



Policy Committee Meeting

March 15th, 2022

9:30 AM

ZOOM Meeting

Agenda

1) Call to Order

2) Public Comment

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

3) Approval of February 15th, 2022 BACTS Policy Committee Meeting Minutes (Attachment A)

4) Staff Report (Attachment B)

**5) BACTS' 2022-2025 Transportation Improvement Program (Attachment C)
Staff Report**

Staff has coordinated with MaineDOT and the Community Connector to develop the 2022-2025 Transportation Improvement Program (TIP). The TIP was posted for public comment on February 2nd for a 30 day public comment period. No Public Comments were received. Staff are requesting the committee to review and approve the final TIP document, which will then be submitted to MaineDOT for development of the Statewide Transportation Improvement Program (STIP).

Proposed Action: *Approve the 2022-2025 BACTS TIP to be submitted to MaineDOT for inclusion in the Statewide Transportation Improvement Program.*

**6) Climate Action Planning and Vulnerability Assessment RFP
Staff Report**

Bangor and Orono requested BACTS planning funds from the 2022-2023 UPWP for a two phased regional climate action planning process.

- Phase 1 requires that the consultant complete greenhouse gas emissions inventories and a climate vulnerability assessment for the BACTS region.
- Phase 2 requires that the consultant design and execute a regional climate action planning process for the BACTS region. This process will build on findings from Phase 1, *Maine Won't Wait*, and where relevant Portland and South Portland's *One Climate Future*. A final climate action plan will provide concrete, data-driven strategies and implementation plans (including policies, programs, measures, projects, infrastructure, and community actions) to achieve the climate goals stated below as well as interim objectives the cities should achieve to reach near carbon neutrality.

Staff has worked with the City of Bangor and Town of Orono over the past several months to develop a RFP to select a qualified consultant to conduct this work. Staff and the selection committee met with two consultants and have selected one to enter into contract negotiations.

Proposed Action: *Authorize the BACTS Executive Director to enter into contract with selected consultant.*

7) MaineDOT Bicycle and Pedestrian Program Funding

Staff Report

Patrick Adams will be presenting an overview of different projects and eligibility criteria for various funding opportunities.

Proposed Action: *For discussion only.*

8) City of Bangor Community Action Grant Letter of Support (Attachment D)

Staff Report

Staff have written a letter of support for the City of Bangor's Community Action Grant application under the Community Resilience Partnership.

Proposed Action: *For discussion only.*

9) BACTS UPWP Budget (Attachment E)

Staff will provide budgetary information regarding the 2022-2023 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

Transit Committee - March 23rd, 2022

Policy Committee - April 19th, 2022



Attachment A
BACTS Policy Committee Meeting
February 15th, 2022 via ZOOM
Minutes

Committee Members	Affiliation
John Theriault Courtney O'Donnell Aaron Huotari	Bangor
Jeremy Caron Linda Johns	Brewer
Victor Smith	Hampden
Belle Ryder Rob Yerxa Kyle Drexler	Orono
EJ Roach	Old Town
Mark Leonard	Veazie
MaineDOT / FHWA	
Carlos Pena, Stacie Haskell, Darryl Belz , Jennifer Laliberte, Sherry Tompkins	
BACTS	
Sara Devlin, Paige Nadeau, Madeline Jensen	

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 January 18th, 2022 BACTS Policy Committee Meeting Minutes

Belle Ryder made a motion to approve the minutes as written, seconded by Rob Yerxa. Roll call was taken, unanimously approved.

4) Staff Report

Sara Devlin provided an update, BACTS is still looking for a program manager. BACTS would appreciate the partners sharing the job posting. BACTS has also applied for the regional coordinator pilot RPF and is applying for the service provider grant.

5) Transit Committee Charter

Staff Report

Over the past several months the Transit Committee has been reviewing and revising the draft Transit Committee Charter. Last month the Policy Committee amended the BACTS Bylaws, at the recommendation of the Transit Committee, to include one non-voting transit rider representative on the transit committee. The BACTS Transit Committee has recommended the approval of the attached Transit Committee Charter.

Proposed Action: Review and approve the Transit Committee Charter.

Sara Devlin provided an update. Belle Ryder made a motion to approve the Transit Committee Charter as written, seconded by Linda Johns. Roll call was taken, unanimously approved.

6) BACTS' 2022-2025 Transportation Improvement Program

Staff Report

Staff has coordinated with MaineDOT and the Community Connector to develop the draft 2022-2025 Transportation Improvement Program (TIP), which can be found [here](#). The draft TIP was released on February 2nd for a 30 day public comment period. At the March Policy Committee meeting, the committee will approve the final TIP document, which will then be submitted to MaineDOT for development of the Statewide Transportation Improvement Program (STIP).

Proposed Action: For information only.

Sara Devlin provided an update, BACTS encourages the partners to review the MaineDOT sponsored projects for their area.

7) Climate Action Planning and Vulnerability Assessment RFP

Staff Report

Bangor and Orono requested BACTS planning funds from the 2022-2023 UPWP for a two phased regional climate action planning process.

- Phase 1 requires that the consultant complete greenhouse gas emissions inventories and a climate vulnerability assessment for the BACTS region.
- Phase 2 requires that the consultant design and execute a regional climate action planning process for the BACTS region. This process will build on findings from Phase 1, *Maine Won't Wait*, and where relevant Portland and South Portland's *One Climate Future*. A final climate action plan will provide concrete, data-driven strategies and implementation plans (including policies, programs, measures, projects, infrastructure, and community actions) to achieve the climate goals stated below as well as interim objectives the cities should achieve to reach near carbon neutrality.

Staff has worked with the City of Bangor and Town of Orono over the past several months to develop a RFP to select a qualified consultant to conduct this work. The full RFP can be found [here](#). The following is the schedule for consultant selection:

February 11th, 2022	Proposals due
February 14th - 18th, 2022	Project team review proposals
February 23rd, 2022	Project team meeting to discuss/score proposals
February 29th - March 4th, 2022	Hold for consultant interviews, if necessary
March 7th - 11th, 2022	Contract negotiations with selected firm
March 15th, 2022	BACTS Policy Committee authorize the Executive Director to enter into a contract with the selected firm.

Proposed Action: For discussion only.

Sara Devlin provided an update, BACTS has received four proposals. The committee is comprised of members of the member communities and will be meeting to review the proposals in line with the schedule as outlined above.

8) BACTS Metropolitan Transportation Plan/Long Range Plan Update

Staff Report

The BACTS Metropolitan Transportation Plan (MTP) is scheduled to be updated by November 2023. Staff has been working on the scope and schedule of the update based on the MTP Priorities Report developed in June 2021 (Report can be found [here](#)). Staff will provide an overview of scope and schedule for the Policy Committee for discussion.

Proposed Action: For discussion only.

Sara Devlin provided an overview and a brief presentation regarding the BACTS MTP Plan for the upcoming time frame. Madeline Jensen provided an overview for the different plan types - a traditional report, hybrid, or web based. BACTS would like to create a steering committee for the MTP and also would like to hear the group's feedback on a hybrid plan. Discussion ensued, group consensus was that a hybrid plan is a good fit for the region.

9) Centrax Traffic Signal Software

Staff Report

Bangor and Brewer have had discussions with Econolite regarding the Penobscot Corridor Project which will replace and upgrade traffic signals along 6 intersections of the Penobscot corridor, 4 in Bangor and 2 in Brewer. As part of the upgrade the two cities are hoping to include Econolite's traffic responsive system with the corridor. In order to do this, the purchase of Centrax and a yearly fee/signal to run the software would be required. This could be a step towards a regional signalized system, with central control, which has been discussed as part of the Regional Signal Inventory Study. BACTS Policy Committee will discuss purchasing the software/license for the BACTS region.

Proposed Action: For discussion only.

Jeremy Caron provided an overview of the topic including an overview of the set up costs and annual fees which are based by intersection. Discussion ensued from various members of the group and the following areas were discussed; pros and cons of Centrax vs. other software options, capability of Centrax with existing hardware, ease of user use, possibility of a municipality primarily being responsible for the upkeep of the system and other members paying in accordingly or possibly hiring a consultant. Overall the group agreed that looking at the traffic lights at a regional level would benefit members and users of the system and would like to keep Centrax in mind over the next few years as they are upgrading their own systems. The Penobscot Corridor project is an excellent opportunity to try out the system and the individuals who will work with it will report back to the group and let them know what they think.

10) BACTS UPWP Budget

Staff Report

Staff will provide budgetary information regarding the 2022-2023 UPWP budget.

Proposed Action: For discussion only

Sara Devlin provided an overview, this is the start of a new budget cycle. Staff will provide a monthly budget update to the group.

11) Transit Updates

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

Proposed Action: For discussion only

Courtney O'Donnell and John Theriault provided an update on the Transit Center, construction is on track, wrapping up foundations and the steel is available for the next steps.

Courtney O'Donnell provided an update that Community Connector has five new buses and two more are expected in July 2023. Rolling stock is in great shape. Community Connector is still running a modified service at this time.

12) Project Updates

John Theriault provided an update on Bangor projects

- Bids are in for small sewer repair, 2 proposals were received
- State Street projects are in work, Broadway to Hogan - half BACTS have MaineDOT

Jeremy Caron provided an update on Brewer projects

- Working on Penobscot Corridor Project, nearing completion of design
- Received approval for Parkway South heads up pedestrian report, coordinating with other work being done on that project.
- Opened up bid for storm drain (bids came back around expected)

Rob Yerxa provided an update on Orono projects

- Received funding for crosswalk improvements on Stillwater and State
- Bridge Project bids soon

Sara Devlin will reach out to Patrick Adamas for additional information on the heads up programs.

13) MaineDOT Report

Nothing to report.

14) Other Business

Nothing to report.

15) Upcoming Meetings

Transit Committee - March 9th, 2022
Policy Committee - March 15th, 2022

Rob Yerxa made a motion to adjourn. Linda Johns seconded. The motion was approved unanimously. Meeting ended at 10:15AM



Attachment B
Staff Report
March 2022

BACTS Program Manager - BACTS has posted our job opening for a Program Manager. Additional information regarding the posting can be found [here](#).

Infrastructure Investment and Jobs Act (IIJA) - Staff continues to monitor the BIL and gather information as it becomes available, including attending Notice of Funding Opportunity webinars. Working with MaineDOT on apportionment.

Bus Stop Designation Project - BACTS is working to consolidate a comprehensive list of possible stops and is meeting with the Community Connector to review placement. Municipal meetings are beginning to be scheduled to outline the proposed stops and potential infrastructure improvements and receive feedback.

Traffic Incident Management (TIM) - Staff is working with Newport to schedule a training. Staff are also working on developing an outline for a new TIM website. Staff attended and facilitated the Hancock and Penobscot TIMS meetings.

Old Town Signal Project Update - Final PIC has been completed.

Transit Newsletter - Staff have developed the second edition of the Transit Times, which can be found [here](#).

MTP Preparation - Staff is developing the scope for the Metropolitan Transportation Plan in our upcoming update. BACTS is gathering examples of well executed plans and working to develop an RFP to be posted in March.

Service Provider RFP - BACTS is waiting to hear back on the application that staff submitted in February. Rewards are anticipated to be made in mid March.

Meetings and Conferences

- AMPO IIJA Meeting
- TIMS- FHWA webinar
- RAISE GRANT webinar
- Maine Safety Coalition meeting
- Meeting with RLS re: JPA
- Bangor Community Action Grant workshop
- MaineDOT-MPO monthly check in meeting

Attachment C



Transportation Improvement Program

2022-2023-2024-2025

Approved by the BACTS Policy Committee on March 15th, 2022

Program of Projects (POP) Public Notice

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

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

Non-Discrimination Policy Statement

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

Metropolitan Planning Organization (MPO) Certification Statement

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

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Introduction

The Bangor Area Comprehensive Transportation System (BACTS) is the organization designated by federal and state government to carry out transportation planning in the Greater Bangor region, also known as a Metropolitan Planning Organization (MPO). BACTS evaluates and approves proposed transportation improvement projects in the metropolitan planning area and facilitates communication between its member communities and state and federal transportation agencies. A map of the BACTS metropolitan planning area is located on page 2. The metropolitan planning area includes all of Bangor, Brewer, and Veazie and portions of Hampden, Old Town, Orono, Milford, Bradley, Hermon, Orrington, and Penobscot Indian Island.

