



Policy Committee Meeting

March 16th, 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 February 16th, 2021 BACTS Policy Committee Meeting Minutes (Attachment A)**
- 4) Staff Report (Attachment B)**
- 5) BACTS' 2021-2024 TIP (Attachment C)**

Staff Report

MaineDOT annually submits the Statewide Transportation Improvement Program (STIP), which includes each MPO TIP, to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for joint approval. FHWA and FTA may not approve the STIP as complete and release the federal funds for any project unless and until all individual MPO TIPS have gone through their public comment periods and have been endorsed by their respective Policy Boards. At the January 2021 BACTS Policy Committee meeting, the committee authorized staff to prepare and post the draft 2021-2024 Transportation Improvement Program (TIP) for a 30-Day public comment period. The draft TIP was posted to the BACTS website for public comment on February 5th, 2021, ending on March 8th, 2021. Two public comments were received, and are included in the attached TIP. Attachment D includes the BACTS TIP and the Errata sheet. Once these are endorsed by BACTS, staff will submit these documents to MaineDOT. Once MaineDOT receives all MPO-approved TIPs, they will initiate their 30-day public comment period for the Statewide Transportation Improvement Program (STIP).

Proposed Action: *Approve the draft 2021-2024 BACTS Transportation Improvement Program, to be submitted to Maine Department of Transportation for inclusion in the Statewide Transportation Improvement Program.*

6) Old Town - Intersections of Center St. / Water St. and Center St. / Main St.

Staff Report

BACTS staff, the City of Old Town, MaineDOT representatives and Sebago Technics met recently to discuss the cost and scope for this project. The current design is for mast arms however due to the lack of bedrock at this intersection spread footings would need to be added. These spread footings will range in size from 7'x7' or 9'x9' based on the length of the mast arm. These spread footings add significant cost for the structure itself and along with the added cost it will significantly impact underground utilities. Scope alternatives were discussed. Span wire on wood strain poles, opposed to mast arms would cut the cost to within the current allocated funding. The city asked if they could use metal strain poles instead of wood poles but the cost savings would be minimal since you will still need to have spread footings they just may not be as large. The City of Old Town has taken all the information that was provided at the meeting and will discuss this with their council to determine if they want to make that large of an investment. We anticipate an answer before or at the Policy Committee meeting.

***Proposed Action:** For discussion and possible transfer of additional funds to the Old Town*

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 Community Connector will provide updates on transit studies, operations, or other transit related items.

***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

Policy Committee – April 20th, 2021

Municipal Partners Transit Committee – May 5th, 2021



Attachment A
BACTS Non-Profit Board Meeting and Policy Committee Meeting
February 16th, 2021
ZOOM Meeting

Committee Members	Affiliation
John Theriault	Bangor
Aaron Huotari	Bangor
Linda Johns	Brewer
Frank Higgins	Brewer
Jeremy Caron	Brewer
Kyle Drexler	Orono
Belle Ryder	Orono
Bill Mayo	Old Town
John Rouleau	Old Town
Laurie Linscott	Community Connector
MaineDOT	
Darryl Belz, Dan Loring	
Members of the Public	
None in attendance	
BACTS	
Sara Devlin, Connie Reed, Paige Nadeau	

BACTS Non-Profit Board Meeting
Minutes

Meeting called to order by John Theriault at 9:30 A.M.

1) BACTS Financial Policies and Procedures (Attachment 1)

Staff have completed a full review and update of the current Accounting Policies and Procedures Manual.

Proposed Action: *Adopt the BACTS Financial Policies and Procedures (Attachment 1)*

Belle made a motion to approve, John Rouleau seconded. None opposed, approved without changes.

Belle made a motion to adjourn. John Rouleau seconded.

***Policy Committee Meeting
Minutes***

1) Call to Order

Meeting called to order by John Theriault at 9:35 A.M.

2) Public Comment

There were no public comments.

3) Approval of January 19th, 2021 BACTS Policy Committee meeting minutes

Belle Ryder motioned to accept the minutes as written, Linda Johns seconded.

The minutes were accepted unanimously.

4) Staff Report

Staff provided the committee with the monthly staff report.

Sara Devlin mentioned that the public comment period is open for the draft BACTS TIP, after the comment period the TIP will be brought back to this committee for final approval.

Sara Devlin provided an update on the Old Town LAP - The project is in development, there was discussion to change the scope of the project, but decided to stay with original plans.

Scope of the project is to replace mast arms and to address safety issues. There is a funding shortfall of around \$150k, Sara Devlin presented the following options to help with the shortfall; look at current projects to shift to one (or more) to another funding year, BACTS could petition to the MaineDOT to tap into the holding WIN reserves, or the City could have to come up with the funding on their own. Bill Mayo added that the need for increased funding is primarily being driven by an increase in costs associated with the larger spread footings needed for the project as well as utility work that will need to be done. John Rouleau added that they had considered a truss system but this increased the price substantially. John Theriault asked about the existing footings and if they could use a similar system, possibly pin to the rock to help cut costs. John Rouleau said they were told it was more cost effective to move the utilities than drill deeper. Sara Devlin further clarified that the \$152k shortfall does not include the relocation of utilities, that is an additional cost that would be the responsibility of the municipality. Belle Ryder asked if Old Town would be responsible for anything over the \$152k or could they potentially come back to the committee for more down the road. Bill Mayo stated currently the town owes for the full \$152k so any additional funding they could receive from the Committee would help. Sara Devlin clarified the town is seeking additional funding for the \$152k for construction, anything else would be the responsibility of Old Town. Sara Devlin said currently the holding WIN has \$46k, but they have \$222k in reserve (this is around what MaineDOT likes BACTS

to keep as a reserve). Discussion ensued regarding how much the project was originally funded for and different reasons for the \$152k shortfall.

Belle Ryder asked if CARES act funding may be able to be utilized? Sara Devlin said BACTS has not received an update regarding CARES act funding and timing. Sara Devlin suggested the group consider approving the funding contingent on receiving CARES act funding.

Belle Ryder asked about the timeline of the project, is the shortfall causing a hold up? Sara Devlin said the project is a 2022 construction. Belle Ryder asked if there are any projects expected to be completed that may contribute to the holding WIN soon. Sara Devlin said that is not likely given the construction environment with overall increased costs. John Theriault asked which projects would be looked at to get pushed back if need be to provide the funding. Sara Devlin said there are a few projects on the books for Bangor and Brewer that could be looked at. John Theriault asked if they delay one of those projects a year, when it would be picked up again. Sara Devlin said they could bump a project to 2024, or they could shift a little funding from a number of different projects to help provide toward the shortfall. Sara Devlin clarified that staff can go back with MaineDOT to help analyze different projects, if the group is open to that idea. Belle Ryder said Orono is willing to look at other projects to try to help out Old Town, and would really like to see this project funded by CARES act funding. Belle Ryder asked if MaineDOT would increase funding for this, Darryl Belz said he can ask but MaineDOT does not have any funding toward this.

Sara Devlin said there seems to be a willingness to look at funding in order to see what can be available to offer for help to Old Town. John Theriault said Bangor could possibly delay the signal project on State and Forrest a year, as long as funding could be guaranteed for the next cycle. Sara Devlin said she will call MaineDOT and perform some analysis and provide the committee with funding options at the March policy committee meeting.

Laurie Linscott added that what if the committee could contribute half of the shortfall would that be an option? Bill Mayo clarified that would be helpful, they are just looking to move forward with the project. Frank Higgins would like to go on record supporting Old Towns request for extra funding, all municipalities have encountered this type of issues before. Frank Higgins also wanted to note he doesn't understand why the project is so far over scope and wants to ensure that the project is really looked at to make sure the most fiscally responsible approach is taken.

Darryl Belz, if they do remove funding from projects it would be from the construction CE phase, not from the design and right of way phase so these phases would continue on any project.

No additional comments from the committee.

5) Odlin Road/Route 2 Transportation Study Recommendations

Staff Report

As part of the 2020-2021 Unified Planning Work Program (UPWP) the Oldin Road/Route 2/I-395 intersection was selected for a transportation study. In July 2020, BACTS selected J.W.Sewall to complete the 6 month study. Today, the BACTS Policy Committee will be presented with the report findings and recommendations. Click [here](#) to access the final report.

Proposed Action: Presentation and Discussion

John Theriault gave a presentation of results of Sewall's study. Sewall has recommended alternative 3, dual left hand turn lanes, this option is scored the highest in 2020 and 2030 projections. John Theriault said the City of Bangor was very happy with their work. Sara Devlin reminded the committee that the presentation had been posted for public comment, no substantial comments had been made.

6) Unified Planning Work Program Budget (Attachment C)

Staff Report

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

Proposed Action: For discussion only

Sara Devlin provided an update giving a brief overview of the projected overage.

7) BACTS' 2020-2021 Unified Planning Work Program Projected Budget Balances

Staff Report

Staff has analyzed the current UPWP budget trends, and is forecasting approximately \$50,000 of unallocated funds remaining in the 2020-2021 UPWP. UPWP funds can not be carried forward to the next UPWP contract, they must be allocated prior to the end of the calendar year. BACTS Executive Committee discussed potential uses for the projected unallocated funds, recommending to use the funds on a BACTS region signal assessment. The study will include an overall signal assessment, assessment of signal equipment, and develop a program for signal improvements and maintenance. BACTS staff will develop a Request for Proposals to invite firms to submit proposals for the regional signal assessment.

Proposed Action: Approve allocation of \$30,000 from the 2020-2021 Unified Planning Work Program to conduct the BACTS regional signal assessment.

Sara Devlin provided an overview of the suggestion from the Executive Committee to perform a signal assessment, Sara Devlin reached out to MaineDOT regarding possibly

carrying over this funding if needed, if this allocation was approved, and they in favor. Sara Devlin is looking for approval for the signal assessment as written above. Jeremy Caron asked if they will be looking at mast arms in the study as well. Sara Devlin said the inventory would be a complete inventory, including all parts, as well as looking at future needs. John Rouleau asked if MaineDOT had performed an assessment previously. Sara Devlin said one was completed in 2007 and this assessment would provide an update, the intent of this study would be to gather all data available, look at it, perform an assessment for a long range plan to get signals where they need to be.

Frank Higgins motion to approve the action as written, Jeremy Caron seconded. No objections, motions carried.

8) 2022-2023 Unified Planning Work Plan Studies

Staff Report

Staff has begun scoping the 2021-2022 Unified Planning Work Program. For the upcoming UPWP a significant proportion of our FHWA planning funds will be appropriated to the update to our Metropolitan Transportation Plan (MTP). The Executive Committee discussed allocating FHWA funds for a BACTS regional collector road assessment. BACTS also receives FTA planning funds. Staff is recommending allocating those funds for the next planning phase of the Bus Stop Designations, as well as allocating FTA funds for assisting with capital planning for transit in the region. Today, the Policy Committee will discuss other study needs in the region for funding consideration with either FHWA or FTA funding. The final studies will be approved by the Policy Committee prior to finalizing the 2021-2022 UPWP.

