serious Injuries	5.02	4.90	4.90	5.12
Number of Non-Motorized Fatalities and Serious Injuries	89.0	90.0	91.0	90.0

Source: MaineDOT Office of Safety

BACTS Planning Area PM1 Safety Performance Targets				
	2021	2020	2019	2018
Number of Fatalities	6.0	5.6	6.0	7.4
Number of Serious Injuries	36.0	38.0	39.0	43.6
Rate of Fatalities	0.66	0.66	0.71	0.87
Rate of Serious Injuries	4.23	4.50	4.64	5.08
Number of Non-Motorized Fatalities and Serious Injuries	9.0	9.0	9.8	11.4

Source: MaineDOT Office of Safety

Infrastructure Condition Performance Measures (PM2)

For the condition, system performance, and reliability measures in both PM2 and PM3, the MPO must establish 4-year targets by either:

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

At the September 18th, 2018 meeting, the BACTS Policy Committee agreed to adopt and support the MaineDOT-developed performance targets for the BACTS region 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	

If FHWA determines the State DOT's Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition.

If more than ten percent of the total deck area of a State DOT's NHS bridges are classified as structurally deficient for three consecutive years, the State DOT must obligate and set aside NHPP funds for eligible projects on the NHS.

System Performance and Freight Reliability (PM3)

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%	

For purposes of the measures, Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time. The measures are the percent of person-miles traveled (PMT) on the relevant NHS areas that are reliable.

Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels. The final rule changes the weighting of the Travel Time Reliability measures from system miles to person-miles; this change provides opportunities to capture overall occupancy factors from national surveys. The FHWA believes the person-miles concept is an appropriate way to measure reliability for investment decision making as it is more sensitive to congestion than system miles.

Federal Transit Administration Performance Measures (49 USC 5326 (c) and 49 USC 5329 (d))

Recipients of public transit funds are required to establish performance targets, develop transit asset management and safety plans, and report on their progress toward achieving targets. An MPO may choose to set new regional transit performance targets more frequently; however, regional transit performance targets are required to be updated with the preparation and submission of the system performance report that is required as part of the MTP.

FTA does not currently impose any consequences to MPOs who do not meet performance targets.

National Goal	Performance Area	Performance Measure
Infrastructure Condition	Rolling Stock	• Percentage of revenue vehicles (by type) that exceed ULB
	Equipment	• Percentage of non-revenue service vehicles (by type) that exceed ULB
	Facilities	• Percentage of facilities (by group) that are rated less than 3.0 on the FTA TERM scale
	Infrastructure	• Percentage of track segments (rail) that have performance restrictions
Safety	Fatalities	• Total number of reportable fatalities and rate (p/100,00 VRM) by mode
	Injuries	• Total number reportable injuries and rate (p/100,000 VRM) by mode
	Safety Events	• Total number reportable events and rate (p/100,000 VRM) by mode
	System Reliability	• Mean distance between major mechanical failures by mode

Transit Asset Condition

In August 2017, BACTS defined the regional useful life benchmarks (ULB) for rolling stock and set initial performance targets for transit assets. In November 2019, the MPO useful life benchmarks (ULB) were adjusted to better align with the transit agency ULBs as approved in the City of Bangor's 2018 National Transit Database (NTD) filing.

MPOs do not have a requirement to set regional annual transit asset performance targets; however, they must revisit targets when updating the MTP and link investment priorities in the TIP to the performance targets. MPOs must describe / assess in the TIP how the program of projects (POP) contributes to achieving the MPO's performance targets in the MTP and link investments to the targets.

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%

BACTS METROPOLITAN PLANNING AREA FY 2020-2023 PERFORMANCE TARGETS: ASSET CATEGORY: ADMINISTRATIVE AND MAINTENANCE FACILITIES														
Category	Sub-Category	Class	Location	Year Built	Year Renovated/ Replaced	Condition Benchmark	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	475 Maine Avenue, Bangor	2017		3 - Adequate	5.00		5.00		5.00		5.00	
		City of Bangor Motor Pool Garage	481 Maine Avenue, Bangor	1958		3 - Adequate	2.00	50.00%	2.00	50.00%	2.00	50.00%	2.00	50.00%
	Maintenance Facility	Bus Barn	481 Maine Avenue, Bangor	2005		3 - Adequate	4.00		4.00		4.00		4.00	
		Bus Wash	481 Maine Avenue, Bangor	2003		3 - Adequate	4.00	33.30%	4.00	33.30%	4.00	33.30%	4.00	33.30%
		Bus Barn - Cold Storage	481 Maine Avenue, Bangor	1958		3 - Adequate	2.00		2.00		2.00		2.00	
Total Administrative and Maintenance Facilities							3.40	40.00%	3.40	40.00%	3.40	40.00%	3.40	40.00%

BACTS METROPOLITAN PLANNING AREA FY 2020-2023 PERFORMANCE TARGETS ASSET CATEGORY: PASSENGER AND PARKING FACILITIES														
Category	Sub-Category	Class	Location	Year Built	Year Renovated/ Replaced	Condition Benchmark	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	100 Broad Street, Bangor	1989	2022	3 - Adequate	1	100.00%	1	100.00%	1	100.00%	5	0.00%
	Parking Facility	Pickering Square Parking Garage	100 Broad Street, Bangor	1989	2019	3 - Adequate	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 Safety

Certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula program are required to develop Public Transit Agency Safety Plans (PTASP) that include processes and procedures to implement safety management systems (SMS). They must also include safety performance targets which address the safety performance measures described in the National Public Transportation Safety Plan (NSP).

The transit agency provides their safety targets to the StateDOT and MPO to aid in the planning process. BACTS is responsible for developing regional transit safety targets and integrating performance measures into the MTP and TIP.

As a reduced reporter, the Community Connector is not required to report data on mechanical failures to the NTD, so there is not a historical record of this information readily available. In addition, Community Connector began directly operating demand response mode of service for ADA Complementary Paratransit service in October 2018; therefore, there is no historical data prior to that to draw from for this mode of service.

Because the available data is limited, NTD data was queried as a benchmark against peer agencies to set baseline data for setting initial transit safety performance targets for the region.

SAFETY PERFORMANCE TARGETS BENCHMARKING							
Mode	Fatalities		Injuries		Safety Events		System Reliability
	Total Number	Rate per 100,000 VRM	Total Number	Rate per 100,000 VRM	Total Number	Rate per 100,000 VRM	VRM/Major Mechanical Failures
MB	0	0.00	2.40	0.37	2.30	0.36	(641,002 / 42.65) 15,029.35
DR	0	0.00	0.20	0.35	0.20	0.35	(57,593 / 2.52) 22,854.50

Each transit provider is required to review and update its PTASP annually, including setting transit safety performance targets, as necessary. However, MPOs are not required to set new transit safety performance targets each year. The MPO can choose to revisit the MPO's transit safety performance targets based on the schedule for preparation and submission of the system performance report that is required as part of the MTP.

The first MTP update or amendment, to be approved on or after July 20th, 2021, must include the MPO's transit safety performance targets for the region. The next MTP update, but not each MTP amendment, must also include an updated system performance report that incorporates transit SPTs. An MPO may choose to update their transit targets more frequently, but the second federally required system performance report must reference the information contained in the first federally required system performance report.

The next update of the BACTS MTP is due to be approved in January 2023. Therefore, the initial targets calculated and set now will be the baseline by which the performance report will be reported in the next MTP. The transit safety performance targets will be reviewed and updated with the January 2023 update of the BACTS MTP.

As part of the performance-based planning and programming requirements, recipients of FHWA and FTA funds are required to link investment priorities from their TIP to achieve performance targets. The transit SPTs, as well as other performance targets required to be integrated into the metropolitan planning process, will help MaineDOT and BACTS develop investment priorities for upcoming projects.

Attachment D

BACTS Region FHWA MPO Sponsored

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Bangor 0216320	002163.20 Production Support And Administration Mpo Program Management			Federal FTA	\$161,022	\$0	\$0	\$0	\$53,674	\$53,674
		PE:	\$0	Federal MPP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal Planning	\$624,331	\$0	\$0	\$0	\$208,110	\$208,110
		CON:	\$0	Highway and Bridge	\$117,062	\$117,062	\$0	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$981,692	Local	\$79,276	\$39,021	\$0	\$0	\$13,419	\$13,419
				Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$981,692	\$156,083	\$0	\$0	\$275,203	\$275,203	
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			Federal MPP	\$624,331	\$0	\$0	\$208,110	\$208,110	\$208,110
		PE:	\$0	Highway and Bridge	\$117,062	\$0	\$0	\$39,021	\$39,021	\$39,021
		ROW:	\$0							
		CON:	\$0							
		CE:	\$0	Local	\$39,021	\$0	\$0	\$13,007	\$13,007	\$13,007
		Other:	\$780,414							
Totals:				\$780,414	\$0	\$0	\$260,138	\$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			Federal NHPP	\$299,793	\$299,793	\$0	\$0	\$0	\$0
		PE:	\$15,549	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$37,474	\$37,474	\$0	\$0	\$0	\$0
		CON:	\$351,651	Local	\$37,474	\$37,474	\$0	\$0	\$0	\$0
		CE:	\$7,541	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$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			Federal NHPP	\$283,313	\$283,313	\$0	\$0	\$0	\$0
		PE:	\$15,506	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$35,414	\$35,414	\$0	\$0	\$0	\$0
		CON:	\$333,919	Local	\$35,414	\$35,414	\$0	\$0	\$0	\$0
		CE:	\$4,716	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$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			Federal STP	\$199,227	\$8,100	\$191,127	\$0	\$0	\$0
		PE:	\$9,500	Highway and Bridge	\$24,903	\$22,213	\$2,691	\$0	\$0	\$0
		ROW:	\$0	Local	\$24,903	\$22,213	\$2,691	\$0	\$0	\$0
		CON:	\$224,534	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$15,000							
Totals:				\$249,034	\$52,525	\$196,509	\$0	\$0	\$0	
Ohio Street Located at the intersection of Ohio Street and Fourteenth Street. BACTS Sponsored.										