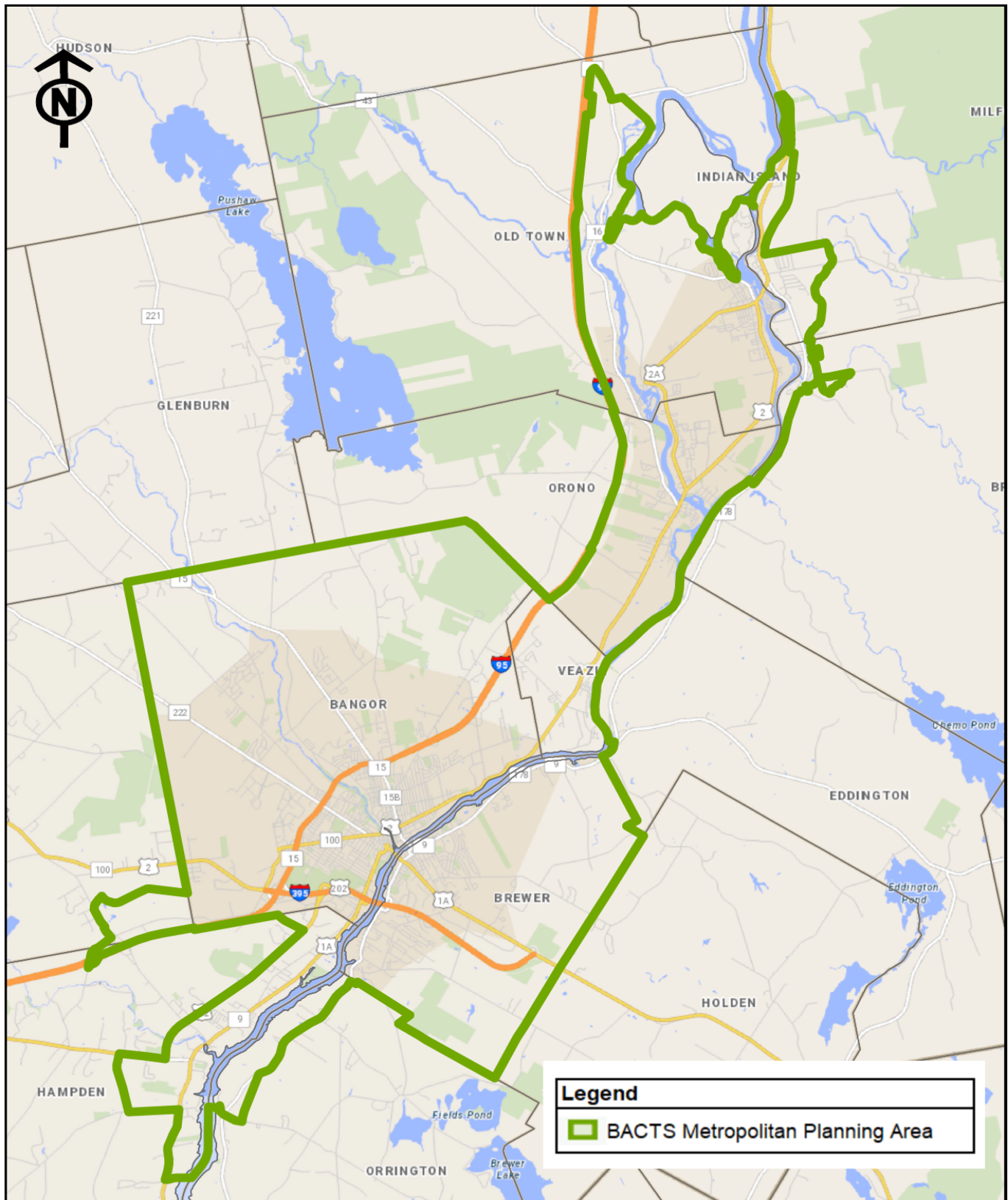
The Transportation Improvement Program (TIP) is an annual document that contains transportation projects recommended for federal funding during the next four years. This document describes both the transportation-related projects and the methodologies employed to determine the projects to be accomplished within the BACTS Metropolitan Planning Area (MPA) using Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Maine Department of Transportation (Maine DOT), and local matching funds during the years of 2022, 2023, 2024, and 2025.

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

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

No federal funds may be used on transportation activities within the BACTS planning area unless the BACTS TIP lists those expenditures. Within the BACTS area, the BACTS Policy Committee and MaineDOT have agreed to make MaineDOT responsible for certain areas of planning requiring overall knowledge of statewide planning activities. Those areas of planning designated as MaineDOT domains include Interstate-95 (I-95) and Interstate-395 (I-395) activities, hazard elimination activities, major bridge planning activities, rail planning activities, airport planning activities, port and marine planning activities, and special transportation planning activities. While BACTS is not the lead agency, BACTS does coordinate with MaineDOT on these efforts.

BACTS Metropolitan Planning Area Map



Metropolitan Planning Area



Road Improvement Project Selection

All projects in this TIP are consistent with the BACTS MTP and are related projects where federal funding will be expended during 2022-2025 must be listed in this document. This includes those projects sponsored by MaineDOT. All I-95, I-395, bridge, rail, airport, marine, and hazard elimination projects within the BACTS metropolitan planning area are listed in this document. All other highway related projects are ranked by the BACTS criteria and ranked for inclusion in this document. The BACTS project rating process is detailed [here](#).

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

Prioritized Project Listing

Applying the BACTS project rating criteria to the preliminary list of projects generated by the municipalities historically has produced a priority list of projects. Not all of the projects on the BACTS prioritized list of projects have been approved for funding in the 2022-2025 TIP.

BACTS Prioritized Project List 2022-2025

Municipality	Location	Project Type	Preliminary Cost Estimates
Brewer	Intersection of Parkway South and Wilson	Operational and Safety Improvements - Signal Project	\$74,200*
Bangor	Intersection of Kenduskeag and Griffin Road	Operational and Safety Improvements - Signal Project	\$265,600*
Brewer	Parkway South - Wilson Street to I-395 Bridge Joint	Preservation	\$542,400*
Brewer	State Street - Eastern Ave to Penobscot Bridge	Preservation	\$843,800*
Bangor	Outer Hammond Street (Route 2) - Hammond Street Extension to Hermon Town Line	Preservation	\$445,300
Bangor	Union Street (Route 222) - Griffin Road to Davis Road	Preservation	\$2,027,000
Brewer	Wilson Street - From Downeast Toyota to Bartlett Street	Preservation	\$892,800
Bangor	Ohio Street - Bailey Street to Bean Estates	Preservation	\$1,028,300
Orono	Park St Preservation - Boulder Drive to Orono/Old Town Townline	Preservation	\$585,900*
Bangor	Cumberland Street - Harlow Street to Broadway	Preservation	\$525,600

*Project was funded

FHWA Roadway Project Funding

The BACTS 2022-2025 TIP contains both MPO sponsored projects and those sponsored by MaineDOT. The BACTS sponsored projects are funded using federal, state, and local monies. The projects sponsored by MaineDOT and their funding information are found in the Maine DOT Statewide TIP (STIP). FHWA funds are allocated to BACTS by MaineDOT by formula. BACTS receives Surface Transportation Program (STP), Surface Transportation Block Grant Program (STBG), National Highway Performance Program (NHPP), and National Highway System (NHS) funds as part of their allocation.

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

All the funds for the 2022-2025 TIP are reasonably expected to be available based on both past funding and agreements with MaineDOT for the federal and state funds and the local communities for their share of projects.

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

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

Annual FHWA - MPO Sponsored Project Listing

WIN#	Project Title	Project Type	Allocation Year
023114.00	Bangor - Route 2, Penobscot Corridor - Construction	Signal /OSI	2022
023521.00	Bangor - State Street - Hancock to Hogan	Preservation	2022
023112.00	Brewer - State Street / Route 9	Signal/OSI	2022
022445.00	Old Town - Abbott Street to Jefferson	Preservation	2022
023971.00	Old Town - Center Street - Construction	Signal/OSI	2022
020898.00	Orono Culvert Replacement	Preservation	2022
023573.00	Bangor - State Street and Forrest Ave - Signal	Signal /OSI	2023
025379.00	Bangor - Oak Street - Washington to State Street	Preservation	2023
025377.00	Brewer - Abbott Street to Wilson Street	Preservation	2023
026354.00	Bangor - Kenduskeag Ave at Griffin Road Signal	Signal/OSI	2024
026350.00	Brewer - Eastern Ave to Penobscot Bridge	Preservation	2024
026352.00	Brewer - Wilson Street to I-395 Bridge	Preservation	2024
026356.00	Brewer - Parkway South and Wilson Street	Signal/OSI	2024
026348.00	Orono - Boulder Drive to Old Town Townline	Preservation	2024
026346.00	Bangor Area - Remaining Funding		2024
014272.40	Bangor Area HOLDING WIN for Unprogrammed Funding		2024

Annual FTA § 5307 Transit Operations and Maintenance Project Listing

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

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

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

2022 FTA §5307 Formula Funding					
WIN	Project Description	Federal	State	Local	Total
020270.22	Urban Transit Complementary ADA Paratransit Operating	\$280,000	-	\$70,000	\$350,000
022757.22	Preventative Maintenance	\$450,000	-	\$112,500	\$562,500
022761.22	Urban Transit Fixed-Route Operating	\$350,000	\$101,109	\$1,205,702	\$1,656,811
Total		\$1,080,000	\$101,109	\$1,388,202	\$2,569,311

2023 FTA §5307 Formula Funding					
WIN	Project Description	Federal	State	Local	Total
024697.00	Urban Transit Complementary ADA Paratransit Operating	\$280,000	-	\$70,000	\$350,000
024717.00	Preventative Maintenance	\$549,656	-	\$137,414	\$687,070
024719.00	Urban Transit Fixed-Route Operating	\$810,789	\$101,109	\$709,680	\$1,621,578
Total		\$1,640,445	\$101,109	\$917,094	\$2,658,648

2024 FTA §5307 Formula Funding					
WIN	Project Description	Federal	State	Local	Total
025593.00	Urban Transit Complementary ADA Paratransit Operating	\$280,000	-	\$70,000	\$350,000
025589.00	Preventative Maintenance	\$549,656	-	\$137,414	\$687,070
025591.00	Urban Transit Fixed-Route Operating	\$810,789	\$101,109	\$709,680	\$1,621,578
Total		\$1,640,445	\$101,109	\$917,094	\$2,658,648

2025 FTA §5307 Formula Funding					
WIN	Project Description	Federal	State	Local	Total
	Urban Transit Complementary ADA Paratransit Operating	\$280,000	-	\$70,000	\$350,000
026546.00	Preventative Maintenance	\$560,000	-	\$140,000	\$700,000
026548.00	Urban Transit Fixed-Route Operating	\$850,000	\$101,109	\$748,891	\$1,700,000
Total		\$1,690,000	\$101,109	\$958,891	\$2,750,000

Annual FTA § 5339 Transit Capital Project Listing

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

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

FTA §5339a Formula Funding Allocation Carried Forward to 2022					
WIN	Project Description	Federal	State	Local	Total
022769.19	Transit Capital Assistance for Small Urban Transit	\$116,820	-	\$29,205	\$146,025
022769.20	Transit Capital Assistance for Small Urban Transit	\$121,585	-	\$30,396	\$151,981
022769.21	Transit Capital Assistance for Small Urban Transit	\$112,064	-	\$28,016	\$140,080
Total		\$350,469	-	\$87,617	\$438,086

2022 - 2025 FTA §5339a Formula Funding- Allocated by MaineDOT but not Programmed					
WIN	Project Description	Federal	State	Local	Total
022769.22	Transit Capital Assistance for Small Urban Transit	\$116,820	-	\$29,205	\$146,025
025351.00	Bus and Bus Facilities, FTA Discretionary Grant Award	\$396,800	-	\$99,200	\$496,000
024739.00	Transit Capital Assistance for Small Urban Transit	\$116,820	-	\$29,205	\$146,025
025553.00	Transit Capital Assistance for Small Urban Transit	\$116,820	-	\$29,205	\$146,025
026532.00	Transit Capital Assistance for Small Urban Transit	\$116,820	-	\$29,205	\$146,025
Total		\$864,080	-	\$216,020	\$1,080,100

In addition to the §5339a Bus and Bus Facilities formula funding allocated by MaineDOT, the §5339 funding program also offers an opportunity for transit agencies to competitively apply for funding for capital projects.