Proposed Action: Approve studies for staff to prepare scopes and budgets for consideration in the 2021-2022 Unified Planning Work Plan.

Sara Devlin opened the discussion - A significant portion of the UPWP budget for 2022-2023 will be updating the MTP. The Executive Committee suggested doing a regional collector paving assessment. Sara Devlin asked if any other committee members had studies in mind they would like considered for funding. None noted at this time. Sara Devlin will forward this question along to members not in attendance today. Sara Devlin suggested that BACTS can put a placeholder in the UPWP for a study to save funding for one in the future if one is discovered.

Sara Devlin clarified that the proposed action on this item is to approve the following to be scoped and budgeted for the 2022-2023 UPWP - Updating the MTP, performing a collector paving assessment, and using FTA funding to continue bus stop designation implementation work, phase 3 and to develop capital plan for transit.

Belle Ryder motioned to approve, Linda Johns seconded. Motion approved.

9) Transit Updates

- a. Transit Committee Report- The BACTS Transit Committee met on February 3rd, 2021. Attached is a full report from that committee meeting. (Attachment D)
- b. Staff and The Community Connector will provide updates on transit studies, operations, or other transit related items.

Proposed Action: For discussion only

Connie Reed provided an update on the bus stop policy and design guidelines - Nearly complete. Document will go to public comment after committee approval. Project is getting ready to move on to phase 2.

Laurie Linscott provided an update on Community Connector, still having staffing issues. Laurie Linscott said ADA vans are scheduled to be in service next week.

10) Project Updates

Jeremy Caron provided an update on Brewer projects

- Traffic signal Wilson and Dirigo
 - Dan Loring said testing was delayed, once testing is done then they can be installed
- Designing MPI project for North Main Street

John Theriault provided an update on Bangor projects

- Bid opening for docks 2 and 3
- Wrapping up Penn Plaza project

11) MaineDOT Report

Darryl Belz said nothing of note to report except for the Old Town project, previously discussed.

12) Other Business

Connie Reed asked John Theriault regarding the Grandview Avenue pedestrian improvements - John said the City received funding for design, hoping to work on it this summer or next summer.

13) Upcoming Meetings

Policy Committee – March 16th, 2021

Municipal Partners Transit Committee – May 5th, 2021

John Rouleau motioned to adjourn, Aaron Huotari seconded. The motion was approved unanimously. Meeting ended at 10:40 a.m.

Attachment B

Staff Report

March 2021

Personnel Policies and Procedures – Staff are working on updating BACTS personnel policies and procedures handbook to bring up to compliance.

Contracted IT Support – Staff have completed transition to Tech Impact as our new contracted IT support. Staff have attended brief training regarding using the new service.

Municipal Local Share - Staff have contacted member municipalities regarding 2021 local portions owed.

UPWP Annual Report - Staff completed the annual report of UPWP activities.

Metropolitan Transportation Plan Priority Setting - BACTS will be updating the MTP as part of the next Unified Planning Work Program. Staff has begun work on researching Plan requirements, styles, and developing questions to assist in defining areas of focus and priorities.

Public Participation Plan - Staff began the triennial review and updating of the BACTS Public Participation Plan. A 45-day public review and comment period is required for this document. It will be posted to the BACTS website and notice sent to the Interested and Affected Parties list.

Bus Stop Policy and Design Guidelines - The Work Group has decided to present the draft Bus Stop Policy and Design Guidelines to local municipal councils and the public for review and public comment with the intent to move forward with the initial system-wide designating of bus stops. The Work Group feels strongly that in order to finalize the Policies of how stops will be managed and maintained, it is necessary to understand the total number and scope of bus stops and facility requirements in the system. The Draft Bus Stop Policy and Design Guidelines document and notice of public review and comment has been posted on the BACTS website, public presentations have been scheduled, and notice of public comment has been sent to the Interested and Affected Parties list. Once all public presentations are complete and the public comment period is closed, the public comments will be compiled and forwarded to the Work Group for review. Any relevant public comments received, and responses to those comments, will become part of the final document.

Bus Stop Designation Project - Desktop review and data collection continued. Project Management activities began. Bus operator interview/route ride-alongs are anticipated to begin at the end of March.

Transit Structural Analysis - RLS has been conducting interviews with the transit partners to discuss strengths and opportunities with the current transit governance structure.

Studies

The Orono signal coordination study is still in progress. The consultant has been working with the City of Orono and Old Town to determine what fiber connections are available and what may need to be installed. It was determined that the existing fiber will work. The Consultant will proceed ahead with some itemized cost estimates for this work over the coming weeks with a plan to present their alternatives to the advisory committee in April.

Traffic Incident Management

The Hancock and Penobscot TIM groups both met in February. Outreach to the more rural areas of the state are planned. In person training has been put on hold due to the COVID pandemic. Staff was asked to check into other States to see what and how they are doing training. Both groups realized that even when COVID is over and life returns to some sort of normalcy we will need to add a virtual training component to the training portfolio to meet the demand and the ability to do training in the more rural settings. Many of the rural

departments are volunteer and the traditional training protocols may not work as well for them. Staff has met with TIM champions in Pennsylvania, New Jersey, Delaware, Massachusetts and Oregon. Staff will update the groups with virtual training information at the next TIM meetings in April.

The Hancock TIM group has formed a subcommittee to look at reverse evacuation planning and detour routes In Hancock county. Staff has requested information from MEMA on evacuation planning studies that have been done. The first meeting was March 8, 2021.

Airport Master Plan

Staff meet with the consultant working on the Airport Master Plan. This was a preliminary conversation discussing the future of the transportation network near the airport, including the future of transit serving the airport.

Transportation Improvement Program Committee

The TIP Committee will be meeting on Thursday, February 11th to discuss recommended updates to the current project prioritization and selection process.

Communication with Susan Collins and Angus King

The TIP Committee will be meeting on Thursday, February 11th to discuss recommended updates to the current project prioritization and selection process.

Meetings and Conferences

- AMPO Census Bureau Briefing
- MaineDOT Electric Vehicle call



DRAFT
Transportation Improvement Program

2021-2022-2023-2024

Prepared by

Bangor Area Comprehensive Transportation System Policy Committee

Approved by the BACTS Policy Committee on

Program of Projects (POP) Public Notice

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

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

Non-Discrimination Policy Statement

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

Metropolitan Planning Organization (MPO) Certification Statement

The Maine Department of Transportation has conducted statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events per the requirements of 23 CFR § 667. As a result of this evaluation, it can be certified that there are no locations meeting these parameters within the metropolitan planning boundaries. No further action is required at this time but if this statute is triggered in the future, all appropriate steps will be taken to develop reasonable alternatives to address the problem areas.

Table of Contents

Introduction	1
BACTS Metropolitan Planning Area Map	2
Road Improvement Project Selection	3
Prioritized Project Listing	3
BACTS Prioritized Project List 2021-2023	3
FHWA Roadway Project Funding	3
Annual FHWA - MPO Sponsored Project Listing	4
Annual FTA § 5307 Transit Operations and Maintenance Project Listing	5
Annual FTA § 5339 Transit Capital Project Listing	6
Transit Program Financial Plan	7
Financial Capacity of Public Transit Operator	7
Annual Planning Funding and Programming	8
Public Participation Process	8
Air Quality Conformity	9
Performance Based Planning and Programming Requirements and Performance Measures	9
FHWA Safety Performance Measures	9
FHWA PAVEMENT AND BRIDGE PERFORMANCE MEASURES	11
FHWA System Performance and Freight Performance Measures	13
FTA Transit Asset Management Performance Measures	14
FTA Transit Safety Performance Measures	16
Project Listings	17
Appendix A	18
Project Rating	18
Proposal Screening	18
Proposal Scoring	18
Project Categories / Types	19
Factor Descriptions	21
Appendix B - Funding Tables	24
Appendix C - Project Lists	30
Appendix D - Errata Sheet	56
Appendix E - Metropolitan Transportation Planning Self- Certification	58
Appendix F - Public Comments	59

Introduction

This Transportation Improvement Program (TIP) is a federally mandated, annually prepared document that contains transportation projects recommended for federal funding during the next four years. This document describes both the transportation-related projects and the methodologies employed to determine the projects to be accomplished within the BACTS Metropolitan Planning Area (MPA) using Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Maine Department of Transportation (Maine DOT), and local matching funds during the years of 2021, 2022, 2023, and 2024 in accordance with the requirements of 23 CFR Parts 450 and 49 CFR Part 613.