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Bangor 2089600	020896.00 Highways Install Or Replace Traffic Signals	PE:	\$10,000	Federal STP	\$226,827	\$10,000	\$216,827	\$0	\$0	\$0
		ROW:	\$2,500	Highway and Bridge	\$28,353	\$25,050	\$3,303	\$0	\$0	\$0
		CON:	\$256,034	Local	\$28,353	\$25,050	\$3,303	\$0	\$0	\$0
		CE:	\$15,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		Totals:		\$283,534	\$60,100	\$223,434	\$0	\$0	\$0	
Route 222 Located at the intersection of Route 222 and Fourteenth Street. BACTS Sponsored.										
Bangor 2282700	022827.00 Highways Intersection Improvements W/ Signal	PE:	\$17,500	Federal NHPP	\$70,408	\$14,000	\$18,803	\$18,803	\$18,803	\$0
		ROW:	\$500	Federal NHS	\$189,592	\$0	\$63,464	\$63,064	\$63,064	\$0
		CON:	\$305,910	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$21,090	Highway and Bridge	\$32,500	\$25,783	\$2,239	\$2,239	\$2,239	\$0
		Other:	\$0	Local	\$52,500	\$45,783	\$2,239	\$2,239	\$2,239	\$0
			Other	\$0	\$0	\$0	\$0	\$0	\$0	
		Totals:		\$345,000	\$85,566	\$86,745	\$86,345	\$86,345	\$0	
Main Street Located at the intersection of Union Street and Main Street. BACTS Sponsored.										
Bangor 2311400	023114.00 Highways Intersection Improvements W/ Signal	PE:	\$77,408	Federal NHPP	\$584,092	\$2,000	\$20,963	\$201,018	\$180,055	\$180,055
		ROW:	\$500	Federal NHS	\$18,400	\$0	\$9,200	\$9,200	\$0	\$0
		CON:	\$649,237	Highway and Bridge	\$75,312	\$2,550	\$2,620	\$25,127	\$22,507	\$22,507
		CE:	\$25,970	Local	\$75,312	\$2,550	\$2,620	\$25,127	\$22,507	\$22,507
		Other:	\$0							
		Totals:		\$753,115	\$7,100	\$35,404	\$260,473	\$225,069	\$225,069	
Route 2 Located at the intersection of Broadway and State Street; Hancock Street and Oak Street; Washington Street, Oak Street and Penobscot Bridge; Washington Street, Exchange Street and Penobscot Plaza. BACTS Sponsored.										
Bangor 2351700	023517.00 Highways Mill And Fill	PE:	\$21,363	Federal STP	\$581,080	\$491,080	\$30,000	\$30,000	\$30,000	\$0
		ROW:	\$500	Highway and Bridge	\$72,635	\$72,635	\$0	\$0	\$0	\$0
		CON:	\$690,455	Local	\$72,635	\$72,635	\$0	\$0	\$0	\$0
		CE:	\$14,032	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		Totals:		\$726,350	\$636,350	\$30,000	\$30,000	\$30,000	\$0	
Hogan Road Beginning 0.18 of a mile north of Haskell Road and extending 0.60 of a mile south to Mt. Hope Avenue.. BACTS Sponsored.										
Bangor 2351900	023519.00 Highways Mill And Fill	PE:	\$32,756	Federal NHS	\$400	\$0	\$400	\$0	\$0	\$0
		ROW:	\$500	Federal STP	\$664,870	\$20,000	\$644,870	\$0	\$0	\$0
		CON:	\$775,576	Highway and Bridge	\$83,159	\$77,358	\$5,801	\$0	\$0	\$0
		CE:	\$22,756	Local	\$83,159	\$77,358	\$5,801	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Totals:		\$831,588	\$174,716	\$656,872	\$0	\$0	\$0	
Main Street Beginning at the Hampden town line and extending north 0.66 of a mile to Dutton Street. BACTS Sponsored.										

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Bangor 2352100	023521.00 Highways Mill And Fill	PE:	\$69,117	Federal STP	\$785,558	\$0	\$27,847	\$271,135	\$243,288	\$243,288
		ROW:	\$500	Highway and Bridge	\$98,195	\$6,962	\$0	\$30,411	\$30,411	\$30,411
		CON:	\$892,331	Local	\$98,195	\$6,962	\$0	\$30,411	\$30,411	\$30,411
		CE:	\$20,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$981,948	\$13,923	\$27,847	\$331,957	\$304,110	\$304,110	
State Street Beginning at Hancock Street and extending northeast 0.96 of a mile. BACTS Sponsored.										
Bangor 2357300	023573.00 Highways Intersection Improvements W/ Signal	PE:	\$18,000	Federal STP	\$248,000	\$0	\$8,200	\$85,400	\$77,200	\$77,200
		ROW:	\$2,500	Highway and Bridge	\$31,000	\$1,930	\$60	\$9,710	\$9,650	\$9,650
		CON:	\$275,500	Local	\$31,000	\$1,930	\$60	\$9,710	\$9,650	\$9,650
		CE:	\$14,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$310,000	\$3,859	\$8,321	\$104,821	\$96,500	\$96,500	
State Street Located at the intersection of State Street and Forest Avenue. BACTS Sponsored.										
Bangor	025379.00 Highways Mill And Fill	PE:	\$20,114	Federal STP	\$461,746	\$0	\$5,497	\$5,497	\$153,915	\$148,418
		ROW:	\$500	Highway and Bridge	\$57,718	\$0	\$687	\$687	\$19,239	\$18,552
		CON:	\$515,340	Local	\$57,718	\$0	\$687	\$687	\$19,239	\$18,552
		CE:	\$41,228							
		Other:	\$0							
Totals:				\$577,182	\$0	\$6,871	\$6,871	\$192,394	\$185,523	
Oak Street Beginning at Washington Street and extending north 0.24 of a mile to State Street. BACTS Sponsored.										
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	\$16,065	\$0	\$7,488	\$4,288	\$4,288	\$0
		CON:	\$33,664	Highway and Bridge	\$4,508	\$3,850	\$486	\$86	\$86	\$0
		CE:	\$6,418	Local	\$4,508	\$3,850	\$486	\$86	\$86	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$45,081	\$8,500	\$14,860	\$10,860	\$10,860	\$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	\$64,144	\$56,944	\$2,571	\$2,315	\$2,315	\$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	\$11,768	\$10,868	\$321	\$289	\$289	\$0
		CE:	\$20,680	Local	\$11,768	\$10,868	\$321	\$289	\$289	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$117,681	\$78,680	\$13,213	\$12,894	\$12,894	\$0	
Route 9 Located at the intersection of Route 9 and Route 15B. BACTS Sponsored.										

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
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	\$34,858	\$500	\$13,892	\$10,233	\$10,233	\$0
		ROW:	\$198	Highway and Bridge	\$4,357	\$4,000	\$299	\$29	\$29	\$0
		CON:	\$33,664							
		CE:	\$4,711	Local	\$4,357	\$4,000	\$299	\$29	\$29	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$43,573	\$8,500	\$14,490	\$10,292	\$10,292	\$0
Route 1A Located at the intersection of Route 1A, Thompson and Walton Street. BACTS Sponsored.										
Brewer 2241000	022410.00 Highways Mill And Fill	PE:	\$33,737	Federal STP	\$879,404	\$74,456	\$269,985	\$267,481	\$267,481	\$0
		ROW:	\$500	Highway and Bridge	\$109,925	\$65,554	\$14,966	\$14,703	\$14,703	\$0
		CON:	\$1,012,754							
		CE:	\$52,000	Local	\$109,662	\$76,754	\$10,969	\$10,969	\$10,969	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$1,098,991	\$216,765	\$295,920	\$293,153	\$293,153	\$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	\$47,549	\$47,549	\$47,549
		ROW:	\$500	Federal NHS	\$7,400	\$0	\$3,700	\$3,700	\$0	\$0
		CON:	\$172,310	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$6,000	Highway and Bridge	\$18,881	\$1,050	\$0	\$5,944	\$5,944	\$5,944
		Other:	\$0	Local	\$18,881	\$1,050	\$0	\$5,944	\$5,944	\$5,944
Totals:					\$188,810	\$3,100	\$3,700	\$63,137	\$59,437	\$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	\$136,880	\$16,000	\$120,880	\$0	\$0	\$0
		ROW:	\$2,000	Highway and Bridge	\$17,110	\$17,110	\$0	\$0	\$0	\$0
		CON:	\$131,100							
		CE:	\$20,000	Local	\$17,110	\$17,110	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
			Totals:		\$171,100	\$50,220	\$120,880	\$0	\$0	\$0
Brewer 2357500	023575.00 Highways Intersection Improvements W/ Signal									
Wilson Street Located at the intersection of Wilson Street and Dirigo Drive. BACTS Sponsored.										
Brewer	025377.00 Highways Mill And Fill	PE:	\$44,203	Federal STP	\$991,480	\$0	\$11,921	\$11,921	\$330,493	\$318,573
		ROW:	\$500	Highway and Bridge	\$123,935	\$0	\$1,490	\$1,490	\$41,312	\$39,822
		CON:	\$1,117,575							
		CE:	\$77,072	Local	\$123,935	\$0	\$1,490	\$1,490	\$41,312	\$39,822
		Other:	\$0							
			Totals:		\$1,239,350	\$0	\$14,901	\$14,901	\$413,117	\$398,216
South Main Street Beginning at Abbott Street and extending 0.95 of a mile to Wilson Street. BACTS Sponsored.										
Hampden 1157700	011577.00 Highways Reconstruction			Federal STP	\$1,573,943	\$1,039,951	\$533,992	\$0	\$0	\$0
		PE:	\$527,912	GARVEE	\$3,359,200	\$1,538,192	\$1,821,008	\$0	\$0	\$0
		ROW:	\$296,261	Highway and Bridge	\$637,841	\$571,092	\$66,749	\$0	\$0	\$0
		CON:	\$5,647,130	Local	\$895,799	\$828,929	\$66,870	\$0	\$0	\$0
		CE:	\$475,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Private	\$479,520	\$479,520	\$0	\$0	\$0	\$0
			Totals:		\$6,946,303	\$4,457,685	\$2,488,618	\$0	\$0	\$0
Route 1A Beginning at Western Avenue and extending north 1.73 miles. BACTS Sponsored										
Hermon 2287700	022877.00 Highways Intersection Improvements W/ Signal	PE:	\$32,000	Federal STP	\$272,480	\$21,440	\$251,040	\$0	\$0	\$0
		ROW:	\$2,500	Highway and Bridge	\$34,060	\$22,700	\$11,360	\$0	\$0	\$0
		CON:	\$281,100	Local	\$34,060	\$22,700	\$11,360	\$0	\$0	\$0
		CE:	\$25,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
			Totals:		\$340,600	\$66,840	\$273,760	\$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	\$391,600	\$0	\$0	\$0
		ROW:	\$500	Highway and Bridge	\$51,550	\$33,030	\$18,521	\$0	\$0	\$0
		CON:	\$453,000	Local	\$51,550	\$39,414	\$12,137	\$0	\$0	\$0
		CE:	\$27,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Private	\$0	\$0	\$0	\$0	\$0	\$0
			Totals:		\$515,500	\$93,243	\$422,257	\$0	\$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	Other	\$0	\$0	\$0	\$0	\$0	\$0