Financial Capacity of Public Transit Operator

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

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

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

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

Air Quality Conformity

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

Performance Based Planning and Programming Requirements and Performance Measures

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

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

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

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

FHWA Safety Performance Measures

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

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

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

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

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

Maine Statewide PM-1 Safety Performance Targets				
	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
Number of Fatalities	161	161	168	157
Number of Serious Injuries	670	670	607	689
Rate of Fatalities	1.07	1.1	1.25	1.04
Rate of Serious Injury	4.44	4.57	4.59	4.56
Number of Non-Motorized Fatalities and Serious Injuries	85	85	61	80

Source - MaineDOT Office of Safety

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

BACTS PM-1 Safety Performance Targets			
	<u>2022</u>	<u>2022 (5YR Avg)</u>	<u>2020-2016 (5YR Total)</u>
Number of Fatalities	6	31	31
Number of Serious Injuries	34	170	162
Rate of Fatalities	0.74		0.74
Rate of Serious Injury	4.08		389
Number of Non-Motorized Fatalities and Serious Injuries	9		40

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.

FHWA Pavement and Bridge Performance Measures

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

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

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

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

MaineDOT owns the entire NHS system in Maine except for the Maine Turnpike. MaineDOT collects 100% of the pavement data for the NHS system (including the Turnpike) and inspects all non-Turnpike bridges. Maine NHS pavement data is collected annually by a single collection vehicle and a single MaineDOT crew;

therefore, maximizing the potential for consistent data collection. MaineDOT inspects NHS bridges on a 24-month cycle using both above and underwater inspection teams.

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

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

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 can be found [here](#).

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 can be found [here](#).

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. BACTS will be setting state of good repairs targets as part of our MTP update in 2022.

This TIP incorporates the City of Bangor - Community Connector's goals and objectives in the most recently modified Transit Asset Management Plan, which can be found [here](#).

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. In January 2021, the BACTS Policy Committee adopted the updated safety performance measures, provided by the Community Connector.

City of Bangor, Community Connector							
SAFETY PERFORMANCE TARGETS							
Targets below are based on review of the previous year of NTD safety performance data.							
2021							
Mode of Transit Service	Fatalities (total) per NTD Reporting Year	Fatalities (per 100 thousand VRM)	Injuries (total) per NTD Reporting Year	Injuries (per 100 thousand VRM)	Safety (total) Events per NTD Reporting Year	Safety Events (per 100 thousand VRM)	System Reliability (VRM / failures)
MB	0.00	0.00	1.0	0.18	1.0	0.18	50,391
DR	0.00	0.00	0.00	0.00	0.0	0.00	89,807

This TIP incorporates the City of Bangor Community Connector's goals and objectives in the most recently submitted Public Transportation Agency Safety Plan, which can be found [here](#).

Public Participation Process

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

The BACTS Policy Committee has a written Public Participation Plan, which can be found [here](#). A notice of opportunity for public comment, along with the draft TIP document shall be posted on the BACTS website. A public notice of the posting and public comment period shall be sent (via e-mail) to the contacts on the *Interested and Affected Parties* mailing list. A period of at least 30 days beginning from the date of the posting of public notice shall be provided during which comments may be submitted to BACTS for consideration. BACTS compiles all relevant public comments (*for MPO-Sponsored projects*), or a summary of similar comments, for consideration by the Policy Committee prior to final approval of the TIP. Comments received and responses are included as part of the final TIP. Any public comments received on MaineDOT-Sponsored projects will be forwarded to MaineDOT for their review, response, and inclusion in the final STIP. The final approved TIP shall be posted on the BACTS website and shall be available at the BACTS office for public viewing.

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

Project Listings

The following project lists, in Appendix B, detail all transportation projects within the BACTS Region recommended for federal funding from 2022 through 2025. These lists were generated by MaineDOT and represent a snapshot of that point in time. Since the printing of these lists, corrections, additions, and deletions to the original document have been made and documented on the Errata Sheet in Appendix C. The Errata Sheet is a running compilation of any changes, errors and omissions in the original listing and is incorporated into the approved TIP document. The Errata Sheet is also a dynamic document which will be updated throughout the lifecycle of this Program to document any approved changes to projects within this TIP.

Appendix A - Funding Tables

BACTS Region

FHWA

BACTS Region FHWA

	Type	Source	Available	Obligated to Date	Rem to Obligate	2022	2023	2024	2025
MPO Sponsored	Federal	Federal MPP	\$624,331	\$0	\$624,331	\$0	\$0	\$208,110	\$208,110
		Federal NHPP	\$1,836,599	\$3,000	\$1,833,599	\$292,345	\$250,418	\$597,224	\$346,806
		Federal NHS	\$61,562	\$0	\$61,562	\$43,681	\$17,881	\$0	\$0
		Federal Planning	\$624,331	\$0	\$624,331	\$208,110	\$208,110	\$208,110	\$0
	Highway and Bridge	Federal STP	\$5,194,598	\$109,910	\$5,084,688	\$1,249,175	\$1,471,774	\$1,270,813	\$818,559
		Highway and Bridge	\$1,100,383	\$172,115	\$928,268	\$180,456	\$173,928	\$272,525	\$184,691
		Local	\$1,483,019	\$431,579	\$1,051,440	\$248,736	\$306,861	\$246,512	\$158,678
		Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private	Private	\$118,350	\$118,350	\$0	\$0	\$0	\$0	\$0
MPO Sponsored Totals:			\$11,043,174	\$834,954	\$10,208,220	\$2,222,502	\$2,428,973	\$2,803,294	\$1,716,844
MaineDOT Sponsored	Federal	Federal Federal Grants	\$92,253,617	\$19,662,500	\$72,591,117	\$3,574,018	\$8,807,300	\$23,887,300	\$20,313,282
		Federal HPP	\$1,915,184	\$1,430,402	\$484,782	\$26,000	\$132,557	\$144,261	\$144,261
		Federal HSIP	\$2,305,700	\$22,500	\$2,283,200	\$46,200	\$770,067	\$743,067	\$723,867
		Federal LHIP	\$4,579,486	\$4,579,486	\$0	\$0	\$0	\$0	\$0
		Federal NHPP	\$21,740,786	\$6,347,502	\$15,393,284	\$2,093,593	\$3,857,926	\$4,714,535	\$3,283,535
		Federal NHS	\$10,326,987	\$0	\$10,326,987	\$4,507,035	\$4,439,535	\$749,292	\$631,125
		Federal Planning	\$104,000	\$37,196	\$66,805	\$50,805	\$8,000	\$8,000	\$0
		Federal RH Xing Program	\$107,572	\$107,572	\$0	\$0	\$0	\$0	\$0
		Federal STP	\$69,271,158	\$12,429,209	\$56,841,948	\$4,994,070	\$5,608,757	\$11,169,495	\$7,229,137
	GARVEE	Federal Safety	\$67,500	\$0	\$67,500	\$33,750	\$33,750	\$0	\$0
		Federal TAP	\$74,400	\$0	\$74,400	\$24,800	\$24,800	\$24,800	\$0
	Highway and Bridge	Highway and Bridge	\$75,543,390	\$26,079,235	\$49,464,154	\$5,647,768	\$4,028,822	\$8,974,492	\$6,754,810
	Local	Local	\$528,196	\$418,003	\$110,193	\$4,133	\$39,239	\$39,864	\$35,731
	Other	Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private	Private	\$10,453	\$10,453	\$0	\$0	\$0	\$0	\$0
MaineDOT Sponsored Totals:			\$297,098,002	\$71,124,058	\$225,973,944	\$21,002,171	\$27,750,753	\$50,455,105	\$39,115,747
Totals:			\$308,141,176	\$71,959,011	\$236,182,165	\$23,224,674	\$30,179,726	\$53,258,399	\$40,832,592

BACTS Region

FTA

BACTS Region FTA

	Fed Srce	Type	Source	Available	Obligated to Date	Rem to Obligate	2022	2023	2024	2025
MaineDOT Sponsored	FTA / 5339	Federal	Federal	\$1,284,555	\$0	\$1,284,555	\$887,025	\$135,000	\$127,530	\$135,000
		Local	Local	\$281,983	\$0	\$281,983	\$211,830	\$23,824	\$22,505	\$23,824
			Source Total:	\$1,566,538	\$0	\$1,566,538	\$1,098,855	\$158,824	\$150,035	\$158,824
	FTA SECTION 18 / 5311	Federal	Federal	\$515,000	\$0	\$515,000	\$0	\$515,000	\$0	\$0
		Local	Local	\$364,020	\$0	\$364,020	\$0	\$364,020	\$0	\$0
		State	State	\$79,730	\$0	\$79,730	\$0	\$79,730	\$0	\$0
			Source Total:	\$958,750	\$0	\$958,750	\$0	\$958,750	\$0	\$0
	FTA SECTION 8 / 5303	Federal	Federal	\$329,000	\$0	\$329,000	\$81,000	\$82,000	\$82,000	\$84,000
		Local	Local	\$82,250	\$0	\$82,250	\$20,250	\$20,500	\$20,500	\$21,000
			Source Total:	\$411,250	\$0	\$411,250	\$101,250	\$102,500	\$102,500	\$105,000
	FTA SECTION 9 / 5307	Federal	Federal	\$8,278,651	\$0	\$8,278,651	\$3,807,761	\$1,530,445	\$1,530,445	\$1,410,000
		Local	Local	\$4,819,340	\$0	\$4,819,340	\$2,151,261	\$889,594	\$889,594	\$888,891
		State	State	\$505,545	\$101,109	\$404,436	\$101,109	\$101,109	\$101,109	\$101,109
			Source Total:	\$13,603,536	\$101,109	\$13,502,427	\$6,060,131	\$2,521,148	\$2,521,148	\$2,400,000
MaineDOT Sponsored Totals:				\$16,540,074	\$101,109	\$16,438,965	\$7,260,236	\$3,741,222	\$2,773,683	\$2,663,824

