



Policy Committee Meeting

August 29th, 2023

1:00PM

Brewer City 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 June 20th, 2023 BACTS Policy Committee Meeting Minutes (Attachment A)

4) BACTS Monthly Report (Attachment B)

5) Draft 2026 TIP Project Ranking (Attachment C)

Staff Report

BACTS is required to submit its 2026 TIP (Federal Highway Administration and Federal Transit Administration) candidate projects to MaineDOT. The Committee will be programming the following FHWA funding allocations:

Projected BACTS Funding 2026	
Federal	State
\$1,976,120	\$247,015

On August 16th, the TIP Committee met to review the Draft 2026 TIP Project Ranking produced by Sewall and program projects using the above \$2,223,135 in Federal and State Funding. The projects selected were:

- An intersection operational and safety improvement to the intersection of Broadway (Route 15) and Stillwater Avenue (Bangor)
- A pavement preservation project to Center Street from Stillwater Avenue to Penobscot Bridge (Old Town)
- An intersection operational and safety improvement to the intersection of State Street and North Main Street (Brewer)

Proposed Action: Select capital improvement projects to be funded with the BACTS' 2026 Federal Highway Administration allocation for submission to MaineDOT for inclusion in the three year work plan and four-year TIP/STIP.

6) 2024-2025 Unified Planning Work Program (Attachment D)

Staff Report

Metropolitan planning organizations (MPOs) are required to create a Unified Planning Work

Program (UPWP) that documents the metropolitan transportation planning activities to be performed in compliance with federal regulation. The transportation planning tasks identified in the UPWP are funded through a combination of federal, state, and local sources.

Staff has developed the attached draft 2024-2025 UPWP for the Policy Committees review and approval.

Proposed Action: Approve the Draft 2024-2025 UPWP as presented for submission to MaineDOT.

7) Bicycle Coalition of Maine E-Bike Ride

Staff Report

Bicycle Coalition of Maine is hosting an E-bike demo in the region over Thursday, 9/28 and Friday, 9/29. They already have a group set up with AARP in Orono but have extended an invitation for our Policy Committee (and other municipal staff) to form our own group. We've heard from all our members that active transportation is a priority planning area. Bikes, E-bikes in particular, provide a great short-car-trip replacement option. This demo would be a great opportunity for members to learn more about how E-bikes can fill micromobility gaps and see first hand how we can better equip our infrastructure to accommodate this user type. We've been given a lot of flexibility to choose the date, time, and location for this ride. We are looking to form a group of 10 or so people.

Proposed Action: For discussion only.

8) BACTS UPWP Budget

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

BACTS 2022-2023 UPWP													
As of 07/31/2023													
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 07/31	Variance	Total Remaining (Less In Kind)	Salary	Consultant	Direct Expenses	Estimated Remaining
	FHWA						79.2%						
1	Admin and Coordination	\$333,914	\$272,708	\$0	\$61,206	81.7%	\$264,349	-\$8,359	\$61,206	\$52,641	\$0	\$9,096	-\$531
2	Programming	\$64,000	\$20,821	\$0	\$43,179	32.5%	\$50,667	\$29,846	\$43,179	\$3,093	\$22,575	\$118	\$17,393
3	Data and Studies	\$198,500	\$184,249	\$0	\$14,251	92.8%	\$157,146	-\$27,103	\$14,251	\$46,388	\$15,095	\$1,673	-\$48,905
4	Planning	\$184,000	\$79,695	\$0	\$104,305	43.3%	\$145,667	\$65,972	\$104,305	\$19,401	\$32,967	\$1,209	\$50,728
5	Unallocated 2020-2021	\$134,460	\$62,455	\$0	\$72,005	46.4%	\$106,448	\$43,992	\$72,005	\$1,884	\$81,463	\$94	-\$11,436
6	*Increased PL Funding	\$144,911	\$0	\$0	\$144,911	0.0%	\$114,721	\$114,721	\$144,911	\$0	\$0	\$0	\$144,911
Total FHWA		\$1,059,785	\$619,928	\$0	\$439,857	58.50%	\$838,997	\$219,069	\$439,857	\$123,406	\$152,100	\$12,191	\$152,161
	FTA												
1	Admin and Coordination	\$84,976	\$33,967	\$8,492	\$42,517	40.0%	\$67,272	\$33,305	\$38,265	\$21,513	\$0	\$772	\$15,980
2	Programming	\$6,092	\$2,714	\$678	\$2,700	44.5%	\$4,823	\$2,109	\$2,430	\$241	\$0	\$50	\$2,139
3	Data and Studies	\$11,737	\$3,390	\$847	\$7,500	28.9%	\$9,292	\$5,902	\$6,750	\$4,598	\$0	\$45	\$2,107
4	Planning	\$167,372	\$72,782	\$17,442	\$77,148	43.5%	\$132,502	\$59,721	\$69,433	\$6,915	\$32,998	\$729	\$28,791
Total FTA		\$270,176	\$112,852	\$27,460	\$129,864	41.77%	\$213,890	\$101,037	\$116,878	\$33,266	\$32,998	\$1,597	\$49,017
Total		\$1,329,961	\$732,780	\$27,460	\$569,722	55.10%	\$1,052,886	\$320,106	\$556,735	\$156,673	\$185,097	\$13,787	\$201,178