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Old Town 2397100	023971.00 Highways Intersection Improvements W/ Signal		Totals:		\$650,000	\$6,000	\$12,000	\$218,667	\$206,667	\$206,667
Center Street <i>Located at the intersection of Route 2A and Main Street and Route 2A and Water Street.</i>										
Orono 2089800	020898.00 Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	\$165,000 \$20,000 \$862,400 \$56,000 \$0	Federal STP Highway and Bridge Local Other	\$739,278 \$33,000 \$331,122 \$0	\$55,275 \$0 \$59,450 \$0	\$273,784 \$11,000 \$91,625 \$0	\$205,109 \$11,000 \$90,024 \$0	\$205,109 \$11,000 \$90,024 \$0	\$0 \$0 \$0 \$0
		Totals:			\$1,103,400	\$114,725	\$376,409	\$306,133	\$306,133	\$0
Route 2 <i>Large culvert (#942495) located 0.66 of a mile north of the Veazie town line. BACTS Sponsored.</i>										
Orrington 2244600	022446.00 Highways 1 1/2" Overlay	PE: ROW: CON: CE: Other:	\$31,500 \$500 \$761,268 \$49,000 \$0	Federal STP Highway and Bridge Local Other	\$673,814 \$84,227 \$84,227 \$0	\$22,400 \$47,648 \$47,648 \$0	\$651,414 \$36,579 \$36,579 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
		Totals:			\$842,268	\$117,695	\$724,573	\$0	\$0	\$0
Route 15 <i>Beginning at Snows Corner Road and extending north 0.88 of a mile to Harrison Avenue. BACTS Sponsored.</i>										
Statewide STP-1427(240)X	014272.40 Production Support And Administration Mpo Program Management	PE: ROW: CON: CE: Other:	\$0 \$0 \$269,291 \$0 \$0	Federal STP Highway and Bridge Local	\$204,638 \$64,653 \$0	\$0 \$0 \$0	\$204,638 \$64,653 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
		Totals:			\$269,291	\$0	\$269,291	\$0	\$0	\$0
Remaining Allocation <i>Transfer WIN for unprogrammed federal and state funding allocated to the Bangor Area Comprehensive Transportation System (BACTS).</i>										

BACTS Region FHWA MaineDOT Sponsored

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024	
Alton, Argyle Twp, Bangor, Old Town, Orono, Veazie 2085500	020855.00 Highways Ultra-Thin Bonded Wearing Course	PE:	\$29,955	Federal NHFP	\$2,011,565	\$2,011,565	\$0	\$0	\$0	\$0	
		ROW:	\$0	Federal NHPP	\$23,964	\$20,099	\$3,865	\$0	\$0	\$0	
		CON:	\$2,112,850	Federal NHS	\$1,221	\$0	\$407	\$407	\$407	\$0	
		CE:	\$123,579	Highway and Bridge	\$229,634	\$229,634	\$966	\$0	\$0	\$0	
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		Totals:				\$2,266,383	\$2,261,298	\$5,238	\$407	\$407	\$0
		Interstate 95 Northbound Beginning 5.78 miles north of the Hampden town line and extending north 13.80 miles to the Argyle town line.									
Bangor, Benedicta Twp, Hampden, Howland, Lincoln, Mattamisco	025631.00 Highways Bridge Deck Replacement	PE:	\$250,000	Federal NHPP	\$200,000	\$0	\$66,667	\$66,667	\$66,667	\$0	
		ROW:	\$0	Highway and Bridge	\$50,000	\$0	\$16,667	\$16,667	\$16,667	\$0	
		CON:	\$0								
		CE:	\$0								
		Other:	\$0								
Totals:				\$250,000	\$0	\$83,333	\$83,333	\$83,333	\$0		
Various Locations Preliminary engineering for Interstate, NHS, and Freight Network bridge deck replacements. Construction funding for this project will be contingent upon a successful future competitive grant application.											
Bangor, Brewer 2227800	022278.00 Highways Bridge Rehabilitation	PE:	\$225,000	Federal NHPP	\$202,500	\$202,500	\$0	\$0	\$0	\$0	
		ROW:	\$0	Federal NHS	\$2,524,500	\$0	\$1,262,250	\$1,262,250	\$0	\$0	
		CON:	\$2,430,000	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0	
		CE:	\$375,000	Highway and Bridge	\$303,000	\$303,000	\$0	\$0	\$0	\$0	
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		Totals:				\$3,030,000	\$505,500	\$1,262,250	\$1,262,250	\$0	\$0
Interstate 395 Veterans Remembrance Bridge (#1558) over the Penobscot River. Located at the Bangor-Brewer town line.											
Bangor, Brewer	025311.00 Highways Bridge Substructure Rehabilitation	PE:	\$100,000	Federal NHPP	\$800,000	\$0	\$28,000	\$28,000	\$266,667	\$238,667	
		ROW:	\$5,000	Highway and Bridge	\$200,000	\$0	\$7,000	\$7,000	\$66,667	\$59,667	
		CON:	\$795,000								
		CE:	\$100,000								
		Other:	\$0								
Totals:				\$1,000,000	\$0	\$35,000	\$35,000	\$333,333	\$298,333		
Route 1C Penobscot Bridge (#2038) over Penobscot River. Located on the Brewer-Bangor town line.											
Bangor, Brewer	025313.00 Highways Bridge Rehabilitation	PE:	\$150,000	Federal NHPP	\$1,200,000	\$0	\$41,333	\$41,333	\$400,000	\$358,667	
		ROW:	\$5,000	Highway and Bridge	\$300,000	\$0	\$10,333	\$10,333	\$100,000	\$89,667	
		CON:	\$1,195,000								
		CE:	\$150,000								
		Other:	\$0								
Totals:				\$1,500,000	\$0	\$51,667	\$51,667	\$500,000	\$448,333		
Route 1A Joshua Chamberlain Bridge (#5312) over Penobscot River and Railroad Yard. Located 0.06 of a mile northwest of the Brewer town line.											

