



Project Prioritization and Selection Policy

Prepared by:
Bangor Area Comprehensive Transportation System

Final May 2021
Amended March 2023

Table of Contents

Background	3
Purpose	3
Eligibility, Roles, and Responsibilities	3
Current Funding Allocation	3
Project Estimates and Budgets	4
Project Proposal Requirements	4
Project Scoring	5
Traffic Volume	5
Preferred Trucking Route	6
Pavement Condition	6
Pavement Condition Service Level (MaineDOT System)	6
Safety	6
Pavement Customer Service Level (MaineDOT System)	7
Congestion	7
Bus Routes	8
Pedestrian Improvements	8
Bicycle Improvements	8
Project Phasing	9
Sidewalk Scoring Formula	9
Financial Constraint	9
Appendix A - Designated Truck Routes Map	10

Background

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

In 2021, BACTS revised their process for selecting projects to be programmed through the TIP. Historically, the TIP project selection process has been data driven, with complex formulas and data sets. The selection process has changed several times in recent years, to ensure BACTS is appropriately prioritizing project funding.

Purpose

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

Eligibility, Roles, and Responsibilities

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

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

Current Funding Allocation

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

BACTS is neither a direct nor a designated recipient of Federal Transit Administration (FTA) funding. The City of Bangor Community Connector is a direct recipient of FTA funding, and the only recipient in the Greater Bangor urbanized area of Section 5307 funding; therefore, BACTS

is not involved in any suballocations. The Community Connector, in consultation with transit partners, determines how funding will be allocated and prepares and submits an annual Program of Projects to BACTS for inclusion in the TIP.

Project Estimates and Budgets

BACTS hires an independent consultant to develop cost estimates for each proposed project for the two year funding cycle. Prior to submitting new projects to Maine DOT for inclusion in the Statewide Transportation Improvement Program, BACTS staff will coordinate with MaineDOT to update project estimates for all BACTS-funded projects in the current TIP. Any amendments to current TIP funded projects will be approved by the Policy Committee prior to the selection of new TIP projects to ensure all projects are being fiscally constrained for available funding in the region.

In the event a BACTS funded project bid exceeds the allocated funding amount, any additional costs will be the responsibility of the sponsoring municipality. A project sponsor may request additional funding from the Policy Committee.

Project Proposal Requirements

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

- Proposals must be consistent with the BACTS Metropolitan Transportation Plan.
- Proposals must be consistent with the comprehensive plan or municipal policy document of the City / Town in which it is located.
- Project must be aligned with achieving performance targets as established and approved by the BACTS Policy Committee (See BACTS Performance Measures Report [here](#)).
- Proposed projects that begin or end at a town or city boundary line must be appropriately connected with the existing or programmed transportation infrastructure in the adjacent community.
- Municipalities will coordinate with any necessary utilities located within the project's limits in order to coordinate utility work plans with possible projects. Proposals shall be scoped to include all necessary utilities work in the cost estimates.
- Proposals submitted after the deadline will not be considered.
- Only complete project proposals with detailed scopes of work will be considered for funding. Municipal officials will sign off on the final scope of the proposed project prior to being considered for funding prioritization. BACTS Staff can provide assistance with project scoping, if requested.
- Proposals for roadway improvements must be located on the federal functional classified highways in the BACTS region and must be for either a collector or arterial roadway. Local roads are not eligible for BACTS funding.
- Highway reconstruction project proposals that add capacity to the system (including turning lane construction) must be based on a thorough engineering analysis, such as a study sponsored by BACTS, MaineDOT, or the municipality. Projects that are deemed “reasonably significant” per Maine’s Sensible Transportation Policy Act will also require a full alternatives analysis before they can be considered for funding (pursuant to MaineDOT Rule 17-229-103).

Project Scoring

MaineDOT evaluates Surface Transportation Program (STP) Safety and STP Enhancement project proposals in advance of the remaining highway and transit program. MaineDOT notifies BACTS of projects selected for inclusion in the TIP with funding from one of the previously mentioned sources.

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

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

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

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

Traffic Volume

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

Volume (AADT) in thousands	Roadway Project	Intersection Project
< 2	0	0
2 - 5	5	5
5 - 8	10	10
8 - 11	13	13
11 - 15	17	17
> 15	20	20

Preferred Trucking Route

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

Pavement Condition

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

Pavement Condition Service Level (MaineDOT System)

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

Safety

The safety score is based upon MaineDOT's latest customer service levels (CSL) for safety, list of high crash locations (HCL) for the preceding three years and the list of fatal and severe injury crash locations for the preceding three years. The safety CSL incorporates lane departure rate, rut depth, and roadway width. A project will receive points if it seeks to address safety issues resulting in lowered CSL ratings. MaineDOT classifies a roadway link or node as a high crash location if it has had eight or more crashes in a three-year period, and if it has a critical rate

factor (CRF) greater than 1.0. Fatal and severe injury crash locations will be identified from the latest MaineDOT Public Crash Query Tool data. Projects that have roads with a lower Safety CSL rating will be given more points.

