



Policy Committee Meeting

March 21st, 2023

1:00 PM

Hampden Town Council Chambers and via Zoom

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 21st, 2023 BACTS Policy Committee Meeting Minutes (Attachment A)

4) BACTS Monthly Report (Attachment B)

5) Safe Street For All Grant (SS4A)

Staff Report

BACTS Staff has been encouraged to apply for the next round of funding for the Safe Streets for All Action Plan, which would allow BACTS to develop a comprehensive safety plan over the next 5 years. BACTS could use the grant to develop a regional safety action plan or for supplemental safety planning activities. The Actions Plans focus on the following: Leadership Commitment and Goal Setting, Planning Structure, Safety Analysis, Engagement and Collaboration, Equity Considerations, Policy and Process Changes, Strategy and Project Selection, and Progress and Transparency. SS4A Grant also offers Implementation funding, however an Action Plan must be developed prior to applying for implementation funding. The Action Plan grant requires a 20% local match, which can be met with an in-kind match.

Proposed Action: *Authorize BACTS staff to apply for the Safe Streets for All-Action Plan grant when the application becomes available.*

6) Project Selection and Prioritization 2026-2027 (Attachment C and D)

Staff Report

Staff has coordinated with the TIP Ad Hoc Committee to develop the attached TIP Project Selection and Prioritization for the programming of BACTS 2026 and 2027 capital projects. The attached Project Selection and Prioritization Policy has been slightly modified for Policy Committee review and approval. Formal project submission will begin on Monday, March 27th, 2023.

Proposed Action: *Approve the amended BACTS Project Selection and Prioritization Policy and the Project Selection Timeline.*

7) BACTS UPWP Budget

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

BACTS 2022-2023 UPWP

As of 02/28/2023

Task	Project	Total Allotted	Total Spent	In-Kind	Total Remaining	Contract to Date Trend			Forecasted Trend (Projected Figures)				
						Actual % Usage	Amount Should be as of 2/28	Variance	Total Remaining (Less In Kind)	Salary	Consultant	Direct Expenses	Estimated Remaining
	FHWA						58.3%						
1	Admin and Coordination	\$333,914	\$194,738	\$0	\$139,176	58.3%	\$194,783	\$45	\$139,176	\$95,276	\$0	\$30,487	\$13,413
2	Programming	\$64,000	\$10,689	\$0	\$53,311	16.7%	\$37,333	\$26,644	\$53,311	\$11,753	\$10,000	\$727	\$30,831
3	Data and Studies	\$198,500	\$102,381	\$0	\$96,119	51.6%	\$115,792	\$13,410	\$96,119	\$39,635	\$40,045	\$11,390	\$5,049
4	Planning	\$184,000	\$42,600	\$0	\$141,400	23.2%	\$107,333	\$64,733	\$141,400	\$40,744	\$59,825	\$3,447	\$37,384
5	Unallocated 2020-2021	\$134,460	\$40,355	\$0	\$94,105	30.0%	\$78,435	\$38,080	\$94,105	\$7,770	\$102,799	-\$5	-\$16,459
6	*Increased PL Funding	\$144,911	\$0	\$0	\$144,911	0.0%	\$84,531	\$84,531	\$144,911	\$0	\$0	\$0	\$144,911
Total FHWA		\$1,059,785	\$390,764	\$0	\$669,021	36.87%	\$618,208	\$227,444	\$669,021	\$195,178	\$212,669	\$46,046	\$215,129
	FTA												
1	Admin and Coordination	\$80,076	\$29,368	\$5,874	\$44,835	36.7%	\$46,711	\$17,343	\$34,693	\$23,385	\$0	\$3,773	\$7,535
2	Programming	\$13,800	\$2,413	\$483	\$10,905	17.5%	\$8,050	\$5,637	\$8,627	\$2,282	\$0	\$250	\$6,096
3	Data and Studies	\$13,800	\$2,878	\$576	\$10,347	20.9%	\$8,050	\$5,172	\$8,162	\$10,844	\$0	\$495	-\$3,177
4	Planning	\$162,500	\$40,496	\$8,099	\$113,905	24.9%	\$94,792	\$54,296	\$89,504	\$39,929	\$59,856	\$173	-\$10,454
Total FTA		\$270,176	\$75,154	\$15,031	\$179,991	27.82%	\$157,603	\$82,448	\$140,987	\$76,439	\$59,856	\$4,691	\$0
Total		\$1,329,961	\$465,919	\$15,031	\$849,012	35.03%	\$775,811	\$309,892	\$810,008	\$271,617	\$272,525	\$50,737	\$215,129

* Note - Increased PL Funding - Anticipated to be finalized in mid 2023. BACTS is working with MaineDOT to allow this figure to be rolled over to 2024-2025 UPWP.

The following figures are approximate and will not be finalized until an amendment letter is received from MaineDOT. After BACTS receives the amendment, the figures will be updated accordingly and members will be notified of the match. The following are provided below as DRAFT figures at this time for budgetary consideration only.

