



## ***Policy Committee Meeting***

**April 20th, 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 March 16th, 2021 BACTS Policy Committee Meeting Minutes (Attachment A)**

**4) Staff Report (Attachment B)**

**5) BACTS Public Participation Plan (Attachment C)**

**Staff Report**

An MPO is required to develop and use a documented participation plan that defines a process for providing stakeholders, the public, and specific individuals and groups, with reasonable opportunities to be involved in the metropolitan transportation planning process. The Plan is developed in consultation with all interested parties and describes planning procedures, strategies and desired outcomes that engage stakeholders and the public in the planning process. The Plan creates opportunities for public involvement, participation, and consultation throughout the development of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

MPOs must create a public participation plan that allows for:

- adequate public notice of public participation activities and time to review and comment at key decisions;
- review and comment at key decision points in the development of the MTP and TIP;
- multiple, accessible participation formats, including electronic and in-person;
- consideration and response to public input received during the development of the MTP and TIP;
- additional opportunity for public comment, if the final MTP or TIP differs significantly from the version that was made available for public comment and raises new material issues that could not reasonably have been foreseen from the public involvement efforts;
- coordinating with the statewide transportation planning public involvement and consultation processes;
- periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process;

- providing a summary, analysis, and report on the disposition of comments shall be made as part of the final MTP and TIP when significant written or oral comments are received on the draft.

The Participation Plan itself is required to have a 45-day public review and comment period. The proposed update was posted to the BACTS website and public notice of the proposed update and public comment period was circulated to the Interested and Affected parties list on March 26th. The public comment period ends on May 10th.

BACTS staff will compile all relevant public comments, or a summary of similar comments, for consideration and response (if warranted) by the BACTS Policy Committee at the May Policy Committee meeting. All relevant comments with Policy Committee response, will be included in the final Plan. If no substantive public comments are received, the final plan will be brought to the Policy Committee for approval at the Policy Committee meeting in May. Copies of the approved Public Participation Plan will be provided to FHWA and FTA for informational purposes.

***Proposed Action: For Discussion Only***

## **6) Old Town Project Funding**

### **Staff Report**

Over the past several months BACTS staff, MaineDOT and the city of Old Town have been discussing funding options for two separate projects:

- Signal at Main/Stillwater/Water Street - 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 design needs, there is a budget deficit of approximately \$155,000 for this project. Scope alternatives were discussed, however, the City wishes to proceed with the mast arms for this intersection.
- Stillwater Ave mill and fill- The low bid for the Old Town Stillwater Ave Mill and Fill was \$242,157 over the estimate which is 152% over estimate. BACTS does not currently have funding available in the Holding WIN to fund the deficit for this project.

Old Town has requested to transfer \$155,000 from the Stillwater Ave Mill and Fill to the Main/Stillwater/Water Street signal project. The balance of the remaining funding of approximately \$267,000 will remain in WIN 22445.00, Stillwater Mill and Fill to be re-bid at a later date. Old Town would be 100% responsible for any funding deficit in the Stillwater Ave Mill and Fill once the project is awarded.

***Proposed Action: Discuss and approve funding changes to two Old Town TIP projects.***

## **7) BACTS Project Prioritization and Selection Process (Attachment D)**

### **Staff Report**

At the November Policy Committee meeting, the committee agreed to appoint a Transportation Improvement Program subcommittee to review, evaluate, and recommend changes to the current project selection process. Over the past several months the TIP subcommittee has met to develop a new Project Prioritization and Selection Process (Attachment D). The recommended process is intended to streamline the selection process for members and staff. The proposed process has updated information on data collection

and scoring and is more representative of the needs of the region. The amended TIP selection process will be posted for a 10-day public comment period prior to final approval. Staff will post the process for public comment, incorporate any substantive changes, and bring back to this committee in May for final approval. Staff will also select a consultant to assist with the cost estimates of the projects once they have been selected.

***Proposed Action:*** *Approve the amended Transportation Improvement Program Project Prioritization and Selection process, to be posted for a 10-day public comment period.*

*Authorize Staff to select a consultant to develop the final project scopes and cost estimates once the projects have been prioritized and selected.*

## **8) Work Plan Development Schedule**

### **Staff Report**

BACTS needs to submit the 2022-2024 FHWA and FTA funded project candidates to MaineDOT by July 31st, 2021. With the proposed TIP Project Prioritization and Selection process, the selection of projects to be funded should be less time consuming. Staff proposes the existing TIP subcommittee work as the project selection committee for the 2024 FHWA projects, and the BACTS Transit Committee recommend transit funding allocations to the Policy Committee for approval for the MaineDOT work plan. All projects, FHWA and FTA need to be approved at the July Policy Committee for inclusion into the MaineDOT work plan, and subsequently into the Transportation Improvement Program/Statewide Transportation Program.

***Proposed Action:*** *For discussion only*

## **9) Unified Planning Work Program Budget (Attachment E)**

### **Staff Report**

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

***Proposed Action:*** *For discussion only*

## **10) Transit Updates**

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

***Proposed Action:*** *For discussion only*

## **11) Project Updates**

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

***Proposed Action:*** *For discussion only*

## **12) MaineDOT Report**

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

***Proposed Action:*** *For discussion only*

**13) Other Business**

Discussion of other items not on today's agenda.

**14) Upcoming Meetings**

Municipal Partners Transit Committee – May 5th, 2021

Policy Committee – May 18th, 2021





**Attachment A**  
**Policy Committee Meeting**  
**March 16th, 2021**  
**ZOOM Meeting**  
**Minutes**

Committee Members	Affiliation
John Theriault	Bangor
Aaron Huotari	Bangor
Linda Johns	Brewer
Frank Higgins	Brewer
Jeremy Caron	Brewer
Kyle Drexler	Orono
Rob Yerxa	Orono
Belle Ryder	Orono
Bill Mayo	Old Town
John Rouleau	Old Town
Laurie Linscott	Community Connector
<b>MaineDOT / FHWA</b>	
Darryl Belz, Randall Barrows, John Devin, Fred Michaud, Carlos Pena (FHWA)	
<b>Members of the Public</b>	
None in attendance	
<b>BACTS</b>	
Sara Devlin, Connie Reed, Dianne Rice-Hansen, Paige Nadeau	

**1) Call to Order**

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

**2) Public Comment**

There were no public comments.

### 3) **Approval of February 16th, 2021 BACTS Policy Committee Meeting Minutes**

Linda Johns motioned to accept the minutes as written, Belle Ryder seconded. The minutes were accepted unanimously.

### 4) **BACTS Policy Committee Resolution - Frank Higgins**

A number of committee members provided comments regarding Frank Higgins excellent work and commitment to the region over the past few years and wished him all the best in his retirement.

### 5) **Staff Report**

Staff provided the committee with the monthly staff report. Sara Devlin provided a brief overview. Staff had their first public meeting for the bus stop policy design guidelines in Old Town on March 15th. Connie Reed also noted a longer version of the presentation is available on the BACTS website.

### 6) **BACTS' 2021-2024 TIP**

#### **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.*

Sara Devlin provided an overview. BACTS received 2 public comments, both of which were addressed in the final copy of the TIP. Belle Ryder inquired regarding Community Connectors comments during the public comment period. Sara Devlin stated that BACTS would like, in the future, to work more collaboratively with Community Connector in the planning process of drafting the TIP to ensure projects are accurately reflected. Belle Ryder asked if Laurie Linscott had difficulty with the timing and that is why they submitted comments so late. Laurie Linscott said that she received the document and responded when she could. Sara Devlin expressed again hoping to build communication and collaboration between the Community Connector and BACTS to address transit projects for the TIP in a more timely fashion going forward. Belle Ryder asked if this item can be included in the

Transit Committee discussion, Laurie Linscott said the Community Connector can just work with BACTS. Connie Reed added that they started working on the list in August. Sara Devlin provided an overview of the process, BACTS provides project list to MaineDOT by end of July, same process should be followed by transit as well. List should be completed in August to ensure timely completion. Belle Ryder asked to put this on the transit committee meeting as well as a standing item to ensure it is being addressed.

Belle Ryder made a motion to approve the TIP as written, Frank Higgins seconded.

## **7) 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***

Sara Devlin provided an update on the project. The project was programmed for \$650k and there is a projected \$150k deficit. BACTS does not have enough in the holding WIN to cover this deficit. The current project scope is recommending mast arms, Maine DOT has recommended wooden poles, which would bring the project into the programmed amount of \$650k.

Bill Mayo said the Old Town City Council has decided to move forward with mast arms, instead of the suggested wooden poles.

The group discussed potential funding that could be received and utilized from the American Rescue Act.

The committee decided to table the discussion until the need for funding is more imminent and since this is not holding up work on the project currently. The committee is open to hearing from Old Town down the road regarding funding needed and to potentially shifting funding for a Bangor project out to 2024 to allow the Old Town project to have the funding it needs to complete but to wait and see if Old Town can use any funding from the American Rescue Act instead.

## 8) Unified Planning Work Program Budget (Attachment D)

### Staff Report

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

***Proposed Action:*** For discussion only

No comments from the committee.

## 9) Transit Updates

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 - The first public council workshop on the bus stop policy and design guidelines was on March 15th for Old Town. A complete schedule of these presentations can be found on BACTS's website as well as a video of a longer version of the presentation. BACTS is beginning work on the designated stops plan, the BACTS intern is scheduled to begin ride-a-longs next week to start collecting data.

Laurie Linscott - The 3 ADA vans have arrived, scheduled to start service 4/1. Community Connector was able to purchase a 4th van with a different grant, hoping to have it arrive in April. Community Connector is still running short staffed but have one new staff in training and another starting in April, hoping to go back to full service late April or May.

Belle Ryder appreciated Laurie Linscott's attention with paratransit regarding transporting Orono residents to get their vaccines.

Laurie Linscott also informed the committee that March 18th is National Transit Driver appreciation day, a local restaurant is providing meals to the drivers.

## 10) Project Updates

Sara Devlin provided an update on the two BACTS projects out to bid in 2021 - Culvert project in Orono (expected to go out in May) and a Mill and Fill in Old Town.

The Mill and Fill in Old Town received two bids, the lower was 150% over the estimated costs and the second was even higher. MaineDOT has suggested rebidding this project in the fall of 2021 with the Stillwater Bridge package and intersection project. Sara Devlin said BACTS does not have any additional funding for this project. A number of committee members agreed with the suggestion to rebid the project in the Fall. Sara Devlin said there is an option to move this project to Old Town and then that funding could be allocated to another Old Town project. Rob Yerxa suggested waiting to see how the signal project works out for pricing. John Devin said this project could be qualified for an MPI, funding available now could be available for 2022 construction, the City would need to apply. John Theriault asked if DOT sees this price increase across projects. Randall Barrows said this is the first project that has been this grossly over. Dianne Rice-Hansen asked if there are any other

paving projects it could be rebid with to hopefully get better prices. Randall Barrows said possibly Hogan Road in Bangor which is going to bid next year.

Rob Yerxa made a motion to not allocate additional funding for this project and thus reject the bids. Frank Higgins seconded. John Rouleau agrees the price is just way too high but won't vote against the project for his own City. Old Town is opposed to this motion but the rest of the Policy Committee agree unanimously.

John Rouleau provided an update on Old Town projects

- Northeast paving has starting bridge deck replacement, expecting to finish up around November

Jeremey Caron provided an update on Brewer projects

- Working on North Main, getting ready to do an MPI
- Received approval for MPI on State Street for next year as well.

John Theriault provided an update on Bangor projects

- Stillwater and State Street are both MPI projects the City is working on, contractors pavement costs are much less than through the standard bid process through DOT as well.

## **11) MaineDOT Report**

John Devin provided an update

- Hampden Route 1A - Work will resume soon, expected to be done by end of June.
- I-95 ultra thin projects, scheduled to begin this summer. Carmel to Bangor NB and Old Town to Plymouth SB. Will skip over the areas the bridges are being worked on.
- Stillwater Avenue approach work for bridges and replacement is scheduled to start in 2022.
- Brewer / Eddington 395 connector project - A portion of materials have been ordered. Will be advertised in September, in process of acquiring ROW. estimated completion of 2024.

## **12) Other Business**

Jeremey Caron asked what is happening regarding MaineDOT possibly redesignating roads in cities. Sara Devlin said that MaineDOT would like to discuss this in person but are currently not allowed to have in person meetings. John Devin asked if this was about Route 9. Sara Devlin said this is regarding more than just Route 9, she recently went through this process at PACTS and small groups of close communities (i.e. Veazie, Orono, Old Town) meet on a smaller basis to discuss. Fred Michaud recommended scheduling for this summer when a meeting could be held outside if need be.

Darryl Belz provided an update regarding the planning division - Undergone a reorganization. Fred Michaud will be the voting member on the Policy Committee replacing Darryl Belz.

Dianne Rice-Hansen provided an update why the members have not received the requests for documents and support regarding the work plan. The process is under evaluation and hoping to complete and finalize the process in April. She will send out requests after the process has been finalized.

### **13) Upcoming Meetings**

Policy Committee – April 20th, 2021

Municipal Partners Transit Committee – May 5th, 2021

Frank Higgins motion to adjourn. Belle Ryder seconded. The motion was approved unanimously. Meeting ended at 10:40 A.M.

## **Attachment B**

### **Staff Report**

April 2021

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

**Transit In-Kind Match** - Staff are developing letters to send to partners related to FTA in-kind required match. These letters will be sent to respective HR personnel at each municipality to request members rate in order to calculate the required in-kind match.

**Metropolitan Transportation Plan Priority Setting** - Staff has reached out to members to schedule meetings to discuss municipal long-range goals and priorities.

**Bus Stop Policy and Design Guidelines** - A video presentation and transcript of the Bus Stop Policy and Design Guidelines was developed and posted to the BACTS website. Presentations to local municipal councils continue through the month of April. The presentation scheduled for April 5 for the Hampden Town Council had to be rescheduled to April 20 due to the statewide Spectrum internet outage. A revised schedule of public presentations was circulated to the Interested and Affected parties list. The public comment period ends on April 30. 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.

**Penobscot Indian Island Transit Funding Process Request** - Penobscot Indian Island contacted BACTS staff inquiring about the process to apply for FTA Section 5310 funding through the MPO. They have been working with the Community Transportation Association of America (CTAA) on developing a transit program, which includes providing their elderly and disabled residents transportation. Ultimately they would like to provide all residents public transportation options that would allow them to connect to the Community Connector system so that they can travel throughout the greater Bangor region. Because Indian Island falls within the MPO, they do not qualify for the Tribal Transit Program and other rural transit programs and must apply to the MPO for the transit funding apportioned/allocated to the urbanized area. Generally, MaineDOT does not provide Section 5310 funding to recipients that are not also Section 5311 recipients of federal transit funding, which is a rural transit program. MaineDOT has been working internally and with FTA to determine if and/or how they could assist Penobscot Indian Island in their efforts to provide public transit to their residents. BACTS staff has been working with Community Connector to obtain the necessary data to begin performing an analysis of options and feasibility of Community Connector providing transit service to Penobscot Indian Island.

**New Transit Service Request Process** - In discussing the above request with Penobscot Indian Island and subsequently Community Connector, it became clear that there was no documented process for submitting and evaluating new or extended service requests in the region. BACTS staff has been working on developing a process which would be beneficial and efficient to both Community Connector and the municipal partners in planning and reviewing/analyzing the opportunities, challenges, and impacts of implementing service changes. Community Connector and BACTS staff will be working together to finalize the process and present it to the Transit Committee for consideration at the May meeting.

**Bus Stop Designation Project** - Bus operator interview/route ride-alongs have been postponed until May when our intern completes the semester.

**Workplace Transportation Demand Management Toolkit** - Staff began working on a workplace transportation demand management toolkit for employers.



**Transit Structural Analysis** - RLS has completed their initial interviews with Community Connector partners. They have also completed the peer review of similar transit agencies. Currently, RLS is developing recommendations for possible administrative structural changes for consideration.

### **Studies**

The Orono signal coordination study is still in progress. The consultant has gathered much of the information they need and will be meeting with the City of Ellsworth traffic representative to discuss using their system to provide control over the Orono / Old Town signals in this study area. The Town of Orono will designate someone who will then have the access to the system to control the programs as needed. The next advisory committee meeting will be sometime in late April or early May.

### **Signal Inventory and Assessment**

Staff developed a Request for Proposals for the BACTS Regional Signal Inventory and Assessment. The RFP was sent to three prequalified firms from the MaineDOT Prequalification list. Proposals are due on April 30th.

### **Data Collection**

Staff conducted a speed study for the Town of Orono on Forest Avenue.

### **Traffic Incident Management**

The Hancock and Penobscot TIM groups both met in April. Hancock County will be getting some permanent folding detour signs put up in the next couple months on roadways with limited detour access. These roads are trouble areas where there are frequent incidents requiring a detour to be put in place. They are pink with black lettering and trim and are only opened when needed.