Appendix B - Project Lists

BACTS Region FHWA MPO Sponsored

WIN-Scope	Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025
Bangor 0216322	002163.22	PE: \$0	Federal MPP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW: \$0	Federal Planning	\$624,331	\$0	\$208,110	\$208,110	\$208,110	\$0
		CON: \$0	Highway and Bridge	\$117,062	\$117,062	\$0	\$0	\$0	\$0
		CE: \$0	Local	\$39,021	\$39,021	\$0	\$0	\$0	\$0
		Other: \$780,414							
Totals:				\$780,414	\$156,083	\$208,110	\$208,110	\$208,110	\$0
BACTS Planning Bangor Area Comprehensive Transportation System (BACTS) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Bangor region. Years 2022-2023.									
Bangor	002163.24	PE: \$0	Federal MPP	\$624,331	\$0	\$0	\$0	\$208,110	\$208,110
		ROW: \$0	Highway and Bridge	\$117,062	\$0	\$0	\$0	\$39,021	\$39,021
		CON: \$0	Local	\$39,021	\$0	\$0	\$0	\$13,007	\$13,007
		CE: \$0							
		Other: \$780,414							
Totals:				\$780,414	\$0	\$0	\$0	\$260,138	\$260,138
BACTS Planning Bangor Area Comprehensive Transportation System (BACTS) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Bangor region. Years 2024-2025.									
Bangor 2311400	023114.00	PE: \$77,408	Federal NHPP	\$584,092	\$2,000	\$221,982	\$180,055	\$180,055	\$0
		ROW: \$500	Federal NHS	\$18,400	\$0	\$18,400	\$0	\$0	\$0
		CON: \$649,237	Highway and Bridge	\$75,312	\$2,550	\$27,748	\$22,507	\$22,507	\$0
		CE: \$25,970	Local	\$75,312	\$2,550	\$27,748	\$22,507	\$22,507	\$0
		Other: \$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$753,115	\$7,100	\$295,877	\$225,069	\$225,069	\$0
Route 2 Located at the intersection of Broadway and State Street; Hancock Street and Oak Street; Washington Street, Oak Street and Penobscot Bridge; Washington Street, Exchange Street and Penobscot Plaza. BACTS Sponsored.									
Bangor 2352100	023521.00	PE: \$69,117	Federal STP	\$785,558	\$0	\$298,982	\$243,288	\$243,288	\$0
		ROW: \$500	Highway and Bridge	\$98,195	\$6,962	\$30,411	\$30,411	\$30,411	\$0
		CON: \$892,331	Local	\$98,195	\$6,962	\$30,411	\$30,411	\$30,411	\$0
		CE: \$20,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other: \$0							
Totals:				\$981,948	\$13,923	\$359,804	\$304,110	\$304,110	\$0
State Street Beginning at Hancock Street and extending northeast 0.96 of a mile. BACTS Sponsored.									
Bangor 2357300	023573.00	PE: \$18,000	Federal STP	\$248,000	\$0	\$8,200	\$85,400	\$77,200	\$77,200
		ROW: \$2,500	Highway and Bridge	\$31,000	\$1,930	\$60	\$9,710	\$9,650	\$9,650
		CON: \$275,500	Local	\$31,000	\$1,930	\$60	\$9,710	\$9,650	\$9,650
		CE: \$14,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other: \$0							
Totals:				\$310,000	\$3,859	\$8,321	\$104,821	\$96,500	\$96,500
State Street Located at the intersection of State Street and Forest Avenue. BACTS Sponsored.									
Bangor 2537900	025379.00	PE: \$20,114	Federal STP	\$461,746	\$0	\$8,246	\$156,664	\$148,418	\$148,418
		ROW: \$500	Highway and Bridge	\$57,718	\$2,061	\$0	\$18,552	\$18,552	\$18,552
		CON: \$515,340	Local	\$57,718	\$2,061	\$0	\$18,552	\$18,552	\$18,552
		CE: \$41,228	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other: \$0							
Totals:				\$577,182	\$4,123	\$8,246	\$193,768	\$185,523	\$185,523
Oak Street Beginning at Washington Street and extending north 0.24 of a mile to State Street. BACTS Sponsored.									
Bangor	026346.00	PE: \$0	Federal STP	\$126,790	\$0	\$0	\$0	\$42,263	\$42,263
		ROW: \$0	Highway and Bridge	\$15,849	\$0	\$0	\$0	\$5,283	\$5,283
		CON: \$158,487	Local	\$15,849	\$0	\$0	\$0	\$5,283	\$5,283
		CE: \$0							
		Other: \$0							
Totals:				\$158,487	\$0	\$0	\$0	\$52,829	\$52,829
BACTS Allocation Bangor Area Comprehensive Transportation System (BACTS) Capital Improvement funding remaining allocation. Calendar Year 2024.									
Bangor	026354.00	PE: \$27,475	Federal STP	\$212,471	\$0	\$7,460	\$7,460	\$70,824	\$63,364
		ROW: \$500	Highway and Bridge	\$26,559	\$0	\$933	\$933	\$8,853	\$7,920
		CON: \$228,456	Local	\$26,559	\$0	\$933	\$933	\$8,853	\$7,920
		CE: \$9,158							
		Other: \$0							
Totals:				\$265,589	\$0	\$9,325	\$9,325	\$88,530	\$79,205
Kenduskeag Avenue/Griffin Road Located at the intersection of Kenduskeag Avenue and Griffin Road. BACTS Sponsored.									
Brewer 2311200	023112.00	PE: \$10,000	Federal NHPP	\$143,648	\$1,000	\$47,549	\$47,549	\$47,549	\$0
		ROW: \$500	Federal NHS	\$7,400	\$0	\$7,400	\$0	\$0	\$0
		CON: \$172,310	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		CE: \$6,000	Highway and Bridge	\$18,881	\$1,050	\$5,944	\$5,944	\$5,944	\$0
		Other: \$0	Local	\$18,881	\$1,050	\$5,944	\$5,944	\$5,944	\$0
Totals:				\$188,810	\$3,100	\$66,837	\$59,437	\$59,437	\$0
Route 9 Located at the intersection of State Street, Penobscot Street and Penobscot Bridge; and State Street and North Main Street. BACTS Sponsored.									
Brewer 2537700	025377.00	PE: \$44,203	Federal NHS	\$35,762	\$0	\$17,881	\$17,881	\$0	\$0
		ROW: \$500	Federal STP	\$955,718	\$0	\$0	\$318,573	\$318,573	\$318,573
		CON: \$1,117,575	Highway and Bridge	\$123,935	\$4,470	\$0	\$39,822	\$39,822	\$39,822
		CE: \$77,072	Local	\$123,935	\$4,470	\$0	\$39,822	\$39,822	\$39,822
		Other: \$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$1,239,350	\$8,941	\$17,881	\$416,097	\$398,216	\$398,216
South Main Street Beginning at Abbott Street and extending 0.95 of a mile to Wilson Street. BACTS Sponsored.									
Brewer	026350.00	PE: \$29,192	Federal NHPP	\$674,971	\$0	\$17,515	\$17,515	\$224,990	\$207,475
		ROW: \$36,489	Highway and Bridge	\$84,371	\$0	\$2,189	\$2,189	\$28,124	\$25,934
		CON: \$729,785	Local	\$84,371	\$0	\$2,189	\$2,189	\$28,124	\$25,934
		CE: \$48,248							
		Other: \$0							
Totals:				\$843,714	\$0	\$21,894	\$21,894	\$281,238	\$259,344
State Street Beginning at Eastern Avenue and extending northwest 0.70 of a mile to the Penobscot Bridge. BACTS Sponsored.									

WIN-Scope		Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025
Brewer	026352.00 Highways Mill And Fill	PE:	\$19,370	Federal NHPP	\$433,888	\$0	\$5,299	\$5,299	\$144,629	\$139,331
		ROW:	\$500	Highway and Bridge	\$54,236	\$0	\$662	\$662	\$18,079	\$17,416
		CON:	\$483,750							
		CE:	\$38,740	Local	\$54,236	\$0	\$662	\$662	\$18,079	\$17,416
		Other:	\$0							
Totals:				\$542,360	\$0	\$6,623	\$6,623	\$180,787	\$174,163	
Parkway South Beginning at Wilson Street and extending south 0.47 of a mile to the I-395 bridge joint. BACTS Sponsored.										
Brewer	026356.00 Highways Intersection Improvements W/ Signal	PE:	\$5,297	Federal STP	\$59,321	\$0	\$1,546	\$1,546	\$19,774	\$18,228
		ROW:	\$500	Highway and Bridge	\$7,415	\$0	\$193	\$193	\$2,472	\$2,278
		CON:	\$65,706							
		CE:	\$2,648	Local	\$7,415	\$0	\$193	\$193	\$2,472	\$2,278
		Other:	\$0							
Totals:				\$74,151	\$0	\$1,932	\$1,932	\$24,717	\$22,785	
Parkway South/Route1A Located at the intersection of Parkway South and Wilson Street. BACTS Sponsored.										
Old Town 2244500	022445.00 Highways Mill And Fill	PE:	\$45,000	Federal STP	\$288,400	\$20,800	\$133,800	\$133,800	\$0	\$0
		ROW:	\$500	Highway and Bridge	\$36,050	\$33,030	\$1,510	\$1,510	\$0	\$0
		CON:	\$574,250	Local	\$341,300	\$39,414	\$150,943	\$150,943	\$0	\$0
		CE:	\$46,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Private	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$665,750	\$93,243	\$286,254	\$286,254	\$0	\$0	
Route 2A Beginning at Abbot Street and extending northeast 0.34 of a mile to Jefferson Street. BACTS Sponsored.										
Old Town 2397100	023971.00 Highways Intersection Improvements W/ Signal	PE:	\$61,575	Federal STP	\$644,000	\$0	\$255,507	\$194,247	\$194,247	\$0
		ROW:	\$15,000	Highway and Bridge	\$80,500	\$3,000	\$28,938	\$24,281	\$24,281	\$0
		CON:	\$698,425	Local	\$80,500	\$3,000	\$28,938	\$24,281	\$24,281	\$0
		CE:	\$30,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$805,000	\$6,000	\$313,383	\$242,808	\$242,808	\$0	
Center Street Located at the intersection of Route 2A and Main Street and Route 2A and Water Street. BACTS Sponsored.										
Orono 2089800	020898.00 Highways Large Culvert Replacement	PE:	\$165,000	Federal STP	\$739,278	\$89,110	\$325,084	\$325,084	\$0	\$0
		ROW:	\$20,000	Highway and Bridge	\$33,000	\$0	\$16,500	\$16,500	\$0	\$0
		CON:	\$980,750	Local	\$331,122	\$331,122	\$0	\$0	\$0	\$0
		CE:	\$56,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Private	\$118,350	\$118,350	\$0	\$0	\$0	\$0
Totals:				\$1,221,750	\$538,582	\$341,584	\$341,584	\$0	\$0	
Route 2 Large culvert (#942495) located 0.66 of a mile north of the Veazie town line. BACTS Sponsored.										
Orono	026348.00 Highways Mill And Fill	PE:	\$20,923	Federal STP	\$468,679	\$0	\$5,713	\$5,713	\$156,226	\$150,514
		ROW:	\$500	Highway and Bridge	\$58,585	\$0	\$714	\$714	\$19,528	\$18,814
		CON:	\$522,580							
		CE:	\$41,846	Local	\$58,585	\$0	\$714	\$714	\$19,528	\$18,814
		Other:	\$0							
Totals:				\$585,849	\$0	\$7,141	\$7,141	\$195,283	\$188,142	
Route 2 Beginning at the north intersection of Boulder Drive and extending north 0.76 of a mile to the Old Town town line. BACTS Sponsored.										
Statewide STP-1427(240)X	014272.40 Production Support And Administration Mpo Program Management	PE:	\$0	Federal STP	\$204,638	\$0	\$204,638	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$64,653	\$0	\$64,653	\$0	\$0	\$0
		CON:	\$269,291							
		CE:	\$0	Local	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$269,291	\$0	\$269,291	\$0	\$0	\$0	
Remaining Allocation Transfer WIN for unprogrammed federal and state funding allocated to the Bangor Area Comprehensive Transportation System (BACTS).										