Proposed Action: For discussion only.

8) Transit Updates

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

Proposed Action: For discussion only.

9) Project Updates

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

Proposed Action: For discussion only.

10) MaineDOT Report

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

Proposed Action: For discussion only.

11) Other Business

Discussion of other items not on today's agenda.

12) Upcoming Meetings

Policy Committee - April 18th, 2023 at 1PM - Location TBD or virtually via Zoom

Transit Committee - June 14th, 2023 at 2PM - via Zoom



Attachment A **Policy Committee Meeting**

February 21st, 2023

9:30 AM

Orono Town Council Chambers and via Zoom

Minutes

Committee Members	Affiliation
Laurie Linscott John Theriault	Bangor
Jeremy Caron Linda Johns	Brewer
Amy Ryder Victor Smith	Hampden
Kyle Drexler Belle Ryder	Orono
Chris Backman	Orrington
Mark Leonard	Veazie
MaineDOT	
Randall Barrows, John Devin, Dale Doughty, Bruce Van Note	
FHWA	
None in attendance	
BACTS	
Sara Devlin, Madeline Jensen, Evan King, Paige Nadeau, Mary O'Flaherty	

1) Call to Order

Meeting was called to order by John Theriault at 9:30AM. Introductions were performed.

2) Public Comment

There were no public comments.

3) Approval of January 17th, 2023 BACTS Policy Committee Meeting Minutes

No comments on the minutes, Mark Leonard made a motion to approve the minutes as written, seconded by Jeremy Caron, raise of hands, all in favor.

4) Staff Report

Sara Devlin provided an overview. Final endorsement meeting for bus stop designation is this week. BACTS is presenting to the Bangor government ops committee, they will present to the full council but BACTS will attend.

TIP subcommittee will be convening to select 2026-2027 capital projects, in coming weeks, selection won't be until later in the year, project submissions are anticipated to be in May. Process will be similar to the 2024-2025 submission process.

5) Bruce Van Note - MaineDOT Commissioner

Staff Report

Sara Devlin provided an introduction. Bruce Van Note led a discussion on funding opportunities. BIL provided various opportunities but formula funds saw a 30% increase (but with increased costs, funding levels will remain relatively consistent). Discretionary competitive grants have seen a massive increase. Approach to funding has shifted, now more year round instead of cyclical. Discussion ensued regarding state and municipal approaches to planning for larger 'dream big' projects. Earmarks (congressionally directed spending), have historically received 60M per year, last two years, State will continue asking for increased funding. There are time limits with these fundings, generally under contract within 2-3 years. Municipalities are encouraged to have projects in the \$5M to \$25M range in mind for funding opportunities. Planning should be prioritizing grant ready projects. State would like to see those project lists at the start of the calendar year. Grant ready project, not all the way to PDR, cost estimate completed, permittable, has local support.

Discussion ensued on how to approach projects of this scale, when historically have been unable to. Coordination and collaboration with the State is highly encouraged.

Members of the group also discussed various project and coordination opportunities within the region.

6) Penobscot Climate Action - Phase 2 Contract

Staff Report

Staff have prepared a contract to begin Phase 2 of the Penobscot Climate Action Plan. Phase 1 concluded in December 2022. This next phase will identify specific strategies, both large and small, that can be implemented to achieve climate action goals.

The funding breakdown is as follows:

Community Action Grant (Awarded to Bangor and Orono): \$125,000

City of Bangor: \$54,128

BACTS UPWP: \$40,000

Total: \$219,128

Proposed Action: *Authorize BACTS to enter into the Phase 2 contract for \$219,128*

Maddie Jensen provided an overview. Belle Ryder made a motion to approve the action as written, Linda Johns seconded, raise of hands, unanimous approval.

7) Penobscot Climate Action - Phase 2 Introduction

Staff Report

Olivia Vilá from our project consultant, Linnean Solutions will provide a brief introduction to Phase 2 of our Climate Action Plan including an overview of the timeline, public outreach strategies, opportunities for town participation, and project deliverables.

Proposed Action: *For discussion only.*

Maddie Jensen introduced Olivia Vilá to the group. Olivia provided an overview of Phase 1 and the opportunities identified that will be used in Phase 2. Phase 2 will focus around specific strategy tool kit developments. This phase will be member focus and needs driven so tool kits will be usable for members. Timeline for this phase will be about a year for final drafts of tool kits. Olivia Vilá also discussed a couple of environmental grants that may be a resource that members could utilize.

8) **Metropolitan Transportation Plan (MTP) - Vision 2043 - Vision and Goals** **Staff Report**

Staff have created a more indepth Vision and Goals statement for this plan and received feedback from the Public Advisory Committee (PAC). If there are no further questions or additional comments it will be finalized and used as a guiding document for the remainder of the planning process and in the final MTP document. BACTS has posted a public survey and scheduled an in-person public workshop on February 27th, at 4:30pm for the Conditions and Needs Assessment.