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

The following are provided are DRAFT figures at this time for budgetary consideration only.

Proposed Action: For discussion only.

9) Transit Updates

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

Proposed Action: For discussion only.

10) Project Updates

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

Proposed Action: *For discussion only.*

11) MaineDOT Report

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

Proposed Action: *For discussion only.*

12) Other Business

Discussion of other items not on today's agenda.

BACTS Resolution.

13) Upcoming Meetings

Policy Committee - September 19th, 2023 at Veazie Town Council Chambers

Transit Committee - September 13th, 2023 at 2PM - via Zoom



Attachment A
Policy Committee Meeting

June 20th, 2023

9:30AM

Old Town City Council Chambers and via Zoom

Minutes

Committee Members	Affiliation
Aaron Huotari Laurie Linscott John Theriault	Bangor
Jeremy Caron	Brewer
John Rouleau	Old Town
Rob Yerxa	Orono
MaineDOT	
Carrie Castonguay, Peter Coughlan, Jarod Farn-Guillette	
FHWA	
None in attendance	
BACTS	
Sara Devlin, Madeline Jensen, Paige Nadeau	

1) Call to Order

Meeting was called to order by John Theriault at 9:42AM.

2) Public Comment

There were no public comments.

3) Approval of May 16th, 2023 BACTS Policy Committee Meeting Minutes

No comments on the minutes, John Rouleau made a motion to approve the minutes as written, seconded by Rob Yerxa, roll call vote taken, all in favor.

4) BACTS Monthly Report

Sara Devlin provided an update. We have hired a new staff member, we are excited to welcome Andrew to the team! He will be starting next week.

The Collector paving workshop went well. Sara Devlin will work with the consultant regarding items discussed.

TIP scoring contract is underway and expected to be finalized in coming weeks.

5) MPO Boundaries

Staff Report

MaineDOT has provided BACTS staff with the new Urbanized Boundaries based on the 2020 Census data. BACTS has met with members to discuss the changes to the boundaries and to

discuss the impact to our UPWP and Capital federal funding. BACTS staff would like to discuss the updates with the Policy Committee and provide opportunities for questions or clarification. The Policy Committee must approve the draft 2020 Urbanized Boundary map to be submitted to MaineDOT for final approval.

Proposed Action: Approve the BACTS MPO Urban Boundaries as presented for submission to MaineDOT.

Sara Devlin provided an update. BACTS Shared a map with the proposed updated boundary areas Sara Devlin also provided an update on other municipalities that were met with that could join the MPO, but due to minimal area that would be eligible have elected not to at this time. BACTS Staff discussed the proposed changes with members of the group.

Aaron Huotari approved the map as presented, allowing for any minor changes that may occur during finalization with MaineDOT, Jeremy second, roll call, unanimous approval.

6) Brewer South Main Street Additional Funding Request - WIN 25377.00

Staff Report

The Brewer South Main Street project bids exceeded the available funding for the project. BACTS has increased the funding for this project at the February and April Policy Committee meetings. Current available construction funding is \$1,268,936.50 (plus the \$250,000 added in April) the low bid is \$1,950,284.50 but in order to award the bid an additional 3% is required by MaineDOT, a total amount of \$2,008,793.04 is required. Brewer is requesting a transfer of \$440,870.88 (Federal and State) from the IIJA funding for this project.

	Federal (80%)	State (10%)	Local (10%)
Current	\$1,015,149.20	\$126,893.65	\$126,893.65
<u>Approved at 4/26</u>	<u>\$200,000.00</u>	<u>\$25,000.00</u>	<u>\$25,000.00</u>
Total Current	\$1,215,149.20	\$151,893.65	\$151,893.65
Needed	\$1,607,034.43	\$200,879.30	\$200,879.30
Additional Request	\$391,885.23	\$48,985.65	\$48,985.65*

*This is not included in the additional request figure in the proposed action

Below is a listing of other mill and fill projects around the state with their budget to bid figures and percentage difference shown.