BACTS Region FHWA MaineDOT Sponsored

WIN-Scope		Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025
Bangor, Brewer 2227800	022278.00 Highways Bridge Rehabilitation	PE:	\$299,464	Federal NHPP	\$394,269	\$218,250	\$44,005	\$44,005	\$44,005	\$44,005
		ROW:	\$0	Federal NHS	\$2,524,500	\$0	\$631,125	\$631,125	\$631,125	\$631,125
		CON:	\$2,568,612	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$375,000	Highway and Bridge	\$324,308	\$320,986	\$830	\$830	\$830	\$830
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$3,243,076	\$539,236	\$675,960	\$675,960	\$675,960	\$675,960
Interstate 395 Veterans Remembrance Bridge (#1558) over the Penobscot River. Located at the Bangor-Brewer town line.										
Bangor, Brewer 2531100	025311.00 Highways Bridge Substructure Rehabilitation	PE:	\$100,000	Federal NHPP	\$716,000	\$0	\$0	\$238,667	\$238,667	\$238,667
		ROW:	\$5,000	Federal NHS	\$84,000	\$0	\$42,000	\$42,000	\$0	\$0
		CON:	\$795,000	Highway and Bridge	\$200,000	\$21,000	\$0	\$59,667	\$59,667	\$59,667
		CE:	\$100,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$1,000,000	\$21,000	\$42,000	\$340,333	\$298,333	\$298,333
Route 1C Penobscot Bridge (#2038) over Penobscot River. Located on the Brewer-Bangor town line.										
Bangor, Brewer 2531300	025313.00 Highways Bridge Rehabilitation	PE:	\$150,000	Federal NHPP	\$1,076,000	\$0	\$0	\$358,667	\$358,667	\$358,667
		ROW:	\$5,000	Federal NHS	\$124,000	\$0	\$62,000	\$62,000	\$0	\$0
		CON:	\$1,195,000	Highway and Bridge	\$300,000	\$31,000	\$0	\$89,667	\$89,667	\$89,667
		CE:	\$150,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$1,500,000	\$31,000	\$62,000	\$510,333	\$448,333	\$448,333
Route 1A Joshua Chamberlain Bridge (#5312) over Penobscot River and Railroad Yard. Located 0.06 of a mile northwest of the Brewer town line.										
Bangor, Brewer 2548100	025481.00 Highways Ultra-Thin Bonded Wearing Course	PE:	\$25,000	Federal NHPP	\$1,642,500	\$0	\$0	\$547,500	\$547,500	\$547,500
		ROW:	\$0	Federal NHS	\$22,500	\$0	\$11,250	\$11,250	\$0	\$0
		CON:	\$1,650,000	Highway and Bridge	\$185,000	\$2,500	\$0	\$60,833	\$60,833	\$60,833
		CE:	\$175,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$1,850,000	\$2,500	\$11,250	\$619,583	\$608,333	\$608,333
Interstate 395 Westbound Beginning at Route 1A and extending west 4.93 miles.										
Bangor, Brewer 2548300	025483.00 Highways Ultra-Thin Bonded Wearing Course	PE:	\$25,000	Federal NHPP	\$1,642,500	\$0	\$0	\$547,500	\$547,500	\$547,500
		ROW:	\$0	Federal NHS	\$22,500	\$0	\$11,250	\$11,250	\$0	\$0
		CON:	\$1,650,000	Highway and Bridge	\$185,000	\$2,500	\$0	\$60,833	\$60,833	\$60,833
		CE:	\$175,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$1,850,000	\$2,500	\$11,250	\$619,583	\$608,333	\$608,333
Interstate 395 Eastbound Beginning at Odlin Road and extending east 4.76 miles.										
Bangor, Carmel, Hampden, Heron, Newburgh, Old Town, Orono, 2417300	024173.00 Highways Ultra-Thin Bonded Wearing Course	PE:	\$35,000	Federal NHPP	\$4,128,776	\$3,134,600	\$497,088	\$497,088	\$0	\$0
		ROW:	\$0	Federal NHS	\$1,887,324	\$0	\$943,662	\$943,662	\$0	\$0
		CON:	\$6,385,000	Federal STP	\$31,900	\$27,000	\$2,450	\$2,450	\$0	\$0
		CE:	\$300,000	Highway and Bridge	\$672,000	\$560,992	\$55,504	\$55,504	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$6,720,000	\$3,722,591	\$1,498,704	\$1,498,704	\$0	\$0
Interstate 95 Southbound Beginning 0.79 of a mile north of the Orono town line and extending south 23.65 miles. Includes 19.81 miles within project limits.										
Bangor, Carmel, Hampden, Heron, Newburgh 2411900	024119.00 Highways Ultra-Thin Bonded Wearing Course	PE:	\$28,870	Federal LHIP	\$1,226,746	\$1,226,746	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal NHPP	\$2,821,652	\$2,641,652	\$90,000	\$90,000	\$0	\$0
		CON:	\$5,950,000	Federal NHS	\$1,276,459	\$0	\$638,230	\$638,230	\$0	\$0
		CE:	\$250,000	Federal STP	\$22,200	\$22,200	\$0	\$0	\$0	\$0
		Other:	\$0	Highway and Bridge	\$881,813	\$861,813	\$10,000	\$10,000	\$0	\$0
Totals:					\$6,228,870	\$4,752,410	\$738,230	\$738,230	\$0	\$0
Interstate 95 Northbound Beginning 2.67 miles east of the Etna town line and extending north 17.05 miles. Includes 13.01 miles within project limits.										
Bangor, Glenburn, Kenduskeag 2513900	025139.00 Highways 1 1/4" Overlay	PE:	\$52,507	Federal STP	\$2,767,261	\$0	\$950,424	\$908,418	\$908,418	\$0
		ROW:	\$0	Highway and Bridge	\$691,815	\$10,501	\$227,105	\$227,105	\$227,105	\$0
		CON:	\$3,196,540	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$210,029	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$3,459,076	\$10,501	\$1,177,529	\$1,135,523	\$1,135,523	\$0
Route 15 Beginning 0.10 of a mile north of Route 221 and extending north 4.38 miles.										
Bangor, Hampden, Howland, Medway, Pittsfield 2563100	025631.00 Highways Bridge Deck Replacement	PE:	\$750,000	Federal Federal Grants	\$45,240,000	\$0	\$0	\$0	\$15,080,000	\$15,080,000
		ROW:	\$10,000	Federal NHPP	\$2,508,000	\$300,000	\$0	\$0	\$736,000	\$736,000
		CON:	\$79,200,000	Federal NHS	\$308,000	\$0	\$102,667	\$102,667	\$102,667	\$0
		CE:	\$800,000	Federal STP	\$16,000,000	\$0	\$0	\$0	\$5,333,333	\$5,333,333
		Other:	\$0	Highway and Bridge	\$16,704,000	\$152,000	\$0	\$0	\$5,517,333	\$5,517,333
Totals:					\$80,760,000	\$452,000	\$102,667	\$102,667	\$26,769,333	\$26,666,667
Various Locations Interstate, NHS, and Freight Network bridge deck replacements. FHWA INFRA Grant recipient.										
Bangor, Old Town, Orono, Waterville	026456.00 Highways Mill And Fill	PE:	\$50,000	Federal NHPP	\$1,800,000	\$0	\$15,000	\$15,000	\$600,000	\$585,000
		ROW:	\$0	Highway and Bridge	\$200,000	\$0	\$1,667	\$1,667	\$66,667	\$65,000
		CON:	\$1,750,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$200,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$2,000,000	\$0	\$16,667	\$16,667	\$666,667	\$650,000
Various Locations Statewide interstate ramp paving.										
Bangor 1480020	014853.20 Production Support And Administration Statewide Program Development	PE:	\$0	Federal Planning	\$20,000	\$7,996	\$12,005	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$5,000	\$1,999	\$3,001	\$0	\$0	\$0
		CON:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$25,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$25,000	\$9,994	\$15,006	\$0	\$0	\$0
Planning Support Penobscot/Piscataquis Regional Planning Organization support.										

WIN-Scope		Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025		
Bangor 1480021	014853.21 Production Support And Administration Statewide Program Development	PE:	\$0	Federal Planning	\$29,200	\$29,200	\$0	\$0	\$0	\$0		
		ROW:	\$0	Highway and Bridge	\$7,300	\$7,300	\$0	\$0	\$0	\$0		
		CON:	\$0									
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0		
		Other:	\$36,500									
Totals:					\$36,500	\$36,500	\$0	\$0	\$0	\$0		
Planning Support Penobscot/Piscataquis Regional Planning Organization support.												
Bangor 1480022	014853.22 Production Support And Administration Statewide Program Development	PE:	\$0	Federal Planning	\$38,800	\$0	\$38,800	\$0	\$0	\$0		
		ROW:	\$0									
		CON:	\$0	Highway and Bridge	\$9,700	\$2,000	\$7,700	\$0	\$0	\$0		
		CE:	\$0									
		Other:	\$48,500									
Totals:					\$48,500	\$2,000	\$46,500	\$0	\$0	\$0		
Planning Support Penobscot/Piscataquis Regional Planning Organization support.												
Bangor	014853.23 Production Support And Administration Statewide Program Development	PE:	\$0	Federal Planning	\$8,000	\$0	\$0	\$8,000	\$0	\$0		
		ROW:	\$0									
		CON:	\$0	Highway and Bridge	\$2,000	\$0	\$0	\$2,000	\$0	\$0		
		CE:	\$0									
		Other:	\$10,000									
Totals:					\$10,000	\$0	\$0	\$10,000	\$0	\$0		
Planning Support Penobscot/Piscataquis Regional Planning Organization support.												
Bangor	014853.24 Production Support And Administration Statewide Program Development	PE:	\$0	Federal Planning	\$8,000	\$0	\$0	\$0	\$8,000	\$0		
		ROW:	\$0									
		CON:	\$0	Highway and Bridge	\$2,000	\$0	\$0	\$0	\$2,000	\$0		
		CE:	\$0									
		Other:	\$10,000									
Totals:					\$10,000	\$0	\$0	\$0	\$10,000	\$0		
Planning Support Penobscot/Piscataquis Regional Planning Organization support.												
Bangor 1859510	018595.10 Highways Intersection Improvements W/ Signal	PE:	\$2,010,000	Federal Federal Grants	\$600,000	\$600,000	\$0	\$0	\$0	\$0		
		ROW:	\$85,000	Federal HSIP	\$0	\$0	\$0	\$0	\$0	\$0		
		CON:	\$0	Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0		
		CE:	\$0	Federal NHS	\$22,500	\$0	\$7,500	\$7,500	\$7,500	\$0		
		Other:	\$0	Federal STP	\$1,056,000	\$0	\$352,000	\$352,000	\$352,000	\$0		
			Highway and Bridge	\$416,500	\$152,500	\$88,000	\$88,000	\$88,000	\$0			
			Other	\$0	\$0	\$0	\$0	\$0	\$0			
		Totals:					\$2,095,000	\$752,500	\$447,500	\$447,500	\$447,500	\$0
		Hogan Road Diverging diamond interchange on Hogan Road/ Interstate 95 Exit 187 and Hogan Road/ I-95 Bridge (#5823) over Interstate 95. Located 0.26 of a mile north of Haskell Road. FHWA AID Demo Grant recipient.										
		Bangor 2166300	021663.00 Highways Safety Improvements	PE:	\$130,000	Federal HSIP	\$2,146,500	\$22,500	\$27,000	\$717,000	\$690,000	\$690,000
ROW:	\$30,000			Federal Safety	\$67,500	\$0	\$33,750	\$33,750	\$0	\$0		
CON:	\$2,100,000			Highway and Bridge	\$246,000	\$10,000	\$3,000	\$79,667	\$76,667	\$76,667		
CE:	\$200,000											
Other:	\$0			Other	\$0	\$0	\$0	\$0	\$0	\$0		
Totals:					\$2,460,000	\$32,500	\$63,750	\$830,417	\$766,667	\$766,667		
Broadway Beginning at Center Street and extending north 0.14 of a mile to Alden Street. Includes intersection improvements at northbound and southbound Interstate 95 ramps. FHWA RAISE Grant Recipient.												
Bangor 2176710	021767.10 Railroad Rail Crossing Improvements	PE:	\$4,045	Federal RH Xing Program	\$107,572	\$107,572	\$0	\$0	\$0	\$0		
		ROW:	\$0									
		CON:	\$104,525	Highway and Bridge	\$1,500	\$1,500	\$0	\$0	\$0	\$0		
		CE:	\$10,955	Other	\$0	\$0	\$0	\$0	\$0	\$0		
		Other:	\$0	Private	\$10,453	\$10,453	\$0	\$0	\$0	\$0		
Totals:					\$119,525	\$119,525	\$0	\$0	\$0	\$0		
Front Street Rail Crossing (#365361N) located 0.10 of a mile south of Broad Street.												
Bangor 2189401	022276.01 Highways Bridge Replacement	PE:	\$1,710,000	Federal Federal Grants	\$15,699,847	\$0	\$0	\$5,233,282	\$5,233,282	\$5,233,282		
		ROW:	\$15,000	Federal STP	\$1,231,418	\$0	\$0	\$410,473	\$410,473	\$410,473		
		CON:	\$16,831,683									
		CE:	\$1,331,000	Highway and Bridge	\$2,956,418	\$0	\$862,500	\$1,272,973	\$410,473	\$410,473		
		Other:	\$0									
Totals:					\$19,887,683	\$0	\$862,500	\$6,916,728	\$6,054,228	\$6,054,228		
Interstate 95 I-95/ Broadway Bridge (#5789) over Route 15. Located 0.06 of a mile west of Interstate 95 northbound Exit 187. FHWA INFRA Grant recipient.												
Bangor 2413100	024131.00 Highways 1 1/4" Overlay	PE:	\$30,000	Federal STP	\$231,441	\$1,000	\$92,147	\$69,147	\$69,147	\$0		
		ROW:	\$0	Highway and Bridge	\$57,860	\$949	\$22,338	\$17,287	\$17,287	\$0		
		CON:	\$246,646									
		CE:	\$12,655	Other	\$0	\$0	\$0	\$0	\$0	\$0		
		Other:	\$0									
Totals:					\$289,301	\$1,949	\$114,484	\$86,434	\$86,434	\$0		
Route 2/Hogan Road Beginning at Route 2 and extending north 0.44 of a mile. Includes Hogan Road/Route 2 intersection.												
Bangor 2477100	024771.00 Bicycle/Pedestrian New Construction	PE:	\$45,000	Federal HPP	\$371,670	\$0	\$26,000	\$132,557	\$106,557	\$106,557		
		ROW:	\$20,000	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0		
		CON:	\$374,587	Local	\$92,917	\$13,000	\$0	\$26,639	\$26,639	\$26,639		
		CE:	\$25,000									
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0		
Totals:					\$464,587	\$13,000	\$26,000	\$159,196	\$133,196	\$133,196		
Riverfront Trail Enhancements to the Bangor Riverfront trail system to include lighting, restroom, and a new trail spur.												
Bangor 2506300	025063.00 Highways Bridge Joint Replacement	PE:	\$50,000	Federal NHPP	\$310,500	\$0	\$0	\$103,500	\$103,500	\$103,500		
		ROW:	\$5,000	Federal NHS	\$49,500	\$0	\$24,750	\$24,750	\$0	\$0		
		CON:	\$295,000	Highway and Bridge	\$40,000	\$5,500	\$0	\$11,500	\$11,500	\$11,500		
		CE:	\$50,000									
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0		
Totals:					\$400,000	\$5,500	\$24,750	\$139,750	\$115,000	\$115,000		
Interstate 395 I-395 / Main Street Bridge (#5799) over Main Street. Located 0.23 of a mile west of the Brewer town line.												