Proposed Action: *Endorse the MTP vision and goals and adopt for next steps in process.*

Maddie Jensen provided an overview. The PAC has reviewed the identified vision and goals and is now seeking endorsement from the committee. These goals were identified through public outreach and survey responses.

Members of the group discussed how to incorporate notes from Bruce Van Note's discussion, regarding planning with fiscal responsibility, but also balancing for larger scale projects, particularly the maintenance of such projects. BACTS Staff will work on incorporating this into the ideology for the 2043 MTP.

Discussion ensued regarding members' approach to planning for larger projects and how this impacts other projects that a region may identify as a more immediate need.

Sara Devlin proposed adding language related to the group's discussion and resending the Vision and Goals statement to the group via email. Members of the group agreed. BACTS Staff will resend the vision and goals once that verbiage is written.

Belle Ryder made a motion to approve the Vision and Goals, pending the revision being sent to the group after verbiage has been added and no substantial comments from members being made. Linda Johns seconded, raise of hands, unanimous approval.

Maddie Jensen reminded the group that there is a workshop being held next week, and asked members to share.

9) **BACTS' 2023-2026 Transportation Improvement Program** **Staff Report**

Staff has coordinated with MaineDOT and the Community Connector to develop the draft 2023-2026 Transportation Improvement Program (TIP), which can be found [here](#). The draft TIP was released on February 7th for a 10 day public comment period which ended on February 17th, 2023. BACTS Staff will update members of the group if any substantial public comments were received during the public comment period.

Proposed Action: *Approve the BACTS' 2023-2026 TIP as written for submission to the MaineDOT for development of the Statewide Transportation Improvement Program (STIP).*

Sara Devlin provided an overview. The 2023-2026 BACTS TIP has been through the public comment period, with no public comments received.

Linda Johns made a motion to approve the action as written, Jeremy Caron seconded, raise of hands, unanimous approval.

10) Request for Holding WIN Transfer- WIN 25377.00 Brewer South Main Street

Staff Report

Current available construction funding is \$1,117,575.00. MaineDOT's current estimate is \$1,268,936.50, or \$151,361.50 over available funding. The City has identified drainage work was needed because of water problems causing icing and deterioration of the pavement. The work consists of approximately 400' of underdrain and the addition of 1 catch basin. The estimated cost for the additional scope is \$93,203.00, the remaining \$58,158.50 is due to price increases. This project is a 2023 BACTS project and is anticipated to go out to bid in March 2023.

Proposed Action: *Approve the transfer of \$151,361.50 from the BACTS Holding WIN to WIN 25377.00 Brewer South Main Street.*

Sara Devlin provided an overview. Project came in over budget. Current BACTS Holding WIN balance is just under \$240K, with an estimated additional \$1.5M that will need to be allocated as well in coming years.

Mark Leonard made a motion to approve the action as written, Laurie Linscott seconded, raise of hands, unanimous approval.

11) MaineDOT Bangor Transit Propensity Study

Staff Report

MaineDOT conducted the Bangor Transit Propensity Study as directed by LD 227. The study kicked off in June 2022 and the draft report was published in January 2023. The purpose of the study was to understand the travel and potential cost associated with enhanced or new transit service in the 130 mile corridor between Bangor (and surrounding areas) and Portland. The study included: peer corridor analysis, Streetlight Trip analysis, estimating vehicle trips for future conditions, corridor capture rates, regional/intercity trip estimates, and total propensity estimations.

The Draft Portland to Bangor Transit Propensity Study has been released for public comment. A copy of the draft document is available here:

<https://www.maine.gov/mdot/ofps/portland-bangor-study/>

Additionally, materials from the January 19th Public Meeting are also available on MaineDOT's website at: <https://www.maine.gov/mdot/ofps/portland-bangor-study/meetings/>

The BACTS Executive Committee reviewed the study materials and directed staff to draft a letter to be submitted to MaineDOT during the study's public comment period. The draft letter can be found as Attachment E.

Proposed Action - *Discuss and approve the draft letter for public comment for the MaineDOT Bangor Transit Propensity Study, to be signed by the BACTS Chairman and submitted to MaineDOT.*

Sara Devlin provided an overview of the projected ridership and costs associated with this analysis. BACTS has drafted a letter stating that while we recognize the appeal of extending passenger rail service to Bangor, the significant capital costs associated with the rail alternative appears to outweigh the benefits and conflicts with our goal of maintaining fiscal responsibility for transportation investments in the greater Bangor region.

Belle Ryder made a motion to approve the proposed action, Jeremy Caron seconded, raise of hands, unanimous approval.