In person responder training will start up again in May. Staff is gathering information from the trainers to start planning training sessions throughout the State. Staff will begin working with more rural areas and volunteer fire departments to introduce and provide TIM responder training. BACTS has been a subcontractor under SMPDC for the Statewide TIM contract. BACTS is taking over the Statewide TIM contract as of May 1, Staff has been preparing the budget and scope for the remainder of the 2021 calendar year. As part of this contract Staff will be facilitating the StatewideTIM Group, Hancock TIM Group, and Midcoast/Lincoln County TIM Group. Staff will be overseeing the scheduling and coordination of TIM Responder and Train the Trainer classes throughout the State. . Staff will also be working with a consultant on a TIM statewide strategic plan. The Penobscot TIM group meetings will be covered under the TIM task in our UPWP and Penobscot county rural outreach will be covered under our Penobscot Rural TA contract.

### **Surface Transportation Reauthorization**

Staff met with representatives from Congressman Golden's office to discuss possible earmarks as part of the Surface Transportation Reauthorization. Staff partnered with MaineDOT to submit the attached request for earmark consideration. (Attachment B-1)

### **Meetings and Conferences**

- Streetlight Data User Group Meeting
- NCATT Workshop Digital Tools To Facilitation System Redesign
- MPO Quarterly Meeting



## Attachment B-1

### MEMORANDUM

TO: Will Woodworth,  
Senior Legislative Assistant to Congressman Golden

FROM: Bruce A. Van Note  
Commissioner, Maine Department of Transportation

RE: *Preliminary MaineDOT List – Recommended Member Designated Projects  
Regarding Surface Transportation Reauthorization (Earmarks)*

DATE: Monday, April 5, 2021

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MaineDOT is submitting this first cut of a list of projects for consideration by Congressman Golden for Member Designated Projects, commonly known as earmarks, related to the reauthorization of the federal surface transportation bill, now known as the Fast Act (“reauthorization”). This list is unrelated to the recently announced Biden Infrastructure proposal or to appropriations earmarks known as Community Project Funding.

As you know, information regarding the return of earmarks related to reauthorization is dynamic and continues to evolve. Everyone, including MaineDOT, is working hard to adapt and provide the best information possible. This list represents our best effort given what we know now. We hope to be able to continue to refine and update the list as we continue to coordinate with other members of our Congressional delegation, other state officials, MPOs, municipalities, and other stakeholders.

Importantly, we understand that these earmarks will be “below the line” this year, which means that they do not represent new transportation money to Maine. Instead, they will have the effect of designating how existing funding levels will be used. If correct, we are extremely grateful to you for reaching out to us so that we can focus on projects that are already in our capital project planning queue, which by design and necessity focuses on the most-used transportation assets in Maine. This will help minimize impacts to our capital program flow that would arise by selecting “new” projects.

Below on pages 3 through 12 you will find a list of six projects totaling \$87.5 million that MaineDOT is recommending for your consideration.

- Searsport, US Rt. 1 = \$11.5M
- Milo, Sebec River Bridge and Village Improvements = \$10M
- Newport, US Rt. 2 = \$5M
- Livermore Falls, State Rt. 17 = \$5M
- Van Buren, Frenchville, Ft. Kent, Rt. 1 = \$40M
- Abbot to Greenville, Rt. 6/15 = \$16M

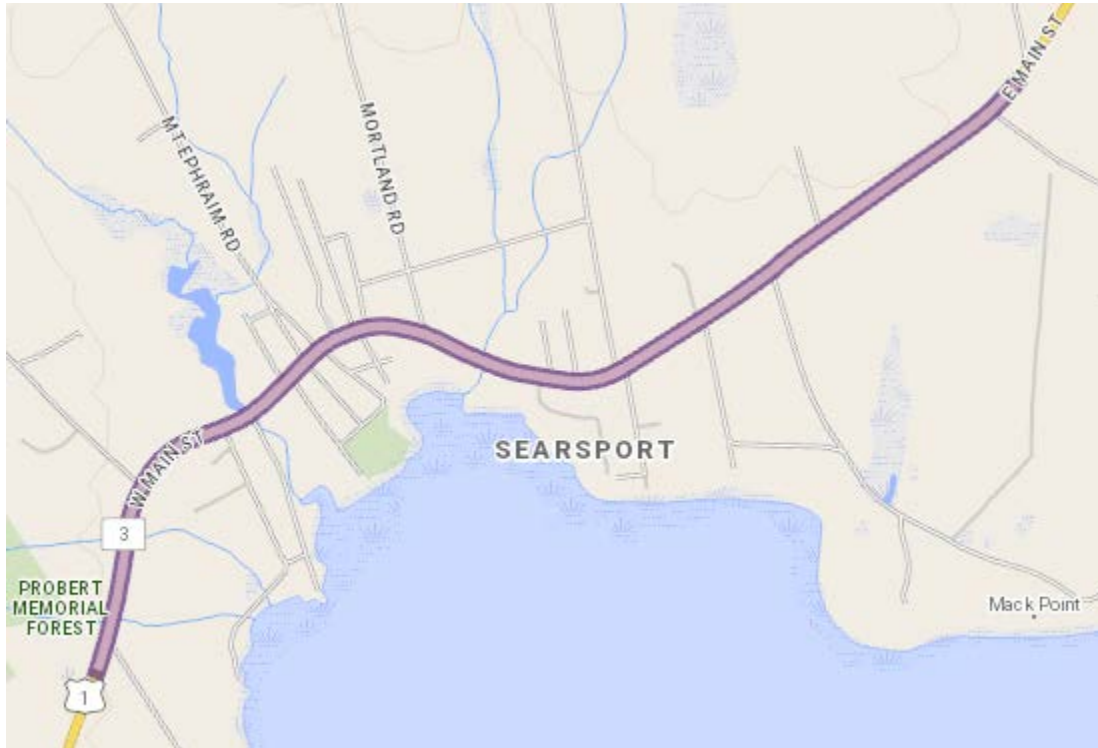
**Total = \$87.5M**

Also attached are projects submitted by Androscoggin Transportation Resource Center (ATRC – page 10), and Bangor Area Comprehensive Transportation System (BACTS – page 11). We want to thank ATRC and BACTS for their quick teamwork. These are worthy projects, as well, and they can provide more detail as needed.

## **017281.00 - Searsport, US Route 1 - \$11.5M**

**Scope:** Highway Reconstruction, Pedestrian, ADA, Drainage and Village Improvements

**Location:** US Route 1 beginning at the Savage Road and extending northeasterly 1.85 miles to Station Avenue



**Economic Benefits:** US Route 1, through the village of Searsport, is one of the last remaining sections that is considered “unbuilt” in mid-coast Maine. US Route 1 is a vital economic corridor on the National Highway System. It is a major highway leading to tourist destinations, such as Acadia National Park, Schoodic National Scenic Byway, and Bold Coast National Scenic Byway. Searsport is home to one of Maine’s three major seaports connecting to US Route 1, which is the primary highway serving the transfer of commodities from the port to central and northern Maine communities and businesses.

Providing safe pedestrian and ADA access along US Route 1 in the heart of Searsport is important for residents and tourists to safely access businesses. Sidewalks along US Route 1 and improved opportunities for bicyclists could provide access from downtown to Sears Island which has become a “must visit” destination for nature lovers and others.

## ***025209.00 Milo, Sebec River Bridge Replacements and Village Imp. - \$10M***

**Scope:** Bridge Replacement (2124, 2931, 2573, 2572) Pedestrian, ADA, Drainage and Village Improvements

**Location:** State Route 6/16 beginning at Elm St and extending 0.32 miles westerly to Penquis Drive



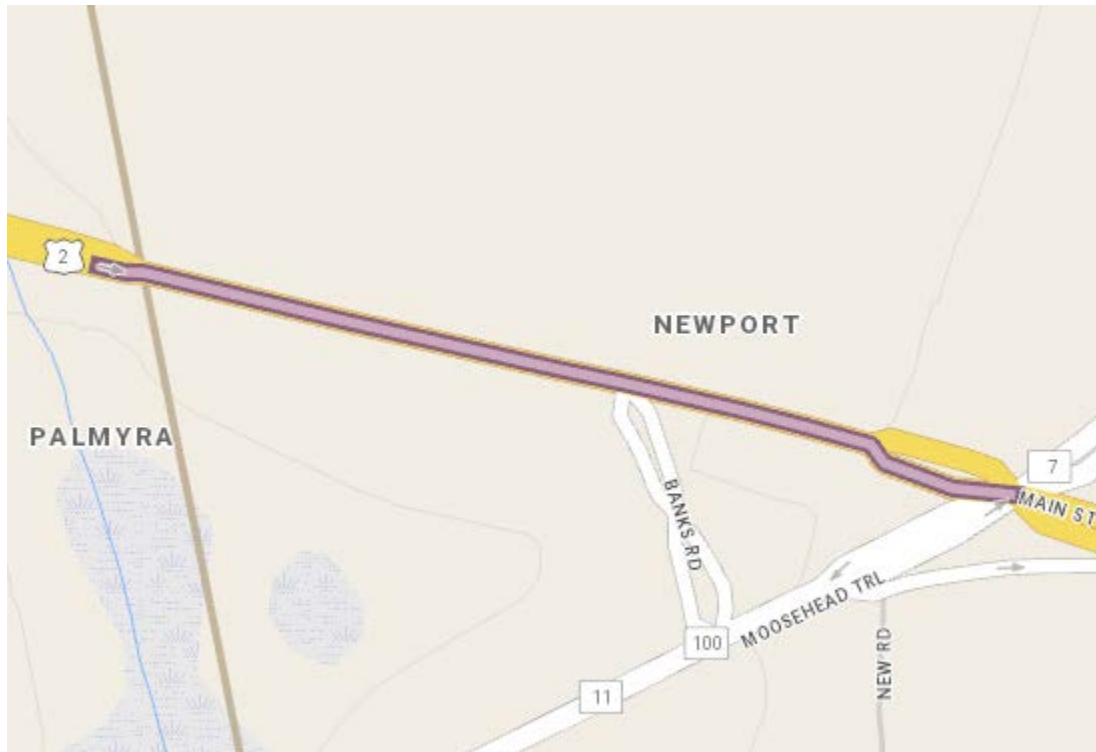
**Economic Benefits:** Route 6/16 is a vital connection in Piscataquis County connecting Milo, the second largest town in the county, to the county seat in Dover-Foxcroft and the popular recreational areas of Katahdin Iron Works, Gulf Hagas, and the AMC Wilderness Lodges. Route 6/16, the “Trans Maine Trail,” is Maine’s most northerly east-west route connecting the provinces of New Brunswick to Quebec and is used by travelers whose origination or destination is middle to northern New Brunswick or Nova Scotia and Prince Edward Island. Route 6/16 and its connection to Route 11 north provides a secondary access to Baxter State Park and the Katahdin Woods and Waters National Monument.

The highly successful Two Rivers Lumber Company operates two mills that have a high degree of reliance on Route 6/16 in Milo. The mills are located in Dover-Foxcroft and West Enfield. Both mills rely on raw materials that are trucked to the plants from distant northern and eastern locations. The bridges in Milo constitute a choke point for this commodity flow, especially if the need arises to limit the weight loads on the bridges. The Dover-Foxcroft and West Enfield mills produce over 1 million board feet of spruce lumber annually.

## **023689.00 – Newport, US Route 2 - \$5M**

**Scope:** Intersection Reconstruction and Safety Improvements

**Location:** US Route 2 at the Intersection of State Route 7



**Economic Benefits:** The intersection of US Route 2 and State Route 7 is an extremely busy junction located just off Interstate 95 in the town of Newport. The intersection sees a large amount of year-round tourist and commercial traffic. This area of Newport is congested and is a bottleneck for north and southbound traffic. There are several High Crash locations in the area that will be addressed through this project providing safety benefits for motorists.

Exit 159 is a regional service center for southwestern Penobscot County and western Waldo County. It is the major gateway to the Moosehead Lake region, one of Maine's premier outdoor recreation destinations. It is the "on-ramp" for finished products from Pleasant River Lumber Company, Puritan Medical Products, and Newport Industrial Fabrication. It is the off ramp for southbound travelers to Sugarloaf Mountain Ski Area and to the recently energized Moosehead Lake Ski Resort.

Development has occurred along Routes 100, Route 7, and Route 2. Route 2 has the most undeveloped land abutting it and the pressure to move development in that direction is predictable. Some of the recent developments include Wal Mart, Tractor Supply, and a large Maine-based Crescent Lumber Company. The impact of these high volume traffic generators as stand alone businesses would not have had much of an impact on US Route 2, but the cumulative effect has resulted in higher accident rates

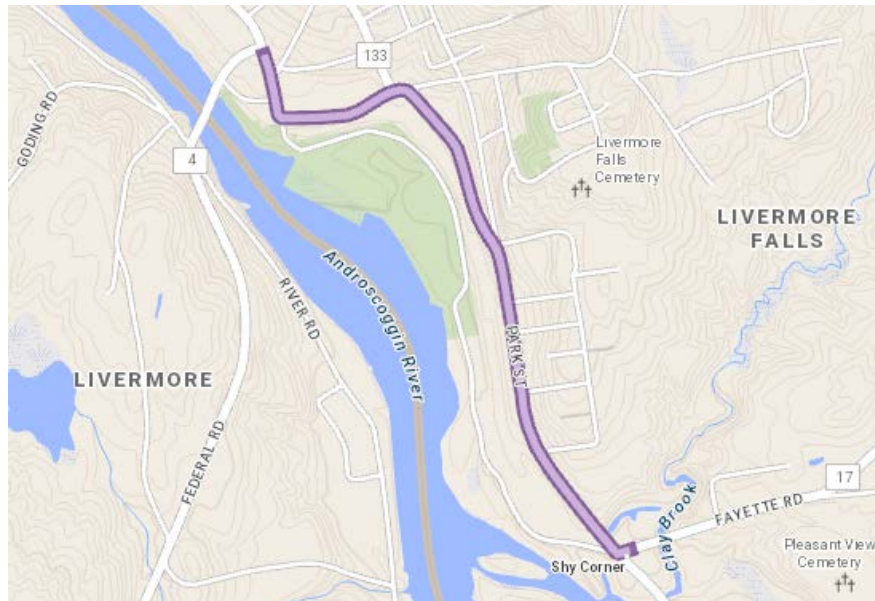
and speed limits that do not meet warrants for reduction thereby limiting the number and frequency of curb cuts for aspiring businesses.

Proposed changes brought about by this project will allow for better traffic management at the often-confusing intersection of US Route 2, Route 100, and Route 7. Traffic flow will be improved at the intersection resulting in less time delays for trucking and travelers. Improved highway design can mitigate some of the deficiencies brought about by the rapid growth along the project area and further incorporate elements that do not inhibit growth preferred by the communities.

## **022643.00 – Livermore Falls, State Route 17 - \$5M**

**Scope:** Highway Reconstruction, Pedestrian, ADA, Drainage and Village Improvements

**Location:** State Route 17 beginning at the junction with State Route 133 and extending northerly 1.1 miles to the junction of Bridge Street



**Economic Benefits:** The Livermore Falls region is home to one of the only six remaining paper mills in Maine, down from 12 in 2013. Verso recently sold the company to Pixelle Specialty Products. Although ND Paper in Rumford is not located on Route 17, some of the raw materials delivered to that mill travel on Route 17 from areas around greater Augusta and points east.

Improvements to Route 17 would directly impact traffic to and from the mill providing improved travel times. Deteriorated road conditions has caused traffic to move slower than posted speeds and the rough conditions have lead to increased vehicular repair costs.

Livermore Falls, like other mill towns around the state, deteriorated as the fate of the mills did likewise. Investments in the downtowns were not made, businesses failed, buildings shuttered, and conditions spiraled downhill. This project has positive economic possibilities that assist a struggling business and reinvigorates a discussion about community betterment and the future.