WIN-Scope		Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025
Bangor 2514100	025141.00 Highways Mill And Fill	PE:	\$41,526	Federal STP	\$1,018,932	\$0	\$361,791	\$328,570	\$328,570	\$0
		ROW:	\$0	Highway and Bridge	\$254,733	\$8,305	\$82,143	\$82,143	\$82,143	\$0
		CON:	\$1,149,088							
		CE:	\$83,051	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$1,273,665	\$8,305	\$443,934	\$410,713	\$410,713	\$0
Route 15 Beginning 0.36 of a mile west of Pushaw Road and extending northwest 0.83 of a mile.										
Bangor 2561700	025617.00 Bicycle/Pedestrian New Construction	PE:	\$18,000	Federal HSIP	\$101,600	\$0	\$0	\$33,867	\$33,867	\$33,867
		ROW:	\$10,000	Federal NHS	\$22,400	\$0	\$11,200	\$11,200	\$0	\$0
		CON:	\$117,000	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$10,000	Local	\$31,000	\$15,000	\$0	\$8,467	\$8,467	\$8,467
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$155,000	\$15,000	\$11,200	\$53,533	\$42,333	\$42,333
Broadway Sidewalk improvements and signal modifications. Beginning at Husson Avenue and extending north 0.15 of a mile to Grandview Avenue.										
Bangor 2577500	025775.00 Highways Ultra-Thin Bonded Wearing Course	PE:	\$28,942	Federal STP	\$790,110	\$0	\$278,806	\$255,652	\$255,652	\$0
		ROW:	\$0	Highway and Bridge	\$197,527	\$5,788	\$63,913	\$63,913	\$63,913	\$0
		CON:	\$915,283							
		CE:	\$43,412	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$987,637	\$5,788	\$342,719	\$319,565	\$319,565	\$0
Route 15 Beginning 0.07 of a mile north of Husson Avenue and extending north 2.72 miles.										
Bangor	026095.00 Highways Bridge Substructure Rehabilitation	PE:	\$50,000	Federal STP	\$320,000	\$0	\$14,667	\$14,667	\$106,667	\$92,000
		ROW:	\$5,000							
		CON:	\$295,000	Highway and Bridge	\$80,000	\$0	\$3,667	\$3,667	\$26,667	\$23,000
		CE:	\$50,000							
		Other:	\$0							
Totals:					\$400,000	\$0	\$18,333	\$18,333	\$133,333	\$115,000
Kenduskeag Avenue Kenduskeag Avenue/I-95 Bridge (#5798) over Interstate 95 . Located 0.19 of a mile north of Linden Street.										
Bangor	026103.00 Highways Mill And Fill	PE:	\$25,000	Federal NHPP	\$388,090	\$0	\$6,667	\$6,667	\$129,363	\$122,697
		ROW:	\$0							
		CON:	\$433,439	Highway and Bridge	\$97,022	\$0	\$1,667	\$1,667	\$32,341	\$30,674
		CE:	\$26,673							
		Other:	\$0							
Totals:					\$485,112	\$0	\$8,333	\$8,333	\$161,704	\$153,371
Washington Street Beginning at the Washington Street Bridge and extending east 0.37 of a mile. Includes an additional 0.22 of a divided highway.										
Bangor	026144.00 Highways System Operations	PE:	\$105,000	Federal STP	\$84,000	\$0	\$84,000	\$0	\$0	\$0
		ROW:	\$0							
		CON:	\$0	Highway and Bridge	\$21,000	\$0	\$21,000	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$0							
Totals:					\$105,000	\$0	\$105,000	\$0	\$0	\$0
Various Locations Pilot project for Traffic Signal Operations.										
Bradley	026464.00 Bicycle/Pedestrian Rehabilitation	PE:	\$55,500	Federal TAP	\$74,400	\$0	\$24,800	\$24,800	\$24,800	\$0
		ROW:	\$37,500							
		CON:	\$0	Highway and Bridge	\$18,600	\$0	\$6,200	\$6,200	\$6,200	\$0
		CE:	\$0							
		Other:	\$0							
Totals:					\$93,000	\$0	\$31,000	\$31,000	\$31,000	\$0
Route 178 Beginning 0.10 of a mile south of Boynton Street and extending north 0.57 of a mile.										
Brewer, Eddington, Holden 1891500	018915.00 Highways New Construction	PE:	\$5,650,000	Federal Federal Grants	\$19,991,717	\$19,062,500	\$0	\$0	\$0	\$0
		ROW:	\$7,550,000	Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$84,436,246	Federal STP	\$28,139,543	\$6,699,052	\$0	\$0	\$0	\$0
		CE:	\$8,443,625	GARVEE	\$18,269,575	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Highway and Bridge	\$39,679,036	\$21,500,448	\$0	\$0	\$0	\$0
			Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Totals:		\$106,079,871	\$47,262,000	\$0	\$0	\$0	\$0
Interstate 395/Route 9 Connector Beginning 0.47 of a mile west of the intersection of Interstate 395 and Route 1A and extending north 6.05 miles roughly parallel to the Brewer-Holden town line to Route 9 approximately 0.90 of a mile west of Chemo Pond Road.										
Brewer, Eddington, Holden 1891500	018915.50 Highways Large Culvert Replacement	PE:	\$0	Federal STP	\$634,726	\$0	\$211,575	\$211,575	\$211,575	\$0
		ROW:	\$0	Highway and Bridge	\$158,681	\$158,681	\$0	\$0	\$0	\$0
		CON:	\$698,407							
		CE:	\$95,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$793,407	\$158,681	\$211,575	\$211,575	\$211,575	\$0
Interstate 395/Route 9 Connector Beginning 0.25 of a mile west of Interstate 395 and Route 1A, roughly paralleling the Brewer-Holden town line, extending 6.00 miles to Route 9 west of Chemo Pond Road (in the vicinity of Lois Lane). FHWA INFRA Grant recipient.										
Brewer, Eddington, Holden 1891500	018915.60 Highways Capital Equipment Purchase	PE:	\$0	Federal STP	\$369,014	\$0	\$123,005	\$123,005	\$123,005	\$0
		ROW:	\$0	Highway and Bridge	\$92,253	\$92,253	\$0	\$0	\$0	\$0
		CON:	\$431,267							
		CE:	\$30,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$461,267	\$92,253	\$123,005	\$123,005	\$123,005	\$0
Interstate 395/Route 9 Connector Beginning 0.25 of a mile west of Interstate 395 and Route 1A, roughly paralleling the Brewer-Holden town line, extending 6.00 miles to Route 9 west of Chemo Pond Road (in the vicinity of Lois Lane). FHWA INFRA Grant recipient.										
Brewer, Eddington, Holden 1891500	018915.70 Highways Large Culvert Replacement	PE:	\$0	Federal STP	\$489,619	\$0	\$244,810	\$244,810	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$122,405	\$122,405	\$0	\$0	\$0	\$0
		CON:	\$587,024							
		CE:	\$25,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$612,024	\$122,405	\$244,810	\$244,810	\$0	\$0
Interstate 395/Route 9 Connector Beginning 0.25 of a mile west of Interstate 395 and Route 1A, roughly paralleling the Brewer-Holden town line, extending 6.00 miles to Route 9 west of Chemo Pond Road (in the vicinity of Lois Lane). FHWA INFRA Grant recipient.										

WIN-Scope		Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025
Brewer, Eddington, Holden 1891500	018915.90 Highways Signing	PE:	\$30,000	Federal STP	\$1,280,000	\$0	\$12,000	\$430,667	\$418,667	\$418,667
		ROW:	\$0	Highway and Bridge	\$320,000	\$0	\$3,000	\$107,667	\$104,667	\$104,667
		CON:	\$1,570,000							
		CE:	\$0							
		Other:	\$0							
Totals:				\$1,600,000	\$0	\$15,000	\$538,333	\$523,333	\$523,333	
Interstate 395/Route 9 Connector Beginning 0.47 of a mile west of the intersection of Interstate 395 and Route 1A and extending north 6.05 miles to the Brewer-Holden town line and to Route 9 approximately 0.90 of a mile west of Chemo Pond Road.										
Brewer 1885800	018858.00 Bicycle/Pedestrian New Construction	PE:	\$273,597	Federal HPP	\$1,543,515	\$1,430,402	\$0	\$0	\$37,704	\$37,704
		ROW:	\$84,079	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$1,391,717	Local	\$385,879	\$384,003	\$0	\$0	\$625	\$625
		CE:	\$180,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$1,929,393	\$1,814,406	\$0	\$0	\$38,329	\$38,329	
Riverwalk Trail Phase 2 Beginning at Wilson Street and extending northeast 0.40 of a mile to the Penobscot Bridge, including pedestrian spot improvements in the downtown area.										
Brewer 2283300	022833.00 Highways Slope Stabilization/Protection	PE:	\$65,000	Federal NHPP	\$60,000	\$53,000	\$2,333	\$2,333	\$2,333	\$0
		ROW:	\$10,000	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$0	Highway and Bridge	\$15,000	\$13,250	\$583	\$583	\$583	\$0
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$75,000	\$66,250	\$2,917	\$2,917	\$2,917	\$0	
Route 15 Located 0.13 of a mile north of Abbott Street.										
Brewer 2510300	025103.00 Highways Lighting	PE:	\$80,000	Federal NHPP	\$1,116,000	\$0	\$390,000	\$363,000	\$363,000	\$0
		ROW:	\$0	Federal NHS	\$45,000	\$0	\$45,000	\$0	\$0	\$0
		CON:	\$1,100,000	Highway and Bridge	\$129,000	\$5,000	\$43,333	\$40,333	\$40,333	\$0
		CE:	\$110,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$1,290,000	\$5,000	\$478,333	\$403,333	\$403,333	\$0	
Interstate 395 Eastbound Located at Exit 5.										
Hampden, Hermon 2417100	024171.00 Highways Ultra-Thin Bonded Wearing Course	PE:	\$30,000	Federal NHPP	\$3,136,500	\$0	\$1,048,500	\$1,044,000	\$1,044,000	\$0
		ROW:	\$0	Federal NHS	\$22,500	\$0	\$22,500	\$0	\$0	\$0
		CON:	\$3,355,000	Highway and Bridge	\$351,000	\$2,500	\$116,500	\$116,000	\$116,000	\$0
		CE:	\$125,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$3,510,000	\$2,500	\$1,187,500	\$1,160,000	\$1,160,000	\$0	
Interstate 95 Northbound and Southbound Beginning at Exit 180 and extending south 3.75 miles.										
Hampden 2167300	021673.00 Highways Bridge Replacement	PE:	\$126,585	Federal LHIP	\$1,100,000	\$1,100,000	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$6,339,770	Federal NHS	\$2,205,793	\$0	\$1,102,897	\$1,102,897	\$0	\$0
		CE:	\$408,000	Federal STP	\$2,767,200	\$2,767,200	\$0	\$0	\$0	\$0
		Other:	\$0	Highway and Bridge	\$801,362	\$801,362	\$0	\$0	\$0	\$0
Totals:				\$6,874,355	\$4,668,562	\$1,102,897	\$1,102,897	\$0	\$0	
Interstate 95 Southbound I-95 SB/ Emerson Mills Road Bridge (#1430) over B&A Railroad and Emerson Mills Road. Located 0.12 of a mile south of Old Emerson Mill Road.										
Hampden 2167310	021673.10 Highways Bridge Replacement	PE:	\$77,495	Federal LHIP	\$2,252,740	\$2,252,740	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$6,565,000	Federal NHS	\$1,686,010	\$0	\$843,005	\$843,005	\$0	\$0
		CE:	\$422,500	Federal STP	\$2,350,000	\$2,350,000	\$0	\$0	\$0	\$0
		Other:	\$0	Highway and Bridge	\$776,245	\$776,245	\$0	\$0	\$0	\$0
Totals:				\$7,064,995	\$5,378,985	\$843,005	\$843,005	\$0	\$0	
Interstate 95 Northbound I-95 NB/Emerson Mills Road Bridge (#5969) over Emerson Mills Road. Located 0.29 of a mile west of Exit 180.										
Hampden 2322400	023224.00 Highways Bridge Substructure Rehabilitation	PE:	\$3,447	Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal STP	\$1,722,757	\$562,757	\$580,000	\$580,000	\$0	\$0
		CON:	\$2,020,000	Highway and Bridge	\$430,689	\$430,689	\$0	\$0	\$0	\$0
		CE:	\$130,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$2,153,447	\$993,447	\$580,000	\$580,000	\$0	\$0	
Coldbrook Road Coldbrook Road/I-95 Bridge (#5970) over Interstate 95. Located 0.24 of a mile south of the Odlin Road.										
Hampden	026101.00 Highways 1 1/4" Overlay	PE:	\$15,656	Federal STP	\$688,882	\$0	\$4,175	\$4,175	\$229,627	\$225,452
		ROW:	\$0	Highway and Bridge	\$172,220	\$0	\$1,044	\$1,044	\$57,407	\$56,363
		CON:	\$782,820							
		CE:	\$62,626							
		Other:	\$0							
Totals:				\$861,102	\$0	\$5,219	\$5,219	\$287,034	\$281,815	
Route 1A Beginning 0.25 of a mile northeast of Wheelden Heights and extending northeast 1.13 miles.										
Hampden	026482.00 Highways 1 1/4" Overlay	PE:	\$49,726	Federal STP	\$2,287,418	\$0	\$13,260	\$13,260	\$762,473	\$749,212
		ROW:	\$0	Highway and Bridge	\$571,854	\$0	\$3,315	\$3,315	\$190,618	\$187,303
		CON:	\$2,610,640							
		CE:	\$198,906							
		Other:	\$0							
Totals:				\$2,859,272	\$0	\$16,575	\$16,575	\$953,091	\$936,515	
Route 1A Beginning at the Winterport town line and extending north 3.17 miles.										
Old Town 2189401	022511.01 Highways Bridge Replacement	PE:	\$680,000	Federal Federal Grants	\$4,941,658	\$0	\$1,647,219	\$1,647,219	\$1,647,219	\$0
		ROW:	\$0	Federal STP	\$2,197,318	\$0	\$732,439	\$732,439	\$732,439	\$0
		CON:	\$8,526,293	Highway and Bridge	\$2,877,318	\$0	\$1,412,439	\$732,439	\$732,439	\$0
		CE:	\$810,000							
		Other:	\$0							
Totals:				\$10,016,293	\$0	\$3,792,098	\$3,112,098	\$3,112,098	\$0	
Stillwater Avenue Stillwater #2 Bridge (#2806) over the North Channel Stillwater River. Located 0.13 of a mile north of Free Street. FHWA INFRA Grant recipient.										