12) BACTS UPWP Budget

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

BACTS 2022-2023 UPWP

As of 01/31/2023

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 1/31	Variance	Total Remaining (Less In Kind)	Salary	Consultant	Direct Expenses	Estimated Remaining
	FHWA						54.2%						
1	Admin and Coordination	\$333,914	\$180,811	\$0	\$153,103	54.1%	\$180,870	\$59	\$153,103	\$137,710	\$0	\$31,161	-\$15,768
2	Programming	\$64,000	\$8,456	\$0	\$55,544	13.2%	\$34,667	\$26,211	\$55,544	\$13,976	\$10,000	\$738	\$30,831
3	Data and Studies	\$198,500	\$98,990	\$0	\$99,510	49.9%	\$107,521	\$8,531	\$99,510	\$42,965	\$40,045	\$11,451	\$5,049
4	Planning	\$184,000	\$38,808	\$0	\$145,192	21.1%	\$99,667	\$60,859	\$145,192	\$43,973	\$59,825	\$4,010	\$37,384
5	Unallocated 2020-2021	\$134,460	\$37,072	\$0	\$97,388	27.6%	\$72,833	\$35,760	\$97,388	\$8,198	\$105,653	-\$5	-\$16,459
6	*Increased PL Funding	\$144,911	\$0	\$0	\$144,911	0.0%	\$78,493	\$78,493	\$144,911	\$0	\$0	\$0	\$144,911
Total FHWA		\$1,059,785	\$364,137	\$0	\$695,648	34.36%	\$574,050	\$209,913	\$695,648	\$246,821	\$215,523	\$47,355	\$185,948
	FTA												
1	Admin and Coordination	\$80,076	\$29,186	\$5,837	\$45,053	36.4%	\$43,375	\$14,188	\$34,875	\$23,567	\$0	\$3,773	\$7,535
2	Programming	\$13,800	\$1,750	\$350	\$11,700	12.7%	\$7,475	\$5,725	\$9,290	\$2,944	\$0	\$250	\$6,096
3	Data and Studies	\$13,800	\$2,878	\$576	\$10,347	20.9%	\$7,475	\$4,597	\$8,162	\$10,844	\$0	\$495	-\$3,177
4	Planning	\$162,500	\$38,822	\$7,764	\$115,914	23.9%	\$88,021	\$49,199	\$91,178	\$41,597	\$59,856	\$108	-\$10,383
Total FTA		\$270,176	\$72,636	\$14,527	\$183,013	26.88%	\$146,345	\$73,710	\$143,505	\$78,952	\$59,856	\$4,626	\$71
Total		\$1,329,961	\$436,773	\$14,527	\$878,661	32.84%	\$720,396	\$283,623	\$839,153	\$325,774	\$275,380	\$51,981	\$186,019

DRAFT 2022 - 2023 Updated UPWP Figures				
	FHWA	State	Local	Total
	80%	15%	5%	100%
2022	\$ 477,698.18	\$ 89,568.41	\$ 29,856.14	\$ 597,122.72
2023	\$ 370,130.00	\$ 69,399.38	\$ 23,133.13	\$ 462,662.50
	\$ 847,828.18	\$ 158,967.78	\$ 52,989.26	\$ 1,059,785.22
	FTA	State	Local	Total
	80%	0%	20%	100%
2022	\$ 107,025.00	\$ -	\$ 26,756.25	\$ 133,781.25
2023	\$ 109,116.00	\$ -	\$ 27,279.00	\$ 136,395.00
	\$ 216,141.00	\$ -	\$ 54,035.25	\$ 270,176.25
FHWA Local Adjustment Letters	22-23 UPWP (Before 12% Inc.)	(Amount included on 22-23 Mod 1, paid in 20-21 as carryover)	Fully Paid as of 2/9/23 (Except Milford OS Balance)	Remaining to Invoice
Previous	\$ 39,020.70	\$ 6,723.01	\$ 45,743.71	\$ 7,245.55
DRAFT Total to Invoice		\$ 7,245.55	Final	
52.59%	Bangor		\$3,810.73	
0.76%	Bradley		\$54.71	
13.53%	Brewer		\$979.98	
5.49%	Hampden		\$397.86	
0.26%	Hermon		\$18.91	
3.30%	Milford		\$238.96	
9.83%	Old Town		\$712.11	
11.85%	Orono		\$858.54	
0.80%	Orrington		\$57.68	
1.60%	Veazie		\$116.08	
			\$7,245.55	

The following figures are approximate and will not be finalized until an amendment letter is received from MaineDOT. After BACTS receives the amendment, the figures will be updated accordingly and members will be notified of the match. The following are provided below as DRAFT figures at this time for budgetary consideration only.

Sara Devlin provided an updated, anticipated carryover, BACTS is working with MaineDOT regarding this.

13) Transit Updates

Laurie Linscott provided an update. The Transit Center is going well, traffic is flowing well and drivers appreciate the building. The CDL course is nearly completed. Community Connector is working on service and schedules. Community Connector is also mindful of potential grant opportunities and having projects ready and cost estimates completed. Projects in mind are the bus barn being renovated, technology implementation for bus stops, and electrification of the fleet. Members of the group discussed communication of local matches for these projects.