**020421.00, 022658.00, 022657.00, 002566.00 - Van Buren, Frenchville, Fort Kent, US Route 1 - \$40M**

**Scope:** Highway Reconstruction

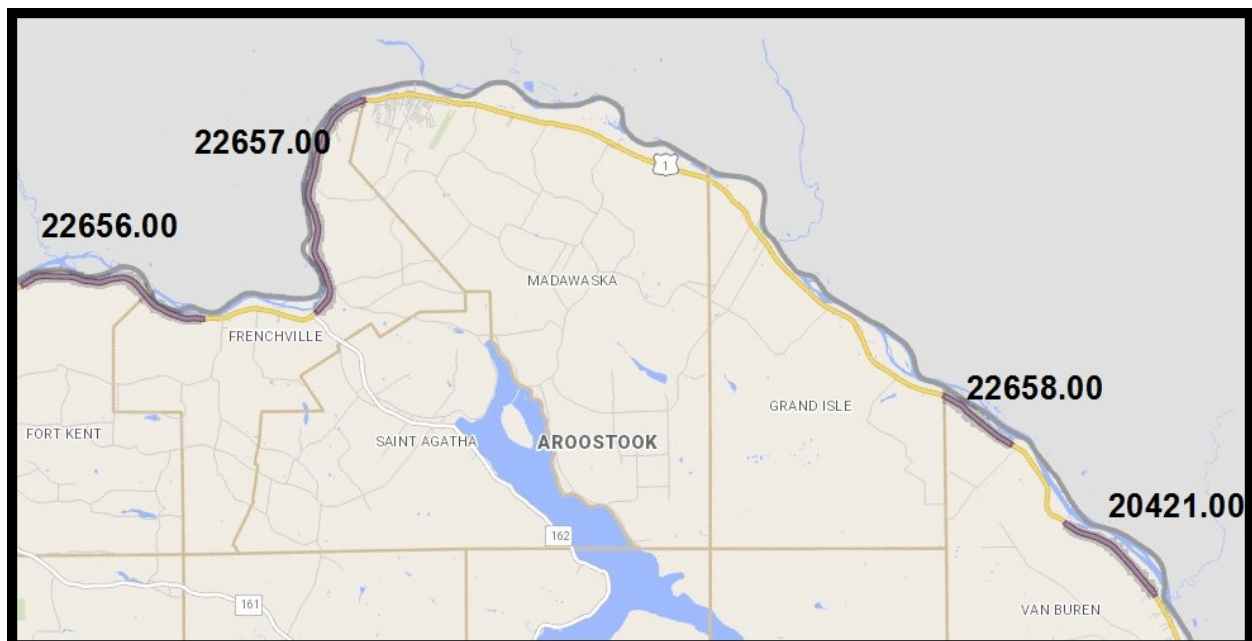
**Location:** US Route 1

020421.00 Van Buren – Beginning 0.04 miles southerly of Monroe Street extending north 2.74 miles

022658.00 Van Buren – Beginning 0.18 miles north of Parent Road and extending north 1.91 miles to the Grand Isle town line.

022657.00 Frenchville – Beginning at the Madawaska town line and extending north 5.74 miles

022656.00 Frenchville/Fort Kent – Beginning 0.4 miles north of Church Avenue and extending North 4.66 miles



**Economic Benefits:** US Route 1 is part of the National Highway System and is the major roadway serving far northern Maine. These sections of highway are some of the last portions of US Route 1 considered to be “unbuilt”. These sections to the east and west of Madawaska are vital in connecting Maine’s working forest with Twin Rivers Paper Company. These sections also provide a vital link to the Van Buren-St. Leonard Land Port of Entry (LOPE), which is one of only two Commercial LOPEs in Aroostook County. US Route 1 also serves the permit LOPEs in Fort Kent, Madawaska, and Hamlin.

Paper output from the Twin Rivers Paper Company is delivered to the USA markets primarily by trailer truck. R.F. Chamberland, Inc. is the primary carrier for paper products leaving the mill. Over 90% of all their trucking, including paper products, travel US Route 1 south from Madawaska.



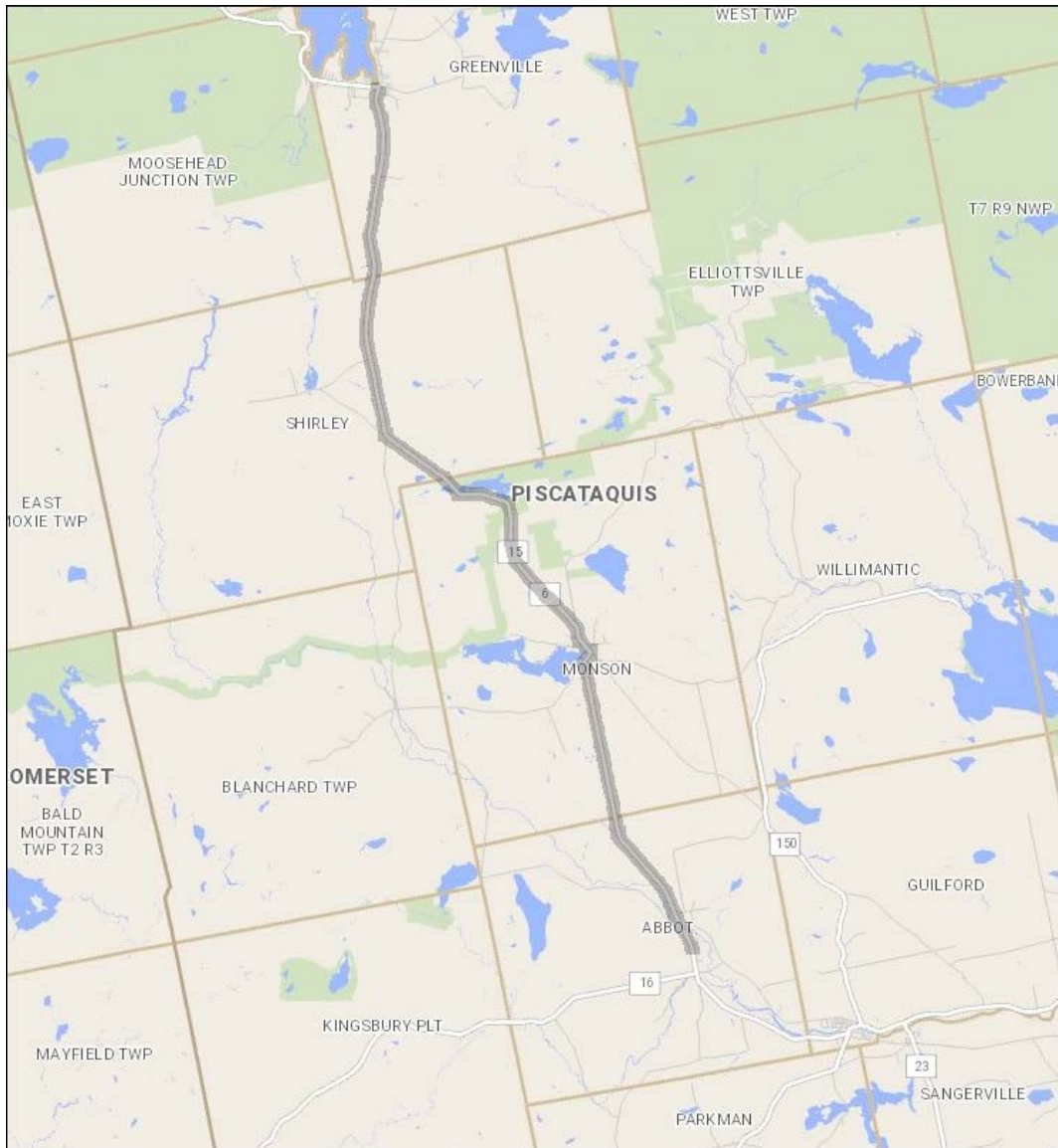
The St. John Valley is an important agricultural producing area of Aroostook. Potatoes and grains are important commodities that are trucked south by smaller carriers. Farms east of Madawaska would likely move potatoes on US Route 1; areas to the west would utilize portions of US Route 1 to connect to alternative southbound highways – Route 161, 162, and 11.

Federal Highway Administration recently designated the St. John Valley/Fish River Valley as a National Scenic Byway. Efforts are underway to more aggressively market the byway as an outdoor recreation area.. A newly established US Bike Route 501, which begins in Bangor and ends in Allagash, is a key element in tourism renewal efforts. Highway improvements on US Route 1 would provide for a higher level of safety for vehicular,bike and pedestrian traffic.

## ***Abbot to Greenville, Route 6/15 Preservation Corridor - \$16M***

**Scope:** Pavement Preservation, EV Charging

**Location:** State Route 6/15 from 0.39 miles north of West Road in Abbot extending 21.5 miles north to the center of Greenville



**Economic Benefits:** Route 6/15 provides a vital link for points south and east to the Moosehead Lake Region. Moosehead Lake, Maine's Crown Jewel, is a four-season tourist destination that is vital to the economy of Piscataquis County with thousands of in state and out of state visitors each year. The quickest, most direct route to Greenville is from Exit 159 in Newport joining with Route 6/15 in Guilford then onto Abbot, the beginning of this proposed project. Forest products are still an important

economic driver for the region, but manufacturing has been in decline. Route 6/15 provides the access for trucks hauling logs to mills in surrounding areas.

The town of Monson has become a hub of artistic revitalization in recent years. The revival is being led by the Libra Foundation, founded by the late Elizabeth Noyes, in hopes of reviving a town that lost it's last employer. Moosehead Furniture Co. was by far the town's biggest employer, in 2010. More or less overnight, some 100 jobs vanished. Much has been accomplished in the intervening years, buildings have been rehabilitated and turned into art galleries, local businesses are seeing increased revenues (Covid 19 has delivered a set-back) , and visitation has increased. The only route available to reach Monson is Route 6/15.

The current condition of Route 6/15 is problematic for recreational guests, many of whom are hauling trailers that are constantly bouncing from bumps and heaves on the highway. Additionally, Big Lake Development LLC, a collaboration of a Knox County developer and Louisiana nonprofit, is proposing to build a year-round resort with new ski lifts, a hotel, marina, condominiums and more at the site of a longtime ski area overlooking Moosehead Lake that has fallen into disrepair. The \$75 million investment would create 300-400 jobs and result in \$2.9 million annually in property taxes in Piscataquis County, the least populous and one of the poorest in Maine.

As discussed, this corridor attracts many tourists year-round. EV level three charging stations will be installed in multiple locations along this corridor to ensure access to all that want to visit the Moosehead Lake Region.



## ATRC Projects for earmark consideration

### **Auburn**

Court Street and Library Avenue area pedestrian and traffic circulation improvements.

This project will incorporate the recommendations from the 2020 Court Street Corridor Study (funded through ATRC, with MaineDOT and FHWA support). These recommendations include pedestrian accessibility upgrades, traffic signal improvements, and overall safety and circulation improvements. The Library Avenue area encompasses pedestrian and traffic improvements along Library Avenue, Troy Street, Spring Street, and Pleasant Street to address improved connectivity to Court Street and downtown Auburn. Estimated cost \$3 million.

### **Lewiston**

East Avenue improvements, from Webster Street to Fairlawn Avenue.

This project will reconfigure a three-lane corridor, currently two lanes northbound/one lane southbound, into a single travel lane in each direction with a center two-way left turn lane. This will allow for slight narrowing of the lanes and slight increase in shoulder width, while maintaining sidewalks along both sides. This project has been designed through ATRC allocation, but does not have any construction funding. Estimated total cost: \$2 million

### **Lisbon**

Route 125 reconstruction (Main Street), from Huston Street to north of Summer Street.

This project is Phase II of the total Route 125 reconstruction. Phase I is scheduled to be constructed in 2022 and is from Route 196 to Huston Street. This Phase II will complete the reconstruction of this primary access to Lisbon Falls, including drainage improvements and widened shoulders. This project has been designed through ATRC allocation, but does not have any construction funding. Estimated total cost: \$3.8 million.



Currently Programmed Projects-Federal Highway Capital Funding							
WIN	Municipality	Location	Scope	Total Cost	Construction Cost	Advertise Date	Priority
023971.00	Old Town	Main-Center, Center-Water	Signal upgrades at the intersection of Main and Center and Center and Water Streets	\$ 790,110.00	\$ 700,000.00	February 2022	1
023114.00	Bangor	Penobscot Corridor	Signal upgrades 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 Ent. Being done in Coordination with WIN 023112.00	\$ 753,115.00	\$ 649,237.00	March 2022	2
023112.00	Brewer	Penobscot Corridor	Signal upgrades located at the intersection of State Street, Penobscot Street and Penobscot Bridge; and State Street and North Main Street. Being done in coordination with WIN 023114.00.	\$ 188,810.00	\$ 172,310.00	March 2022	3
023521.00	Bangor	State Street	Mill and Fill plus beginning at Hancock Street and extending northeast 0.96 of a mile. BACTS Sponsored.	\$ 981,948.00	\$ 892,331.00	February 2022	4
025377.00	Brewer	South Main Street	Mill and Fill Plus beginning at Abbott Street and extending 0.95 of a mile to Wilson Street. BACTS Sponsored	\$ 1,239,350.00	\$ 117,575.00	March 2023	5
025379.00	Bangor	Oak Street	Mill and fill beginning at Washington Street and extending north 0.26 of a mile to State Street.	\$ 577,182.00	\$ 515,340.00	November 2022	6
022445	Old Town	Stillwater Avenue	Beginning at Abbot Street and extending northeast 0.34 of a mile to Jefferson Street.	\$ 789,343.00	\$ 723,143.00	Anytime - was put out but cam in \$273,843.00 over current allocation of \$453,000.01	7
023971.00	Orono	Main Street	Large culvert replacement, located 0.66 of a mile northerly of the Veazie town line. (Large Culvert ID 942495) .	\$ 1,103,400.00	\$ 862,400.00	May 2021	8
Unprogrammed projects							
	Bangor	Broadway and I-95 SB Ramps	Signal upgrades and ramp realignment	\$ 670,000.00			1
	Bangor	Odlin Road -I35 Intersection	modify the southbound Odlin Road and eastbound Hammond Street approaches by adding dual left turn lanes to increase capacity	\$ 1,708,272.00	\$ 1,023,040.00	Recommendations from Engineering study	2
	Orono	Kelley Road	Mill and Fill I-95 to Old Kelley Road	\$ 418,600.00			3
	Hampden	Western Avenue	Mill and fill Route 202 to Mayo Road	\$ 737,689.00			4
	Brewer	Parkway South	Mill and Fill from Wilson Street to I-395 EB on ramps. ADA upgrades at the High School and I-395 ramps	\$ 511,561.00			5
	Brewer	Wilson Street	Mill and fill Beginning 0.13 mile south of Sparks Avenue and extending northeasterly to 0.11 miles north of Greenpoint Road Storm Water Drainage work from Bartlett Street to Walgreens.	\$ 661,926.00			6
Unprogrammed projects- Bike/Ped							
	Bangor	Mt. Hope Avenue Sidewalk	Northside extension of State Street	\$300,000.00 *		*recommendation from the 2019 Active Transportation Plan. High level cost estimates	
	Bangor	Joshua Chamberlain Bridge Sidewalk	Remove steps from sidewalk	\$300,000.00 *			
	Orono	Park Street Sidewalk Improvements	Improve the sidewalks by adding an esplanade on the east side and removing obstructions	\$300,000.00 *			
	Brewer	Parkway South Multi Use Path	North side from Elm Street to Wilson	\$1,000,000.00 *			
FTA Funded Projects							
WIN	Transit Agency	Location	Scope	Total Funding Available	Additional Funds needed		
024753.00	Community Conr	Bangor	New Transit Hub	\$1,607,500.00	\$1,000,000.00	*grant funded	
025351.00	Community Conr	BACTS Region	Implement Fixed Route Bus Stops and Shelters	\$496,000.00	\$1,000,000.00	*grant funded	
Unprogrammed FTA projects							
	Community Conr	BACTS Region	Implement transit technology to improve customer service and operations in the region	\$0	\$1,000,000.00	*Recommendation from the 2019 Regional Transit Plan	

## Attachment C



# Public Participation Plan

March 2021

Adopted by the BACTS Policy Committee on \_\_\_\_\_



The preparation of this document has been funded in part by the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). The contents of this document do not necessarily state or reflect the official views or policies of the funding agencies.