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Bangor, Brewer	025481.00 Highways Ultra-Thin Bonded Wearing Course	PE:	\$25,000	Federal NHPP	\$1,282,500	\$0	\$7,500	\$7,500	\$427,500	\$420,000
		ROW:	\$0							
		CON:	\$1,225,000	Highway and Bridge	\$142,500	\$0	\$833	\$833	\$47,500	\$46,667
		CE:	\$175,000							
		Other:	\$0							
Totals:				\$1,425,000	\$0	\$8,333	\$8,333	\$475,000	\$466,667	
Interstate 395 Westbound Beginning at Route 1A and extending west 4.93 miles.										
Bangor, Brewer	025483.00 Highways Ultra-Thin Bonded Wearing Course	PE:	\$25,000	Federal NHPP	\$1,282,500	\$0	\$7,500	\$7,500	\$427,500	\$420,000
		ROW:	\$0							
		CON:	\$1,225,000	Highway and Bridge	\$142,500	\$0	\$833	\$833	\$47,500	\$46,667
		CE:	\$175,000							
		Other:	\$0							
Totals:				\$1,425,000	\$0	\$8,333	\$8,333	\$475,000	\$466,667	
Interstate 395 Eastbound Beginning at Odlin Road and extending east 4.76 miles.										
Bangor, Carmel, Etna, Hampden, Hermon, Newburgh, Newport, OI 2179100	021791.00 Highways Signing	PE:	\$0	Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal NHS	\$231	\$0	\$77	\$77	\$77	\$0
		CON:	\$0	Highway and Bridge	\$26	\$26	\$0	\$0	\$0	\$0
		CE:	\$257							
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$257	\$26	\$77	\$77	\$77	\$0	
Interstate 95 Northbound 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	\$657,726	\$0	\$657,726	\$0	\$0	\$0
		ROW:	\$0	Federal NHS	\$5,022,324	\$0	\$5,022,324	\$0	\$0	\$0
		CON:	\$6,011,167	Federal STP	\$31,500	\$27,000	\$4,500	\$0	\$0	\$0
		CE:	\$300,000	Highway and Bridge	\$634,617	\$561,036	\$73,581	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$6,346,167	\$588,036	\$5,758,131	\$0	\$0	\$0	
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:	\$28,870	Federal LHIP	\$1,226,746	\$1,226,746	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal NHPP	\$751,652	\$751,652	\$0	\$0	\$0	\$0
		CON:	\$5,462,305	Federal NHS	\$3,166,459	\$0	\$3,166,459	\$0	\$0	\$0
		CE:	\$250,000	Federal STP	\$22,200	\$22,200	\$0	\$0	\$0	\$0
		Other:	\$0	Highway and Bridge	\$574,117	\$574,117	\$0	\$0	\$0	\$0
Totals:				\$5,741,175	\$2,574,715	\$3,166,459	\$0	\$0	\$0	
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, Glenburn, Kenduskeag	025139.00 Highways 1 1/4" Overlay	PE:	\$52,507	Federal STP	\$2,231,556	\$0	\$14,002	\$14,002	\$743,852	\$729,850
		ROW:	\$0							
		CON:	\$2,526,909	Highway and Bridge	\$557,889	\$0	\$3,500	\$3,500	\$185,963	\$182,463
		CE:	\$210,029							
		Other:	\$0							

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
			Totals:		\$2,789,445	\$0	\$17,502	\$17,502	\$929,815	\$912,313
Bangor, Glenburn, Kenduskeag	025139.00 Highways 1 1/4" Overlay									
Route 15 Beginning 0.10 of a mile north of Route 221 and extending north 4.38 miles.										
Bangor 1859510	018595.10 Highways Intersection Improvements W/ Signal			Federal Aid Dem Prog	\$600,000	\$600,000	\$0	\$0	\$0	\$0
		PE:	\$750,000	Federal HSIP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$25,000	Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$0	Federal NHS	\$22,500	\$0	\$7,500	\$7,500	\$7,500	\$0
		CE:	\$0	Highway and Bridge	\$152,500	\$152,500	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Totals:			\$775,000	\$752,500	\$7,500	\$7,500	\$7,500	\$0
		Hogan Road Design for diverging diamond interchange on Hogan Road/ Interstate 95 Exit 187 and Hogan Road/ I-95 Bridge (#5823) over Interstate 95. Located 0.26 of a mile north of Haskell Road. FHWA AID Demo Grant recipient.								
Bangor 1872200	018722.00 Highways Bridge Replacement			Federal HPP	\$1,502,213	\$1,502,213	\$0	\$0	\$0	\$0
		PE:	\$566,052	Federal LHIP	\$3,661,972	\$3,661,972	\$0	\$0	\$0	\$0
		ROW:	\$27,973	Federal STP	\$475,220	\$475,220	\$0	\$0	\$0	\$0
		CON:	\$6,113,581	GARVEE	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$565,000	Highway and Bridge	\$1,409,851	\$1,409,851	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Totals:			\$7,272,606	\$7,272,606	\$0	\$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 2081100	020811.00 Highways Ramp Improvements	PE:	\$41,848	Federal HSIP	\$455,697	\$455,697	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal NHPP	\$36,000	\$36,000	\$0	\$0	\$0	\$0
		CON:	\$440,148	Federal NHS	\$9,500	\$0	\$3,167	\$3,167	\$3,167	\$0
		CE:	\$75,000	Highway and Bridge	\$55,799	\$55,799	\$0	\$0	\$0	\$0
		Other:	\$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 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	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$14,000							
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.										

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
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	Other	\$0	\$0	\$0	\$0	\$0	\$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	\$22,982	\$0	\$0	\$0	\$0
		CON:	\$87,389							
		CE:	\$11,129	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$114,910	\$111,874	\$1,012	\$1,012	\$1,012	\$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	\$317,869	\$317,869	\$0	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$354,919	Local	\$79,467	\$79,467	\$0	\$0	\$0	\$0
		CE:	\$22,529							
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$397,336	\$397,336	\$0	\$0	\$0	\$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	\$107,572	\$107,572	\$0	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$1,500	\$1,500	\$0	\$0	\$0	\$0
		CON:	\$104,525	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$10,000							
		Other:	\$0	Private	\$10,453	\$10,453	\$0	\$0	\$0	\$0
Totals:				\$119,525	\$119,525	\$0	\$0	\$0	\$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 STP	\$392,000	\$0	\$130,667	\$130,667	\$130,667	\$0
		ROW:	\$18,000	Federal TAP	\$48,000	\$48,000	\$0	\$0	\$0	\$0
		CON:	\$474,600	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$15,400	Local	\$110,000	\$110,000	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$550,000	\$158,000	\$130,667	\$130,667	\$130,667	\$0	
Bicycle - Pedestrian Trail Beginning at the end of Sylvan Road and extending west 0.39 of a mile to Stillwater Avenue.										
Bangor 2221000	022210.00 Bicycle/Pedestrian New Construction	PE:	\$16,500	Federal TAP	\$269,027	\$269,027	\$0	\$0	\$0	\$0
		ROW:	\$2,000	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$302,784	Local	\$67,257	\$67,257	\$0	\$0	\$0	\$0
		CE:	\$15,000							
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$336,284	\$336,284	\$0	\$0	\$0	\$0	

Towns	WIN					Obligated				
Fed Project #	Asset					to Date	2021	2022	2023	2024
Description	Scope	Stage	Available	Source	Available					
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:	\$375,722	Federal NHPP	\$338,997	\$261,500	\$25,832	\$25,832	\$25,832	\$0
		ROW:	\$941	Federal NHS	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$0	Highway and Bridge	\$37,666	\$30,000	\$2,555	\$2,555	\$2,555	\$0
		CE:	\$0							
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Totals:		\$376,664		\$291,500	\$28,388	\$28,388	\$28,388	\$0
Interstate 95										
I-95/ Broadway Bridge (#5789) over Route 15. Located 0.06 of a mile west of Interstate 95 northbound Exit 187. FHWA INFRA Grant recipient.										
Bangor 2189401	022276.01 Highways Bridge Improvements	PE:	\$1,710,000	Federal BUILD	\$15,699,847	\$0	\$0	\$0	\$5,233,282	\$5,233,282
		ROW:	\$15,000	Federal STP	\$1,231,418	\$0	\$0	\$0	\$410,473	\$410,473
		CON:	\$16,831,683							
		CE:	\$1,331,000	Highway and Bridge	\$2,956,418	\$0	\$575,000	\$575,000	\$985,473	\$410,473
		Other:	\$0							
		Totals:		\$19,887,683	\$0	\$575,000	\$575,000	\$6,629,228	\$6,054,228	
Interstate 95										
I-95/ Broadway Bridge (#5789) over Route 15. Located 0.06 of a mile west of Interstate 95 northbound Exit 187. FHWA INFRA Grant recipient.										
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							
		CE:	\$100,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		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	\$169,917	\$1,000	\$1,398	\$56,772	\$55,373	\$55,373
		ROW:	\$0	Highway and Bridge	\$42,479	\$949	\$0	\$13,843	\$13,843	\$13,843
		CON:	\$194,995							
		CE:	\$12,655	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		Totals:		\$212,396	\$1,949	\$1,398	\$70,615	\$69,217	\$69,217	
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:	\$20,000	Federal STP	\$260,288	\$0	\$260,288	\$0	\$0	\$0
		ROW:	\$500	Federal TAP	\$21,830	\$12,400	\$9,430	\$0	\$0	\$0
		CON:	\$317,147	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$15,000	Local	\$70,529	\$69,172	\$1,357	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Totals:		\$352,647	\$81,572	\$271,075	\$0	\$0	\$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 2477100	024771.00 Bicycle/Pedestrian New Construction	PE:	\$45,000	Federal HPP	\$371,670	\$0	\$26,000	\$132,557	\$106,557	\$106,557
		ROW:	\$20,000	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$374,587	Local	\$92,917	\$13,000	\$0	\$26,639	\$26,639	\$26,639
		CE:	\$25,000							
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Bangor 2477100	024771.00 Bicycle/Pedestrian New Construction		Totals:		\$464,587	\$13,000	\$26,000	\$159,196	\$133,196	\$133,196
Riverfront Trail Enhancements to the Bangor Riverfront trail system to include lighting, restroom, and a new trail spur.										
Bangor	025063.00 Highways Bridge Joint Replacement	PE: \$50,000 ROW: \$5,000 CON: \$295,000 CE: \$50,000 Other: \$0		Federal NHPP	\$360,000	\$0	\$16,500	\$16,500	\$120,000	\$103,500
				Highway and Bridge	\$40,000	\$0	\$1,833	\$1,833	\$13,333	\$11,500
		Totals:			\$400,000	\$0	\$18,333	\$18,333	\$133,333	\$115,000
Interstate 395 I-395 / Main Street Bridge (#5799) over Main Street. Located 0.23 of a mile west of the Brewer town line.										
Bangor	025141.00 Highways Mill And Fill	PE: \$41,526 ROW: \$0 CON: \$908,370 CE: \$83,051 Other: \$0		Federal STP	\$826,358	\$0	\$11,074	\$11,074	\$275,453	\$264,379
				Highway and Bridge	\$206,589	\$0	\$2,768	\$2,768	\$68,863	\$66,095
		Totals:			\$1,032,947	\$0	\$13,842	\$13,842	\$344,316	\$330,474
Route 15 Beginning 0.36 of a mile west of Pushaw Road and extending northwest 0.83 of a mile.										
Bangor	025617.00 Bicycle/Pedestrian New Construction	PE: \$18,000 ROW: \$10,000 CON: \$0 CE: \$0 Other: \$0		Federal HSIP	\$22,400	\$0	\$7,467	\$7,467	\$7,467	\$0
				Local	\$5,600	\$0	\$1,867	\$1,867	\$1,867	\$0
		Totals:			\$28,000	\$0	\$9,333	\$9,333	\$9,333	\$0
Broadway Sidewalk improvements and signal modifications. Beginning at Husson Avenue and extending north 0.15 of a mile to Grandview Avenue.										
Brewer, Eddington, Holden 1891500	018915.00 Highways New Construction	PE: \$7,165,000 ROW: \$9,650,000 CON: \$65,945,000 CE: \$7,560,000 Other: \$0		Federal Aid Dem Prog	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0
				Federal FASTLANE	\$18,062,500	\$0	\$8,012,500	\$5,025,000	\$5,025,000	\$0
				Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
				Federal STP	\$36,103,787	\$3,498,660	\$12,733,407	\$9,935,860	\$9,935,860	\$0
				Highway and Bridge	\$35,153,713	\$1,125,850	\$14,946,250	\$9,540,807	\$9,540,807	\$0
				Other	\$0	\$0	\$0	\$0	\$0	\$0
		Totals:			\$90,320,000	\$5,624,510	\$35,692,157	\$24,501,667	\$24,501,667	\$0
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.										
Brewer, Eddington, Holden 1891500	018915.50 Highways Large Culvert Replacement	PE: \$0 ROW: \$0 CON: \$1,072,000 CE: \$95,000 Other: \$0		Federal STP	\$933,600	\$0	\$311,200	\$311,200	\$311,200	\$0
				Highway and Bridge	\$233,400	\$233,400	\$0	\$0	\$0	\$0
				Other	\$0	\$0	\$0	\$0	\$0	\$0