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

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

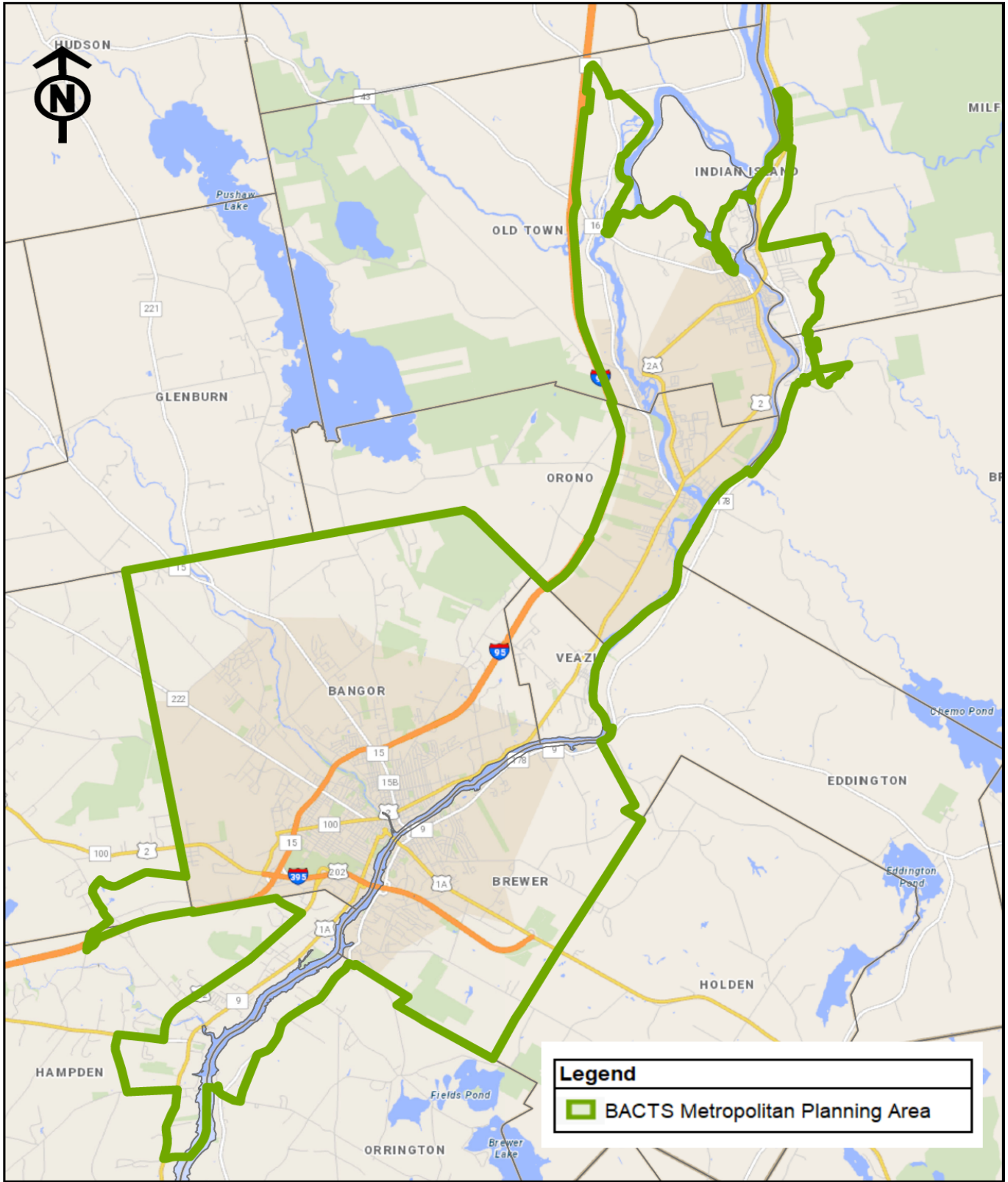
The 1980 U.S. Census determined that the Bangor Urbanized Area (UZA) defined by the Bureau of Census exceeded the threshold requirement of 50,000 population for the establishment of a planning agency to manage federal funding for transportation. In 1982, the Governor of the State of Maine, in accordance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

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

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

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

BACTS Metropolitan Planning Area Map



Metropolitan Planning Area



Road Improvement Project Selection

To meet the requirements of Fixing America's Surface Transportation (FAST) ACT, the federal legislation enacted in 2015, and MaineDOT, there are several categories of projects listed in this TIP document. All projects in this TIP are consistent with the BACTS MTP. All transportation related projects on which federal funding will be expended during 2021-2024 must be listed in this document. This includes those projects over which MaineDOT has a domain. All I-95, I-395, bridge, rail, airport, marine, and hazard elimination projects within the BACTS metropolitan planning area are listed in this document. BACTS is not responsible for any prioritization process for these projects since they are ranked on a statewide basis. All other highway related projects are ranked by the BACTS criteria and ranked for inclusion in this document. The BACTS project rating process is detailed in Appendix A of this document.

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

Prioritized Project Listing

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

BACTS Prioritized Project List 2021-2023

Project ID	Municipality	Location	Category	Project Length in Miles (Est)	Preliminary Cost Estimate
*REH 2	Bangor	State Street -Hancock to Hogan Road	Rehab	.97	\$1,058,730.00
*REH 1	Orono	Main Street/Route 2 @ 428	Rehab	N/A	\$1,103,400.00
*PRES 18	Bangor	Hogan - Mt Hope to Haskell	Preservation	.42	\$582,705.00
*PRES 10	Bangor	Main Street, Dutton to TL	Preservation	.65	\$831,588.00
PRES 20	Hampden	Western Avenue -Main Rd North to Mayo Road	Preservation	.78	\$737,689.00
PRES 19	Hampden	Western Avenue - MRN to Route 202	Preservation	.41	\$546,736.00
PRES 3	Orono	Kelley Road - I95 to Old Kelley Road	Preservation	.68	\$418,600.00
OSI 1	Bangor	Kenduskeag and Griffin	OSI	N/A	\$271,600.00
OSI 2	Bangor	Hogan Road and Bangor Mall Blvd	OSI	N/A	\$80,400.00
OSI 7	Bangor	Broadway/I-95 SB on Ramp	OSI	N/A	\$670,000.00

*Project was funded

FHWA Roadway Project Funding

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

The BACTS 2021-2024 TIP contains both MPO sponsored projects and those sponsored by MaineDOT. The BACTS sponsored projects are funded using federal, state, and local monies. The projects sponsored by MaineDOT and their funding information are found in the Maine DOT Statewide TIP (STIP). FHWA funds are allocated to BACTS by MaineDOT by formula. BACTS receives Surface Transportation Program (STP), Surface Transportation Block Grant Program (STBG), and National Highway Performance Program (NHPP), and National Highway System (NHS) funds as part of their allocation.

The type of funds is indicated as part of each project in the TIP list of projects. The non-federal funds used to match the allocated FHWA funds for highway projects are allocated at ten percent state and ten percent local funds.

All the funds for the 2021-2024 TIP are reasonably expected to be available based on both past funding and agreements with MaineDOT for the federal and state funds and the local communities for their share of projects.

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

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

Annual FHWA - MPO Sponsored Project Listing

As noted earlier, the estimated annual allocation of federal formula funding is \$1,976,120, Maine DOT funding is \$247,015 and required match is \$247,015 in local funds for BACTS sponsored projects. However, the allocation of federal funding available for obligation is reduced by \$552,000 annually through 2023, and state funding by \$69,000, per an agreement with MaineDOT to reimburse advanced funding provided for the Hampden Route 1A project (WIN 011577.00) as programed in the 2018 TIP/STIP. As a result, the total available funding for years 2021-2023 of this TIP for BACTS MPO-Sponsored projects is \$1,780,150. For year 2024 the available funding is \$1,976.120. Below is a list of prioritized projects, construction phase and the allocation year they were funded.

WIN#	Project Title	Project type	Allocation Year
023521.00	Bangor, State Street, Construction	Rehabilitation	2021
022445.00	Old Town, Stillwater Avenue, Construction	Preservation	2021
023112.00	Brewer Route 9 Penobscot Corridor PE and Construction	Signal /OSI	2021
023114.00	Bangor Route 2, Penobscot Corridor, PE and ROW only	Signal/OSI	2021
022692.00	Orono, Route 2 Culvert replacement, Construction	Rehabilitation	2022
023971.00	Old Town, Center Street, Construction	Signal/OSI	2022
023114.00	Bangor Route 2, Penobscot Corridor, Construction only	Signal /OSI	2022
	Bangor Oak Street (00015B) PE, ROW and Construction	Preservation	2023
	Brewer South Main Street, PE, ROW and Construction	Preservation	2023
	Miscellaneous unallocated construction projects		2024

Annual FTA § 5307 Transit Operations and Maintenance Project Listing

FTA's Urbanized Area Formula Funding program (§5307) makes federal resources available to urbanized areas for transit capital and operating assistance and transportation related planning in urbanized areas. Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities; overhaul and rebuilding of vehicles, communications, and computer hardware and software.

All preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs are considered capital costs. Because the greater Bangor urbanized area has a population of less than 200,000; operating assistance is also an eligible expense under the §5307 program.

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

2020 FTA §5307 Funding Apportionment Carried Forward to 2021 - Unprogrammed

WIN	Project Description	Federal	State	Local	Total
	Carryover of previous year unused §5307 apportionment*	\$ 878,264		\$ 878,264	\$ 1,756,528

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

2021 FTA §5307 CARES Act Funding Projects

WIN	Project Description	Federal	State	Local	Total
025339.00	Capital Purchase Four (4) ADA Paratransit Vehicles CARES Act	\$ 149,000			\$ 149,000
	CARES Act Funds** Urban Transit Fixed Route and ADA Operating, PM	\$ 1,966,940	\$ 101,109	\$ 1,189,687	\$ 3,257,736
	Total	\$ 2,115,940	\$ 101,109	\$ 1,189,687	\$ 3,406,736

2022 FTA §5307 Projects

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

2023 FTA §5307 Projects

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

2024 FTA §5307 Projects

WIN	Project Description	Federal	State	Local	Total
025593.00	Urban Transit ADA Paratransit Service Operating Assistance	\$ 170,000		\$ 42,500	\$ 212,500
025589.00	Capital – Eligible Preventative Maintenance	\$ 549,656		\$ 137,414	\$ 687,070
025591.00	Urban Transit System Operating Assistance	\$ 810,789	\$ 101,109	\$ 709,680	\$ 1,621,578
	Total	\$ 1,530,445	\$ 101,109	\$ 889,594	\$ 2,521,148

In April 2020, FTA allocated Coronavirus Aid Relief and Economic Security (CARES) Act funding to transit agencies under the § 5307 program. These funds are available in addition to appropriated formula funds and

are made available to support capital, operating, and other expenses generally eligible under the § 5307 program up to 100-percent federal share.

The City of Bangor - Community Connector has programmed allocated CARES Act funding for fiscal year 2021 operating expenses at 50-percent share, as well as the capital purchase of ADA Paratransit vehicles and bus support equipment at 100 percent federal share.

Annual FTA § 5339 Transit Capital Project Listing

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

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

FTA §5339a Formula Funding Allocation Carried Forward to 2021

WIN	Project Description	Federal	State	Local	Total
022769.19	Transit Capital Assistance for Small Urban Transit - Bus Support Equipment	\$ 116,820		\$ 29,205	\$ 146,025
022769.20	Transit Capital Assistance for Small Urban Transit - Bus Support Equipment	\$ 121,585		\$ 30,396	\$ 151,981
	Total	\$ 238,405		\$ 59,601	\$ 298,006

2021 - 2024 FTA §5339a Formula Funding - Allocated by MaineDOT but not Programmed

WIN	Project Description	Federal	State	Local	Total
022769.21	Transit Capital Assistance for Small Urban Transit - FY 2021	\$ 116,820		\$ 29,205	\$ 146,025
022769.22	Transit Capital Assistance for Small Urban Transit - FY 2022	\$ 116,820		\$ 29,205	\$ 146,025
024739.00	Transit Capital Assistance for Small Urban Transit - FY 2023	\$ 116,820		\$ 29,205	\$ 146,025
025553.00	Transit Capital Assistance for Small Urban Transit - FY 2024	\$ 127,530		\$ 22,505	\$ 150,035

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

In the 2020 program of projects, there were two §5339b projects programmed that have been carried forward to 2021. In fiscal year 2018, the City of Bangor - Community Connector was awarded funding to purchase an additional seven buses and obtain smart bus technology and bus support equipment. In fiscal year 2019, the City of Bangor - Community Connector was awarded funding to construct a new transit center and related technology, as well as bus stop and shelter facilities.