### **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.



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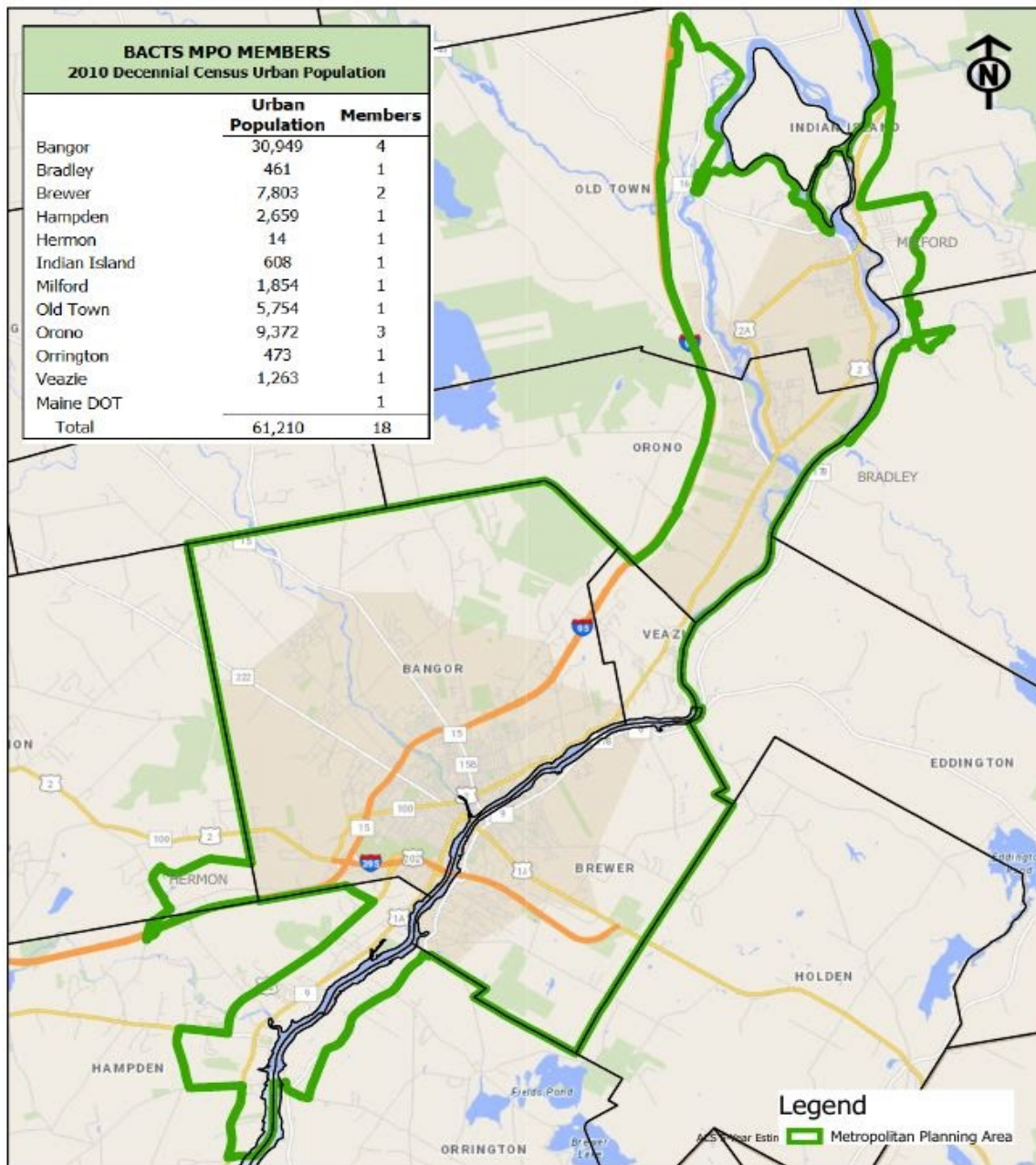
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## Metropolitan Planning Area

The Bangor Area Comprehensive Transportation System (BACTS) Metropolitan Planning Area (MPA) includes all of Bangor, Brewer, Penobscot Indian Island, Veazie; and portions of Bradley, Hampden, Hermon, Milford, Old Town, Orono, and Orrington; covering 43 square miles and a population of 61,210. There is one fixed route transit operator in the greater Bangor Urbanized Area (UZA), the Community Connector. The Community Connector serves the municipalities of Bangor, Brewer, Hampden, Veazie, Orono, Old Town, and the University of Maine.



**BACTS MPO MEMBERSHIP**  
2010 U.S. Decennial Census

## What is BACTS

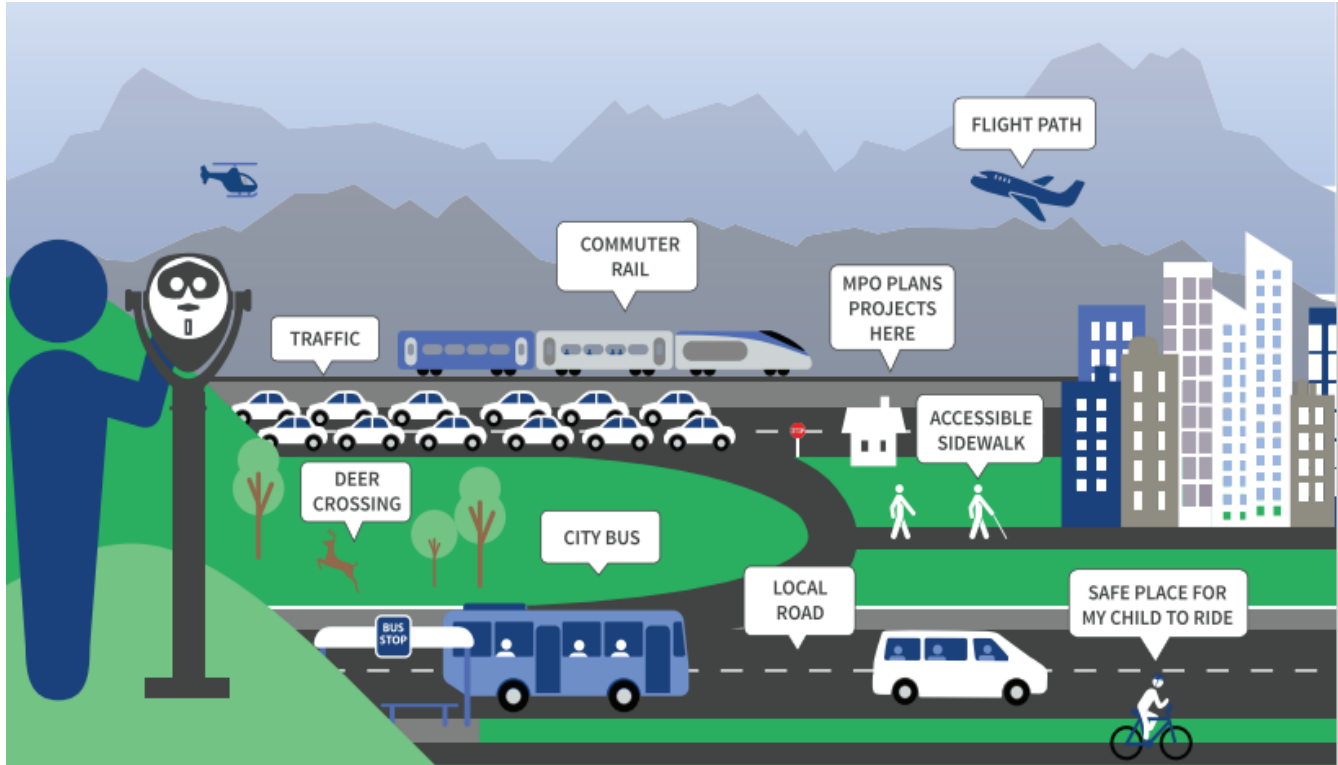
Federal legislation passed in the early 1970s requires that any UZA with a population greater than 50,000 have a designated Metropolitan Planning Organization (MPO). BACTS was designated in 1982 as the federally mandated MPO in the Greater Bangor UZA.

An MPO has authority and responsibility for transportation policy-making in metropolitan planning areas. As the MPO, BACTS focuses on advancing the transportation interests of the greater Bangor UZA. BACTS' primary responsibility is to develop regional plans that coordinate various elements of transportation networks into one cohesive regional transportation system and identify transportation investment priorities within the region. BACTS evaluates and approves proposed transportation improvement projects; facilitates communication between member communities and local, state and federal transportation agencies; and sponsors and conducts studies to assist in the transportation planning process with the goal of executing a continuing, cooperative and comprehensive (3-C) planning process in the region.

As is the case with most MPOs, BACTS does not own or operate the transportation system it serves and, therefore, is not involved in implementing the transportation project priorities established. Rather, BACTS serves an overall coordination and consensus-building role in planning and programming funds for projects and operations. BACTS involves local transportation providers in the planning process by including transit agencies, State and local highway departments, airport authorities, maritime operators, rail-freight operators, Amtrak, port operators, private providers of public transportation, and others with an interest in the transportation system within the greater Bangor UZA.

## Transportation System Infrastructure

Image: US Department of Transportation Every Place Counts Leadership Academy Transportation Toolkit<sup>1</sup>



<sup>1</sup> Image of transportation system infrastructure US DOT Every Place Counts Leadership Academy Transportation Toolkit <https://www.transportation.gov/leadershipacademy#:~:text=The%20Every%20Place%20Counts%3A%20Leadership,the%20transportation%20decision%20making%20process>

## Membership and Governance

BACTS membership is limited to those municipalities, tribes, and the Maine Department of Transportation (MaineDOT), wholly or partially within the greater Bangor Federal UZA as defined by the most recent United States Decennial Census and MaineDOT.

BACTS is governed by a Policy Committee. Each member municipality and tribe have the right to appoint one voting member for every three thousand (3,000) people in their urbanized area to the Policy Committee, with a minimum of one member and a maximum of four (4) members per municipality or tribe. MaineDOT also has the right to appoint one (1) voting member. In addition to voting members, FHWA and FTA each have one (1) non-voting seat on the Policy Committee.

### Committees

*Executive Committee* - The Executive Committee sets the overall strategic direction for BACTS. Duties include proposing amendments to bylaws; approving policies and procedures; and reviewing/renewing the Executive Director's contract and performing their annual performance evaluation.

*Policy Committee* - The Policy Committee is the governing body of the MPO. Duties include establishing subcommittees and working groups; hiring/firing of the Executive Director; setting strategic direction for the regional long-range plan and UPWP; endorsing the programming of the annual federal funding allocation; adopting the annual TIP; establishing/amending bylaws; and approving/directing the Executive Director to sign and enter contracts on behalf of BACTS. The Policy Committee meets at least quarterly, or more frequently as deemed necessary by the Policy Committee Chair.

*Transit Committee* - The Transit Committee provides input on overall strategic direction for the fixed route transit service in the greater Bangor UZA. Duties include providing input on the Community Connector capital plan, assisting with the annual budget development, and providing input on all transit planning efforts and studies. The Transit Committee meets quarterly, or more frequently as deemed necessary by the Committee Chair.

### Open Committee Meetings

All committee meetings are open to the public. Notifications, cancellations, and any special announcements for regular meetings conducted by BACTS are posted on the BACTS website and Facebook page.

Meeting notices, agendas, and materials are provided to all members of the Committee at least seven (7) calendar days prior to a scheduled meeting. Meeting notices and agendas for committee meetings are posted to the BACTS website at least seven (7) calendar days prior to a scheduled meeting. Meeting minutes are available on the BACTS website after committee approval.

There is opportunity for public input at each BACTS committee meeting during the standing public comment agenda item. Public input is limited to five minutes per person. The Committee Chair has the discretion to allow additional time for public input or limit public comments when they determine comments are redundant.

### Meeting Accessibility

The transportation needs and opinions of all persons shall be included in the transportation planning process. The planning process will be made accessible by ensuring that all public meetings are held at convenient and accessible locations and times. When possible, public meetings shall be held at facilities accessible by public transit. Meetings shall also be offered virtually and/or by telephone when possible. Individuals needing special accommodations to participate in meetings or individuals with

limited English proficiency should contact BACTS staff at (207) 974-3111 at least three (3) business days prior to the scheduled meeting in order to make arrangements to accommodate their needs.

### Key Products of the Metropolitan Transportation Planning Process

As an MPO, BACTS performs six core functions:

1. Establish a setting for effective decision-making.
2. Identify and evaluate transportation improvement options.
3. Prepare and maintain a Metropolitan Transportation Plan (MTP).
4. Develop a Transportation Improvement Program (TIP).
5. Identify performance measure targets and monitor whether implemented projects are achieving targets.
6. Involve the public.



BACTS creates plans and policies for transportation at the regional level. The federally required key products of an MPO include:

### Unified Planning Work Program (UPWP)

The UPWP lists the transportation studies and tasks that BACTS staff and member agencies will perform to support the metropolitan transportation planning process. The UPWP identifies the funding source for each project, the schedule of activities, and the agency or agencies responsible for each task or study.

The UPWP covers a two-year period and typically includes the following elements:

- Planning data and analysis tasks, such as data collection and trends monitoring, and studies of a variety of demographic, development, transportation, and environmental factors.
- Public outreach activities conducted in accordance with the Public Participation Plan (PPP), including collaborative development and periodic evaluation of its effectiveness.
- Preparing the MTP and TIP, including supporting studies and products that will result from these activities.
- Completing all Federally funded studies, including all relevant State and local planning activities conducted without Federal funds.

Prior to drafting the UPWP, BACTS will solicit public input for proposed planning activities. A Notice of Public Comment will be posted on the BACTS website and sent to the list of *Interested and Affected Parties*. A period of at least ten calendar (10) days beginning from the date of public notice will be provided during which comments may be submitted to BACTS for consideration.

Any public comments received will be compiled and presented to the BACTS Policy Committee for consideration prior to development of the UPWP. The approved UPWP will be posted to the BACTS website and available at the BACTS office.



### **Metropolitan Transportation Plan (MTP)**

The MTP covers a 20-year horizon and must be updated at least every five (5) years. The MTP serves as the region's comprehensive plan for transportation investment to support the safe and efficient movement of people and goods. Federal law requires that the MTP "...include both long-range and short-range strategies/actions that provide for the development of an integrated intermodal transportation system... to facilitate the efficient movement of people and goods in addressing current and future transportation demand."

The MTP is prepared through active engagement with the public and stakeholders using an approach that considers how roadways, transit, nonmotorized transportation, and intermodal connections are able to improve the operational performance of the multimodal transportation system.

In developing the MTP, BACTS will consult and coordinate, to the maximum extent practicable, with agencies and officials responsible for other planning activities within the region that are affected by transportation (including MaineDOT and public transit providers, State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements). In addition, BACTS develops the MTP with due consideration of other related planning activities within the metropolitan area, and the process provides for the design and delivery of transportation services within the area that are provided by:

1. Recipients of FTA assistance (under title 49 U.S.C. Chapter 53);
2. Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the USDOT to provide non-emergency transportation services; and
3. Recipients of Federal Lands and Tribal Transportation Programs assistance (under 23 U.S.C. 201-204).

Developing and updating the MTP can take several months, if not longer. Throughout the long-range planning process, the public will be engaged at key stages of development. Once the revised MTP is in final draft form, a comment period of thirty (30) calendar days will be provided for public review. If the final MTP differs significantly from the version that was made available for public comment, a second public comment period of at least ten (10) calendar days will be held before final approval by the BACTS Policy Committee.



### Public Notification of MTP Development

BACTS shall provide notice to the public of public participation activities and time for public review and comment at key decision points in the development or update of the MTP. These notices will be posted on the BACTS website and sent to those on the list of *Interested and Affected Parties*.

BACTS shall also attempt to reach those interested in the Plan's development by using various public outreach strategies which may include, but are not limited to social media posts, news releases, and public service advertisements.

At the onset of the MTP development process, BACTS shall prepare a detailed list of objectives to obtain public input and outline a public participation plan based on those objectives. The MTP specific public participation activities shall be established with the following core principals in mind:

- Establishing early and continuing public participation
- Providing adequate notice of activities and time for public review and comment at key decision points
- Ensuring information and meetings are accessible to all persons, to the maximum extent possible
- Seeking out and considering the needs of those populations traditionally underserved
- Explicitly considering and responding to input received during the development of the MTP
- Consulting with agencies and officials responsible for planning activities within the region.

### Preparation of Final MTP

BACTS will prepare the final MTP after carefully considering all of the comments and input received from the public process. All relevant written or oral comments received on the draft will be included in the final plan. If the final MTP contains substantive changes from the one that was made available for public comment, or raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, then BACTS shall provide an additional duly noticed ten (10) calendar day public comment period on the revised draft Plan.

The final MTP shall contain a summary, analysis, and the BACTS Policy Committee responses to all relevant comments received on the draft and if necessary, the final MTP. The final approved MTP will be posted on the BACTS website and will be available at the BACTS office for public viewing.

### MTP Modifications or Amendments

In general, the MTP is updated every five years. Whenever significant action is taken by the Policy Committee or planning regulations call for substantive changes between this time period, an amendment to the MTP may be necessary.

If amendments are warranted, a notice of public comment will be posted on the BACTS website and sent to the list of *Interested and Affected Parties*. A period of at least ten (10) calendar days beginning from the date of public notice will be provided during which comments may be submitted to BACTS for consideration. BACTS will make available the proposed amendment to the MTP with a brief description or summary of the amendment(s) and supporting documentation on the BACTS website and at the BACTS office.

BACTS will compile all relevant public comments, or a summary of similar comments, for consideration by the Policy Committee prior to approval of the MTP amendment. All relevant comments received will be included in the Plan, as well as the Policy Committee responses to all relevant comments. The approved amended MTP will be posted on the BACTS website and will be available at the BACTS office for public viewing.

### ***Transportation Improvement Program (TIP)***

The TIP identifies transportation projects and strategies covering a four-year timeframe and is updated every year. All projects receiving funding by the FHWA and FTA must be listed in an approved Statewide Transportation Improvement Program (STIP) before they are eligible for federal expenditures. These projects reflect the investment priorities detailed in the MTP.

The TIP lists the immediate program of investments that, once implemented, will go toward achieving the performance targets established by the MPO and documented in the MTP. The TIP is the region's means of allocating its transportation resources among the various capital, management, and operating investment needs of the area, based on a clear set of short-term transportation priorities prepared through a performance-driven process.