Towns	WIN					Obligated					
Fed Project #	Asset		Stage	Available	Source	Available	to Date	2021	2022	2023	2024
Description	Scope										
			Totals:			\$1,167,000	\$233,400	\$311,200	\$311,200	\$311,200	\$0
Brewer, Eddington, Holden 1891500	018915.50 Highways Large Culvert Replacement										
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.											
Brewer, Eddington, Holden 1891500	018915.60 Highways Capital Equipment Purchase	PE:	\$0	Federal STP	\$590,400	\$0	\$196,800	\$196,800	\$196,800	\$0	
		ROW:	\$0	Highway and Bridge	\$147,600	\$147,600	\$0	\$0	\$0	\$0	
		CON:	\$678,000								
		CE:	\$60,000	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		Other:	\$0								
			Totals:			\$738,000	\$147,600	\$196,800	\$196,800	\$196,800	\$0
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.											
Brewer 1885800	018858.00 Bicycle/Pedestrian New Construction	PE:	\$273,597	Federal HPP	\$1,543,515	\$1,430,402	\$0	\$0	\$37,704	\$37,704	
		ROW:	\$84,079	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0	
		CON:	\$1,391,717								
		CE:	\$180,000	Local	\$385,879	\$384,003	\$0	\$0	\$625	\$625	
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0	
			Totals:			\$1,929,393	\$1,814,406	\$0	\$0	\$38,329	\$38,329
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 1891500	018915.20 Highways Bridge Replacement	PE:	\$0	Federal FASTLANE	\$6,937,500	\$6,937,500	\$0	\$0	\$0	\$0	
		ROW:	\$0	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0	
		CON:	\$12,925,000	Highway and Bridge	\$6,937,500	\$6,937,500	\$0	\$0	\$0	\$0	
		CE:	\$950,000								
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0	
			Totals:			\$13,875,000	\$13,875,000	\$0	\$0	\$0	\$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	Other	\$0	\$0	\$0	\$0	\$0	\$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	Other	\$0	\$0	\$0	\$0	\$0	\$0	
			Totals:			\$75,000	\$66,250	\$2,917	\$2,917	\$2,917	\$0
Route 15											

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Located 0.13 of a mile north of Abbott Street.										
Brewer 2477300	024773.00 Bicycle/Pedestrian New Construction	PE:	\$75,000	Federal HPP	\$395,008	\$0	\$29,504	\$141,504	\$112,000	\$112,000
		ROW:	\$20,000	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$460,000	Local	\$229,992	\$14,752	\$10,620	\$75,287	\$64,667	\$64,667
		CE:	\$70,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$625,000	\$14,752	\$40,124	\$216,791	\$176,667	\$176,667	
Riverwalk Design and construction of Phase 3 of the Brewer Riverwalk. Beginning at Hardy Street and extending north 900 feet along the east side of the Penobscot River.										
Brewer 	025103.00 Highways Lighting	PE:	\$50,000	Federal NHPP	\$832,500	\$0	\$15,000	\$15,000	\$277,500	\$262,500
		ROW:	\$0	Highway and Bridge	\$92,500	\$0	\$1,667	\$1,667	\$30,833	\$29,167
		CON:	\$800,000							
		CE:	\$75,000							
		Other:	\$0							
Totals:				\$925,000	\$0	\$16,667	\$16,667	\$308,333	\$291,667	
Interstate 395 Southbound Located at Exit 5.										
Hampden, Hermon 2417100	024171.00 Highways Ultra-Thin Bonded Wearing Course	PE:	\$25,000	Federal NHPP	\$1,328,489	\$0	\$0	\$442,830	\$442,830	\$442,830
		ROW:	\$0	Federal NHS	\$22,500	\$0	\$11,250	\$11,250	\$0	\$0
		CON:	\$1,351,099	Highway and Bridge	\$150,110	\$2,500	\$0	\$49,203	\$49,203	\$49,203
		CE:	\$125,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$1,501,099	\$2,500	\$11,250	\$503,283	\$492,033	\$492,033	
Interstate 95 Northbound and Southbound Paving the north and southbound lanes beginning at Exit 180 and extending south 3.75 miles.										
Hampden 1887300	018873.00 Highways Intersection Improvements W/ Signal	PE:	\$8,954	Federal NHPP	\$52,662	\$49,224	\$1,146	\$1,146	\$1,146	\$0
		ROW:	\$67	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$41,807	Highway and Bridge	\$13,166	\$12,306	\$287	\$287	\$287	\$0
		CE:	\$15,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$65,828	\$61,530	\$1,433	\$1,433	\$1,433	\$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	\$72,533	\$72,533	\$72,533	\$0
		ROW:	\$12,000	Federal TAP	\$78,400	\$33,600	\$14,933	\$14,933	\$14,933	\$0
		CON:	\$303,000	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$25,000	Local	\$77,200	\$66,000	\$3,733	\$3,733	\$3,733	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$386,000	\$112,400	\$91,200	\$91,200	\$91,200	\$0	
Route 202 Beginning at Mayo Road and extending southeast 0.15 of a mile.										
Hampden 2167300	021673.00 Highways Bridge Replacement	PE:	\$126,585	Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal NHS	\$3,305,793	\$0	\$3,305,793	\$0	\$0	\$0
		CON:	\$6,339,770	Federal STP	\$2,767,200	\$2,594,417	\$172,783	\$0	\$0	\$0
		CE:	\$408,000	Highway and Bridge	\$801,362	\$801,362	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
			Totals:		\$6,874,355	\$3,395,779	\$3,478,576	\$0	\$0	\$0
Hampden 2167300	021673.00 Highways Bridge Replacement									
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.										
Hampden 2167310	021673.10 Highways Bridge Replacement	PE:	\$77,495	Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal NHS	\$3,938,750	\$0	\$3,938,750	\$0	\$0	\$0
		CON:	\$6,565,000	Federal STP	\$2,350,000	\$2,350,000	\$0	\$0	\$0	\$0
		CE:	\$422,500	Highway and Bridge	\$776,245	\$776,245	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Totals:			\$7,064,995	\$3,126,245	\$3,938,750	\$0	\$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 LHIP	\$1,200,000	\$0	\$1,200,000	\$0	\$0	\$0
		ROW:	\$500	Federal STP	\$1,700,406	\$1,350,266	\$350,140	\$0	\$0	\$0
		CON:	\$3,483,259	Highway and Bridge	\$725,101	\$725,101	\$0	\$0	\$0	\$0
		CE:	\$220,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Private	\$453,084	\$453,084	\$0	\$0	\$0	\$0
		Totals:			\$4,078,591	\$2,528,451	\$1,550,140	\$0	\$0	\$0
Route 1A Grist Mill Bridge (#2334) over Souadabscook Stream. Located 0.21 of a mile northeast of Elm Street.										
Hampden	023096.00 Highways Bridge Deck Replacement	PE:	\$250,000	Federal NHPP	\$2,000,000	\$0	\$68,000	\$68,000	\$666,667	\$598,667
		ROW:	\$5,000	Highway and Bridge	\$500,000	\$0	\$17,000	\$17,000	\$166,667	\$149,667
		CON:	\$1,995,000							
		CE:	\$250,000							
		Other:	\$0							
		Totals:			\$2,500,000	\$0	\$85,000	\$85,000	\$833,333	\$748,333
Route 202S Route 202 SB/ Souadabscook Stream Bridge (#1524) over Souadabscook Stream. Located 0.32 of a mile south of Coldbrook Road.										
Hampden	023140.00 Highways Bridge Deck Replacement	PE:	\$250,000	Federal NHPP	\$2,000,000	\$0	\$68,000	\$68,000	\$666,667	\$598,667
		ROW:	\$5,000	Highway and Bridge	\$500,000	\$0	\$17,000	\$17,000	\$166,667	\$149,667
		CON:	\$1,995,000							
		CE:	\$250,000							
		Other:	\$0							
		Totals:			\$2,500,000	\$0	\$85,000	\$85,000	\$833,333	\$748,333
Route 202 Route 202 NB/ Souadabscook Stream Bridge (#6079) over Souadabscook Stream. Located 0.33 of a mile north of Western Avenue.										
Hampden 2322400	023224.00 Highways Bridge Substructure Rehabilitation	PE:	\$3,447	Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal STP	\$1,722,757	\$562,757	\$1,160,000	\$0	\$0	\$0
		CON:	\$2,020,000	Highway and Bridge	\$430,689	\$430,689	\$0	\$0	\$0	\$0
		CE:	\$130,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		Totals:			\$2,153,447	\$993,447	\$1,160,000	\$0	\$0	\$0