WIN-Scope		Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025
Old Town 2189401	022512.01 Highways Bridge Replacement	PE:	\$395,000	Federal Federal Grants	\$2,802,754	\$0	\$934,251	\$934,251	\$934,251	\$0
		ROW:	\$0	Federal STP	\$1,085,651	\$0	\$361,884	\$361,884	\$361,884	\$0
		CON:	\$4,504,056	Highway and Bridge	\$1,480,651	\$0	\$756,884	\$361,884	\$361,884	\$0
		CE:	\$470,000							
		Other:	\$0							
Totals:				\$5,369,056	\$0	\$2,053,019	\$1,658,019	\$1,658,019	\$0	
Stillwater Avenue Stillwater #1 Bridge (#1472) over the South Channel Stillwater River. Located 0.06 of a mile north of Free Street. FHWA INFRA Grant recipient.										
Old Town 2189401	022950.01 Highways Intersection Reconstruction	PE:	\$480,000	Federal Federal Grants	\$2,977,641	\$0	\$992,547	\$992,547	\$992,547	\$0
		ROW:	\$900,000	Federal STP	\$1,336,179	\$0	\$445,393	\$445,393	\$445,393	\$0
		CON:	\$4,900,000	Highway and Bridge	\$2,716,179	\$0	\$1,825,393	\$445,393	\$445,393	\$0
		CE:	\$750,000							
		Other:	\$0							
Totals:				\$7,030,000	\$0	\$3,263,333	\$1,883,333	\$1,883,333	\$0	
Stillwater Avenue Beginning 0.01 of a mile north of the Orono town line and extending north 0.72 of a mile (includes all approaches). Excludes the bridge over the Penobscot River. FHWA INFRA Grant recipient.										
Old Town 2577700	025777.00 Highways Ultra-Thin Bonded Wearing Course	PE:	\$11,340	Federal STP	\$309,590	\$0	\$109,245	\$100,173	\$100,173	\$0
		ROW:	\$0	Highway and Bridge	\$77,398	\$2,268	\$25,043	\$25,043	\$25,043	\$0
		CON:	\$358,637	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$17,011							
		Other:	\$0							
Totals:				\$386,988	\$2,268	\$134,288	\$125,216	\$125,216	\$0	
Route 2A Beginning 0.11 of a mile north of College Avenue and extending north 0.94 of a mile.										
Orono 2561900	025619.00 Bicycle/Pedestrian New Construction	PE:	\$70,000	Federal HSIP	\$57,600	\$0	\$19,200	\$19,200	\$19,200	\$0
		ROW:	\$30,000	Federal NHS	\$24,000	\$0	\$8,000	\$8,000	\$8,000	\$0
		CON:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$0	Local	\$18,400	\$6,000	\$4,133	\$4,133	\$4,133	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$100,000	\$6,000	\$31,333	\$31,333	\$31,333	\$0	
Route 2/Pine Street New pedestrian crossings and sidewalk repairs on Main Street between Westwood Drive and Forest Avenue for 0.29 of a mile. Improved pedestrian access on Pine Street for 0.06 of a mile.										
Veazie 2302800	023028.00 Highways Slope Stabilization/Protection	PE:	\$74,500	Federal STP	\$60,000	\$0	\$20,000	\$20,000	\$20,000	\$0
		ROW:	\$500	Highway and Bridge	\$15,000	\$15,000	\$0	\$0	\$0	\$0
		CON:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$0							
Totals:				\$75,000	\$15,000	\$20,000	\$20,000	\$20,000	\$0	
Route 2 Located 0.07 of a mile north of Main Street.										

BACTS Region FTA FTA / 5339 MaineDOT Sponsored

WIN-Scope		Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025
Bangor	022769.19 Transit Service Area Capital Equipment Purchase	Cap Equip:	\$146,025	Federal	\$116,820	\$0	\$116,820	\$0	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$29,205	\$0	\$29,205	\$0	\$0	\$0
		Admin:	\$0							
		Ops:	\$0							
Totals:				\$146,025	\$0	\$146,025	\$0	\$0	\$0	
Urban Transit Capital Transit Capital Assistance for the Bangor area Small Urban Transit Agencies, Federal Transit Administration §5339 for urbanized area transit.										
Bangor	022769.20 Transit Service Area Capital Equipment Purchase	Cap Equip:	\$151,981	Federal	\$121,585	\$0	\$121,585	\$0	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$30,396	\$0	\$30,396	\$0	\$0	\$0
		Admin:	\$0							
		Ops:	\$0							
Totals:				\$151,981	\$0	\$151,981	\$0	\$0	\$0	
Urban Transit Capital Transit Capital Assistance for the Bangor area Small Urban Transit Agencies, Federal Transit Administration §5339 for urbanized area transit.										
Bangor	022769.21 Transit Service Area Capital Equipment Purchase	Cap Equip:	\$146,025	Federal	\$116,820	\$0	\$116,820	\$0	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$29,205	\$0	\$29,205	\$0	\$0	\$0
		Admin:	\$0							
		Ops:	\$0							
Totals:				\$146,025	\$0	\$146,025	\$0	\$0	\$0	
Urban Transit Capital Transit Capital Assistance for the Bangor area Small Urban Transit Agencies, Federal Transit Administration §5339 for urbanized area transit.										
Bangor	022769.22 Transit Service Area Capital Equipment Purchase	Cap Equip:	\$158,824	Federal	\$135,000	\$0	\$135,000	\$0	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$23,824	\$0	\$23,824	\$0	\$0	\$0
		Admin:	\$0							
		Ops:	\$0							
Totals:				\$158,824	\$0	\$158,824	\$0	\$0	\$0	
Urban Transit Capital Transit Capital Assistance for the Bangor area Small Urban Transit Agencies, Federal Transit Administration §5339 for urbanized area transit, Fiscal Year 2022.										
Bangor	024739.00 Transit Service Area Capital Equipment Purchase	Cap Equip:	\$158,824	Federal	\$135,000	\$0	\$0	\$135,000	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$23,824	\$0	\$0	\$23,824	\$0	\$0
		Admin:	\$0							
		Ops:	\$0							
Totals:				\$158,824	\$0	\$0	\$158,824	\$0	\$0	
Urban Transit Capital FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly.										
Bangor	025351.00 Transit Service Area Capital Equipment Purchase	Cap Equip:	\$496,000	Federal	\$396,800	\$0	\$396,800	\$0	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$99,200	\$0	\$99,200	\$0	\$0	\$0
		Admin:	\$0							
		Ops:	\$0							
Totals:				\$496,000	\$0	\$496,000	\$0	\$0	\$0	
Urban Transit Capital Transit Capital Assistance for Federal Transit Administration §5339 Bus and Bus Facilities, FTA Discretionary Grant Award. The Community Connector Public Transit System in Bangor received \$396,800 to implement fixed route bus stops, build bus shelters.										
Bangor	025553.00 Transit Service Area Capital Equipment Purchase	Cap Equip:	\$150,035	Federal	\$127,530	\$0	\$0	\$0	\$127,530	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$22,505	\$0	\$0	\$0	\$22,505	\$0
		Admin:	\$0							
		Ops:	\$0							
Totals:				\$150,035	\$0	\$0	\$0	\$150,035	\$0	
Urban Transit Capital FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly.										
Bangor	026532.00 Transit Service Area Capital Equipment Purchase	Cap Equip:		Federal	\$135,000	\$0	\$0	\$0	\$0	\$135,000
		Contractual:								
		RTAP:	\$158,824	Local	\$23,824	\$0	\$0	\$0	\$0	\$23,824
		Admin:								
		Ops:								
Totals:				\$158,824	\$0	\$0	\$0	\$0	\$158,824	
Urban Transit Capital FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly.										

BACTS Region FTA FTA SECTION 18 / 5311 MaineDOT Sponsored

WIN-Scope		Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025
Bangor	025233.00 Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$515,000	\$0	\$0	\$515,000	\$0	\$0
		Contractual:	\$0	Local	\$364,020	\$0	\$0	\$364,020	\$0	\$0
		RTAP:	\$0							
		Admin:	\$118,750	State	\$79,730	\$0	\$0	\$79,730	\$0	\$0
		Ops:	\$840,000							
Totals:					\$958,750	\$0	\$0	\$958,750	\$0	\$0
Rural Transit Admin/ Operations										
Transit Administrative and Operating Assistance for Federal Transit Administration §5311 for non-urbanized transit. Penquis, The Lynx.										