In August 2020, the City of Bangor - Community Connector was notified that they were also successful in being awarded a §5339b grant to add passenger shelters and bus boarding areas to the service area.

2020 FTA §5339b Projects - Carried Forward to 2021

WIN	Project Description	Federal	State	Local	Total
024329.00	FY18 §5339b Bus and Bus Facilities Grant - Purchase seven (7) 30-foot Transit Buses and Smart Bus Technology	\$ 2,890,000	\$ 519,000	\$ 11,000	\$ 3,420,000
024753.00	FY19 §5339b Bus and Bus Facilities Grant - Construct New Transit Center; Related Communication Systems and Amenities; Bus Stops and Shelters	\$ 1,286,000		\$ 321,500	\$ 1,607,500
Total		\$ 4,176,000	\$ 519,000	\$ 332,500	\$ 5,027,500

2021 FTA §5339b Projects

WIN	Project Description	Federal	State	Local	Total
025351.00	FY20 §5339b Bus and Bus Facilities Grant - Bus Stops and Shelters Infrastructure	\$ 396,800		\$ 99,200	\$ 496,000
Total		\$ 396,800	\$ -	\$ 99,200	\$ 496,000

Transit Program Financial Plan

To determine amounts that can be expected for future year appropriated §5307 funding, a growth rate was estimated using the annual average increase for the previous five years (2017-2021) of authorizations of formula funds (3.73%). Amounts available to be programmed may also include carryover funds from the previous program year. The amount of §5307 carryover funds available for programming is \$878,264. The financial tables Appendix B show the total funding of transit projects programmed by federal source and year.

Federal Formula Funding Appropriations, Obligations, and Carryovers				
	2021	Estimated Appropriations		
		2022	2023	2024
Total §5307 Appropriated Funding	\$ 1,418,950	\$ 1,471,924	\$ 1,526,876	\$ 1,583,879
<i>Obligated Funds During Fiscal Year</i>		\$ 1,490,821	\$ 1,530,445	\$ 1,530,445
§5307 Funds Carried Forward for Future	\$ 2,297,214	\$ 2,278,317	\$ 2,274,748	\$ 2,328,182
Total CARES Act Appropriated Funding				
<i>Obligated Funds During Fiscal Year</i>	\$ 2,115,940			
CARES Act Funds Carried Forward for Future	\$ 927,229			
Total §5339a Allocated Funding	\$ 116,820	\$ 116,820	\$ 116,820	\$ 127,530
<i>Obligated Funds During Fiscal Year</i>	\$ 238,405			
§5339a Funds Carried Forward for Future	\$ 116,820			

The local funds required for operating the federally funded fixed route transit system are allocated, by formula based on percentage of vehicle revenue hours, among the six municipalities which the Community Connector serves and the University of Maine. The funds required for operating the locally funded Black Bear Orono Express are paid equally by the Town of Orono and the University of Maine.

Financial Capacity of Public Transit Operator

The City of Bangor owns and operates the fixed route public transit system in the BACTS area and is a direct recipient of FTA § 5307 Urbanized Area Formula Funding. FTA requires grantees to certify their ability to;

- a. operate and maintain current assets
- b. operate and maintain new projects listed in the TIP/STIP, and
- c. maintain the same level of service during a 20-year period, or a single equipment replacement cycle.

These self-certifications are subjected to FTA review during STIP approval and, subsequently, at the time of grant application. BACTS relies on FTA's *Financial Capacity Certifications* to fulfil the requirement for demonstrating the transit operator's ability to operate and maintain their systems.

Annual Planning Funding and Programming

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

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

FTA § 5303 funding allocated to BACTS by MaineDOT has increased by an average of 2.97 percent over the last five years (2016-2020). Local match for FTA § 5303 funding is made by member municipalities through in-kind contributions.

2021 - 2024 FTA §5303 Metropolitan Planning Funding to Support UPWP

WIN	Project Description	Federal	State	Local	Total
023342.21	BACTS Metropolitan Planning 2021	\$ 81,000		\$ 20,250	\$ 101,250
023342.22	BACTS Metropolitan Planning 2022	\$ 81,000		\$ 20,250	\$ 101,250
024695.00	BACTS Metropolitan Planning 2023	\$ 82,000		\$ 20,500	\$ 102,500
025607.00	BACTS Metropolitan Planning 2024	\$ 82,000		\$ 20,500	\$ 102,500

Public Participation Process

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

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

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

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

Air Quality Conformity

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

Performance Based Planning and Programming Requirements and Performance Measures

To accomplish the goals and objectives of a continuing, cooperative, and comprehensive performance-based multi-modal transportation planning process, BACTS, in cooperation with the MaineDOT and the City of Bangor - Community Connector, is required to develop a TIP through a performance-driven, outcome-based approach to planning for the metropolitan area.

Under the performance-based approach to transportation decision making, the metropolitan transportation planning process must include the establishment of performance targets that address the performance measures or standards established by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to use in tracking progress toward attainment of critical outcomes for the region in support of the following seven national transportation goals.

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Mobility and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

The TIP is designed such that once it is implemented, it makes progress toward achieving the performance targets established.

The Performance Based Planning and Programming rule requires that an MPO integrate (directly or by reference) the goals, objectives, performance measures, and targets described in state transportation plans and transportation processes, as well as any plans developed by providers of public transportation, required as part of a performance based-program. These plans include:

1. The State Asset Management Plan for the NHS (as defined in 23 U.S.C. 119(e))
2. Transit Asset Management Plan (49 U.S.C. 5326)
3. Applicable portions of the HSIP, including the SHSP (23 U.S.C. 148)
4. The Public Transportation Agency Safety Plan (49 U.S.C. 5329(d))
5. Other safety and security planning and review processes, plans, and programs, as appropriate
6. The Congestion Mitigation and Air Quality Improvement Program performance plan, as applicable (23 U.S.C. 149(I))
7. Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 § 1118)
8. The congestion management process, if applicable (23 CFR 450.322)
9. Other State transportation plans and transportation processes required as part of a performance-based program.

FHWA Safety Performance Measures

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

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

Federal regulations require BACTS to establish safety targets (expressed as five-year rolling averages and compared with a five-year rolling average base period comprising of the five calendar years ending prior to the year the targets are due) each year by either:

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

The BACTS Policy Committee has committed to support the performance targets for all five safety performance measures developed by MaineDOT and plan and program projects so that they contribute toward the accomplishment of these targets as shown below.

MAINE STATEWIDE PM-1 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	736
Rate of Fatalities	1.12	1.07	1.1	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*

The MaineDOT Office of Safety has developed BACTS metropolitan planning area specific calculations applying the same assumptions and methodology used to develop the Statewide performance targets as shown below.

BACTS PLANNING AREA PM-1 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*

In supporting the MaineDOT developed safety performance targets, BACTS will continue to work with the State and safety stakeholders to address areas of concern for fatalities and serious injuries within the metropolitan planning area. These local, regional and state-wide efforts are aimed at decreasing crashes and serious injuries through better crash investigation and reporting that can reveal existing hazardous areas, stricter enforcement of existing laws and regulations, physical reconfigurations of hazardous conditions, more local regulations that encourage good bicycling and walking environments, and greater awareness of other users of the transportation system.

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

This TIP incorporates the goals and objectives of the Maine Highway Safety Improvement Program and the Maine Strategic Highway Safety Plan.

Maine FY2020 Highway Safety Plan:

https://www.maine.gov/dps/bhs/publications/documents/Maine-HighwaySafetyplan-FY2020_Submitted_2.pdf

Maine's 2017 Strategic Highway Safety Plan:

https://www.maine.gov/dps/bhs/publications/documents/Strategic-Highway-Safety-Plan_2017.pdf

Maine Highway Safety Improvement Program 2017 Annual Report:

<https://safety.fhwa.dot.gov/hsip/reports/pdf/2017/me.pdf>

FHWA PAVEMENT AND BRIDGE PERFORMANCE MEASURES

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

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

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

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

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

As MaineDOT has responsibility and authority for planning and programming all projects for the Interstate and major bridge planning activities, the BACTS Policy Committee has agreed to support the relevant MaineDOT established 4-year pavement and bridge condition performance targets and support the planning and programming of projects that contribute to MaineDOT's performance targets as shown below.

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

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

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

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

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

This TIP incorporates the goals and objectives of the Maine DOT Transportation Asset Management Plan for the NHS.

MaineDOT Transportation Asset Management Plan:

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

FHWA System Performance and Freight Performance Measures

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

1. Two measures to assess reliability of system performance:
 - a. Percent of reliable person-miles traveled on the Interstate.
 - b. Percent of reliable person-miles traveled on the non-Interstate NHS.
2. A measure that will assess freight movement on the Interstate by the percentage of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index).
3. A measure that will assess total emissions reductions by applicable pollutants under the CMAQ program.
4. Two measures that will assess traffic congestion under the CMAQ program:
 - a. A measure that will assess annual hours of peak hour excessive delay per capita.
 - b. A measure that will assess modal share; specifically, the percent of non-single occupancy vehicle travel which includes travel avoided by telecommuting.

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

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

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

The BACTS Policy Committee agreed to support the MaineDOT developed performance targets and plan and program projects to contribute toward the accomplishment of the relevant MaineDOT established 4-year System Performance and Freight Reliability performance targets as shown below. The MaineDOT Results and Information Office also provided BACTS with region specific system performance and freight reliability condition data as shown below.

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

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

This TIP incorporates the goals and objectives of the Maine Integrated Freight Strategy.

Maine Integrated Freight Strategy:

<https://www.maine.gov/mdot/ofbs/docs/MaineDOT-FreightStrategy-Updt20171114.pdf>

FTA Transit Asset Management Performance Measures

The Moving Ahead for Progress in the 21st Century Act and subsequent federal rulemaking established four state of good repair performance measures under the transit asset management (TAM) rule for a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle.

The purpose of TAM is to help achieve and maintain a state of good repair (SGR) for the nation’s public transportation assets. The TAM rule develops a framework to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures.

The performance measures are:

1. **Rolling Stock** - The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
2. **Equipment** - The percentage of non-revenue service vehicles (by type) that exceed the ULB.
3. **Facilities** - The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
4. **Infrastructure** - The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.

Although public transit agencies are required to set and report transit state of good repair targets annually, MPOs are not required to set planning area targets annually. MPOs may choose to set targets more often, however, state of good repair targets are required to be revisited and updated when updating the MTP.

In January 2019, the BACTS Policy Committee adopted State of Good Repair performance targets from 2020 – 2023, when the next MTP will be updated.

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

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

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

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

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

During the City of Bangor 2019 fiscal year (July 1st, 2018 to June 30th, 2019), renovations to the Pickering Square Parking Garage began. The Bus Hub waiting area was dislocated as well during the construction. Temporary waiting areas, shelters and restrooms were used during the construction. The construction was not completed during the fiscal year.