Towns	WIN					Obligated				
Fed Project #	Asset					to Date				
Description	Scope	Stage	Available	Source	Available		2021	2022	2023	2024
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	\$594,644	\$5,000	\$196,548	\$196,548	\$196,548	\$0
		ROW:	\$0	Federal NHS	\$10,628	\$0	\$10,628	\$0	\$0	\$0
		CON:	\$697,984	Highway and Bridge	\$151,318	\$3,907	\$49,137	\$49,137	\$49,137	\$0
		CE:	\$39,071							
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Totals:		\$756,590	\$8,907	\$256,313	\$245,685	\$245,685	\$0	
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:	\$20,000	Federal NHPP	\$406,900	\$4,147	\$142,153	\$130,300	\$130,300	\$0
		ROW:	\$0	Highway and Bridge	\$101,725	\$1,037	\$35,538	\$32,575	\$32,575	\$0
		CON:	\$450,625							
		CE:	\$38,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		Totals:		\$508,625	\$5,184	\$177,691	\$162,875	\$162,875	\$0	
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	\$161,204	\$161,204	\$0	\$0	\$0	\$0
		ROW:	\$3,940	Federal STP	\$2,109,202	\$2,091,818	\$5,795	\$5,795	\$5,795	\$0
		CON:	\$2,262,231	Highway and Bridge	\$503,602	\$499,256	\$1,449	\$1,449	\$1,449	\$0
		CE:	\$214,853	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Private	\$64,000	\$64,000	\$0	\$0	\$0	\$0
		Totals:		\$2,838,008	\$2,816,278	\$7,243	\$7,243	\$7,243	\$0	
Route 2										
Lower Trestle Bridge (#3535) over Sunkhaze Stream/River Overflow. Located 1.25 miles south of French Settlement Road.										
Milford 2050500	020505.00 Highways Bridge Replacement	PE:	\$240,069	Federal STP	\$1,984,691	\$1,984,691	\$0	\$0	\$0	\$0
		ROW:	\$54,818	Highway and Bridge	\$505,448	\$505,448	\$0	\$0	\$0	\$0
		CON:	\$1,967,409							
		CE:	\$227,843	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		Totals:		\$2,490,139	\$2,490,139	\$0	\$0	\$0	\$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:	\$20,997	Federal HSIP	\$52,429	\$51,816	\$274	\$169	\$169	\$0
		ROW:	\$10,439	Highway and Bridge	\$13,571	\$13,503	\$30	\$19	\$19	\$0
		CON:	\$27,619							
		CE:	\$6,945	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		Totals:		\$66,000	\$65,320	\$304	\$188	\$188	\$0	
Route 2A										
Located at the intersection of Route 2A and Brunswick Street.										

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Old Town 2251100	022511.00 Highways Bridge Replacement	PE:	\$293,548	Federal STP	\$236,526	\$208,380	\$9,382	\$9,382	\$9,382	\$0
		ROW:	\$2,109	Highway and Bridge	\$59,132	\$52,095	\$2,345	\$2,345	\$2,345	\$0
		CON:	\$0							
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$295,658	\$260,476	\$11,727	\$11,727	\$11,727	\$0
Stillwater Avenue Stillwater #2 Bridge (#2806) over the North Channel Stillwater River. Located 0.13 of a mile north of Free Street. FHWA INFRA Grant recipient.										
Old Town 2189401	022511.01 Highways Bridge Replacement	PE:	\$680,000	Federal BUILD	\$4,941,658	\$0	\$1,647,219	\$1,647,219	\$1,647,219	\$0
		ROW:	\$0	Federal STP	\$1,314,171	\$0	\$438,057	\$438,057	\$438,057	\$0
		CON:	\$6,890,000							
		CE:	\$680,000	Highway and Bridge	\$1,994,171	\$0	\$1,118,057	\$438,057	\$438,057	\$0
		Other:	\$0							
Totals:					\$8,250,000	\$0	\$3,203,333	\$2,523,333	\$2,523,333	\$0
Stillwater Avenue Stillwater #2 Bridge (#2806) over the North Channel Stillwater River. Located 0.13 of a mile north of Free Street. FHWA INFRA Grant recipient.										
Old Town 2251200	022512.00 Highways Bridge Replacement	PE:	\$201,697	Federal STP	\$163,003	\$120,000	\$14,334	\$14,334	\$14,334	\$0
		ROW:	\$2,058	Highway and Bridge	\$40,751	\$30,000	\$3,584	\$3,584	\$3,584	\$0
		CON:	\$0							
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$203,754	\$150,000	\$17,918	\$17,918	\$17,918	\$0
Stillwater Avenue Stillwater #1 Bridge (#1472) over the South Channel Stillwater River. Located 0.06 of a mile north of Free Street. FHWA INFRA Grant recipient.										
Old Town 2189401	022512.01 Highways Bridge Replacement	PE:	\$395,000	Federal BUILD	\$2,802,754	\$0	\$934,251	\$934,251	\$934,251	\$0
		ROW:	\$0	Federal STP	\$788,623	\$0	\$262,874	\$262,874	\$262,874	\$0
		CON:	\$3,910,000							
		CE:	\$470,000	Highway and Bridge	\$1,183,623	\$0	\$657,874	\$262,874	\$262,874	\$0
		Other:	\$0							
Totals:					\$4,775,000	\$0	\$1,855,000	\$1,460,000	\$1,460,000	\$0
Stillwater Avenue Stillwater #1 Bridge (#1472) over the South Channel Stillwater River. Located 0.06 of a mile north of Free Street. FHWA INFRA Grant recipient.										
Old Town 2295000	022950.00 Highways Intersection Improvements W/ Signal	PE:	\$441,282	Federal STP	\$358,113	\$350,000	\$2,704	\$2,704	\$2,704	\$0
		ROW:	\$6,359	Highway and Bridge	\$89,528	\$89,528	\$0	\$0	\$0	\$0
		CON:	\$0							
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$447,641	\$439,528	\$2,704	\$2,704	\$2,704	\$0
Stillwater Avenue Beginning 0.01 of a mile north of the Orono town line and extending north 0.72 of a mile (includes all approaches). Excludes the bridge over the Penobscot River. FHWA INFRA Grant recipient.										
Old Town 2189401	022950.01 Highways Intersection Reconstruction	PE:	\$480,000	Federal BUILD	\$2,977,641	\$0	\$992,547	\$992,547	\$992,547	\$0
		ROW:	\$900,000	Federal STP	\$1,336,179	\$0	\$445,393	\$445,393	\$445,393	\$0
		CON:	\$4,900,000							
		CE:	\$750,000	Highway and Bridge	\$2,716,179	\$0	\$1,825,393	\$445,393	\$445,393	\$0
		Other:	\$0							
Totals:					\$7,030,000	\$0	\$3,263,333	\$1,883,333	\$1,883,333	\$0
Stillwater Avenue Beginning 0.01 of a mile north of the Orono town line and extending north 0.72 of a mile (includes all approaches). Excludes the bridge over the Penobscot River. FHWA INFRA Grant recipient.										

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
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.										
Orono	025619.00 Bicycle/Pedestrian New Construction	PE:	\$20,000	Federal HSIP	\$24,000	\$0	\$8,000	\$8,000	\$8,000	\$0
		ROW:	\$10,000							
		CON:	\$0	Local	\$6,000	\$0	\$2,000	\$2,000	\$2,000	\$0
		CE:	\$0							
		Other:	\$0							
		Totals:		\$30,000	\$0	\$10,000	\$10,000	\$10,000	\$0	
Main Street Installation of three new pedestrian crossings. Beginning at Westwood Drive and extending north 0.25 of a mile.										
Orrington 2330800	023308.00 Highways Ultra-Thin Bonded Wearing Course	PE:	\$14,306	Federal STP	\$178,738	\$178,738	\$4,397	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$44,685	\$44,685	\$1,099	\$0	\$0	\$0
		CON:	\$195,658	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$13,459							
		Other:	\$0							
		Totals:		\$223,423	\$223,423	\$5,496	\$0	\$0	\$0	
Route 15 Beginning 0.22 of a mile northeast of Industrial Way and extending northeast 1.65 miles.										
Statewide 1480020	014853.20 Production Support And Administration Statewide Program Development	PE:	\$0	Federal Planning	\$20,000	\$7,996	\$12,005	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$5,000	\$1,999	\$3,001	\$0	\$0	\$0
		CON:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$25,000							
		Totals:		\$25,000	\$9,994	\$15,006	\$0	\$0	\$0	
Planning Support Penobscot/Piscataquis Regional Planning Organization support.										
Statewide 1480021	014853.21 Production Support And Administration Statewide Program Development	PE:	\$0	Federal Planning	\$29,200	\$0	\$29,200	\$0	\$0	\$0
		ROW:	\$0							
		CON:	\$0	Highway and Bridge	\$7,300	\$2,000	\$5,300	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$36,500							
		Totals:		\$36,500	\$2,000	\$34,500	\$0	\$0	\$0	
Planning Support Penobscot/Piscataquis Regional Planning Organization support.										
Statewide	014853.22 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.										