Construction Estimate at Letting vs. Award Amount						
Scope Description	Lead Unit	WIN	Award Date	Award Amt	Estimate Amt	% Diff
MILL AND FILL	REGIONAL PROGRAM	022420.01 - PORTLAND-SOUTH PORTLAND I-295 NORTHBOUND/ROUTE 26	4/5/2022	\$ 15,184,877.03	\$ 12,841,925.00	-15.43
MILL AND FILL	REGIONAL PROGRAM	023555.00 - DOVER-FOXCROFT, ROUTE 6	4/22/2022	\$ 755,444.00	\$ 687,225.00	-9.03
MILL AND FILL	REGIONAL PROGRAM	024995.00 - WESTBROOK, BROOK STREET	4/29/2022	\$ 393,878.00	\$ 399,650.00	1.47
MILL AND FILL	REGIONAL PROGRAM	024129.00 - AMHERST, ROUTE 9	5/31/2022	\$ 2,159,290.00	\$ 1,782,727.00	-17.44
MILL AND FILL	REGIONAL PROGRAM	025109.00 - WESTFIELD - PRESQUE ISLE, ROUTE 1	5/31/2022	\$ 3,273,918.85	\$ 3,237,734.16	-1.11
MILL AND FILL	REGIONAL PROGRAM	025139.00 - BANGOR - KENDUSKEAG, ROUTE 15	5/31/2022	\$ 1,783,931.51	\$ 1,678,270.00	-5.92
MILL AND FILL	REGIONAL PROGRAM	025141.00 - BANGOR, ROUTE 15	5/31/2022	\$ 1,923,910.24	\$ 1,382,127.00	-28.16
MILL AND FILL	REGIONAL PROGRAM	024997.00 - PORTLAND, FOREST AVENUE	6/8/2022	\$ 327,300.80	\$ 285,810.00	-12.68
MILL AND FILL	REGIONAL PROGRAM	024159.00 - NORTHPORT, ROUTE 1	6/9/2022	\$ 1,487,107.12	\$ 1,533,638.00	3.13
MILL AND FILL	REGIONAL PROGRAM	025283.00 - WISCASSET - EDGEComb, ROUTE 1	6/9/2022	\$ 1,456,692.07	\$ 1,215,283.60	-16.57
MILL AND FILL	REGIONAL PROGRAM	025445.00 - NEWCASTLE-NOBLEBORO, ROUTE 1	6/9/2022	\$ 5,577,626.44	\$ 5,353,095.00	-4.03
MILL AND FILL	REGIONAL PROGRAM	024151.00 - KITTEERY, ROUTES 1, 1A & 236	7/1/2022	\$ 4,060,021.65	\$ 3,341,135.00	-17.71
MILL AND FILL	REGIONAL PROGRAM	026624.10 - KITTEERY I-95 NB VISITOR INFORMATION CENTER	7/1/2022	\$ 252,756.65	\$ 186,303.50	-26.29
MILL AND FILL	REGIONAL PROGRAM	025491.00 - WESTBROOK, ROUTE 25	4/3/2023	\$ 1,720,194.13	\$ 1,764,269.50	2.56
MILL AND FILL	REGIONAL PROGRAM	025017.00 - BIDDEFORD, SOUTH STREET	4/20/2023	\$ 265,227.66	\$ 211,910.00	-20.10
MILL AND FILL	REGIONAL PROGRAM	025123.00 - FAIRFIELD, ROUTE 139	4/20/2023	\$ 3,048,970.04	\$ 3,525,996.50	15.65
MILL AND FILL	REGIONAL PROGRAM	025963.00 - BIDDEFORD, ALFRED STREET (ROUTE 111)	4/20/2023	\$ 454,655.17	\$ 403,164.00	-11.33
MILL AND FILL	REGIONAL PROGRAM	026456.00 - BANGOR TO OLD TOWN INTERSTATE RAMP PAVING	5/9/2023	\$ 2,410,230.00	\$ 1,730,160.00	-28.22
MILL AND FILL	REGIONAL PROGRAM	025961.00 - OLD ORCHARD BEACH, UNION AVENUE	5/24/2023	\$ 530,046.46	\$ 430,125.00	-18.85
MILL AND FILL	REGIONAL PROGRAM	025969.00 - SCARBOROUGH, E GRAND AVENUE	5/24/2023	\$ 622,146.45	\$ 503,080.00	-19.14
MILL AND FILL	REGIONAL PROGRAM	025965.00 - OLD ORCHARD BEACH, SACO AVENUE	5/24/2023	\$ 456,977.59	\$ 366,381.00	-19.83
MILL AND FILL	REGIONAL PROGRAM	025377.00 - BREWER, SOUTH MAINE STREET	Not Awarded	\$ 1,950,284.50	\$ 1,413,837.00	-27.51
MILL AND FILL	LOCALLY ADMINISTERED	025379.00 - BANGOR, OAK STREET	Not Awarded	\$ 523,457.75	\$ 415,434.00	-20.64
MILL AND FILL	REGIONAL PROGRAM	022445.00 - OLD TOWN, STILLWATER CENTER	Not Awarded	\$ 777,208.00	\$ 574,250.00	-26.11