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

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

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

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

This TIP incorporates the City of Bangor - Community Connector's goals and objectives in the most recently modified Transit Asset Management Plan as of September 20, 2020.

City of Bangor - Community Connector TAM Plan:

<https://bactsmpo.org/wp-content/uploads/2021/01/2020-Community-Connector-TAM-PLAN-1.pdf>

FTA Transit Safety Performance Measures

The National Transit Safety Plan (NSP) outlines four categories of safety measures, whereby seven safety performance targets must be established by mode:

1. Fatalities - **Total number** of fatalities reported to NTD and **rate per total vehicle revenue miles (VRM)** by mode.
2. Injuries - **Total number** of injuries reported to NTD and **rate per total VRM** by mode.
3. Safety Events - **Total number** of safety events reported to NTD and **rate per total VRM by mode**.
4. System Reliability - **Mean distance** between major mechanical failures by mode.

Transit agencies are required to review their Public Transportation Agency Safety Plans, and performance targets, annually. Just as with TAM SGR performance targets, MPOs are not required to set new transit safety targets each year, but can revisit the regional safety performance targets based on the schedule for preparation of its system performance report that is part of the MTP.

The initial BACTS metropolitan planning area transit safety performance targets were calculated using the peer benchmarking strategy using data obtained from the National Transit Database. The BACTS Policy Committee adopted the initial transit safety performance targets on January 19th, 2021.

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

This TIP incorporates the City of Bangor Community Connector's goals and objectives in the most recently submitted Public Transportation Agency Safety Plan issued October 30, 2020.

City of Bangor - Community Connector Public Transportation Agency Safety Plan:

<https://bactsmpo.org/wp-content/uploads/2021/01/2020-City-of-Bangor-Community-Connector-PTASP-1.pdf>

Project Listings

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

Appendix A

BACTS Project Rating, Screening, and Scoring

Project Rating

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

Proposal Screening

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

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

Proposal Scoring

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

Any potential projects submitted in the upcoming TIP that had any surface treatment maintenance performed must be brought to the BACTS Policy Committee beforehand. BACTS staff then conducts a pavement rating for that project prior to the maintenance. This rating is then used as the pavement condition instead to prevent a project from being penalized for performing maintenance. The definition of surface treatment maintenance is any crack sealing or resurfacing one inch or less with spot grinding and fill acceptable. The allowance is good for the current TIP project submission.

Project Categories / Types

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

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

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

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

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

Typical design life is 8-10 years

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

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

- *Full-depth reclamation* - which involves pulverizing the existing pavement in place and mixing it with at least 2 inches of aggregate to create a mass that is graded, compacted and overlaid with a new asphalt-wearing course.

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

Typical design life is 12-15 years.

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

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

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

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

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

The scoring for these categories will be as follows:

- *Geometrics and Equipment*

<u>Factors</u>	<u>Score</u>	<u>Weight</u>
Traffic volume	0 to 10	0.15
Truck percentage	0 to 10	0.05
Road geometrics	0 to 10	0.20
Safety	0 to 10	0.25
Stopped delay/warrants	0 to 10	0.25
Multi-modal and TDM	0 to 10	0.10
Access Management	0 to 10	0.15
Maximums	70	1.15

- *Equipment Only*

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

- *Study Recommendations*

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

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

Factor Descriptions

1) Traffic Volume

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

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

2) Truck Percentage

Truck percentage is to be based on the truck percentage component of the latest average annual daily traffic (AADT) counts obtained by BACTS for each project corridor. The score is calculated by dividing the proposed project’s truck percentage by the largest truck percentage in the set of proposals submitted, then multiplying by ten in order to fit the 0 to 10 scale. For intersections, the selected truck percentage will be the highest percentage on any one approach rather than an averaged value.

3) Pavement Condition

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

4) Geometrics

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

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

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

5) Safety

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

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

6) Stopped Delay/Warrants

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

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

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

7) Multi-modal and TDM

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

Pedestrian mode:

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

Bicycle mode:

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

Transit mode:

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

Carpool/Vanpool:

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

Mixed-use development:

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

8) Access Management

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

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

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

Appendix B - Funding Tables

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	\$135,674
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	\$2,092,862

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	\$5,289,195	\$0	\$5,289,195	\$4,928,025	\$116,820	\$116,820	\$127,530
Local	\$1,120,421	\$0	\$1,120,421	\$1,039,506	\$29,205	\$29,205	\$22,505
Totals:	\$6,409,616	\$0	\$6,409,616	\$5,967,531	\$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	\$244,000	\$0	\$244,000	\$81,000	\$81,000	\$82,000	\$82,000
Local	\$61,000	\$0	\$61,000	\$20,250	\$20,250	\$20,500	\$20,500
Totals:	\$305,000	\$0	\$305,000	\$101,250	\$101,250	\$102,500	\$102,500

BACTS Region FTA FTA SECTION 9 / 5307 MaineDOT Sponsored

Source	Available	Obligated to Date	Rem to Obligate	2021	2022	2023	2024
Federal	\$6,986,654	\$0	\$6,986,654	\$2,434,943	\$1,490,821	\$1,530,445	\$1,530,445
Local	\$3,885,449	\$0	\$3,885,449	\$1,232,187	\$874,074	\$889,594	\$889,594
State	\$404,436	\$0	\$404,436	\$101,109	\$101,109	\$101,109	\$101,109
Totals:	\$11,276,539	\$0	\$11,276,539	\$3,768,239	\$2,466,004	\$2,521,148	\$2,521,148

Appendix C - Project Lists

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	Local	\$79,276	\$39,021	\$0	\$0	\$13,419	\$13,419
		Other:	\$981,692	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Totals:			\$981,692		\$156,083	\$0	\$0	\$275,203
BACTS Planning <i>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.</i>										
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	Local	\$39,021	\$0	\$0	\$13,007	\$13,007	\$13,007
		CON:	\$0	Other:	\$780,414	\$0	\$0	\$260,138	\$260,138	\$260,138
		CE:	\$0	Totals:	\$780,414	\$0	\$0	\$260,138	\$260,138	\$260,138
		Other:	\$780,414							
BACTS Planning <i>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.</i>										
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 <i>Beginning at Johnson Street and extending south 0.57 of a mile to Venture Way. BACTS Sponsored.</i>										
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 <i>Beginning at Venture Way and extending south 0.40 of a mile to Hammond Street. BACTS Sponsored.</i>										
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
		Other:	\$0							
Ohio Street <i>Located at the intersection of Ohio Street and Fourteenth Street. BACTS Sponsored.</i>										

Towns	WIN	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Fed Project #	Asset									
Description	Scope									
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
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	Other	\$0	\$0	\$0	\$0	\$0	\$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	WIN	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	PE:	\$5,000	Federal NHPP	\$800	\$800	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal NHS	\$19,200	\$0	\$6,400	\$6,400	\$6,400	\$0
		CON:	\$33,664	Federal STP	\$16,065	\$0	\$7,488	\$4,288	\$4,288	\$0
		CE:	\$6,418	Highway and Bridge	\$4,508	\$3,850	\$486	\$86	\$86	\$0
		Other:	\$0	Local	\$4,508	\$3,850	\$486	\$86	\$86	\$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	PE:	\$22,000	Federal NHPP	\$64,144	\$56,944	\$2,571	\$2,315	\$2,315	\$0
		ROW:	\$0	Federal NHS	\$30,000	\$0	\$10,000	\$10,000	\$10,000	\$0
		CON:	\$75,000	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$20,680	Highway and Bridge	\$11,768	\$10,868	\$321	\$289	\$289	\$0
		Other:	\$0	Local	\$11,768	\$10,868	\$321	\$289	\$289	\$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	Local	\$66,051	\$66,051	\$0	\$0	\$0	\$0
		CE:	\$53,447	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$660,506	\$660,506	\$0	\$0	\$0	\$0	\$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	\$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	Local	\$4,357	\$4,000	\$299	\$29	\$29	\$0
		CE:	\$4,711	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$43,573	\$8,500	\$14,490	\$10,292	\$10,292	\$0	\$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	Local	\$109,662	\$76,754	\$10,969	\$10,969	\$10,969	\$0
		CE:	\$52,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$1,098,991	\$216,765	\$295,920	\$293,153	\$293,153	\$0	\$0
Route 15 Beginning 0.06 of a mile north of Elm Street and extending north 1.08 miles to Abbott Street. BACTS Sponsored.										
Brewer 2311200	023112.00 Highways Intersection Improvements W/ Signal	PE:	\$10,000	Federal NHPP	\$143,648	\$1,000	\$0	\$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	\$0
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	Local	\$17,110	\$17,110	\$0	\$0	\$0	\$0
		CE:	\$20,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$136,880	\$16,000	\$120,880	\$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 <i>Located at the intersection of Wilson Street and Dirigo Drive. BACTS Sponsored.</i>										
Brewer	025377.00 Highways Mill And Fill	PE: \$44,203 ROW: \$500 CON: \$1,117,575 CE: \$77,072 Other: \$0		Federal STP Highway and Bridge Local	\$991,480 \$123,935 \$123,935	\$0 \$0 \$0	\$11,921 \$1,490 \$1,490	\$11,921 \$1,490 \$1,490	\$330,493 \$41,312 \$41,312	\$318,573 \$39,822 \$39,822
			Totals:		\$1,239,350	\$0	\$14,901	\$14,901	\$413,117	\$398,216
South Main Street <i>Beginning at Abbott Street and extending 0.95 of a mile to Wilson Street. BACTS Sponsored.</i>										
Hampden 1157700	011577.00 Highways Reconstruction	PE: \$527,912 ROW: \$296,261 CON: \$5,647,130 CE: \$475,000 Other: \$0		Federal STP GARVEE Highway and Bridge Local Other Private	\$1,573,943 \$3,359,200 \$637,841 \$895,799 \$0 \$479,520	\$1,039,951 \$1,538,192 \$571,092 \$828,929 \$0 \$479,520	\$533,992 \$1,821,008 \$66,749 \$66,870 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0
			Totals:		\$6,946,303	\$4,457,685	\$2,488,618	\$0	\$0	\$0
Route 1A <i>Beginning at Western Avenue and extending north 1.73 miles. BACTS Sponsored</i>										
Hermon 2287700	022877.00 Highways Intersection Improvements W/ Signal	PE: \$32,000 ROW: \$2,500 CON: \$281,100 CE: \$25,000 Other: \$0		Federal STP Highway and Bridge Local Other	\$272,480 \$34,060 \$34,060 \$0	\$21,440 \$22,700 \$22,700 \$0	\$251,040 \$11,360 \$11,360 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
			Totals:		\$340,600	\$66,840	\$273,760	\$0	\$0	\$0
Coldbrook Road <i>Located at the intersection of Coldbrook Road, Odlin Road and Emerson Mill Road. BACTS Sponsored.</i>										
Old Town 2244500	022445.00 Highways Mill And Fill	PE: \$35,000 ROW: \$500 CON: \$453,000 CE: \$27,000 Other: \$0		Federal STP Highway and Bridge Local Other Private	\$412,400 \$51,550 \$51,550 \$0 \$0	\$20,800 \$33,030 \$39,414 \$0 \$0	\$391,600 \$18,521 \$12,137 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0
			Totals:		\$515,500	\$93,243	\$422,257	\$0	\$0	\$0
Route 2A <i>Beginning at Abbot Street and extending northeast 0.34 of a mile to Jefferson Street. BACTS Sponsored.</i>										
Old Town 2397100	023971.00 Highways Intersection Improvements W/ Signal	PE: \$29,500 ROW: \$500 CON: \$600,000 CE: \$20,000 Other: \$0		Federal STP Highway and Bridge Local Other	\$520,000 \$65,000 \$65,000 \$0	\$0 \$3,000 \$3,000 \$0	\$12,000 \$0 \$0 \$0	\$177,333 \$20,667 \$20,667 \$0	\$165,333 \$20,667 \$20,667 \$0	\$165,333 \$20,667 \$20,667 \$0