Pavement Customer Service Level (MaineDOT System)

CSL Safety	Roadway	Intersection
A	0	0
B	0	0
C	5	5
D	10	10
F	15	15

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

HCL	Roadway	Intersection
Points	10	10

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

Fatal / Severe Crashes	Roadway	Intersection
Points	5	5

Congestion

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

Congestion	Roadway	Intersection
Points	0	15

Bus Routes

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

Pedestrian Improvements

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

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

Bicycle Improvements

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

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

Project Phasing

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

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

Sidewalk Scoring Formula

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

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

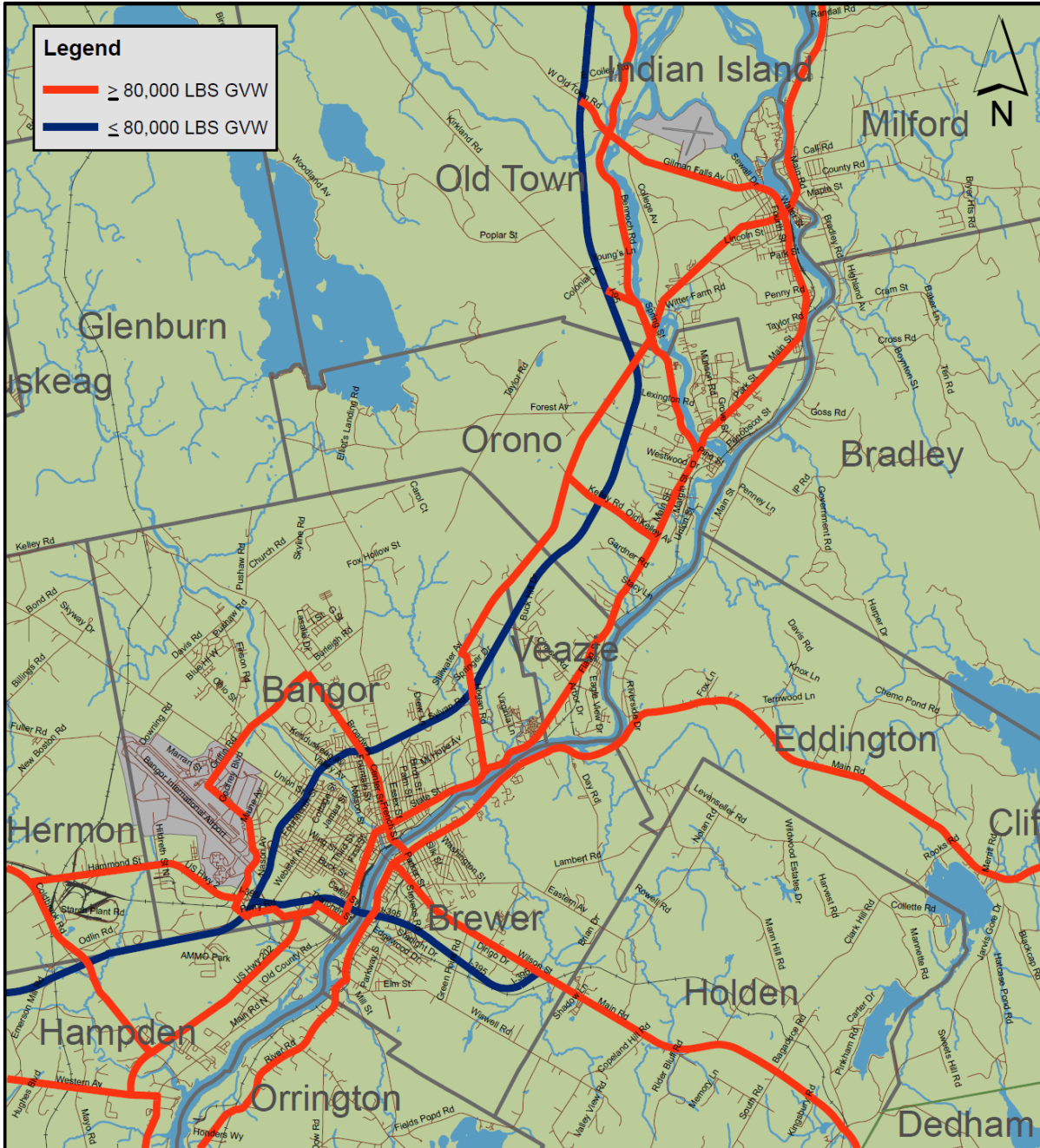
Financial Constraint

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

Appendix A - Designated Truck Routes Map

Designated Truck Routes Map - Overall

Figure No. 3



BACTS TRUCK ROUTE STUDY

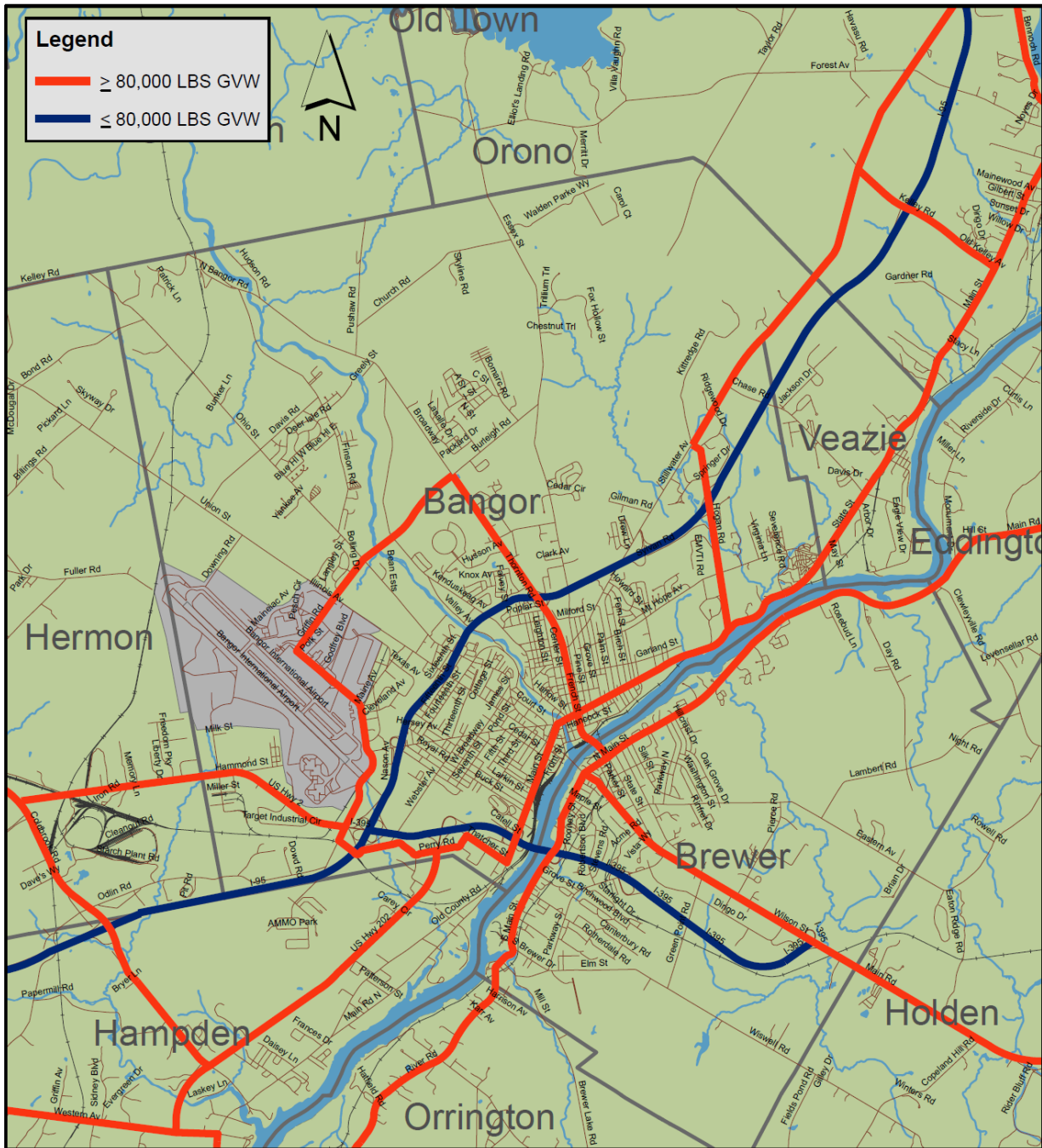
GP Gorrill-Palmer Consulting Engineers, Inc.

