



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' 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*

7) 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.

Proposed Action: *For discussion only*

8) Transit Updates

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

Proposed Action: *For discussion only*

9) Project Updates

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

Proposed Action: *For discussion only*

10) MaineDOT Report

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

Proposed Action: For discussion only

11) Other Business

Discussion of other items not on today's agenda.

12) 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

Jeremy 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.

Attachment B

Staff Report
January 2021

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	<ul style="list-style-type: none"> Percentage of revenue vehicles (by type) that exceed ULB
	Equipment	<ul style="list-style-type: none"> Percentage of non-revenue service vehicles (by type) that exceed ULB
	Facilities	<ul style="list-style-type: none"> Percentage of facilities (by group) that are rated less than 3.0 on the FTA TERM scale
	Infrastructure	<ul style="list-style-type: none"> Percentage of track segments (rail) that have performance restrictions
Safety	Fatalities	<ul style="list-style-type: none"> Total number of reportable fatalities and rate (p/100,00 VRM) by mode
	Injuries	<ul style="list-style-type: none"> Total number reportable injuries and rate (p/100,000 VRM) by mode
	Safety Events	<ul style="list-style-type: none"> Total number reportable events and rate (p/100,000 VRM) by mode
	System Reliability	<ul style="list-style-type: none"> 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						
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						
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 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