### ***Brewer Riverwalk<sup>2</sup>***



In addition, BACTS shall develop the TIP with due consideration of other related activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

1. Recipients of FTA assistance (under title 49 U.S.C. Chapter 53);
2. Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the USDOT to provide non-emergency transportation services; and
3. Recipients of Federal Lands and Tribal Transportation Programs assistance (under 23 U.S.C. 201-204).

Under Federal law, the TIP must:

- Cover at least four years of investment.
- Be updated at least every four years.
- Remain fiscally constrained so that projects are only included if their full funding can reasonably be anticipated.
- In air quality nonattainment and maintenance areas the projects in the first two years of the TIP are limited to those with available or committed funding. \*
- Conform with the State Implementation Plan (SIP) for air quality in nonattainment and maintenance areas. \*
- Report on anticipated progress in meeting performance targets.
- Include projects for which Federal funds were obligated in the prior year.
- Be approved by the MPO and the Governor.
- Be incorporated, directly or by reference and without change, into the STIP.

*\*The BACTS MPA is currently in attainment for air quality.*

<sup>2</sup> Brewer Riverwalk image City of Brewer <https://brewermaine.gov/home/brewer-riverwalk/>



Public notice of TIP development and opportunity for public comment will be posted on the BACTS website and sent to the list of *Interested and Affected Parties*. A period of at least 10 calendar days beginning from the date of public notice will be provided during which comments may be submitted to BACTS for consideration. The City of Bangor, as a direct recipient of FTA Section 53 federal funds and fixed route urban public transit provider in the greater Bangor UZA, uses the BACTS TIP public involvement process to satisfy their program of projects (POP) public involvement requirements. Public notices relating to the TIP (and significant amendments of the TIP) shall say, in part, *“public notice of public involvement activities and time established for public review and comment on the Transportation Improvement Program (TIP) will satisfy the Program of Projects (POP) requirements of the Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program.”*

BACTS will compile all relevant public comments, or a summary of similar comments, for consideration by the Policy Committee prior to final approval of the TIP. All relevant comments received and Policy Committee responses will be included in the final TIP document. The approved TIP will be posted on the BACTS website and will be available at the BACTS office for public viewing.

### TIP Revisions

Whenever action is taken at the project level by the BACTS Policy Committee between updates, a revision to the TIP may be necessary. BACTS follows the same TIP revision guidelines and processes as those agreed upon by FHWA, FTA, and MaineDOT in adding, removing, or changing projects to the STIP.

The procedure for formally revising the S/TIP varies depending on the nature of the proposed change to the document. As described in 23 CFR §450, there are two types of revisions to an approved S/TIP:

1. Amendment (Requires public process and Federal approval)
2. Administrative Modification (Information Only)

The degree of MPO, State and Federal action and approval varies based on revision type. As agreed upon by the FHWA, FTA, and MaineDOT, the guidelines included in Appendix A distinguish between an Amendment and an Administrative Modification to revise the S/TIP.

### TIP Amendment Public Notification Process

Amendments are major changes; therefore, a public involvement process is required. In accordance with 23 CFR § 450, the S/TIP Amendment process must provide a “reasonable opportunity” for public comment. For any project requiring an amendment, Public notice of TIP Amendment and opportunity for public comment will be posted on the BACTS website and sent to the list of *Interested and Affected Parties*. A period of at least ten (10) calendar days beginning from the date of public notice will be provided during which comments may be submitted to BACTS for consideration.

BACTS will make available the proposed amendment(s) with a brief description or summary of the amendment(s) and supporting documentation on the BACTS website and at the BACTS office. Any technical analysis in support of the amendment will be referenced in the public notice and made available to the public for review and comment.

### TIP Administrative Modification Public Notification Process

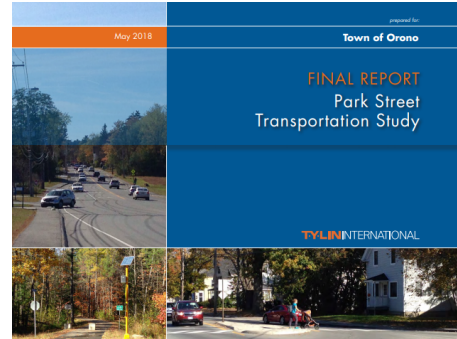
Administrative Modifications are not significant changes; therefore, no public involvement process is required. For administrative modifications made to Maine-DOT funded and sponsored projects in the BACTS region, MaineDOT submits the request to the BACTS Executive Director who executes the administrative modification following a three-business day notification and comment period to the Policy Committee. BACTS will post TIP administrative modifications on the BACTS website and have the document available for public viewing at the BACTS office.

## TIP Project Rating Criteria

Any substantive change in BACTS' TIP project rating criteria is subject to public review and comment. Amendments to the TIP rating criteria shall be accomplished before the initiation of the TIP development process. Public notice of amendments to the TIP rating criteria and opportunity for public comment will be posted on the BACTS website and sent to the list of *Interested and Affected Parties*. A period of at least 10 calendar days beginning from the date of public notice will be provided during which comments may be submitted to BACTS for consideration. BACTS will make available the criteria and supporting documentation on the BACTS website and at the BACTS office.

## BACTS-Sponsored Transportation Studies

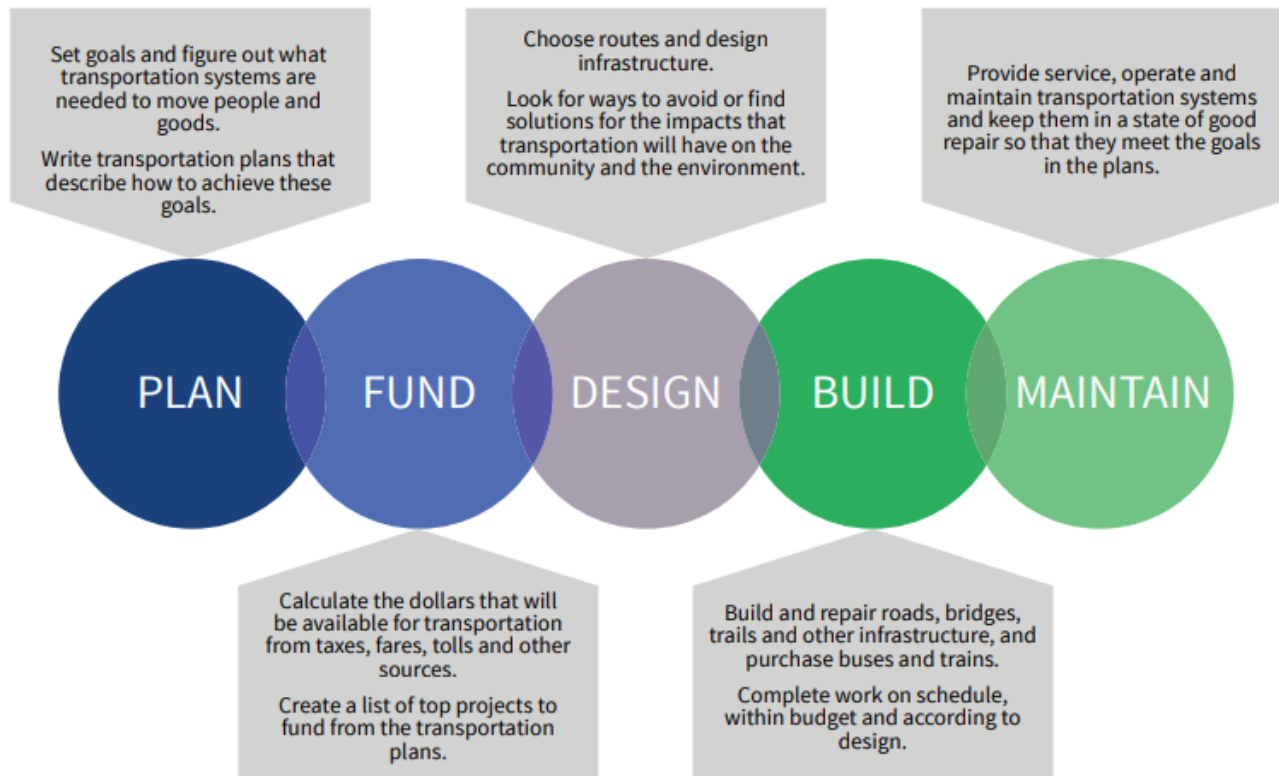
During the two-year implementation of the UPWP, members of the public have opportunities to be involved with the funded studies and other planning efforts. Each study will have its own public participation plan and schedule. Members of the public can serve on or provide input to municipal-level committees convened to advise BACTS-funded studies, attend public meetings or workshops hosted by BACTS, and/or attend and provide comments at BACTS committee meetings during the standing public comment agenda item.



## Metropolitan Transportation Planning Key Product Update Schedule

Plan / Program	Time Horizon	Contents	Update Frequency	Current Document Adoption Date
UPWP	2 Years	Planning Activities and Studies	Biennially	9/17/2019 Amended 9/15/2020
TIP	4 Years	FHWA and FTA Funded Projects	Annually	3/16/2021
MTP	20 Years	Future Goals, Strategies, and Products	5 Years	1/16/2018
PPP	NA	Opportunities for Involvement in the Metropolitan Transportation Planning Process	3 Years	5/18/2018

## Five Basic Steps Of Transportation Decision-Making Process<sup>3</sup>



## Public Involvement Procedures

### Scheduling And Notice Procedures

See Appendix B - “*Chart of Comment Periods and Minimum Notice.*”

### Public Outreach Strategies

BACTS recognizes public outreach is essential to the planning and transportation programming process and understands a variety of techniques and tools should be used to ensure transparency and increase opportunities for the public to participate. BACTS will track the type and amount of public involvement methods used, and feedback received in developing metropolitan transportation plans and programs.

### Interested And Affected Parties Distribution List

In order to promote active, informed public participation in the transportation planning process, a broad range of organizations and individuals are included in the *Interested and Affected Parties* list. Any agency or individual requesting to be included as an Interested and Affected Party will be kept informed during the development of the key products of the Metropolitan Transportation Planning Process.

<sup>3</sup> Five Basic Steps of Transportation Decision-Making Process Image from US DOT Every Place Counts Leadership Academy Transportation Toolkit

<https://www.transportation.gov/leadershipacademy#:~:text=The%20Every%20Place%20Counts%3A%20Leadership,the%20transportation%20decision%2Dmaking%20process.>

The BACTS *Interested and Affected Parties* distribution list includes:

- Public Agencies
- Public Transportation Providers
- Public Transportation Employee Organizations
- Port Authority
- Freight Shippers
- Freight Transportation Providers
- Private Transportation Providers (Intercity Bus and Taxi Operators)
- Healthcare Providers
- Housing Authorities
- Economic and Business Development Organizations
- Tourism Organizations
- Lodging Establishments
- Utility Providers
- Transportation Safety Agencies
- Emergency Management, Law Enforcement and Rescue Services
- Airport
- Environmental Agencies and Organizations
- State, County, and Municipal Representatives
- Advocacy Groups
- Schools, Colleges and Universities
- Large Employers
- Organizations representing the interests of vulnerable and traditionally underserved populations (older adults, minority populations, persons with disabilities, and economically disadvantaged persons)
- Media Contacts
- Private Citizens



The distribution list is periodically reviewed and updated by BACTS staff to ensure adequate inclusion of agencies and individuals traditionally underserved by the existing transportation system. Any agency or individual interested in the BACTS planning process can request to be added to the distribution list by contacting BACTS staff at [info@bactsmmpo.org](mailto:info@bactsmmpo.org) or (207) 974-3111.

### Advisory Boards

As necessary, BACTS will convene advisory groups in developing studies and plans and in forming recommendations. Advisory boards do not replace public input, rather provide additional resources, perspectives, and expertise during the planning process. Individuals invited to be part of an advisory board are designated by the Policy Committee. Members of any such advisory board serve in an honorary capacity and, in such capacity, have no right to notice of, or to vote at, any meeting of the Policy Committee, and shall not be considered for purposes of establishing a quorum.

### Charette / Public Workshop

On occasion, intense working sessions during which planners, engineers, members of the public, elected officials, and others will come together to collaborate and brainstorm solutions and spark conversation may be held.

## News Media

The BACTS designated newspaper for required legal ads is:



Bangor Daily News  
PO Box 1329  
Bangor, ME 04402-1329

## Presentations

Presentations may be delivered by BACTS staff for various purposes and in various settings (as part of a regular committee meeting, a scheduled public meeting, or by request to a specific organization, agency or group with a specific interest). Whenever possible, presentations will be posted to the BACTS website for access to the general public.



## Public Hearings

Notices of public hearing will be posted on the BACTS website and sent to the list of *Interested and Affected Parties* at least ten (10) calendar days prior to a scheduled public meeting. Public Hearings are formal meetings where comments made by members of the public during the hearing go into the public record. The notice will encourage submission of written comments by those unable to attend the meeting and detail the public comment timeframe and procedure for submitting comments for consideration by the BACTS Policy Committee.

## Public Meetings

Notices of public meeting will be posted on the BACTS website and sent to the list of Interested and Affected Parties at least seven (7) calendar days prior to a scheduled public meeting. A public meeting is open to the public and provides time for the public to ask questions, present ideas, voice opinions, and discuss the topic at hand. There are different types of public meetings:

- Open House - an informal meeting to learn about a transportation plan or project by viewing displays, exploring scenarios, and talking with project staff or consultants.
- Town Hall - an informal meeting usually facilitated by an official, featuring a question and answer session.

## Public Notices

Public notices will be posted on the BACTS website and through direct communication (email or postal mail) with all those on the *Interested and Affected Parties* distribution list. Timeframes for providing public comments vary by product, plan and program (see Appendix A *Chart of Minimum Notice and Comment Periods*). Any significant public comments, or a summary of similar comments, will be compiled and provided to the Policy Committee for review and response prior to approval of any plan or program. Comments of a substantive nature received during the designated comment period will be addressed and included in the final document.

## Social Media

Social media has become an essential way to reach individuals. BACTS will use social media to share ideas and information on a variety of transportation-related topics, post meeting announcements, and inform the public about activities related to the metropolitan transportation planning process and public participation activities. Although BACTS will read and consider all comments made on social media platforms, only comments that are submitted in accordance with requirements described in the *Notice of Public Comment* will be part of the official public comment record for a product that is out for public review and comment.





### **Facebook**

BACTS uses Facebook as its primary social media presence

<https://www.facebook.com/BangorAreaComprehensiveTransportationSystem/>



### **LinkedIn**

BACTS also has a professional social media presence on LinkedIn

<https://www.linkedin.com/company/bangor-area-comprehensive-transportation-system-bacts/>



### **YouTube**

BACTS has a YouTube Channel where video content is available to the public

[https://www.youtube.com/channel/UCwXqrOszDlrS\\_MZPTKj8udQ](https://www.youtube.com/channel/UCwXqrOszDlrS_MZPTKj8udQ)

### Surveys

Surveys can be an integral part of the planning process. Surveys may be developed and compiled as a means of soliciting feedback for a variety of reasons and may be obtained through different methods (online, paper, telephone, and in-person). Any survey undertaken by BACTS will be posted on the website and compiled results will be shared with the Policy Committee and other stakeholder agencies and organizations.

### Webinars

A presentation, lecture, workshop, or seminar that is transmitted over the web using video conferencing software. Facilitators can share audio, video, and documents with attendees. In some cases, participants can also give, receive, and discuss information in real-time.

### Website

The BACTS website, [www.bactsmpto.org](http://www.bactsmpto.org), is the primary means by which BACTS makes information available to the public. Interested parties may be directed to the site using traditional media, social media, emails and other forms of notification. The website provides public access to a variety of documents, containing both policy and technical information used in the transportation decision-making process. The *Events* section of the website <https://bactsmpto.org/events/> lists all meetings and current public participation and comment opportunities.



### Virtual Meetings

With the assistance of MaineDOT, BACTS held a pilot hybrid in-person-virtual public meeting format using Adobe Connect in 2018. The virtual meeting component had no attendees and unfortunately, due to audio technical difficulties, the recording of the meeting was unable to be posted to the BACTS website as planned. Because of these factors, further investment in resources for developing virtual components for public meetings were not made at the time. In early 2019, BACTS began piloting a hybrid in-person-virtual meeting format with the Transit Committee meetings using free conferencing.

As was the case with all other agencies, in response to the COVID-19 pandemic, BACTS stopped holding in-person Committee and public meetings in March 2020 and moved to an all virtual meeting format. With this, BACTS invested in virtual meeting tools. With the global move to virtual meetings and widespread public usage, BACTS intends to continue allowing for a virtual component to Committee and public meetings beyond the pandemic in order to have a wider reach.

## Visualization Techniques

Attempts will be made to incorporate visualization techniques in the metropolitan transportation planning process. Visualization techniques used by BACTS include, but is not limited to:

- Maps
- Photographs
- Charts
- Graphs
- Diagrams
- Sketches.