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

Miles
 1 0 1 2

JN: 1700
 DATE: SEP 2007
 FILE: 1700-TRUCK ROUTES_3.MXD
 SOURCE: MAINE GIS WEBSITE

Designated Truck Routes Map - South Figure No. 3A

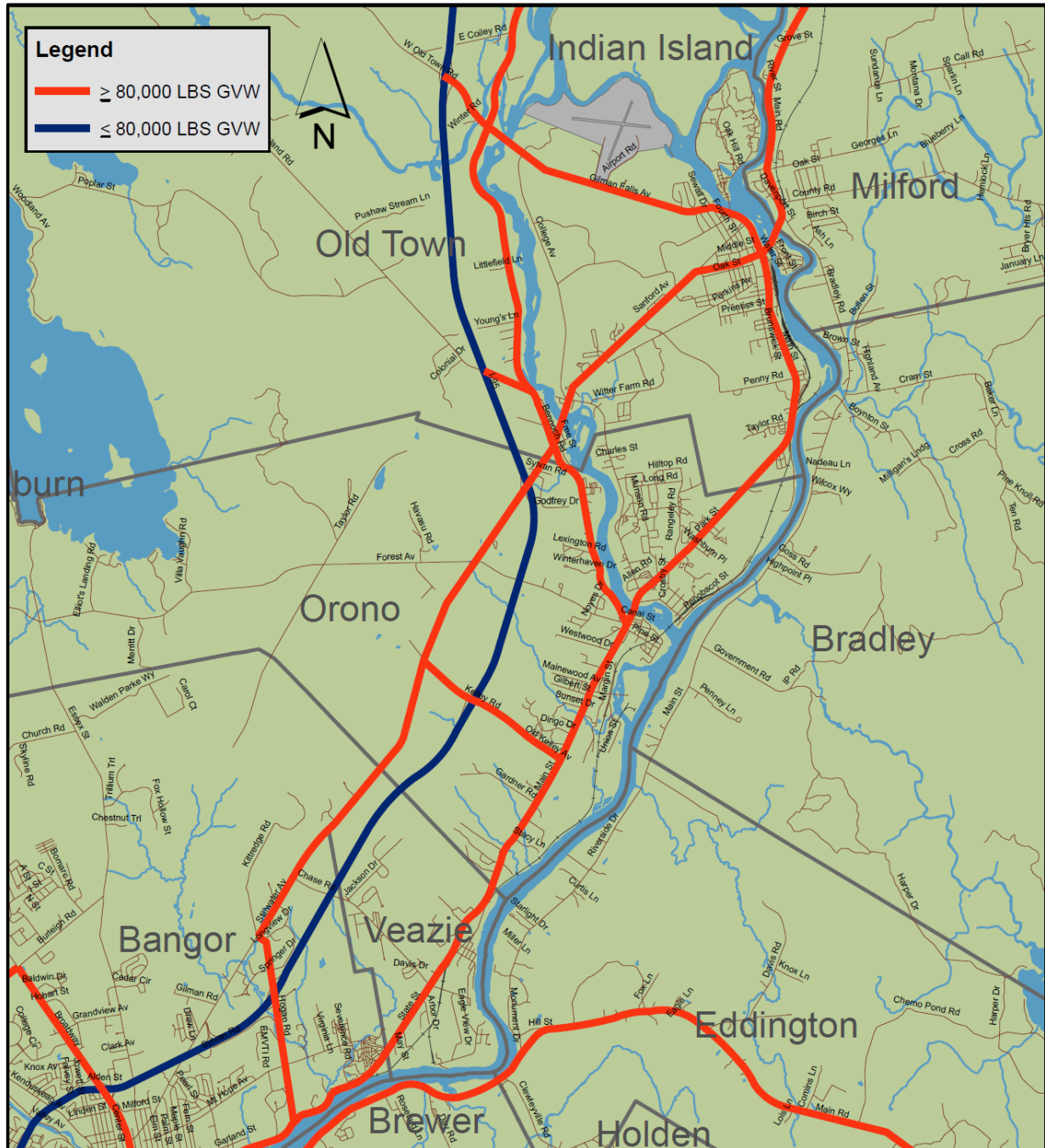


BACTS TRUCK ROUTE STUDY

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

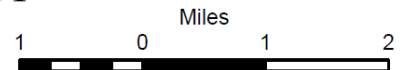
Miles
 1 0 1 2
 JN: 1700
 DATE: SEP 2007
 FILE: 1700-TRUCK ROUTES_3A.MXD
 SOURCE: MAINE GIS WEBSITE

Designated Truck Routes Map - North Figure No. 3B



BACTS TRUCK ROUTE STUDY

GP Gorrill-Palmer Consulting Engineers, Inc.
 Traffic and Civil Engineering Services 207-657-6910
 PO Box 1237 Fax: 207-657-6912
 15 Shaker Road mailbox@gorrillpalmer.com
 Gray, ME 04039 www.gorrillpalmer.com



JN: 1700
 DATE: SEP 2007
 FILE: 1700-TRUCK ROUTES_3B.MXD
 SOURCE: MAINE GIS WEBSITE