14) Project Updates

Members are preparing for the next construction season. Some have a few projects in the design phase and a couple going out to bid in coming months.

15) MaineDOT Report

John Devin provided an update. Corridor priority 3 roads, preservation will not be treated like light capital paving.

16) Other Business

No items to discuss.

17) Upcoming Meetings

Transit Committee - March 8th, 2023 at 2PM - via Zoom

Policy Committee - March 21st, 2023 at 1PM - Hampden Town Council Chambers or virtually via Zoom

The meeting was called to adjourn by Belle Ryder, Jeremy Caron seconded, unanimous approval.
Meeting was ended at 11:00AM.

Attachment B
BACTS Monthly Report
March 2023

Traffic Incident Management (TIM) - Staff has been working with the TIMS groups on scheduling after action reviews and quarterly TIMS meetings. BACTS continues to work with MaineDOT on implementing the recommendations from the statewide TIMS strategic Plan. Agendas for TIMs groups have been prepared for the upcoming stakeholder meetings and will be sent out by the end of the month.

MTP Vision and Goals Statement - Staff have adjusted the vision and goals statement to reflect discussion at the February Policy Committee Meeting. See Attachment B-1. Next, the project will look at developing scenarios and identifying projects for the region. BACTS will be reaching out to municipal staff in the next few weeks for feedback on these items.

Penobscot Climate Action Plan - The Phase 2 contract has been signed and the internal project management team will kick off Phase 2 at the end of March. Outreach to town staff and community stakeholders will follow shortly after.

Collector Pavement Inventory and Analysis Data Collection - Sewall has released an initial high-level survey of the data. Staff will be reviewing and present at the next Policy Committee meeting in April.

Old Town LAP - BACTS has awarded the contract to Frazier Signal Technologies, LLC. Old Town council has moved to fund the project as originally scoped and put forward additional funds due to cost increase. RFP for construction inspection services has been sent to five nearby prequalified firms as of March 8th, with proposals due on March 29th.

Orono Traffic Calming Policy - BACTS staff are working with the Town of Orono to finalize the traffic calming policy which outlines a method for determining eligibility and need for traffic calming measures on streets and roads, the types of traffic calming measures warranted, and related administrative decision-making procedures.

Rural Contract - BACTS staff are nearing completion of the transportation element of Newport's comprehensive plan, pending receipt of town road inventory. BACTS staff have aided in determining the scope of a sidewalk improvement VPI project in Corinna - BACTS and MaineDOT are awaiting a scoping decision by the town. Staff will soon be involved with a VPI project centered on Main Street in Old Town.

TIP Committee - The BACTS TIP Committee met on March 8th to discuss a schedule for evaluating, prioritizing, approving and submitting projects to MaineDOT between May and September of 2023. The committee discussed a tentative schedule and related activities for project proposal and prioritization as well as approaches to spending unallocated IJA funding.

Meetings and Conferences

- MaineDOT Coordination Meetings
- TIMS - Team coordination meetings
- EMDC Digital Equity Committee
- City of Bangor Livable Communities meeting
- BACTS Transit Committee meeting
- MTP Public Workshop
- MMA BIL Webinar
- Hampden Public Forum Rt 1A
- Newport Comprehensive Plan February meeting
- Statewide TIMS meeting
- AMPO 2020 census changes webinar
- AMPO rural active transportation funding webinar
- BACTS TIP Committee

Attachment B-1
MTP Vision and Goals Statement

Vision

The Greater Bangor Region will have a safe and sustainable transportation network, including infrastructure and services, that supports equity, efficiency, and community goals.

Goals

- Support Equitable Access and Quality of Life
 - Consider all users - and those impacted - in investment decisions
 - Expand ADA accessible infrastructure and services
 - Educate on alternatives transportation options and resources
 - Promote walkable neighborhoods by supporting municipal land use and policies changes
- Ensure Safety for All Users
 - Expand facilities for active transportation users
 - Educate on pedestrian safety methods
 - Assess high crash areas for improvements
- Promote Sustainability
 - Promote transit and active transportation options
 - Support electrification of vehicles and infrastructure
 - Support development with lower environmental impacts
 - Maintain fiscal sustainability
- Support Regional, Local, and Community Goals
 - Support land use initiatives
 - Adapt to new funding opportunities to achieve visionary goals
 - Create partnerships with major services and institutions
 - Promote economic growth
 - Uplift community voices
 - Support State plans and initiatives
- Maintain System Efficiency and Reliability
 - Reduce traffic congestion
 - Expand connectivity within and outside the region
 - Prepare for weather related impacts and accelerated deterioration of infrastructure
 - Ensure the existing facilities are maintained adequately
 - Increase project performance and longevity by following construction and maintenance best practices

Disclaimer

The above vision and goals are not all encompassing, specific strategies and actions will be developed for the final plan. They will be selected and applied as appropriate and within a fiscally constrained context.