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Statewide	014853.23 Production Support And Administration Statewide Program Development	PE:	\$0	Federal Planning	\$8,000	\$0	\$0	\$0	\$8,000	\$0
		ROW:	\$0	Highway and Bridge	\$2,000	\$0	\$0	\$0	\$2,000	\$0
		CON:	\$0							
		CE:	\$0							
		Other:	\$10,000							
Totals:				\$10,000	\$0	\$0	\$0	\$10,000	\$0	
Planning Support Penobscot/Piscataquis Regional Planning Organization support.										
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	
Various Locations 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							
Totals:				\$75,000	\$15,000	\$20,000	\$20,000	\$20,000	\$0	
Route 2 Located 0.07 of a mile north of Main Street.										

BACTS Region FTA FTA / 5339 MaineDOT Sponsored

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
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.										
Bangor	022769.21 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	022769.22 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 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	\$116,820	\$0
				Local	\$29,205	\$0	\$0	\$0	\$29,205	\$0
		Totals:			\$146,025	\$0	\$0	\$0	\$146,025	\$0
Urban Transit Capital										

Towns	WIN									
Fed Project #	Asset					Obligated				
Description	Scope	Stage	Available	Source	Available	to Date	2021	2022	2023	2024
FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly.										
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.										
Bangor	025351.00 Transit Service Area Capital Equipment Purchase	Cap Equip:	\$496,000	Federal	\$396,800	\$0	\$396,800	\$0	\$0	\$0
				Local	\$99,200	\$0	\$99,200	\$0	\$0	\$0
		Totals:			\$496,000	\$0	\$496,000	\$0	\$0	\$0
		Urban Transit Capital								
Transit Capital Assistance for Federal Transit Administration §5339 Bus and Bus Facilities, FTA Discretionary Grant Award. The Community Connector Public Transit System in Bangor received \$396,800 to implement fixed route bus stops, build bus shelters.										
Bangor	025553.00 Transit Service Area Capital Equipment Purchase	Cap Equip:	\$150,035	Federal	\$127,530	\$0	\$0	\$0	\$0	\$127,530
				Local	\$22,505	\$0	\$0	\$0	\$0	\$22,505
		Totals:			\$150,035	\$0	\$0	\$0	\$0	\$150,035
		Urban Transit Capital								
FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly.										

BACTS Region FTA FTA SECTION 18 / 5311 MaineDOT Sponsored

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Bangor	025233.00 Transit Service Area Operating Assistance	Admin:	\$958,750	Federal	\$95,000	\$0	\$95,000	\$0	\$0	\$0
				Local	\$8,543	\$0	\$8,543	\$0	\$0	\$0
				State	\$15,207	\$0	\$15,207	\$0	\$0	\$0
		Totals:			\$118,750	\$0	\$118,750	\$0	\$0	\$0
		Operating:	\$958,750	Federal	\$420,000	\$0	\$420,000	\$0	\$0	\$0
				Local	\$355,477	\$0	\$355,477	\$0	\$0	\$0
				State	\$64,523	\$0	\$64,523	\$0	\$0	\$0
		Totals:			\$840,000	\$0	\$840,000	\$0	\$0	\$0
Rural Transit Admin/ Operations										
Transit Administrative and Operating Assistance for Federal Transit Administration §5311 for non-urbanized transit. Penquis, The Lynx.										

BACTS Region FTA FTA SECTION 8 / 5303 MaineDOT Sponsored

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
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	\$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 2021. Funds are transferred to FHWA.								
Bangor	023342.22 Transit Service Area Administrative Assistance	Other:	\$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 2022. Funds are transferred to FHWA.								
Bangor	024695.00 Transit Service Area Planning Studies	Admin:	\$102,500	Federal	\$82,000	\$0	\$0	\$0	\$82,000	\$0
				Local	\$20,500	\$0	\$0	\$0	\$20,500	\$0
		Totals:			\$102,500	\$0	\$0	\$0	\$102,500	\$0
		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	2021	2022	2023	2024
Bangor	020270.22 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 Operations 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	\$170,000	\$0	\$0	\$0
				Local	\$42,500	\$0	\$42,500	\$0	\$0	\$0
		Totals:			\$212,500	\$0	\$212,500	\$0	\$0	\$0
		Urban Transit Operations Transit American with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.								
Bangor	022757.22 Transit Service Area Capital-Eligible Maintenance	Cap Equip:	\$646,898	Federal	\$517,518	\$0	\$0	\$517,518	\$0	\$0
				Local	\$129,380	\$0	\$0	\$129,380	\$0	\$0
		Totals:			\$646,898	\$0	\$0	\$646,898	\$0	\$0
		Urban Transit Capital Transit Capital Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.								
Bangor	022761.21 Transit Service Area Operating Assistance	Operating:	\$3,257,736	Federal	\$1,966,940	\$0	\$1,966,940	\$0	\$0	\$0
				Local	\$1,189,687	\$0	\$1,189,687	\$0	\$0	\$0
		State	\$101,109	\$0	\$101,109	\$0	\$0	\$0		
		Totals:			\$3,257,736	\$0	\$3,257,736	\$0	\$0	\$0
Urban Transit Operations FTA Section 5307 for Operating Assistance, preventive maintenance, and ADA Operating - Community Connector.										
Bangor	022761.22 Transit Service Area Operating Assistance	Operating:	\$1,606,606	Federal	\$803,303	\$0	\$0	\$803,303	\$0	\$0
				Local	\$702,194	\$0	\$0	\$702,194	\$0	\$0
		State	\$101,109	\$0	\$0	\$101,109	\$0	\$0		
		Totals:			\$1,606,606	\$0	\$0	\$1,606,606	\$0	\$0
Urban Transit Operations 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
		Totals:			\$769,200	\$0	\$769,200	\$0	\$0	\$0
		Urban Transit Capital								

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
City of Bangor, Community Connector, carryover balance FTA funds for capital procurement.										
Bangor	024325.00 Transit Service Area Operating Assistance	Operating:	\$1,192,540	Federal	\$596,270	\$0	\$596,270	\$0	\$0	\$0
				Local	\$596,270	\$0	\$596,270	\$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	024697.00 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 Operations Transit Capital Assistance (preventive maintenance) for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.								
Bangor	024717.00 Transit Service Area Capital-Eligible Maintenance	Cap Equip:	\$687,070	Federal	\$549,656	\$0	\$0	\$0	\$549,656	\$0
				Local	\$137,414	\$0	\$0	\$0	\$137,414	\$0
		Totals:			\$687,070	\$0	\$0	\$0	\$687,070	\$0
		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	\$810,789	\$0
				Local	\$709,680	\$0	\$0	\$0	\$709,680	\$0
				State	\$101,109	\$0	\$0	\$0	\$101,109	\$0
		Totals:			\$1,621,578	\$0	\$0	\$0	\$1,621,578	\$0
Urban Transit Operations Transit Operating Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.										
Bangor	025339.00 Transit Service Area Capital Equipment Purchase	Cap Equip:	\$298,003	Federal	\$298,003	\$0	\$298,003	\$0	\$0	\$0
		Totals:			\$298,003	\$0	\$298,003	\$0	\$0	\$0
		Urban Transit Capital Transit Capital Assistance for Bangor-Community Connector, Federal Transit Administration §5307 for urbanized area transit. CARES ACT funding for Capital-paratransit vans and bus support equipment.								
		Bangor	025589.00 Transit Service Area Capital-Eligible Maintenance	Cap Equip:	\$687,070	Federal	\$549,656	\$0	\$0	\$0
Local	\$137,414					\$0	\$0	\$0	\$0	\$137,414
Totals:					\$687,070	\$0	\$0	\$0	\$0	\$687,070
Urban Transit Capital										

Towns	WIN									
Fed Project #	Asset					Obligated				
Description	Scope	Stage	Available	Source	Available	to Date	2021	2022	2023	2024
Transit Capital Assistance for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit.										
Bangor	025591.00 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 Operating								
FTA Section 5307 for Operating Assistance - Community Connector.										
Bangor	025593.00 Transit Service Area Operating Assistance	Operating:	\$212,500	Federal	\$170,000	\$0	\$0	\$0	\$0	\$170,000
				Local	\$42,500	\$0	\$0	\$0	\$0	\$42,500
		Totals:		\$212,500	\$0	\$0	\$0	\$0	\$212,500	
		Urban Transit Operating								
Transit American with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit.										

BACTS Region FTA MaineDOT Sponsored

Towns	WIN									
Fed Project #	Asset									
Description	Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Bangor	025607.00 Transit Service Area Planning Studies	Admin:	\$20,500	Local	\$20,500	\$0	\$0	\$0	\$0	\$20,500
		Totals:			\$20,500	\$0	\$0	\$0	\$0	\$20,500
Urban Transit Planning										
Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2024. Funds are transferred to FHWA.										