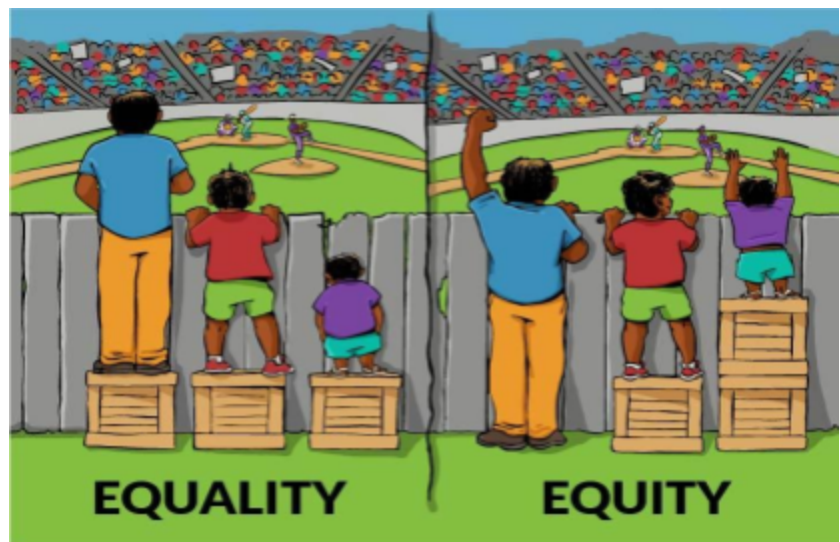
## Access to Information

All documents for public review and comment will be posted on the BACTS website. BACTS staff will make printed materials available to the public upon request. When appropriate, a fee may be collected for copies of publications. The fee will cover the cost of production and, if applicable, the cost of mailing the materials. All such materials are available for viewing at the BACTS office at no cost.

## Equity, Diversity, and Inclusion

BACTS is committed to ensuring that the fundamental principles of equal opportunity are upheld in all decisions and ensuring that the public-at-large is afforded access to our programs and services. To that end, no person shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any BACTS program or activity on the grounds of race, color, national origin, income, sex, age, disability, or limited English proficiency. BACTS assures all of its programs and activities will be free from discrimination, whether those programs and activities are federally funded or not.

BACTS will ensure all individuals have meaningful access to programs and activities by providing reasonable accommodations for persons with disabilities and/or limited English proficiency. Auxiliary aids and/or sign language interpretation services will be provided upon advanced notice. For individuals who speak English less than well, BACTS uses a language card, and LanguageLine Solutions to provide over-the-phone translation services at public meetings. Individuals needing special accommodations to participate in meetings should contact BACTS staff at (207) 974-3111 at least three (3) business days prior to the scheduled meeting in order to make arrangements to accommodate their needs.



*Equality/Equity image Interaction Institute for Social Change |  
Artist: Angus Maguire  
<https://interactioninstitute.org/illustrating-equality-vs-equity/>*

The BACTS TitleVI/Environmental Justice Non-Discrimination Program is reviewed and updated annually and submitted to MaineDOT by October 1 of each year. BACTS is also required to submit an

annual report of Title VI/Environmental Justice related accomplishments and goals to MaineDOT annually. The Plan is available to the public on the BACTS website and at the BACTS office.

Inquiries concerning BACTS' policies, investigations, complaints, compliance with applicable laws, regulations, and concerns regarding compliance with Title VI/Environmental Justice, may be directed to the Title VI Coordinator:

Connie Reed  
Bangor Area Comprehensive Transportation System  
12 Acme Road, Suite 104  
Brewer, ME 04412  
(207) 974-3111  
[connie.reed@bactsmmpo.org](mailto:connie.reed@bactsmmpo.org)

### Goals and Performance Measures

Effective public participation is essential to the successful implementation of any planning program or project. Without the involvement of local citizens, it is difficult to design a program that effectively meets the needs of the public. A proactive public involvement process leads to a transportation system that reflects the needs and values of the community. To that end, BACTS actively seeks to incorporate the involvement of the public in its planning efforts.

Public participation efforts are intended to include and afford individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. This PPP is designed to provide all interested parties, including local public agencies and planning partners, with information on how BACTS engages the public in the transportation planning and programming processes.

BACTS' goals for public participation in the metropolitan planning and programming processes are to:

1. Inform and engage local and state agencies, planning partners and stakeholders in plans and programs.
2. Obtain an understanding of transportation needs and desires.
3. Engage the public in transportation decision-making early and often.
4. Provide the public reasonable access at key decision points during the development of plans and programs.
5. Ensure full and fair participation in the transportation decision making process.
6. Provide timely and adequate notice to the public about meetings and plans.
7. Seek out and consider the needs of those traditionally underserved by existing transportation systems, who may also face challenges accessing employment and other services, including:
  - a. Low-income households
  - b. Minority households
  - c. Limited-English proficiency populations
  - d. Senior populations
  - e. Zero-car households; and
  - f. Persons with disabilities.



To assess the effectiveness of BACTS' public involvement activities, the following strategies, performance measures, and evaluation criteria shall be used:

Strategy	Performance Measure	Evaluation Criteria	Method to Meet Goal
Interested and Affected Parties Distribution List	Keep database current	Number of returned items	Make immediate corrections when items are returned
BACTS Website	Increase number of unique website visitors	Number of hits	Use other tools to increase awareness of website
Calendar of Events	Keep calendar current	Calendar reflects all currently known events	Post on website in a timely manner
Meeting and Public Hearing Advertisements	Advertise all required Committee meetings and public hearings 7/10 days in advance	All required Committee meetings and public hearings are advertised 7/10 days in advance	Ensure system is in place to advertise with enough lead time
Translation and Interpretive Services	Satisfy all requests	How many requests are made and how many requests are filled	Advance notice of meetings; opportunity for translation service is prominent and clear on all notices
Social Media	Maintain and post content regularly	Calls, messages, number of followers	Provide information, announcements, access to surveys, and meeting information; maintain and monitor account
Comment Forms; Surveys; Questionnaires	50% of meeting attendees complete; OR 25% of mail/email recipients complete	Number of responses received; number of persons reached	Encourage response by explaining importance of receiving feedback to improve planning process; incentivize completion
Public Forums, Meetings, Hearings, Workshops, Project Meetings	Attendance reflects public interest; progress is able to be made using input from affected parties	Attendance, emails, letters, etc.	Schedule at convenient times and locations; hold multiple workshops to allow for options; use virtual and offline tools to increase awareness
Advisory Committees	80% member participation across length of project	Percent of member participation	Schedule at convenient times and locations; ensure timely distribution of materials; keep members engaged and informed

### ***Periodic Review of Public Participation Procedures and Strategies***

BACTS will review this public participation plan and the procedures and strategies used to solicit public participation and feedback and ensure a full and open participation process at least once every three years.

### **Public Participation**

A Notice of Public Comment will be posted on the BACTS website and sent to the list of *Interested and Affected Parties* when the Public Participation Plan is revised. A period of at least of 45 calendar days will be provided during which comments may be submitted to BACTS for consideration. BACTS will make available the proposed Plan with a brief description of significant changes on the BACTS website and at the BACTS office.

BACTS staff will compile all relevant public comments, or a summary of similar comments, for consideration and response (if warranted) by the BACTS Policy Committee. BACTS will prepare the final Public Participation Plan after carefully considering all of the comments and input received from the public process. All relevant written or oral comments received on the draft Plan, with Policy Committee response, will be included in the final Plan. Copies of the approved Public Participation Plan will be provided to FHWA and FTA for informational purposes and be posted on the BACTS website.

The Public Participation Plan was posted for the 45-day public review and comment period on Friday, March 26, 2021. The public comment period ends at 4:00 p.m., on Monday, May 10, 2021.

## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PROCEDURES FOR THE STATE OF MAINE

### **I. Introduction**

The Statewide Transportation Improvement Program (STIP) lists transportation programs and projects covering four years. Projects funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must be listed in an approved STIP before they are eligible for federal expenditures. A STIP is necessary for states to demonstrate fiscal constraint, adequate public involvement, and compliance with the Clean Air Act. Projects or programs become included in an approved STIP through a comprehensive revision process that supersedes the previous STIP or they are amended to the current STIP, and they must be developed according to the performance-based provisions of 23 CFR Part 450. This agreement between the FHWA, FTA, and MaineDOT, describes the process for adding, removing, or changing projects in the current STIP.

### **II. STIP Revision Guidelines**

The procedure for formally revising the STIP varies depending on the nature of the proposed change to the STIP document. As described in 23 CFR §450, there are two types of revisions to an approved STIP:

- Amendment (Requires public process and federal approval)
- Administrative Modification (Information Only)

The degree of state and federal actions varies depending on revision type. As agreed upon by the FHWA, FTA, and MaineDOT, the following guidelines distinguish between an Amendment and an Administrative Modification to revise the STIP.

NOTE: For financial adjustments, federal funding would come from reserved federal funding, existing projects with excess funding based on latest estimate, bid savings from advertised projects, and/or unprogrammed federal funding associated with the fourth year of the STIP. Schedule adjustments may be required to accommodate the obligation of funding.

#### **Amendment Guidelines**

- Any change to a project in the current STIP/TIP that impacts the regional air quality conformity emissions analysis used for the current conformity determination
- Adding or removing a significant project (Project requiring an EIS and a construction cost greater than \$35M)
- Adding or removing a Non-Exempt phase of a project
- Adding or removing a project
- Adding or removing a phase(s) to a project with a financial adjustment in accordance with Table 1
- A scope change resulting in a financial adjustment in accordance with Table 1
- A change in the total cost of a project in accordance with Table 1
- Creating a lineage WIN with a total project cost in accordance with Table 1
- Project location/limits (by reference or otherwise) can be revised/updated in accordance with Table 1 and/or Table 2
- Adding a project from a prior STIP to the current STIP.

#### **Administrative Modification Guidelines**

- Statewide and Regional Capital Projects  
Capital projects identified as “Statewide” and/or “Regional” or “Region #” in the current MaineDOT STIP can be re-established as location-specific project(s) in the current STIP, given the following requirements are met.

## Public Participation Plan

- Located in non-metropolitan and/or rural areas – any located within the metropolitan planning area (MPA) must be programmed in the MPO's TIP
- Statewide and regional capital projects are developed using MaineDOT's documented public involvement process
- Scope of location-specific work is consistent with or not materially different with the scope of the statewide or regional effort from which it is derived
- Qualifies for a Categorical Exclusion per the Programmatic Agreement between FHWA and MaineDOT
- In non-attainment and maintenance areas, project is exempt as defined in the EPA's transportation conformity regulations

\*NOTE: Activities that do not meet the above requirements must be added to the STIP and/or respective MPO's TIP per the Amendment process.

- Financial adjustments in accordance with Table 1
- Combining or separating two or more projects that are part of an approved STIP/TIP
- Combining or separating phases within a project that are part of an approved STIP/TIP
- Adding or removing phase(s) to a project with a financial adjustment in accordance with Table 1
- Creating a lineage WIN with a total project cost in accordance with Table 1
- A scope change resulting in a financial adjustment in accordance with Table 1
- Project location/limits (by reference or otherwise) can be revised/updated in accordance with Table 1 and/or Table 2
- Can add a fully obligated project from a past STIP to the current STIP
- Can add "Other" funding (non-federal) to a project, which is not associated with the state and/or local match to the FHWA or FTA funding, which pertains to work not associated with FHWA and/or FTA funding such as utility work, local work, or other work regardless of Table 1
- Can change the time frame of the expenditures for projects listed in the current STIP.

Table 1 - Financial Tables Guidelines		
Project's Current Approved Funding	Funding Change Thresholds	
	Administrative Modification	Amendment
Less than or equal to \$2 Million	For changes up to \$1,000,000	Required for changes greater than \$1,000,000
Greater than \$2 Million	For changes up to 50% of current approved funding	Required for changes greater than 50% of current approved funding
Contract Awards and Change Orders require no action. (Changes to MPO-sponsored projects require approval by the MPO).		
Table 2 - Linear Project-Location Limits Change Table		
Asset	Administrative Modification	Amendment
Interstate	Unlimited	n/a
Non-interstate	Up to 1 Mile	> 1 mile
*NEPA review covers the revised limits.		

### III. STIP Revision Approval Process

## Public Participation Plan

Administrative Modifications are not significant changes to the existing STIP. Therefore, no public involvement process is required. For Administrative Modification, MaineDOT e-mails FHWA and/or FTA and updates the STIP change information on the MaineDOT website. FHWA and/or FTA shall reply in a timely manner to MaineDOT if they have concerns.

Amendments to the STIP are major changes. Therefore, a public involvement process is required. In accordance with 23 CFR § 450, the STIP Amendment process must provide a “reasonable opportunity” for public comment. The level of public involvement is scaled to the significance of the change. For any project requiring a STIP amendment, each of the following public involvement activities constitute a “reasonable opportunity” for public comment and satisfies the public review and comment requirement:

- Public meetings
- Public hearings
- Public Advisory Committee (PAC) meetings
- City/Town Council or Select Board Meetings
- Announcements on MaineDOT’s website (can be concurrent with MPO public process if applicable)
  - 10 calendar days
- Meetings with Municipal Professional Staff that have been Open to the Public; or
- A project that has been included in a published MaineDOT Work Plan that has been made available to the public via MaineDOT’s website per the parameters set in the 5<sup>th</sup> bullet above concerning "Announcements on MaineDOT's website".

For new projects (excluding lineage projects) or any projects that have not had adequate public involvement as defined above, MaineDOT will allow a minimum public comment period of 10 calendar days prior to requesting FHWA and/or FTA approval. STIP amendments will be posted on MaineDOT’s website. Once the public involvement period ends, MaineDOT will respond to or address all substantive comments received. FHWA and/or FTA may assist MaineDOT in determining whether a comment is substantive.

To request a STIP Amendment, MaineDOT e-mails FHWA and/or FTA. FHWA and/or FTA shall approve or reject the Amendment and notify MaineDOT as soon as practicable, but generally within 10 business days. If an Amendment is rejected, the notification will explain the reasoning and provide guidance on the corrective action needed to obtain approval.

### IV. Air Quality Conformity Analysis

As indicated above, any project that is not exempt from air quality conformity requirements must be included in a conforming TIP and STIP. Under the provisions of Section 176(c) of the Clean Air Act, as amended, in 1990, certain types of projects, primarily those that add capacity in federally designated “non-attainment” or “maintenance” areas, must be included in the regional emissions analysis for the current TIP and STIP. For purposes of this agreement, it is understood by MaineDOT, FHWA, and FTA that any project requiring an air quality conformity analysis will be included in the regional emissions and air quality conformity determination for the current TIP and STIP and provide that determination with project information during the public process.

### V. National Environmental Policy Act (NEPA) Requirements

For projects funded by FHWA, the most current Programmatic Agreement between FHWA, Maine Division and MaineDOT will be followed for a Categorical Exclusion (CE). For anything above a CE, FHWA and MaineDOT will coordinate.

For projects funded by the FTA, the project sponsor should coordinate with the FTA Region 1 office to complete NEPA.

## Public Participation Plan

### VI. Metropolitan Planning Organizations (MPOs)

Maine's four MPOs approve MaineDOT-derived Transportation Improvement Programs (TIPs) project listings for their respective MPA and revise them as needed, which MaineDOT then incorporates into its STIP. MaineDOT and the MPOs coordinate under the same guidelines and public involvement periods described in this agreement such that MaineDOT will request STIP amendments from FHWA and/or FTA commensurate with this process. These are documented in each organization's respective public involvement plans.

In witness thereof, the parties hereto have approved these procedures on the day and year below.

#### Maine Department of Transportation

This is to certify that these procedures have been reviewed by the Department, and approved as to form and execution, and are considered adopted.

Date

8/10/18

By:



Printed Name: David Bernhardt, P.E.

Title: Commissioner

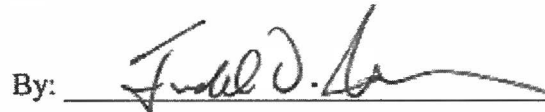
#### Federal Highway Administration

This is to certify that these procedures have been reviewed by the Administration, are approved as to form and execution, and are considered adopted.

Date

8/21/18

By:



Printed Name: Todd D. Jorgensen

Title: Division Administrator

#### Federal Transit Administration

This is to certify that these procedures have been reviewed by the Administration, are approved as to form and execution, and are considered adopted.

Date

8/28/18

By:



Printed Name: Peter Butler

Title: Acting Regional Administrator

### Appendix B - Comment Periods and Minimum Public Notice

The following table clarifies the required notice for meetings or public hearings for each of BACTS planning activities. All notices of public meetings and public hearings will be posted to the BACTS website.