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
			Totals:		\$650,000	\$6,000	\$12,000	\$218,667	\$206,667	\$206,667
Old Town 2397100	023971.00 Highways Intersection Improvements W/ Signal									
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:	\$165,000	Federal STP	\$739,278	\$55,275	\$273,784	\$205,109	\$205,109	\$0
		ROW:	\$20,000	Highway and Bridge	\$33,000	\$0	\$11,000	\$11,000	\$11,000	\$0
		CON:	\$862,400	Local	\$331,122	\$59,450	\$91,625	\$90,024	\$90,024	\$0
		CE:	\$56,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$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:	\$31,500	Federal STP	\$673,814	\$22,400	\$651,414	\$0	\$0	\$0
		ROW:	\$500	Highway and Bridge	\$84,227	\$47,648	\$36,579	\$0	\$0	\$0
		CON:	\$761,268	Local	\$84,227	\$47,648	\$36,579	\$0	\$0	\$0
		CE:	\$49,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$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:	\$0	Federal STP	\$204,638	\$0	\$204,638	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$64,653	\$0	\$64,653	\$0	\$0	\$0
		CON:	\$269,291	Local	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$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
Interstate 95 Northbound <i>Beginning 5.78 miles north of the Hampden town line and extending north 13.80 miles to the Argyle town line.</i>										
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 <i>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.</i>										
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 <i>Veterans Remembrance Bridge (#1558) over the Penobscot River. Located at the Bangor-Brewer town line.</i>										
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 <i>Penobscot Bridge (#2038) over Penobscot River. Located on the Brewer-Bangor town line.</i>										
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 <i>Joshua Chamberlain Bridge (#5312) over Penobscot River and Railroad Yard. Located 0.06 of a mile northwest of the Brewer town line.</i>										

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	\$0	\$0	\$0	\$0	\$0
		Other:	\$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	PE: \$750,000 ROW: \$25,000 CON: \$0 CE: \$0 Other: \$0		Federal Aid Dem Prog Federal HSIP Federal NHPP Federal NHS Highway and Bridge Other	\$600,000 \$0 \$0 \$22,500 \$152,500 \$0	\$600,000 \$0 \$0 \$0 \$152,500 \$0	\$0 \$0 \$0 \$7,500 \$0 \$0	\$0 \$0 \$0 \$7,500 \$0 \$0	\$0 \$0 \$0 \$7,500 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0
			Totals:		\$775,000	\$752,500	\$7,500	\$7,500	\$7,500	\$0
Hogan Road Design for diverging diamond interchange on Hogan Road/ Interstate 95 Exit 187 and Hogan Road/ I-95 Bridge (#5823) over Interstate 95. Located 0.26 of a mile north of Haskell Road. FHWA AID Demo Grant recipient.										
Bangor 1872200	018722.00 Highways Bridge Replacement	PE: \$566,052 ROW: \$27,973 CON: \$6,113,581 CE: \$565,000 Other: \$0		Federal HPP Federal LHIP Federal STP GARVEE Highway and Bridge Other Private	\$1,502,213 \$3,661,972 \$475,220 \$0 \$1,409,851 \$0 \$223,350	\$1,502,213 \$3,661,972 \$475,220 \$0 \$1,409,851 \$0 \$223,350	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$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 ROW: \$0 CON: \$440,148 CE: \$75,000 Other: \$0		Federal HSIP Federal NHPP Federal NHS Highway and Bridge Other	\$455,697 \$36,000 \$9,500 \$55,799 \$0	\$455,697 \$36,000 \$0 \$55,799 \$0	\$0 \$0 \$3,167 \$0 \$0	\$0 \$0 \$3,167 \$0 \$0	\$0 \$0 \$3,167 \$0 \$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 ROW: \$500 CON: \$309,205 CE: \$14,000 Other: \$0		Federal STP Highway and Bridge Other	\$262,419 \$65,605 \$0	\$262,419 \$65,605 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
			Totals:		\$328,024	\$328,024	\$0	\$0	\$0	\$0
Valley Avenue Morse Bridge (#5694) over the Kenduskeag Stream. Located 0.15 of a mile north of Kenduskeag Avenue.										

Towns	WIN	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	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$100,000	\$32,500	\$22,500	\$22,500	\$22,500	\$0
Broadway Beginning at Center Street and extending north 0.14 of a mile to Alden Street. Includes intersection improvements at northbound and southbound Interstate 95 ramps.										
Bangor 2167400	021674.00 Highways Bridge Wearing Surface Replacement	PE:	\$16,393	Federal STP	\$91,928	\$88,892	\$1,012	\$1,012	\$1,012	\$0
		ROW:	\$0	Highway and Bridge	\$22,982	\$22,982	\$0	\$0	\$0	\$0
		CON:	\$87,389	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$11,129							
		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	\$0	\$0	\$0	\$0	\$0
		Other:	\$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	Private	\$10,453	\$10,453	\$0	\$0	\$0	\$0
		Other:	\$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	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$336,284	\$336,284	\$0	\$0	\$0	\$0

Towns	WIN	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Union Street										
<i>Beginning at Vermont Avenue and extending northwest 0.79 of a mile to Griffin Road.</i>										
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	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$376,664	\$291,500	\$28,388	\$28,388	\$28,388	\$28,388	\$0
Interstate 95										
<i>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.</i>										
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	Highway and Bridge	\$2,956,418	\$0	\$575,000	\$575,000	\$985,473	\$410,473
		CE:	\$1,331,000							
		Other:	\$0							
Totals:				\$19,887,683	\$0	\$575,000	\$575,000	\$6,629,228	\$6,054,228	
Interstate 95										
<i>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.</i>										
Bangor 2269400	022694.00 Highways Safety Improvements	PE:	\$25,668	Federal HSIP	\$617,220	\$617,220	\$0	\$0	\$0	\$0
		ROW:	\$67	Highway and Bridge	\$68,580	\$68,580	\$0	\$0	\$0	\$0
		CON:	\$560,065	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$100,000							
		Other:	\$0							
Totals:				\$685,800	\$685,800	\$0	\$0	\$0	\$0	
Interstate 95										
<i>Construct parallel acceleration lane at Broadway northbound on-ramp.</i>										
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	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$12,655							
		Other:	\$0							
Totals:				\$212,396	\$1,949	\$1,398	\$70,615	\$69,217	\$69,217	
Route 2, Hogan Road										
<i>Beginning at Route 2 and extending north 0.44 of a mile. Includes Hogan Road/Route 2 intersection.</i>										
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										
<i>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.</i>										
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	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
			Totals:		\$464,587	\$13,000	\$26,000	\$159,196	\$133,196	\$133,196
Bangor 2477100	024771.00 Bicycle/Pedestrian New Construction									
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 Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
			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	Local	\$385,879	\$384,003	\$0	\$0	\$625	\$625
		CE:	\$180,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$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	\$0	\$0	\$0	\$0	\$0
		Other:	\$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	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
			Totals:		\$400,444	\$377,699	\$7,582	\$7,582	\$7,582	\$0
Route 1A Beginning 0.13 of a mile south of Spark Road and extending southeast 0.09 of a mile. Continuing from 0.02 of a mile south of Arista Drive and extending southeast 0.57 of a mile.										
Brewer 2283300	022833.00 Highways Slope Stabilization/Protection	PE:	\$65,000	Federal NHPP	\$60,000	\$53,000	\$2,333	\$2,333	\$2,333	\$0
		ROW:	\$10,000	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$0	Highway and Bridge	\$15,000	\$13,250	\$583	\$583	\$583	\$0
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
			Totals:		\$75,000	\$66,250	\$2,917	\$2,917	\$2,917	\$0
Route 15										

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
<i>Located 0.13 of a mile north of Abbott Street.</i>										
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 <i>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.</i>										
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 <i>Located at Exit 5.</i>										
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 <i>Paving the north and southbound lanes beginning at Exit 180 and extending south 3.75 miles.</i>										
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 <i>Located at the intersection of Route 1A/9 and Route 202.</i>										
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 <i>Beginning at Mayo Road and extending southeast 0.15 of a mile.</i>										
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	WIN	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Hampden 2167300	021673.00 Highways Bridge Replacement				\$6,874,355	\$3,395,779	\$3,478,576	\$0	\$0	\$0
Totals:										
Interstate 95 Southbound										
<i>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.</i>										
Hampden 2167310	021673.10 Highways Bridge Replacement	PE: \$77,495 ROW: \$0 CON: \$6,565,000 CE: \$422,500 Other: \$0		Federal NHPP Federal NHS Federal STP Highway and Bridge Other	\$0 \$3,938,750 \$2,350,000 \$776,245 \$0	\$0 \$0 \$2,350,000 \$776,245 \$0	\$0 \$3,938,750 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0
Totals:										
Interstate 95 Northbound										
<i>I-95 NB/Emerson Mills Road Bridge (#5969) over Emerson Mills Road. Located 0.29 of a mile west of Exit 180.</i>										
Hampden 2169200	021692.00 Highways Bridge Replacement	PE: \$374,832 ROW: \$500 CON: \$3,483,259 CE: \$220,000 Other: \$0		Federal LHIP Federal STP Highway and Bridge Other Private	\$1,200,000 \$1,700,406 \$725,101 \$0 \$453,084	\$0 \$1,350,266 \$725,101 \$0 \$453,084	\$1,200,000 \$350,140 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0
Totals:										
Route 1A										
<i>Grist Mill Bridge (#2334) over Souadabscook Stream. Located 0.21 of a mile northeast of Elm Street.</i>										
Hampden	023096.00 Highways Bridge Deck Replacement	PE: \$250,000 ROW: \$5,000 CON: \$1,995,000 CE: \$250,000 Other: \$0		Federal NHPP Highway and Bridge	\$2,000,000 \$500,000	\$0 \$0	\$68,000 \$17,000	\$68,000 \$17,000	\$666,667 \$166,667	\$598,667 \$149,667
Totals:										
Route 202S										
<i>Route 202 SB/ Souadabscook Stream Bridge (#1524) over Souadabscook Stream. Located 0.32 of a mile south of Coldbrook Road.</i>										
Hampden	023140.00 Highways Bridge Deck Replacement	PE: \$250,000 ROW: \$5,000 CON: \$1,995,000 CE: \$250,000 Other: \$0		Federal NHPP Highway and Bridge	\$2,000,000 \$500,000	\$0 \$0	\$68,000 \$17,000	\$68,000 \$17,000	\$666,667 \$166,667	\$598,667 \$149,667
Totals:										
Route 202										
<i>Route 202 NB/ Souadabscook Stream Bridge (#6079) over Souadabscook Stream. Located 0.33 of a mile north of Western Avenue.</i>										
Hampden 2322400	023224.00 Highways Bridge Substructure Rehabilitation	PE: \$3,447 ROW: \$0 CON: \$2,020,000 CE: \$130,000 Other: \$0		Federal NHPP Federal STP Highway and Bridge Other	\$0 \$1,722,757 \$430,689 \$0	\$0 \$562,757 \$430,689 \$0	\$0 \$1,160,000 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
Totals:										