BACTS Region FTA FTA SECTION 8 / 5303 MaineDOT Sponsored

WIN-Scope		Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025
Bangor	023342.22 Transit Service Area Administrative Assistance	Cap Equip:	\$0	Federal	\$81,000	\$0	\$81,000	\$0	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$20,250	\$0	\$20,250	\$0	\$0	\$0
		Admin:	\$0							
		Ops:	\$0							
Totals:					\$101,250	\$0	\$101,250	\$0	\$0	\$0
Urban Transit Planning Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration \$5303 for metropolitan planning, Fiscal Year 2022.										
Bangor	024695.00 Transit Service Area Planning Studies	Cap Equip:	\$0	Federal	\$82,000	\$0	\$0	\$82,000	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$20,500	\$0	\$0	\$20,500	\$0	\$0
		Admin:	\$102,500							
		Ops:	\$0							
Totals:					\$102,500	\$0	\$0	\$102,500	\$0	\$0
Urban Transit Planning Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration \$5303 for metropolitan planning, Fiscal Year 2023. Funds are transferred to FHWA.										
Bangor	025607.00 Transit Service Area Planning Studies	Cap Equip:	\$0	Federal	\$82,000	\$0	\$0	\$0	\$82,000	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$20,500	\$0	\$0	\$0	\$20,500	\$0
		Admin:	\$102,500							
		Ops:	\$0							
Totals:					\$102,500	\$0	\$0	\$0	\$102,500	\$0
Urban Transit Planning Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration \$5303 for metropolitan planning Fiscal Year 2024. Funds are transferred to FHWA.										
Bangor	026564.00 Transit Service Area Planning Studies	Cap Equip:	\$0	Federal	\$84,000	\$0	\$0	\$0	\$0	\$84,000
		Contractual:	\$0							
		RTAP:	\$0	Local	\$21,000	\$0	\$0	\$0	\$0	\$21,000
		Admin:	\$105,000							
		Ops:	\$0							
Totals:					\$105,000	\$0	\$0	\$0	\$0	\$105,000
Urban Transit Planning Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration \$ 5303 for metropolitan planning Fiscal Year 2025. Funds are transferred to FHWA.										

BACTS Region FTA FTA SECTION 9 / 5307 MaineDOT Sponsored

WIN-Scope		Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025
Bangor	020270.22 Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$170,000	\$0	\$170,000	\$0	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$42,500	\$0	\$42,500	\$0	\$0	\$0
		Admin:	\$0							
		Ops:	\$212,500							
Totals:				\$212,500	\$0	\$212,500	\$0	\$0	\$0	
Urban Transit Operations Transit American with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.										
Bangor	020720.21 Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$170,000	\$0	\$170,000	\$0	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$42,500	\$0	\$42,500	\$0	\$0	\$0
		Admin:	\$0							
		Ops:	\$212,500							
Totals:				\$212,500	\$0	\$212,500	\$0	\$0	\$0	
Urban Transit Operations Transit American with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.										
Bangor	022757.22 Transit Service Area Capital-Eligible Maintenance	Cap Equip:	\$646,898	Federal	\$517,518	\$0	\$517,518	\$0	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$129,380	\$0	\$129,380	\$0	\$0	\$0
		Admin:	\$0							
		Ops:	\$0							
Totals:				\$646,898	\$0	\$646,898	\$0	\$0	\$0	
Urban Transit Capital Transit Capital Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.										
Bangor	022761.21 Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$1,966,940	\$0	\$1,966,940	\$0	\$0	\$0
		Contractual:	\$0	Local	\$1,189,687	\$0	\$1,189,687	\$0	\$0	\$0
		RTAP:	\$0							
		Admin:	\$0	State	\$101,109	\$101,109	\$0	\$0	\$0	\$0
		Ops:	\$3,257,736							
Totals:				\$3,257,736	\$101,109	\$3,156,627	\$0	\$0	\$0	
Urban Transit Operations FTA Section 5307 for Operating Assistance, preventive maintenance, and ADA Operating - Community Connector.										
Bangor	022761.22 Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$803,303	\$0	\$803,303	\$0	\$0	\$0
		Contractual:	\$0	Local	\$702,194	\$0	\$702,194	\$0	\$0	\$0
		RTAP:	\$0							
		Admin:	\$0	State	\$101,109	\$0	\$101,109	\$0	\$0	\$0
		Ops:	\$1,606,606							
Totals:				\$1,606,606	\$0	\$1,606,606	\$0	\$0	\$0	
Urban Transit Operations FTA Section 5307 for Operating Assistance - Community Connector.										
Bangor	024697.00 Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$170,000	\$0	\$0	\$170,000	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$42,500	\$0	\$0	\$42,500	\$0	\$0
		Admin:	\$0							
		Ops:	\$212,500							
Totals:				\$212,500	\$0	\$0	\$212,500	\$0	\$0	
Urban Transit Operations Transit Capital Assistance (preventive maintenance) for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.										
Bangor	024717.00 Transit Service Area Capital-Eligible Maintenance	Cap Equip:	\$687,070	Federal	\$549,656	\$0	\$0	\$549,656	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$137,414	\$0	\$0	\$137,414	\$0	\$0
		Admin:	\$0							
		Ops:	\$0							
Totals:				\$687,070	\$0	\$0	\$687,070	\$0	\$0	
Urban Transit Capital Transit Capital Assistance (preventive maintenance) for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.										
Bangor	024719.00 Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$810,789	\$0	\$0	\$810,789	\$0	\$0
		Contractual:	\$0	Local	\$709,680	\$0	\$0	\$709,680	\$0	\$0
		RTAP:	\$0							
		Admin:	\$0	State	\$101,109	\$0	\$0	\$101,109	\$0	\$0
		Ops:	\$1,621,578							
Totals:				\$1,621,578	\$0	\$0	\$1,621,578	\$0	\$0	
Urban Transit Operations Transit Operating Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.										
Bangor	025589.00 Transit Service Area Capital-Eligible Maintenance	Cap Equip:	\$687,070	Federal	\$549,656	\$0	\$0	\$0	\$549,656	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$137,414	\$0	\$0	\$0	\$137,414	\$0
		Admin:	\$0							
		Ops:	\$0							
Totals:				\$687,070	\$0	\$0	\$0	\$687,070	\$0	
Urban Transit Capital Transit Capital Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.										
Bangor	025591.00 Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$810,789	\$0	\$0	\$0	\$810,789	\$0
		Contractual:	\$0	Local	\$709,680	\$0	\$0	\$0	\$709,680	\$0
		RTAP:	\$0							
		Admin:	\$0	State	\$101,109	\$0	\$0	\$0	\$101,109	\$0
		Ops:	\$1,621,578							
Totals:				\$1,621,578	\$0	\$0	\$0	\$1,621,578	\$0	
Urban Transit Operating FTA Section 5307 for Operating Assistance - Community Connector.										
Bangor	025593.00 Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$170,000	\$0	\$0	\$0	\$170,000	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$42,500	\$0	\$0	\$0	\$42,500	\$0
		Admin:	\$0							
		Ops:	\$212,500							
Totals:				\$212,500	\$0	\$0	\$0	\$212,500	\$0	
Urban Transit Operating Transit American with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration §5307 for urbanized area transit.										
Bangor	026546.00 Transit Service Area Capital-Eligible Maintenance	Cap Equip:	\$0	Federal	\$560,000	\$0	\$0	\$0	\$0	\$560,000
		Contractual:	\$0							
		RTAP:	\$700,000	Local	\$140,000	\$0	\$0	\$0	\$0	\$140,000
		Admin:								
		Ops:								
Totals:				\$700,000	\$0	\$0	\$0	\$0	\$700,000	

WIN-Scope		Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025
Urban Transit Capital										
FTA Section 5307 for Capital PM Assistance - City of Bangor, Community Connector										
Bangor	026548.00 Transit Service Area Operating Assistance	Cap Equip: Contractual: RTAP: Admin: Ops:	\$1,700,000	Federal	\$850,000	\$0	\$0	\$0	\$0	\$850,000
				Local	\$748,891	\$0	\$0	\$0	\$0	\$748,891
				State	\$101,109	\$0	\$0	\$0	\$0	\$101,109
				Totals:	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000
Urban Transit Operations										
FTA Section 5307 for Operating Assistance - City of Bangor, Community Connector.										
Bangor	026550.00 Transit Service Area Operating Assistance	Cap Equip: Contractual: RTAP: Admin: Ops:	\$0 \$0 \$0 \$0 \$225,000	Federal	\$180,000	\$0	\$180,000	\$0	\$0	\$0
				Local	\$45,000	\$0	\$45,000	\$0	\$0	\$0
				Totals:	\$225,000	\$0	\$225,000	\$0	\$0	\$0
Urban Transit Operations										
FTA Section 5307 for ADA Operating Assistance - City of Bangor, Community Connector.										

Appendix C - Errata Sheet

The errata sheet is updated as needed. Please see our website for the most current version.

Appendix D - Metropolitan Transportation Planning Self - Certification

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION (To be submitted with the Statewide Transportation Improvement Program)

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

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature: *Sara Devlin*

Printed Name: Sara Devlin

Title: Executive Director

Date: February 2nd, 2022

Appendix E - Public Comments

No public comments were received.

Attachment D



March 3rd, 2022

Governor's Office of Policy Innovation and the Future
181 State House Station
Augusta, Maine 04333-0181

Dear Senior Climate Resilience Coordinator,

I am writing on behalf of the Bangor Area Comprehensive Transportation System (BACTS) to express support for the City of Bangor's Community Action Grant application under the Community Resilience Partnership. The City of Bangor would like to utilize the Community Action Grant to accomplish several climate action priorities. BACTS strongly supports this grant application as it will help put the City in alignment with the State's climate action plan, Maine Won't Wait, and will also help address the current climate emergency.

BACTS serves as the Metropolitan Planning Organization for Bangor and the surrounding communities. In this role we work frequently with the City on a variety of projects to enhance city and regional amenities, safety, and connectivity. We are currently partnered with the City of Bangor to execute a regional climate vulnerability assessment and climate action plan that will serve as a great foundation for future resiliency projects that support the state's climate goals. Our extensive work history with the City has assured us of their commitment and capacity to successfully implement the initiatives they have outlined in this grant application.

In conclusion, BACTS fully supports the efforts of the City of Bangor as they seek funding from the Community Action Grant program to both reduce greenhouse gas emissions and to increase the resiliency of the City and its residents against future impacts from climate change.

Regards,

Sara Devlin

Sara Devlin
Executive Director
Bangor Area Comprehensive Transportation System

Attachment E

BACTS 2022-2023 UPWP

As of 02/28/2022

Task	Project	Total Alloted	Total Spent	In-Kind	Total Remaining	Contract to Date Trend			Forecasted Trend (Projected Figures)				
						Actual % Usage	Amount Should be as of 02/28	Variance	Total Remaining (Less In Kind)	Salary	Consultant	Direct Expenses	Estimated Remaining
	FHWA						8.3%						
1	Admin and Coordination	\$333,914	\$21,472	\$0	\$312,442	6.4%	\$27,826	\$6,354	\$312,442	\$228,569	\$0	\$7,621	\$76,252
2	Programming	\$64,000	\$2,924	\$0	\$61,076	4.6%	\$5,333	\$2,409	\$61,076	\$32,116	\$10,000	\$48	\$18,913
3	Data and Studies	\$198,500	\$4,883	\$0	\$193,617	2.5%	\$16,542	\$11,659	\$193,617	\$52,121	\$50,000	\$1,588	\$89,908
4	Planning	\$184,000	\$528	\$0	\$183,472	0.3%	\$15,333	\$14,805	\$183,472	\$5,809	\$50,000	\$0	\$127,663
5*	Unallocated 2020-2021	\$0	\$7,209	\$0	-\$7,209	#DIV/0!	\$0	-\$7,209	-\$7,209	\$0	\$102,791	\$0	-\$110,000
Total FHWA		\$780,414	\$37,015	\$0	\$743,399	4.74%	\$65,035	\$28,019	\$743,399	\$318,615	\$212,791	\$9,256	\$202,736
	FTA												
1	Admin and Coordination	\$49,628	\$10,010	\$2,002	\$37,615	20.2%	\$4,136	-\$5,875	\$29,692	\$107,132	\$0	\$2,980	-\$80,420
2	Programming	\$31,200	\$1,154	\$231	\$29,816	3.7%	\$2,600	\$1,446	\$23,806	\$12,690	\$0	\$0	\$11,116
3	Data and Studies	\$31,200	\$0	\$0	\$31,200	0.0%	\$2,600	\$2,600	\$24,960	\$0	\$0	\$0	\$24,960
4	Planning	\$93,600	\$92	\$18	\$93,490	0.1%	\$7,800	\$7,708	\$74,788	\$1,009	\$0	\$0	\$73,779
Total FTA		\$205,628	\$11,256	\$2,251	\$192,121	5.47%	\$17,136	\$5,880	\$153,246	\$120,831	\$0	\$2,980	\$29,436
Total		\$986,042	\$48,271	\$2,251	\$935,520	4.90%	\$82,170	\$33,900	\$896,645	\$439,446	\$212,791	\$12,236	\$232,172
* - Task 5 - Staff are working with MaineDOT and is currently in the process of being added to the 2022-2023 UPWP.													