Plan or Program	Minimum Public Comment Period (Calendar Days)	Notes
New or updated Public Participation Plan	45 Days	<i>Plan reviewed every three years, or as deemed necessary through the planning process.</i>
New UPWP	10 Days	<i>Prior to UPWP development, odd numbered years</i>
New or updated MTP draft	30 Days	<i>Comment period is 30 days from notice of public hearing, and at least 10 days from date of the first public hearing</i>
Final MTP	*10 days	<i>*only if the Final Plan contains substantive changes from the draft made available for public comment, or raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts</i>
MTP Amendment	10 Days	
New TIP	10 Days	
TIP Amendment	10 Days	
TIP Project Rating Criteria	10 Days	
Other Transportation Studies or Plans	TBD	<i>At the discretion of the BACTS Policy Committee</i>

Meetings	Dates	Notice of Meeting	Notes
Policy Committee	At least once each quarter. Usually held the third Tuesday of the Month.	Seven (7) calendar days prior to scheduled meeting	<i>Meetings may be held more often or at different dates and times as deemed appropriate by the Committee Chair.</i>
Executive Committee	At least once each quarter.	Seven (7) calendar days prior to scheduled meeting	<i>Meetings may be held more often or at different dates and times as deemed appropriate by the Committee Chair.</i>
Transit Committee	Once each quarter. Usually held the first Wednesday of the month.	Seven (7) calendar days prior to scheduled meeting	<i>Meetings may be held more often or at different dates and times as deemed appropriate by the Committee Chair.</i>
Public Hearing		Ten (10) calendar days prior to scheduled meeting	
<p><i>Meetings shall be open to the public in accordance with applicable law; provided however, that the Board shall have the power to go into executive session and exclude the public when authorized under applicable law.</i></p> <p><i>There is opportunity for public input at each BACTS committee meeting during the standing public comment agenda item. Public input is limited to five minutes per person. The Committee Chair has the discretion to allow additional time for public input or limit public comments when they determine comments are redundant.</i></p>			



12 Acme Road  
Suite 104  
Brewer, Maine 04412  
[www.bactsmmpo.org](http://www.bactsmmpo.org)



## Attachment D



### 2021 Project Prioritization and Selection Policy

Prepared by:  
Bangor Area Comprehensive Transportation System

**Draft: March 2021**

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## **Background**

As the regions Metropolitan Planning Organization (MPO), the Bangor Area Comprehensive Transportation System (BACTS) is responsible for programming projects funded with Federal Highway Administration (FHWA) funds in the BACTS Capital Funding Area. As required by 23U.S.C 134, BACTS annually develops a Transportation Improvement Program (TIP) for the BACTS region. The TIP must be consistent with the BACTS Metropolitan Transportation Plan and strive to achieve performance measures (Attachment A) set by the MPO in cooperation with the Maine Department of Transportation (MaineDOT).

In 2013, BACTS revised their current process for selecting projects to be programmed through the TIP. Historically, the TIP project selection process has been data driven, with complex formulas and data sets. The selection process has changed several times over the past ten years, to ensure BACTS is appropriately prioritizing project funding.

## **Purpose**

The purpose of the new funding prioritization and selection process is to develop a consistent, equitable, multimodal evaluation process that can be used to prioritize, select, and ultimately fund transportation projects in the BACTS region. Currently BACTS funding is focused on asset management and safety, therefore BACTS will largely fund projects addressing those priorities. The BACTS Policy Committee does have the authority to fund regional transportation projects that do not address asset management or safety.

## **Eligibility, Roles, and Responsibilities**

The BACTS region includes 11 municipalities, including Penobscot Indian Island. The chief elected or administrative official from a BACTS region municipality may propose projects to be considered for TIP prioritization and selection. BACTS will only consider projects which are endorsed and submitted, in writing, by municipal officials for inclusion in the TIP.

The BACTS Policy Committee will assign a subset of members to the TIP Subcommittee on a biannual basis. The TIP subcommittee will review project proposals and proposed project limits. Once staff has completed the data collection on the proposals the committee will review, prioritize, and select projects to recommend to the BACTS Policy Committee for TIP Funding. The BACTS Policy Committee will review, comment, and approve all projects to be funded through the BACTS TIP. The BACTS Policy Committee will approve the final TIP.

## **Current Funding Allocation**

BACTS currently receives annual funding from FHWA and from MaineDOT for capital projects in the BACTS region. Projects selected to be included in the TIP are funded with 80% federal funds, 10% state (MaineDOT) funds, and 10% local funds.

BACTS is neither a direct nor a designated recipient of Federal Transit Administration (FTA) funding. The City of Bangor Community Connector is a direct recipient of FTA funding, and the only recipient in the Greater Bangor urbanized area of Section 5307 funding; therefore, there are no suballocations. They determine how funding will be allocated and prepare and submit an annual Program of Projects (POP) to BACTS for inclusion in the TIP.

### **Project Contingency**

BACTS MPO Allocation projects are allowed to have a 10% contingency added to the project's construction cost estimate at the time of construction programming by the BACTS Policy Committee. The "110%" amount is the upper limit on what BACTS will contribute to a BACTS-funded project; – with any expenses above that limit are to be covered 100% by the municipality. The municipality can request the extra funds from the BACTS Policy Committee.

### **Project Proposal Requirements**

In order for a project to be considered for funding prioritization in the BACTS TIP, proposals must meet the following criteria:

- A. Proposals must be consistent with the BACTS Metropolitan Transportation Plan.
- B. Proposals must be consistent with the comprehensive plan or municipal policy document of the city/town in which it is located.
- C. Proposed projects that begin or end at a town or city boundary line must be appropriately connected with the existing or programmed transportation infrastructure in the adjacent community.
- D. Municipalities will coordinate with any necessary utilities located within the project's 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.
- E. Proposals submitted after the deadline will not be considered.
- F. Only complete project proposals with detailed scopes of work will be considered for funding. Municipal officials will sign off on the final scope of the proposed project prior to being considered for funding prioritization. BACTS staff can provide assistance with project scoping, if requested.
- G. Proposals for roadway improvements must be located on the Federal Functional classified highways in the BACTS region and must be for either a collector or arterial roadway.
- H. Highway reconstruction project proposals that add capacity to the system (including turning lane construction) must be based on a thorough engineering analysis, such as a study sponsored by BACTS. Projects that are deemed "reasonably significant" per Maine's Sensible Transportation Policy Act will also require a full alternatives analysis before they can be considered for funding (pursuant to MaineDOT Rule 17-229-103).

### **Project Scoring**

MaineDOT evaluates Surface Transportation Program (STP) Safety and STP Enhancement project proposals in advance of the remaining highway and transit program. MaineDOT notifies

BACTS of projects selected for inclusion in the TIP with funding from one of the previously mentioned sources.

The TIP subcommittee will review and prioritize project proposals for the following types of projects: Reconstruction, Rehabilitation, Preservation, and Operational and Safety Improvements. Only Federally Functional Classified roads will be considered for funding. Local roads are not eligible.

The following is the scoring criteria for the TIP subcommittee to prioritize projects for selection:

Scoring Criteria	Roadway	Intersection
Traffic Volume	20	20
Preferred Trucking Route	5	5
Pavement Condition	15	0
Safety	30	30
Congestion	0	15
Bus Routes	5	5
Pedestrian Improvements	10	10
Bicycle improvements	10	10
Project Phasing	5	5
Maximum Score	100	100

The following defines each of the criteria and how the points value is awarded

### Traffic Volume

The volume of traffic that a roadway serves is indicative of its importance in serving the transportation system. Roads which serve more vehicles will be given more importance than roads that do not serve as many vehicles. Intersection volumes will be measured by the greatest of the crossing roads. i.e Main Street has 2500 AADT and Union Street has 2800 AADT, the intersection project will use the higher of the crossing roads or 2800 AADT.

Volume (AADT) in thousands	Roadway Project	Intersection Project
< 2	0	0
2 - 5	5	5

5 - 8	10	10
8 - 11	13	13
11 - 15	17	17
> 15	20	20

### **Preferred Trucking Route**

Projects which will facilitate the efficient transport of goods in the BACTS area will be prioritized. The selection committee will use the 2007 Truck Route Study by Gorrill Palmer (See Appendix B), as a determining factor for identifying a truck route. The committee may also consider other factors as presented by the applicant.

### **Pavement Condition**

The pavement condition score is based upon MaineDOT's latest customer service level for pavement condition. This rating incorporates the Pavement Condition Rating (PCR) and the strength and ride quality of the road as measured by MaineDOT's Automatic Road Analyzer (ARAN) vehicle. If the local municipality has data which is more recent than what is available from MaineDOT, the local data may be used for analysis.

#### *Pavement Condition Service Level (MaineDOT System)*

<b>CSL Condition</b>	<b>Rating</b>	<b>Roadway</b>	<b>Intersection</b>
A	Good	0	0
B	Satisfactory	0	0
C	Fair	5	0
D	Poor	10	0
F	Very Poor/Fail	15	0

### **Safety**

The safety score is based upon MaineDOT's latest customer service levels (CSL) for safety, list of high crash locations (HCL) for the preceding three years and the list of fatal and severe injury crash locations for the preceding three years. The safety CSL incorporates lane departure rate, rut depth, and roadway width. A project will receive points if it seeks to address safety issues resulting in lowered CSL ratings. MaineDOT classifies a roadway link or node as a high crash location if it has had eight or more crashes in a three-year period, and if it has a critical rate factor (CRF) greater than 1.0. Fatal and severe injury crash locations will be identified from the latest MaineDOT Public Crash Query Tool data. Projects that have roads with a lower Safety CSL rating will be given more points.

*Pavement Customer Service Level (MaineDOT System)*

<b>CSL Safety</b>	<b>Roadway</b>	<b>Intersection</b>
A	0	0
B	0	0
C	5	5
D	10	10
F	15	15

A project that includes a HCL and seeks to correct any safety deficiencies, as previously identified through a transportation study, analysis or Maine Department of Transportation crash data, at that location will receive an additional:

<b>HCL</b>	<b>Roadway</b>	<b>Intersection</b>
Points	10	10

A project that includes a location with at least one fatal or serious injury (A rated) crash in the past three years and seeks to correct any previously identified safety deficiencies through a transportation study, analysis or Maine Department of Transportation crash data, at that location will receive an additional:

<b>Fatal / Severe Crashes</b>	<b>Roadway</b>	<b>Intersection</b>
Points	5	5

**Congestion**

Highway reconstruction projects that add capacity to the road network can improve flow on a roadway link or at an intersection. This might include turning lanes and wider shoulders. Increasing the existing capacity of a roadway is desired as it would improve congestion without additional pavement area which can be expensive. This may include traffic signals or other ITS improvements. If a project will increase the capacity or LOS of a roadway as measured and recommended by an engineering study it will receive:

<b>Congestion</b>	<b>Roadway</b>	<b>Intersection</b>
Points	0	15

## Bus Routes

Projects which will facilitate the efficient transport of people in the BACTS area by improving conditions for transit will be prioritized. A project which resides on a designated Community Connector bus route will receive 5 points.

## Pedestrian Improvements

Projects may receive up to 10 points for including improvements to the pedestrian network as part of highway reconstruction, rehabilitation, or intersection improvements. These points may be awarded as shown below.

Points	Criteria
10	The project will replace existing pedestrian facilities where such facilities have excessively deteriorated or the project will replace existing pedestrian facilities, such as ADA sidewalk modifications, etc. within a pedestrian district. A pedestrian district is a dense mixed use area where a high volume of “people” traffic is both expected and encouraged, such as schools, downtown/village areas, shopping complexes /malls.
8	The project will include NEW pedestrian facilities where none exist but are recommended by the BACTS 2019 Long-Range Pedestrian and Bicycle Plan by TYLIN International, within a pedestrian district.
6	The project will replace existing pedestrian facilities where such facilities have excessively deteriorated or the project will replace existing pedestrian facilities, such as for ADA sidewalk modifications etc. outside of a pedestrian district.
4	The project will include NEW pedestrian facilities where none exist but are recommended by the BACTS Long-Range Pedestrian and Bicycle Plan by TYLIN International, outside of a pedestrian district.
0	No facilities planned.

## Bicycle Improvements

Projects may receive up to 10 points for including improvements to the bicycle network as part of highway reconstruction, rehabilitation or intersection improvements. These points may be awarded as shown below.

Points	Criteria
10	The project will replace existing bicycle facilities where such facilities have excessively deteriorated or the project will replace existing bicycle facilities, such as for restriping of existing shoulders, paving gravel shoulders etc.
5	The project will include NEW bicycle facilities where non exist but are recommended by the BACTS Long-Range Pedestrian and Bicycle Plan
0	No facilities are planned



## **Project Phasing**

The connectivity of a project is based on whether the proposed project is a “continuation” of another project. The prior project must have been completed within the last 5 years.

A roadway project will receive 5 points if at least one end of the project is part of another recent project. An intersection project will receive 5 points if it is at either end of a recent project, within the limits of a recent project or has been identified as a subsequent intersection to continue the connectivity of the BACTS signal network. If the proposed project does not begin or end at another project no points are awarded.

## **Sidewalk Scoring Formula**

- Only sidewalks along Federal Functional Classified roads will be considered for projects.
- Sidewalks on local roads will not be considered for projects.
- Sidewalks will be evaluated on the same scale as Roadway projects. Points shall be awarded based on adjacent roadway characteristics except:
  1. Safety - Sidewalk project will be eligible for HCL and Fatality/Serious Injury safety points if the project will address contributing factors to crashes involving pedestrians. Sidewalk projects are not eligible for CSL points.
  2. Condition - Projects on existing sidewalks will receive condition points based on the table below. Projects construction new sidewalk facilities are not eligible for condition points.

<b>Severity Level Score</b>	<b>Description</b>	<b>Notes</b>
0	Low Severity	Sidewalk in good condition, was new or recently built
5	Medium - Low Severity	Low distress, some cracking, with little if any problems for mobility
10	Medium - High Severity	Mild distress; sidewalk may be broken in areas or showing wear in various areas, may be difficult for some pedestrian use.
15	High Severity	High distress; sidewalk in extremely poor condition, and may be impassable with possible large cracks, potholes, and missing sidewalk sections.

## **Financial Constraint**

Federal rules require MPOs to financially constrain their TIPs to funding levels that can reasonably be expected to exist in the funding years covered by the program. The rules also require the MPOs to program four years of projects rather than two years, but only the first two years are formally programmed with federal, state, and local funding. In the event that additional funds become available, the third or fourth year projects would advance to development. Third and fourth year projects that are not considered in the biennium will be considered for funding in the next TIP process.

## **Appendix A**

### **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(l))
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.

<b>MAINE STATEWIDE PM-1 SAFETY PERFORMANCE TARGETS</b>				
	<b>2021</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>
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.

<b>BACTS PLANNING AREA PM-1 SAFETY PERFORMANCE TARGETS</b>				
	<b>2021</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>
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](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](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.