Attachment C



Project Prioritization and Selection Policy

Prepared by:
Bangor Area Comprehensive Transportation System

Final May 2021
Amended March 2023

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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 projects to Maine DOT for inclusion in the Statewide Transportation Improvement Program, BACTS staff will coordinate with MaineDOT staff to update project estimates for all BACTS-funded projects in the current TIP, prior to adding new projects to the TIP.

In the event a BACTS funded project 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 Gorrill 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.

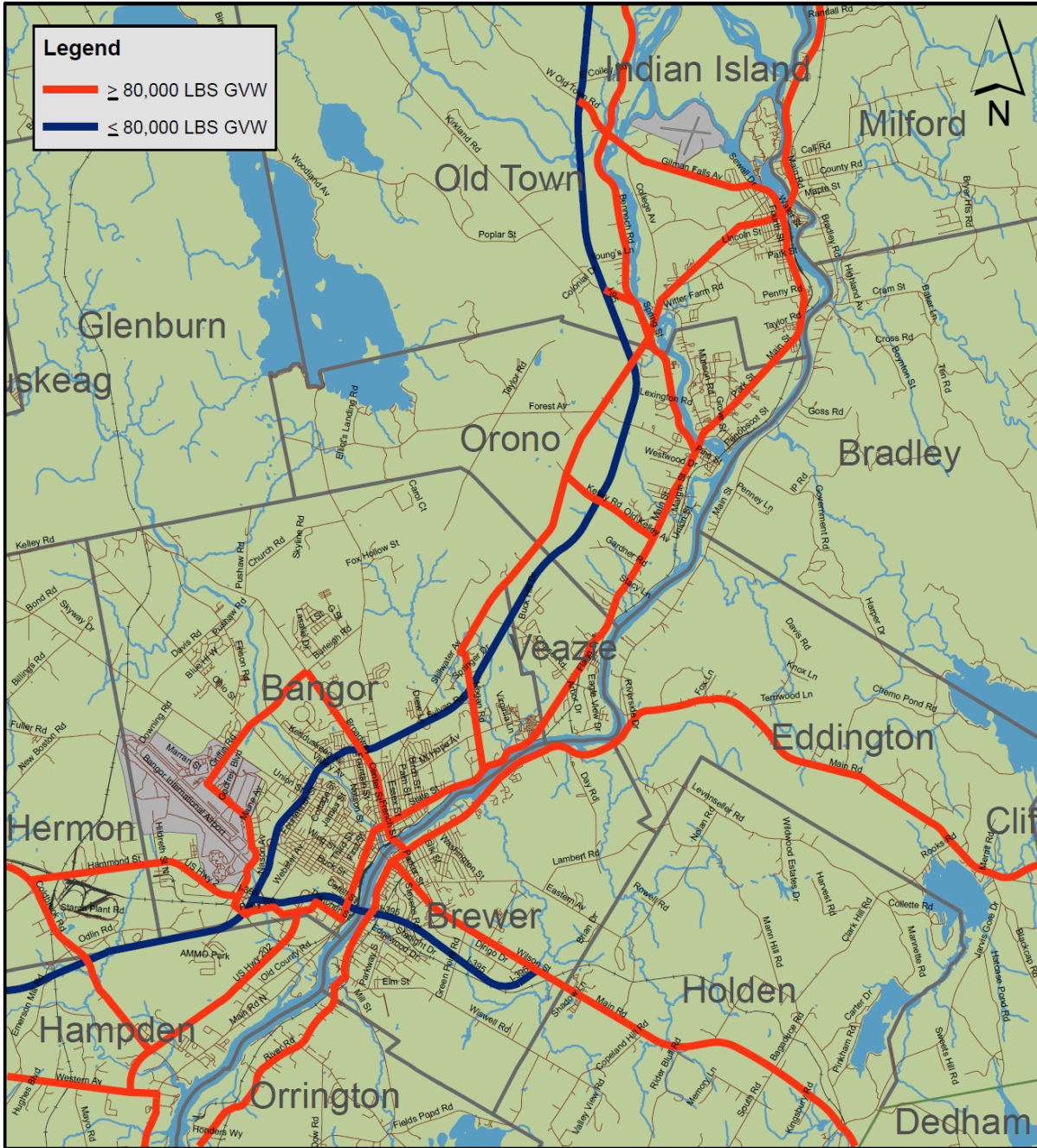
Financial Constraint

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

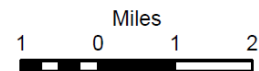
Designated Truck Routes Map - Overall

Figure No. 3



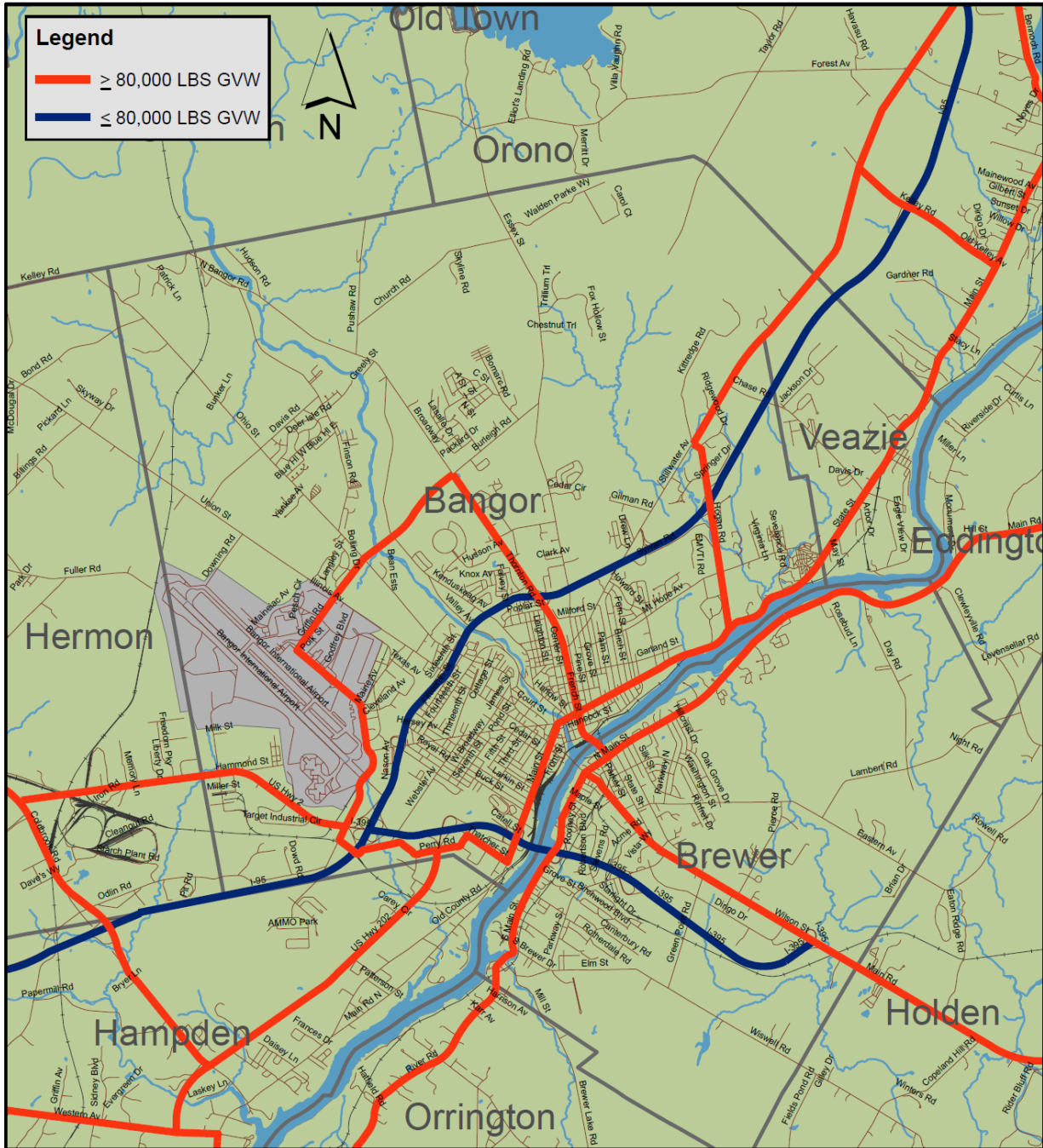
BACTS TRUCK ROUTE STUDY

GP Gorrill-Palmer Consulting Engineers, Inc.
 Traffic and Civil Engineering Services 207-657-6910
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 www.gorrillpalmer.com