BACTS Region FHWA MPO Sponsored

Source	Available	Obligated to Date	Rem to Obligate	2021	2022	2023	2024
Federal FTA	\$161,022	\$0	\$161,022	\$0	\$0	\$53,674	\$53,674
Federal MPP	\$624,331	\$0	\$624,331	\$0	\$208,110	\$208,110	\$208,110
Federal NHPP	\$2,212,244	\$1,423,895	\$788,348	\$42,336	\$269,685	\$248,722	\$227,605
Federal NHS	\$282,531	\$0	\$282,531	\$99,010	\$98,210	\$85,310	\$0
Federal Planning	\$624,331	\$0	\$624,331	\$0	\$0	\$208,110	\$208,110
Federal STP	\$9,622,549	\$1,780,003	\$7,842,546	\$3,867,003	\$1,068,398	\$1,487,342	\$952,812
GARVEE	\$3,359,200	\$1,538,192	\$1,821,008	\$1,821,008	\$0	\$0	\$0
Highway and Bridge	\$2,169,551	\$1,302,280	\$867,272	\$243,826	\$161,403	\$217,096	\$186,573
Local	\$2,564,888	\$1,579,109	\$985,779	\$249,538	\$210,680	\$279,792	\$173,978
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Private	\$479,520	\$479,520	\$0	\$0	\$0	\$0	\$0
Totals:	\$22,100,168	\$8,102,999	\$13,997,169	\$6,322,721	\$2,016,487	\$2,788,158	\$2,010,862

BACTS Region FHWA MaineDOT Sponsored

Source	Available	Obligated to Date	Rem to Obligate	2021	2022	2023	2024
Federal Aid Dem Prog	\$1,600,000	\$1,600,000	\$0	\$0	\$0	\$0	\$0
Federal BUILD	\$26,421,900	\$0	\$26,421,900	\$3,574,018	\$3,574,018	\$8,807,300	\$5,233,282
Federal Bridge Program	\$161,204	\$161,204	\$0	\$0	\$0	\$0	\$0
Federal FASTLANE	\$25,000,000	\$6,937,500	\$18,062,500	\$8,012,500	\$5,025,000	\$5,025,000	\$0
Federal HPP	\$4,130,274	\$3,250,484	\$879,790	\$55,504	\$274,061	\$256,261	\$256,261
Federal HSIP	\$4,355,743	\$4,308,730	\$47,012	\$15,740	\$15,636	\$15,636	\$0
Federal LHIP	\$6,088,718	\$4,888,718	\$1,200,000	\$1,200,000	\$0	\$0	\$0
Federal NHFP	\$2,011,565	\$2,011,565	\$0	\$0	\$0	\$0	\$0
Federal NHPP	\$14,708,645	\$1,680,732	\$13,027,912	\$1,348,104	\$1,117,490	\$4,118,156	\$3,443,496
Federal NHS	\$18,047,151	\$0	\$18,047,151	\$16,736,187	\$1,292,232	\$18,732	\$0
Federal Planning	\$65,200	\$7,996	\$57,205	\$41,205	\$8,000	\$8,000	\$0
Federal RH Xing Program	\$107,572	\$107,572	\$0	\$0	\$0	\$0	\$0
Federal STP	\$61,122,600	\$16,179,258	\$44,943,342	\$16,822,740	\$11,928,459	\$13,331,763	\$1,460,075
Federal Safety	\$67,500	\$0	\$67,500	\$22,500	\$22,500	\$22,500	\$0
Federal TAP	\$417,257	\$363,027	\$54,230	\$24,363	\$14,933	\$14,933	\$0
GARVEE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Highway and Bridge	\$62,597,510	\$16,381,679	\$46,215,831	\$19,431,466	\$11,499,147	\$12,740,844	\$1,304,743
Local	\$1,591,055	\$1,269,865	\$321,190	\$19,577	\$109,526	\$99,531	\$91,931
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Private	\$750,886	\$750,886	\$0	\$0	\$0	\$0	\$0
Totals:	\$229,244,780	\$59,899,217	\$169,345,563	\$67,303,903	\$34,881,001	\$44,458,655	\$11,789,788

BACTS Region FTA FTA / 5339 MaineDOT Sponsored

Source	Available	Obligated to Date	Rem to Obligate	2021	2022	2023	2024
Federal	\$5,284,430	\$0	\$5,284,430	\$4,923,260	\$116,820	\$116,820	\$127,530
Local	\$1,119,230	\$0	\$1,119,230	\$1,038,315	\$29,205	\$29,205	\$22,505
Totals:	\$6,403,660	\$0	\$6,403,660	\$5,961,575	\$146,025	\$146,025	\$150,035

BACTS Region FTA FTA SECTION 18 / 5311 MaineDOT Sponsored

Source	Available	Obligated to Date	Rem to Obligate	2021	2022	2023	2024
Federal	\$515,000	\$0	\$515,000	\$515,000	\$0	\$0	\$0
Local	\$364,020	\$0	\$364,020	\$364,020	\$0	\$0	\$0
State	\$79,730	\$0	\$79,730	\$79,730	\$0	\$0	\$0
Totals:	\$958,750	\$0	\$958,750	\$958,750	\$0	\$0	\$0

BACTS Region FTA FTA SECTION 8 / 5303 MaineDOT Sponsored

Source	Available	Obligated to Date	Rem to Obligate	2021	2022	2023	2024
Federal	\$325,000	\$0	\$325,000	\$162,000	\$81,000	\$82,000	\$0
Local	\$81,250	\$0	\$81,250	\$40,500	\$20,250	\$20,500	\$0
Totals:	\$406,250	\$0	\$406,250	\$202,500	\$101,250	\$102,500	\$0

BACTS Region FTA FTA SECTION 9 / 5307 MaineDOT Sponsored

Source	Available	Obligated to Date	Rem to Obligate	2021	2022	2023	2024
Federal	\$8,198,284	\$0	\$8,198,284	\$3,646,573	\$1,490,821	\$1,530,445	\$1,530,445
Local	\$4,635,559	\$0	\$4,635,559	\$1,982,297	\$874,074	\$889,594	\$889,594
State	\$404,436	\$0	\$404,436	\$101,109	\$101,109	\$101,109	\$101,109
Totals:	\$13,238,279	\$0	\$13,238,279	\$5,729,979	\$2,466,004	\$2,521,148	\$2,521,148

BACTS Region FTA MaineDOT Sponsored

Source	Available	Obligated to Date	Rem to Obligate	2021	2022	2023	2024
Local	\$20,500	\$0	\$20,500	\$0	\$0	\$0	\$20,500
Totals:	\$20,500	\$0	\$20,500	\$0	\$0	\$0	\$20,500

Attachement E

Errata

Purpose of the Errata: The purpose of the Errata is to provide a mechanism for MaineDOT to communicate changes that have occurred between the time the new STIP project listings are pulled from the system (typically at the beginning of January) and the time it is approved (typically in April or May) by FHWA/FTA. During this time, changes to existing projects warranting disclosure and the addition of new work must be communicated to ensure that proper approvals are in place when the new STIP is approved. It should be noted that most items listed on the Errata reflect Administrative modifications/Amendments to the current STIP that must be in place for a smooth transition to the new STIP when approved. Without this document, prior FHWA approvals in the previous STIP will not carry over.

[illegible]

Attachment F

BACTS UPWP DOT Contract - Figures updated through 12/31/2020

Update Monthly						Contract to Date Trend		
TASK	PROJECT	Total Allotted	Total Spent	In Kind	Total Remaining	Actual % Usage	Amount should be as of 12/31	Variance
1	Administration/Coordination	\$290,414.00	\$155,229.09	\$0.00	\$135,184.91	53%	\$145,207.00	\$ (10,022.09)
2	Professional Development	\$40,000.00	\$14,907.00	\$0.00	\$25,093.00	37%	\$20,000.00	\$ 5,093.00
3	Data Collection & Database Management	\$115,000.00	\$49,448.72	\$0.00	\$65,551.28	43%	\$57,500.00	\$ 8,051.28
4	GIS and Demographic	\$55,000.00	\$21,924.36	\$0.00	\$33,075.64	40%	\$27,500.00	\$ 5,575.64
5	Public Outreach	\$9,000.00	\$16,249.01	\$0.00	-\$7,249.01	181%	\$4,500.00	\$ (11,749.01)
6	Bicycle and Pedestrian Planning	\$30,000.00	\$1,829.46	\$0.00	\$28,170.54	6%	\$15,000.00	\$ 13,170.54
7	Transportation Safety	\$5,000.00	\$954.00	\$0.00	\$4,046.00	19%	\$2,500.00	\$ 1,546.00
8	Traffic Incident Management	\$28,000.00	\$6,611.80	\$0.00	\$21,388.20	24%	\$14,000.00	\$ 7,388.20
9	TIP Development	\$35,000.00	\$27,996.51	\$0.00	\$7,003.49	80%	\$17,500.00	\$ (10,496.51)
10	Metropolitan Transportation Plan Update	\$5,000.00	\$80.37	\$0.00	\$4,919.63	2%	\$2,500.00	\$ 2,419.63
11	Performance Measures	\$12,000.00	\$1,394.96	\$0.00	\$10,605.04	12%	\$6,000.00	\$ 4,605.04
12	Studies	\$156,000.00	\$54,454.79	\$0.00	\$101,545.21	35%	\$78,000.00	\$ 23,545.21
	FHWA PL SUBTOTAL	\$780,414.00	\$351,080.06	\$0.00	\$429,333.94	45%	\$390,207.00	\$ 39,126.94
13	Transit Planning	\$201,278.00	\$83,748.89	\$16,749.78	\$100,779.33	42%	\$100,639.00	\$ 16,890.11
	FTA 5303 SUBTOTAL	\$201,278.00	\$83,748.89	\$16,749.78	\$100,779.33	42%	\$100,639.00	\$ 16,890.11
	TOTALS	\$981,692.00	\$434,828.95	\$16,749.78	\$530,113.27	44%	\$490,846.00	\$ 56,017.05