<b>Maine PM2 Targets</b>					
<i>Asset</i>		<i>Existing Conditions</i>	<i>2-Year Target</i>	<i>4-Year Target</i>	<i>SOG</i>
<b>Interstate Pavement</b>					
	Good	36.3%	38.0%	40.0%	40.0%
	Fair	62.5%			57.0%
	Poor	1.2%	1.5%	1.5%	3.0%
<b>Non-Interstate Pavement</b>					
	Good	31.2%	32.0%	34.0%	35.0%
	Fair	63.3%			55.0%
	Poor	5.5%	5.0%	5.0%	10.0%
<b>NHS Bridges</b>					
	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										
CategorySub-CategoryClass			2020 Target		2021 Target		2022 Target		2023 Target	
			Condition	Exceeding Benchmark	Condition	Exceeding Benchmark	Condition	Exceeding Benchmark	Condition	Exceeding Benchmark
Facilities	Administrative Facility	Administrative Office	5.00	50.00%	5.00	50.00%	5.00	50.00%	5.00	50.00%
		City of Bangor Motor Pool Garage	2.00		2.00		2.00		2.00	
	Maintenance Facility	Bus Barn	4.00		4.00		4.00		4.00	
		Bus Wash	4.00	33.30%	4.00	33.30%	4.00	33.30%	4.00	33.30%
		Bus Barn - Cold Storage	2.00		2.00		2.00		2.00	
Total Administrative and Maintenance Facilities			3.40	40.00%	3.40	40.00%	3.40	40.00%	3.40	40.00%

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

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://bactsmmpo.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

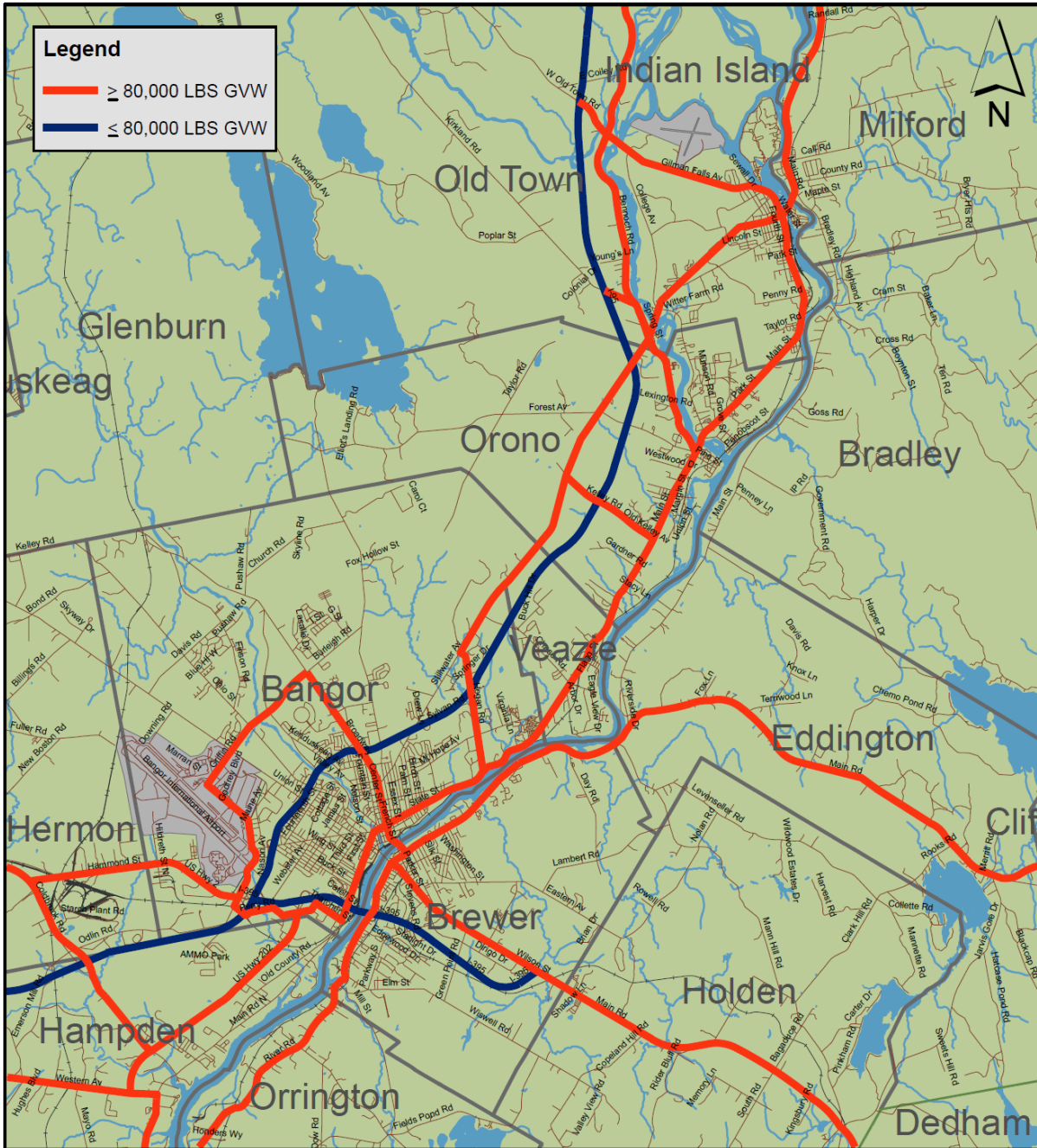
This TIP incorporates the City of Bangor Community Connector's goals and objectives in the most recently submitted Public Transportation Agency Safety Plan issued October 30, 2020.

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

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

## Appendix B - Designated Truck Routes Map

# Designated Truck Routes Map - Overall Figure No. 3



### BACTS TRUCK ROUTE STUDY

**GP** Gorrill-Palmer Consulting Engineers, Inc.

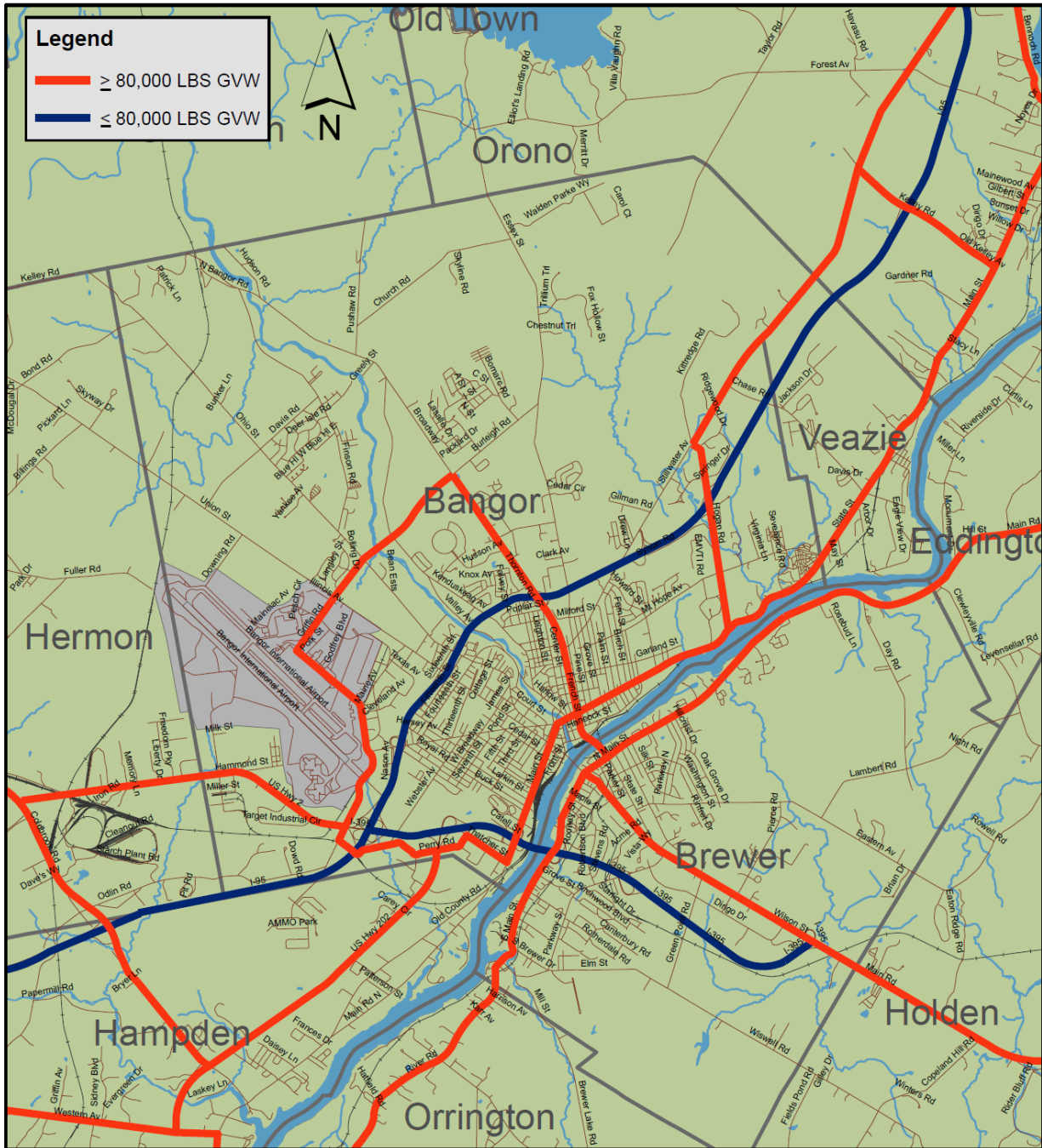
Traffic and Civil Engineering Services 207-657-6910  
 PO Box 1237 15 Shaker Road  
 Gray, ME 04039 mail@gorrillpalmer.com  
 www.gorrillpalmer.com

Miles  
 1 0 1 2

JN: 1700  
 DATE: SEP 2007  
 FILE: 1700-TRUCK ROUTES\_3.MXD  
 SOURCE: MAINE GIS WEBSITE



# Designated Truck Routes Map - South Figure No. 3A

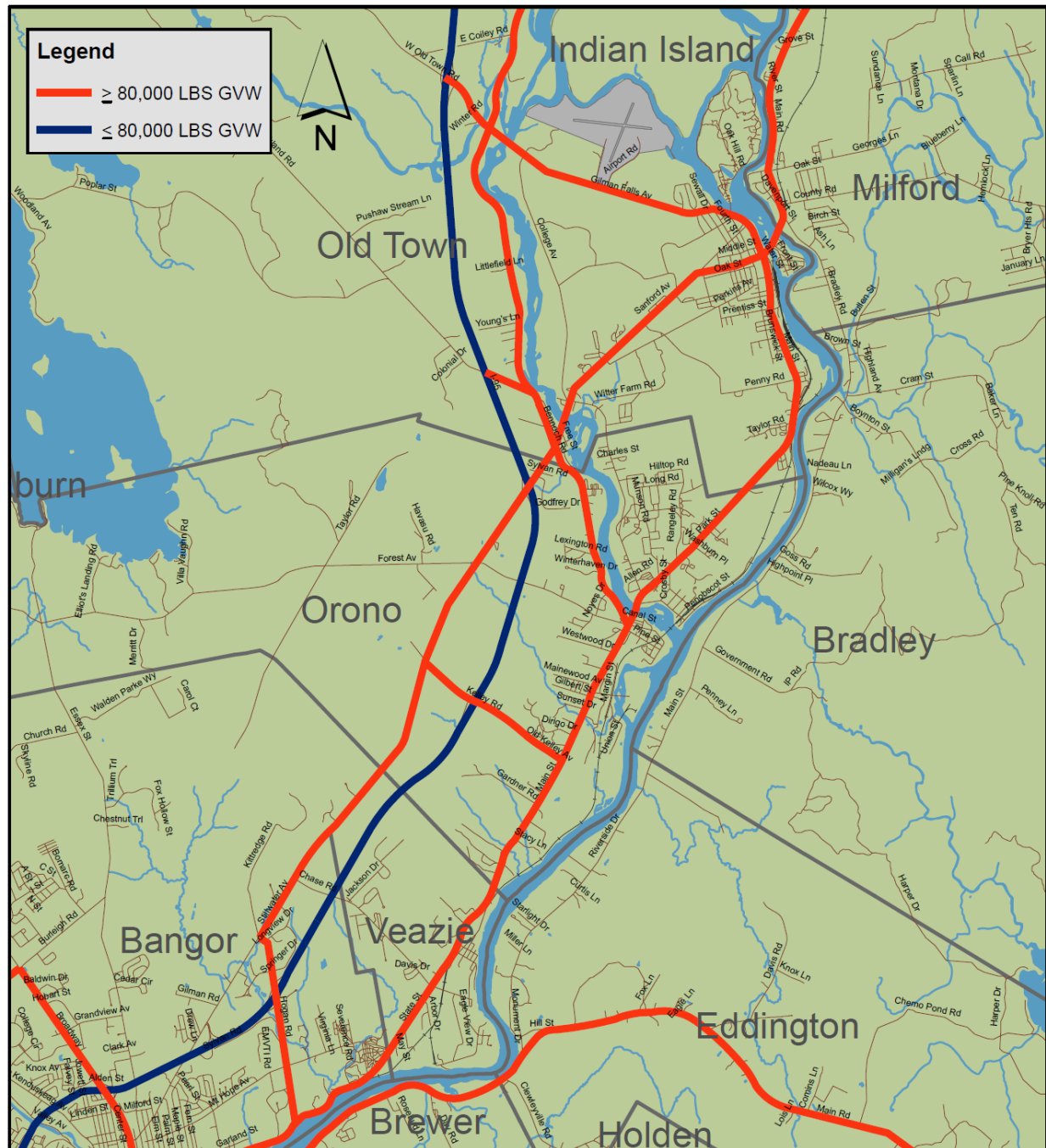


## BACTS TRUCK ROUTE STUDY

**GP** Gorrill-Palmer Consulting Engineers, Inc.  
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 Gray, ME 04039 mailbox@gorrillpalmer.com  
 www.gorrillpalmer.com

Miles  
 1 0 1 2  
 JN: 1700  
 DATE: SEP 2007  
 FILE: 1700-TRUCK ROUTES\_3A.MXD  
 SOURCE: MAINE GIS WEBSITE

# Designated Truck Routes Map - North Figure No. 3B



## BACTS TRUCK ROUTE STUDY

**GP** Gorrill-Palmer Consulting Engineers, Inc.  
 Traffic and Civil Engineering Services 207-657-6910  
 PO Box 1237 15 Shaker Road 15 Shaker Road  
 Gray, ME 04039 mailbox@gorrillpalmer.com  
 www.gorrillpalmer.com

Miles  
 1 0 1 2  
 JN: 1700  
 DATE: SEP 2007  
 FILE: 1700-TRUCK ROUTES\_3B.MXD  
 SOURCE: MAINE GIS WEBSITE

## Attachment E

BACTS UPWP DOT Contract - Figures updated through 03/31/2021													
Update Monthly						Contract to Date Trend			Forecasted Trend				
TASK	PROJECT	Total Allotted	Total Spent	In Kind	Total Remaining	Actual % Usage	Amount spent should be as of 03/31	Variance	Total Remaining (Less In Kind)	Projected Salary	Projected Indirect	Projected Direct Expenses	Est. Remaining
1	Administration/Coordination	\$290,414	\$189,384	\$0	\$101,030	65.21%	\$181,509	-\$7,876	\$101,030	\$45,657	\$56,611	\$217	-\$1,456
2	Professional Development	\$40,000	\$16,729	\$0	\$23,271	41.82%	\$25,000	\$8,271	\$23,271	\$1,867	\$2,315	\$1,300	\$17,789
3	Data Collection & Database Management	\$115,000	\$50,145	\$0	\$64,855	43.60%	\$71,875	\$21,730	\$64,855	\$3,406	\$4,223	\$519	\$56,707
4	GIS and Demographic	\$55,000	\$26,648	\$0	\$28,352	48.45%	\$34,375	\$7,727	\$28,352	\$3,065	\$3,800	\$5	\$21,481
5	Public Outreach	\$9,000	\$18,699	\$0	-\$9,699	207.77%	\$5,625	-\$13,074	-\$9,699	\$3,216	\$3,987	\$26	-\$16,929
6	Bicycle and Pedestrian Planning	\$30,000	\$2,675	\$0	\$27,325	8.92%	\$18,750	\$16,075	\$27,325	\$1,113	\$1,379	\$12	\$24,821
7	Transportation Safety	\$5,000	\$1,162	\$0	\$3,838	23.23%	\$3,125	\$1,963	\$3,838	\$273	\$338	\$0	\$3,227
8	Traffic Incident Management	\$28,000	\$9,296	\$0	\$18,704	33.20%	\$17,500	\$8,204	\$18,704	\$3,530	\$4,376	\$9	\$10,789
9	TIP Development	\$35,000	\$33,470	\$0	\$1,530	95.63%	\$21,875	-\$11,595	\$1,530	\$7,220	\$8,952	\$9	-\$14,652
10	Metropolitan Transportation Plan Update	\$5,000	\$913	\$0	\$4,087	18.26%	\$3,125	\$2,212	\$4,087	\$1,103	\$1,368	\$22	\$1,594
11	Performance Measures	\$12,000	\$3,316	\$0	\$8,684	27.63%	\$7,500	\$4,184	\$8,684	\$2,579	\$3,198	\$31	\$2,876
12	Studies	\$156,000	\$60,193	\$0	\$95,807	38.59%	\$97,500	\$37,307	\$95,807	\$2,951	\$3,659	\$42,800	\$46,397
	<b>FHWA PL SUBTOTAL</b>	<b>\$780,414</b>	<b>\$412,630</b>	<b>\$0</b>	<b>\$367,784</b>	<b>52.87%</b>	<b>\$487,759</b>	<b>\$75,128</b>	<b>\$367,784</b>	<b>\$75,980</b>	<b>\$94,208</b>	<b>\$44,951</b>	<b>\$152,644</b>
13	Transit Planning	\$201,278	\$111,308	\$22,262	\$67,708	66.36%	\$125,799	-\$7,771	\$49,714	\$36,496	\$45,252	\$614	-\$32,648
	<b>FTA 5303 SUBTOTAL</b>	<b>\$201,278</b>	<b>\$111,308</b>	<b>\$22,262</b>	<b>\$67,708</b>	<b>66.36%</b>	<b>\$125,799</b>	<b>-\$7,771</b>	<b>\$49,714</b>	<b>\$36,496</b>	<b>\$45,252</b>	<b>\$614</b>	<b>-\$32,648</b>
	<b>TOTALS</b>	<b>\$981,692</b>	<b>\$523,939</b>	<b>\$22,262</b>	<b>\$435,492</b>	<b>55.64%</b>	<b>\$613,558</b>	<b>\$67,357</b>	<b>\$417,498</b>	<b>\$112,477</b>	<b>\$139,460</b>	<b>\$45,565</b>	<b>\$119,997</b>

Estimated Remaining balance of \$120K does not include the estimated \$50K related to the stop light inventory.

% Usage expected 14 months into a 24 month contract is 62.5%.

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.