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Coldbrook Road										
<i>Coldbrook Road/I-95 Bridge (#5970) over Interstate 95. Located 0.24 of a mile south of the Odlin Road.</i>										
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	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		Totals:			\$756,590	\$8,907	\$256,313	\$245,685	\$245,685	\$0
Route 202										
<i>Beginning 0.05 of a mile east of Stoney Brook Road and extending northeast 2.39 miles to Mecaw Road.</i>										
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	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$38,000							
		Other:	\$0							
		Totals:			\$508,625	\$5,184	\$177,691	\$162,875	\$162,875	\$0
Route 9										
<i>Beginning 0.02 of a mile west of Route 1A and extending west 0.47 of a mile.</i>										
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										
<i>Lower Trestle Bridge (#3535) over Sunkhaze Stream/River Overflow. Located 1.25 miles south of French Settlement Road.</i>										
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	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$227,843							
		Other:	\$0							
		Totals:			\$2,490,139	\$2,490,139	\$0	\$0	\$0	\$0
Route 2										
<i>Sunkhaze Bridge (#2825) over Sunkhaze Stream/River Overflow. Located 1.50 miles north of Grove Street.</i>										
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	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$6,945							
		Other:	\$0							
		Totals:			\$66,000	\$65,320	\$304	\$188	\$188	\$0
Route 2A										
<i>Located at the intersection of Route 2A and Brunswick Street.</i>										

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 <i>Stillwater #2 Bridge (#2806) over the North Channel Stillwater River. Located 0.13 of a mile north of Free Street. FHWA INFRA Grant recipient.</i>										
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	Highway and Bridge	\$1,994,171	\$0	\$1,118,057	\$438,057	\$438,057	\$0
		CE:	\$680,000							
		Other:	\$0							
Totals:					\$8,250,000	\$0	\$3,203,333	\$2,523,333	\$2,523,333	\$0
Stillwater Avenue <i>Stillwater #2 Bridge (#2806) over the North Channel Stillwater River. Located 0.13 of a mile north of Free Street. FHWA INFRA Grant recipient.</i>										
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 <i>Stillwater #1 Bridge (#1472) over the South Channel Stillwater River. Located 0.06 of a mile north of Free Street. FHWA INFRA Grant recipient.</i>										
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	Highway and Bridge	\$1,183,623	\$0	\$657,874	\$262,874	\$262,874	\$0
		CE:	\$470,000							
		Other:	\$0							
Totals:					\$4,775,000	\$0	\$1,855,000	\$1,460,000	\$1,460,000	\$0
Stillwater Avenue <i>Stillwater #1 Bridge (#1472) over the South Channel Stillwater River. Located 0.06 of a mile north of Free Street. FHWA INFRA Grant recipient.</i>										
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 <i>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.</i>										
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	Highway and Bridge	\$2,716,179	\$0	\$1,825,393	\$445,393	\$445,393	\$0
		CE:	\$750,000							
		Other:	\$0							
Totals:					\$7,030,000	\$0	\$3,263,333	\$1,883,333	\$1,883,333	\$0
Stillwater Avenue <i>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.</i>										

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	\$0	
Route 2 <i>Located at the intersection of Route 2 and Rangeley Road.</i>											
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	Local	\$6,000	\$0	\$2,000	\$2,000	\$2,000	\$0	
		CON:	\$0								
		CE:	\$0								
		Other:	\$0								
Totals:				\$30,000	\$0	\$10,000	\$10,000	\$10,000	\$0	\$0	
Main Street <i>Installation of three new pedestrian crossings. Beginning at Westwood Drive and extending north 0.25 of a mile.</i>											
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	\$0	
Route 15 <i>Beginning 0.22 of a mile northeast of Industrial Way and extending northeast 1.65 miles.</i>											
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	\$0	
Planning Support <i>Penobscot/Piscataquis Regional Planning Organization support.</i>											
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	Highway and Bridge	\$7,300	\$2,000	\$5,300	\$0	\$0	\$0	
		CON:	\$0								
		CE:	\$0								
		Other:	\$36,500								
Totals:				\$36,500	\$2,000	\$34,500	\$0	\$0	\$0	\$0	
Planning Support <i>Penobscot/Piscataquis Regional Planning Organization support.</i>											
Statewide	014853.22 Production Support And Administration Statewide Program Development	PE:	\$0	Federal Planning	\$8,000	\$0	\$0	\$8,000	\$0	\$0	
		ROW:	\$0	Highway and Bridge	\$2,000	\$0	\$0	\$2,000	\$0	\$0	
		CON:	\$0								
		CE:	\$0								
		Other:	\$10,000								
Totals:				\$10,000	\$0	\$0	\$10,000	\$0	\$0	\$0	
Planning Support <i>Penobscot/Piscataquis Regional Planning Organization support.</i>											

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 <i>Penobscot/Piscataquis Regional Planning Organization support.</i>										
Statewide	024763.00 Production Support And Administration Intelligent Transportation Systems	PE:	\$16,250	Federal STP	\$200,000	\$0	\$200,000	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$50,000	\$0	\$50,000	\$0	\$0	\$0
		CON:	\$217,500							
		CE:	\$16,250							
		Other:	\$0							
Totals:			\$250,000	\$0	\$250,000	\$0	\$0	\$0		
Various Locations <i>Permanent portable Changeable Message Signs (CMS) on key corridors: Route 201 Jackman-Bingham, Route 9 Calais-Brewer, and Route 1A Ellsworth-Brewer.</i>										
Veazie 2302800	023028.00 Highways Slope Stabilization/Protection	PE:	\$74,500	Federal STP	\$60,000	\$0	\$20,000	\$20,000	\$20,000	\$0
		ROW:	\$500	Highway and Bridge	\$15,000	\$15,000	\$0	\$0	\$0	\$0
		CON:	\$0							
		CE:	\$0							
		Other:	\$0							
Totals:			\$75,000	\$15,000	\$20,000	\$20,000	\$20,000	\$0		
Route 2 <i>Located 0.07 of a mile north of Main Street.</i>										

BACTS Region FTA FTA / 5339 MaineDOT Sponsored

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	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
		<i>Urban Transit Capital Transit Capital Assistance for the Bangor area Small Urban Transit Agencies, Federal Transit Administration §5339 for urbanized area transit.</i>									
Bangor	022769.20 Transit Service Area Capital Equipment Purchase	Cap Equip:	\$151,981	Federal	\$121,585	\$0	\$121,585	\$0	\$0	\$0	
				Local	\$30,396	\$0	\$30,396	\$0	\$0	\$0	
		Totals:				\$151,981	\$0	\$151,981	\$0	\$0	\$0
		<i>Urban Transit Capital Transit Capital Assistance for the Bangor area Small Urban Transit Agencies, Federal Transit Administration §5339 for urbanized area transit.</i>									
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
		<i>Urban Transit Capital Transit Capital Assistance for the Bangor area Small Urban Transit Agencies, Federal Transit Administration §5339 for urbanized area transit.</i>									
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
		<i>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.</i>									
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
		<i>Urban Transit Capital FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly.</i>									
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
		<i>Urban Transit Capital</i>									

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
<i>FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly.</i>										
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 <i>FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly. Discretionary funds for new transit hub.</i>										
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 <i>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.</i>										
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	\$0
Urban Transit Capital <i>FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly.</i>										

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	\$0	
				Local	\$355,477	\$0	\$355,477	\$0	\$0	\$0	\$0	
				State	\$64,523	\$0	\$64,523	\$0	\$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	023342.21 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 Administrative Assistance	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.										
Bangor	025607.00 Transit Service Area Administrative Assistance	Admin:	\$102,500	Federal	\$82,000	\$0	\$0	\$0	\$0	\$82,000
				Local	\$20,500	\$0	\$0	\$0	\$0	\$20,500
		Totals:			\$102,500	\$0	\$0	\$0	\$0	\$102,500
Urban Transit Planning Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2024. 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	020270.21 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 <i>Transit American with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.</i>									
Bangor	020720.22 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 <i>Transit American with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.</i>									
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 <i>Transit Capital Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.</i>									
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 <i>FTA Section 5307 for Operating Assistance, preventive maintenance, and ADA Operating - Community Connector.</i>											
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 <i>FTA Section 5307 for Operating Assistance - Community Connector.</i>											

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024
Bangor Assistance	024697.00 Transit Service Area Operating	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 <i>Transit Americans with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.</i>								
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 <i>Transit Capital Assistance (preventive maintenance) for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.</i>								
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 <i>Transit Operating Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.</i>										
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 <i>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.</i>										
Bangor	025589.00 Transit Service Area Capital-Eligible Maintenance	Cap Equip:	\$687,070	Federal	\$549,656	\$0	\$0	\$0	\$0	\$549,656
				Local	\$137,414	\$0	\$0	\$0	\$0	\$137,414
		Totals:			\$687,070	\$0	\$0	\$0	\$0	\$687,070
		Urban Transit Capital <i>Transit Capital Assistance for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit.</i>								

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2021	2022	2023	2024		
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
		Urban Transit Operating Transit American with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit.										

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.