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

Designated Truck Routes Map - South Figure No. 3A

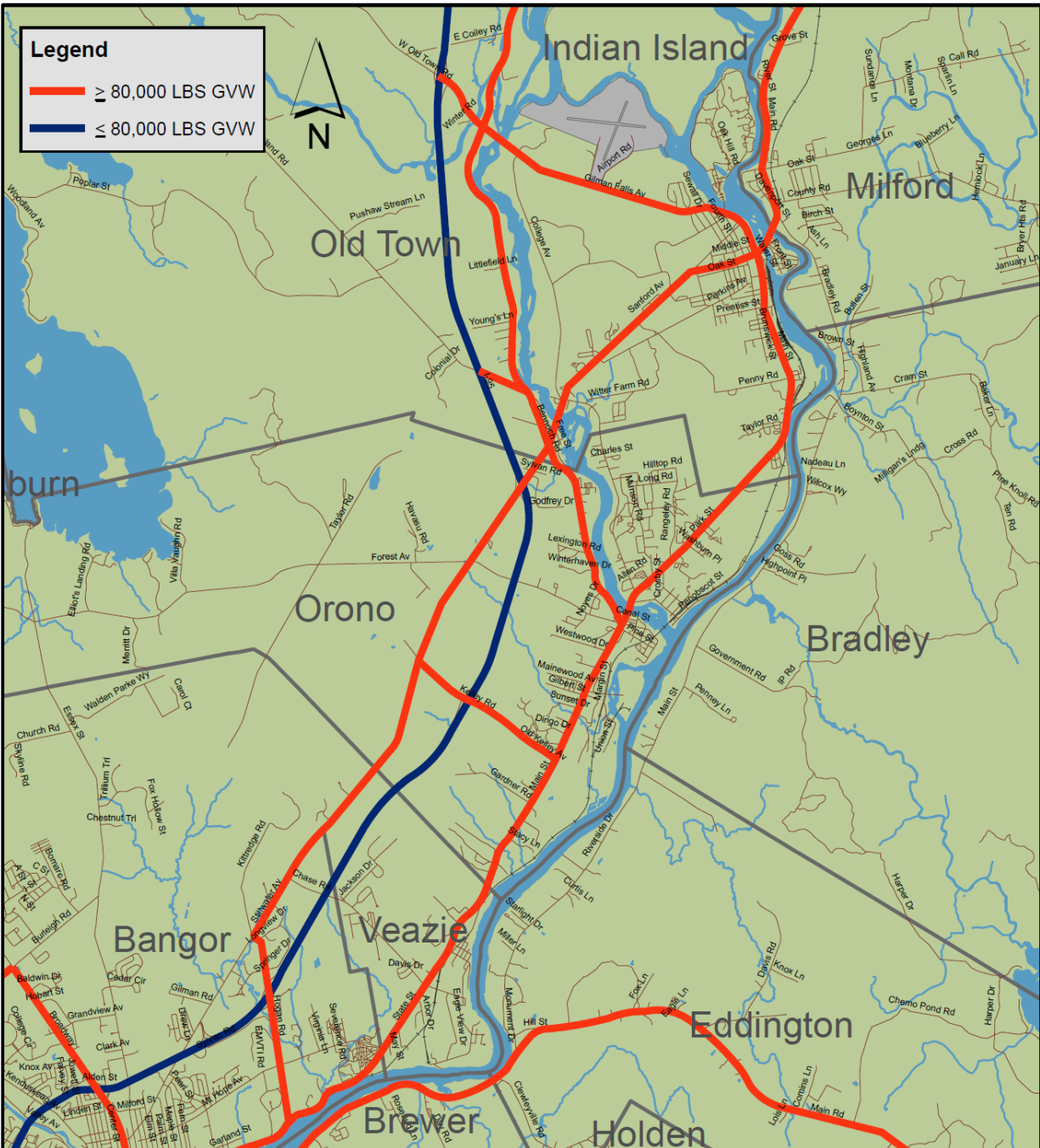


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Miles
 1 0 1 2
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 DATE: SEP 2007
 FILE: 1700-TRUCK ROUTES_3A.MXD
 SOURCE: MAINE GIS WEBSITE

Designated Truck Routes Map - North Figure No. 3B



BACTS TRUCK ROUTE STUDY

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

Capital Work Plan 2026-2027

Proposed Timeline

<u>Date</u>	<u>Action</u>
03/21/2023	BACTS Policy Committee will review the Capital Work Plan Process.
03/27/2023	Formal requests for projects and electronic project submission forms will be sent out to Policy Committee members.
05/16/2023	BACTS Consultant selection pre authorized approval by Policy Committee.
05/24/2023	<p><u>Project Proposals Due - Forms should be submitted electronically on the form provided.</u></p> <p>Please notify and direct any questions to Evan King (evan.king@bactsmmpo.org). <u>Use one form per project submitted.</u></p> <p>Please save a copy of your answers for your records.</p>
05/29/2023 - 06/02/2023	TIP Subcommittee will meet to review the projects, develop a prioritized list, and request scope and fee from the consultant for cost estimates.
06/15/2023 - 07/10/2023	BACTS Staff will collect data on submitted projects.
06/15/2023 - 07/18/2023	MaineDOT will review the prioritized list and provide any comments no later than July 18th, 2023.
06/15/2023 - 07/14/2023	BACTS Consultant will meet with each of the municipalities who submitted projects to discuss the project scope and develop preliminary estimates.
07/25/2023	Policy Committee members will participate in a project ride (tour of proposed projects).
08/01/2023	BACTS Consultant will provide BACTS a list of final scopes and estimates for the prioritized list of projects.
08/03/2023	BACTS Staff will send the TIP Subcommittee a list of prioritized projects with final scores and estimates for review.
08/07/2023 - 08/11/2023	The TIP Subcommittee will meet to finalize the list of projects to recommend to the BACTS Policy Committee for funding.
08/15/2023	<p>The TIP Subcommittee will present the recommendations to the Policy Committee. <u>The Policy Committee will need to approve the final list to be sent to MaineDOT.</u></p> <p>BACTS Staff will send 2026 Capital work plan list to MaineDOT Staff.</p>