Project Information							FHWA Stages								
WIN	Title	Scope	Development Responsibility	MPO	Towns	Workplan Description	Program Year	PE	ROW	Construction	CE	Planning	Total Available	New or Existing Project	Notes (may include fund source breakdown here as applicable)
25631.00	Various Locations, Highways	Bridge Deck Replacement	MaineDOT	BACTS	Various	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.	2021	\$ 750,000.00	\$ 10,000.00	\$ -	\$ -	\$ -	\$ 760,000.00	Existing	Administrative Modification; additional funding added to the project for PE and ROW, transferred from WINs 23096.00 and 23140.00 to 25631.00 (percentages will stay 80/20 Fed/State)
18915.70	Brewer, Eddington, I-395/9 Conn	Capital Equipment Purchase	MaineDOT	BACTS	Brewer, Eddington	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.	2021	\$ -	\$ -	\$ 1,270,000.00	\$ 120,000.00	\$ -	\$ 1,390,000.00	Existing	Omitted from TIP, should be included due to Administrative Modification in 2020-2023 Errata creating lineage WIN funded from 18915.50/.60, 80/20 Federal STP/State funding
20898.01	Orono, Route 2	Large Culvert Replacement	MaineDOT	BACTS	Orono	Large culver (#942495) located 0.66 of a mile north of the Veazie town line.	2021	\$ 2,000.00	\$ -	\$ 200,000.00	\$ 2,000.00	\$ -	\$ 204,000.00	Existing	Omitted from TIP, should be included due to Administrative Modification; create lineage from WIN 20898.00 for project funding for pre-purchase of supplies
													\$ -		
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Errata

Project Information							FTA Stages					Total Available	New or Existing Project	Notes	
WIN	Title	Scope	Development Responsibility	MPO	Towns	Workplan Description	Program Year	Contractual	Capital and/or Equipment	Admin	Operating				RTAP
025339.00	Urban Transit Capital	Transit Service Area Capital Equipment Purchase	City of Bangor	BACTS	Bangor	Transit Capital Assistance for Bangor-Community Connector, FTA Section 5307 for urbanized area transit. CARES Act funding for Capital-Paratransit vans and bus support equipment.	2021		\$ 149,000.00				\$ 149,000.00		Was programmed for \$298,003 for purchase of four Paratransit vans and related bus support equipment. Reducing amount to \$149,000 for purchase of three vans.

Appendix E - Metropolitan Transportation Planning Self- Certification

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

(To be submitted with the Statewide Transportation Improvement Program)

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

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

(2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature: *Sara Devlin*

Printed Name: Sara Devlin

Title: Executive Director

Date: February 5th, 2021

Appendix F - Public Comments

1) Angela King - Bicycle Coalition of Maine

Recently, I was reviewing the TIP and I have some questions/comments.

First, I am happy to see that there's a non-discrimination policy statement. As part of this statement, it seems that equity in transportation – or at least working towards it – would fit into the non-discrimination policy. A lot of work to be done on transportation equity in Maine. Yesterday I did a long walk in Portland, and the stretches of sidewalks that were not cleared of snow, many areas where plows actually dumped snow, made it difficult to walk on the sidewalks, and to cross roads where the snow was piled at corners so pedestrian signals were not even accessible.

[Interesting story](#) on how Sweden came around to prioritizing the clearing of sidewalks and bike lanes based on gender equity.

Second, in the Prioritized Project list, number 1 in Bangor and 2 in Orono are "Rehab" projects. I read that category project definition includes sidewalks. Do either of these two projects include sidewalks? And the last three priority projects, 8,9,10 in Bangor are "Operational and Safety Improvement" projects which also in the OSI definition mention sidewalk construction. Is that part of the project at any of those locations?

And lastly, in Bus Planning and related facilities, does this include the access to public transit by constructing sidewalks, and also having bike parking at bus stops and bike racks on buses?

Thanks for any additional or clarifying information on this. Residents around the state often reach out to BCM, so it's good for us to be aware/ up-to-date on bike/ped improvement work around the state.

BACTS Response - Dianne Rice-Hansen Transportation Project Manager

I wanted to answer your questions you had regarding the priority projects.

The rehab project in Bangor on State Street does include sidewalk improvements. The rehab project in Orono is to replace a failing culvert. This project will not include any sidewalk improvements. The priority list includes projects that have yet to be funded. When we develop our work plan we start with a very large and extensive list. We do some preliminary scoring and shorten that list hence prioritizing them. Not all the prioritized projects get funded due to funding restrictions. These three projects you mentioned were not funded. They most likely will be resubmitted for consideration in the next work plan process.

When an OSI project is funded the scope of the project will dictate whether there are any ADA upgrades. We do not pave sidewalks as part of those projects but are required to bring the curb ramps, push buttons and ADA signals up to current standards.

For clarification when I said the scope dictates if ADA upgrades are required I meant that if the scope is to replace existing detection or a controller we are not required however if we start changing out signal heads, mast arms and cabinets we would be required.

I hope that answered your questions. If you have any other project related questions please let me know.

2) Laurie Linscott - Bus Superintendent, Community Connector - The 5339a Program Funds from above we would like to program them for related bus equipment NOT ADA Vans.

2020 FTA 5339a Projects

WIN	Project Description	Federal	State	Local	Total
Capital Equipment Purchase - Small Urban Formula Funds					
022769.19	Acquisition of 4 new ADA Paratransit Vehicles and related bus equipment (combined with 022769.20)	\$ 116,820		\$ 29,205	\$ 146,025
Capital Equipment Purchase - Small Urban Formula Funds					
022769.20	Acquisition of 4 new ADA Paratransit Vehicles and related bus equipment (combined with 022769.19)	\$ 121,585		\$ 30,396	\$ 151,981
Total		\$ 238,405		\$ 59,601	\$ 298,006

2021 - 2023 FTA 5339a Program Funding

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

FY 19	Federal	Local	Total
Related Bus Support Equipment	\$116,820	\$29,205	\$146,025
FY 20	Federal	Local	Total
Related Bus Support Equipment	\$121,585	\$30,396	\$151,981

Response - Connie Reed - BACTS Transportation Planner - This is not from the 2021 TIP. This is from the 2020 TIP. It has been changed in the 2021 TIP.

Laurie Linscott - Bus Superintendent, Community Connector - Can you please ADD CARES Act Funding for capital purchase of 3 ADA vans

FY 21 Federal 100%
Capital Purchase \$149,000 ADA Vans

Response - Connie Reed - BACTS Transportation Planner - Per your POP submitted in August, WIN 025339.00 was created for CARES Act Funding to purchase ADA vans (\$200,000) and bus support equipment (\$98,003) for a total of \$298,003. Are you requesting the amount to be reduced for ADA vans to \$149,000 for a total of \$247,003; or are you no longer wanting to program bus support equipment using CARES Act funding?

Response - Laurie Linscott - Bus Superintendent, Community Connector - No bus support equipment, only using 5339 formula funds from above [for bus support equipment].

Laurie Linscott - Bus Superintendent, Community Connector - I will assume you are updating the new FY 21 5339a funds with the correct apportionment?

	Federal	Local	Total
FY 21 5330 a Formula Funds	\$112,064	\$28,016	\$140,080

Response - Connie Reed - BACTS Transportation Planner - These funds are allocated by MaineDOT and we will update as requested by MaineDOT. I am not sure these numbers have been published in the Federal Register yet.

Laurie Linscott - Bus Superintendent, Community Connector - Will you ADD the FY 20 5339b Competitive Grant Award

FY 20	Federal	Local	Total
Bus Stops Project	\$396,800	\$99,200	\$496,000

Response - Connie Reed - BACTS Transportation Planner - This is included in the TIP as WIN 025351.00

Laurie Linscott - Bus Superintendent, Community Connector - Do you need to remove the 5307 funds programmed to FY21? We will be using CARES Act funds for Operating and there is no need to program them.

Response - Connie Reed - BACTS Transportation Planner - I asked the same question and Lori Brann indicated that she decided to keep them in the TIP as a placeholder for funds in case they were needed.

Laurie Linscott - Bus Superintendent, Community Connector - FY 22 - 5307 funds can stay the same as you have it programmed

2021 FTA 5307 Projects

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

2022 FTA 5307 Projects

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

Attachment D

BACTS UPWP DOT Contract - Figures updated through 02/28/2021

Update Monthly

TASK	PROJECT	Total Allotted	Total Spent	In Kind	Total Remaining	Contract to Date Trend		
						Actual % Usage	Amount should be as of 02/28	Variance
1	Administration/Coordination	\$290,414	\$178,910	\$0	\$111,504	61.61%	\$169,408	-\$9,502
2	Professional Development	\$40,000	\$15,734	\$0	\$24,266	39.33%	\$23,333	\$7,600
3	Data Collection & Database Management	\$115,000	\$49,736	\$0	\$65,264	43.25%	\$67,083	\$17,347
4	GIS and Demographic	\$55,000	\$22,887	\$0	\$32,113	41.61%	\$32,083	\$9,197
5	Public Outreach	\$9,000	\$17,291	\$0	-\$8,291	192.12%	\$5,250	-\$12,041
6	Bicycle and Pedestrian Planning	\$30,000	\$2,158	\$0	\$27,842	7.19%	\$17,500	\$15,342
7	Transportation Safety	\$5,000	\$1,013	\$0	\$3,987	20.27%	\$2,917	\$1,903
8	Traffic Incident Management	\$28,000	\$8,721	\$0	\$19,279	31.15%	\$16,333	\$7,613
9	TIP Development	\$35,000	\$32,565	\$0	\$2,435	93.04%	\$20,417	-\$12,148
10	Metropolitan Transportation Plan Update	\$5,000	\$870	\$0	\$4,130	17.39%	\$2,917	\$2,047
11	Performance Measures	\$12,000	\$3,316	\$0	\$8,684	27.63%	\$7,000	\$3,684
12	Studies	\$156,000	\$57,132	\$0	\$98,868	36.62%	\$91,000	\$33,868
	FHWA PL SUBTOTAL	\$780,414	\$390,332	\$0	\$390,082	50.02%	\$455,242	\$64,910
13	Transit Planning	\$201,278	\$104,123	\$20,825	\$76,331	62.08%	\$117,412	-\$7,535
	FTA 5303 SUBTOTAL	\$201,278	\$104,123	\$20,825	\$76,331	62.08%	\$117,412	-\$7,535
	TOTALS	\$981,692	\$494,455	\$20,825	\$466,413	52.49%	\$572,654	\$57,375

% Usage expected 14 months into a 24 month contract is 58%.

Task 1 - Variance primarily driven by having two Executive Directors for two and a half months in 2020.

Task 5 - Variance primarily driven by BACTS redoing website, contracted services were approx \$7k, also increased staff time related to project and updating BACTS website and social media accounts.

Task 9 - This task is nearly 'complete'. Majority of TIP Development occurs early in the calendar year.