Proposed Action: Approve the transfer of \$440,870.88 (Federal and State) from IIJA funding, to WIN 25377.00 Brewer South Main Street.

Sara Devlin provided an update. Jeremy Caron discussed the process so far. Prices across the state have seen increases for similar projects. Members of the group asked about if the State is in support of the contract, at the current amount. Members discussed that the reasons IIJA funds were not allocated was in case bids came in like they have been.

Rob Yerxa made a motion to approve the action as written, second by Aaron Huotari, roll call vote was taken, unanimously approved.

7) BACTS UPWP Budget

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

BACTS 2022-2023 UPWP													
As of 05/31/2023													
Task	Project	Total Allotted	Total Spent	In-Kind	Total Remaining	Contract to Date Trend			Forecasted Trend (Projected Figures)				
						Acutal % Usage	Amount Should be as of 05/31	Variance	Total Remaining (Less In Kind)	Salary	Consultant	Direct Expenses	Estimated Remaining
FHWA													
1	Admin and Coordination	\$333,914	\$234,510	\$0	\$99,404	70.2%	\$236,522	\$2,013	\$99,404	\$22,711	\$0	\$10,149	\$66,544
2	Programming	\$64,000	\$16,046	\$0	\$47,954	25.1%	\$45,333	\$29,287	\$47,954	\$8,174	\$10,000	\$418	\$29,362
3	Data and Studies	\$198,500	\$150,277	\$0	\$48,223	75.7%	\$140,604	-\$9,673	\$48,223	\$8,215	\$17,443	\$913	\$21,651
4	Planning	\$184,000	\$64,001	\$0	\$119,999	34.8%	\$130,333	\$66,332	\$119,999	\$29,982	\$44,050	\$1,258	\$44,708
5	Unallocated 2020-2021	\$134,460	\$45,277	\$0	\$89,183	33.7%	\$95,243	\$49,966	\$89,183	\$6,729	\$97,877	\$95	-\$15,518
6	*Increased PL Funding	\$144,911	\$0	\$0	\$144,911	0.0%	\$102,645	\$102,645	\$144,911	\$0	\$144,911	\$0	\$0
Total FHWA		\$1,059,785	\$510,111	\$0	\$549,674	48.13%	\$750,681	\$240,570	\$549,674	\$75,812	\$314,282	\$12,834	\$146,746
FTA													
1	Admin and Coordination	\$80,076	\$32,410	\$6,482	\$41,185	40.5%	\$56,721	\$24,311	\$31,651	\$29,679	\$0	\$772	\$1,200
2	Programming	\$13,800	\$2,533	\$507	\$10,761	18.4%	\$9,775	\$7,242	\$8,507	\$1,171	\$0	\$50	\$7,286
3	Data and Studies	\$13,800	\$3,390	\$678	\$9,732	24.6%	\$9,775	\$6,385	\$7,650	\$11,416	\$0	\$45	-\$3,811
4	Planning	\$162,500	\$59,684	\$11,937	\$90,879	36.7%	\$115,104	\$55,420	\$70,316	\$30,302	\$44,081	\$609	-\$4,675
Total FTA		\$270,176	\$98,016	\$19,603	\$152,557	36.28%	\$191,375	\$93,359	\$118,125	\$72,568	\$44,081	\$1,476	\$0
Total		\$1,329,961	\$608,127	\$19,603	\$702,231	45.73%	\$942,056	\$333,929	\$667,799	\$148,380	\$358,363	\$14,311	\$146,746

* 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.

Sara Devlin provided an updated, anticipated carryover, BACTS is working with MaineDOT regarding this. Sara Devlin also mentioned this figure does not include the increases from IJJA.

8) Penobscot Climate Action Update

Staff Report

Staff are conducting extensive public outreach to gather community feedback through pop up events and identify interested parties for working groups. Please notify Madeline Jensen if you are aware of any community events that staff should attend to speak to residents. Please also distribute the Survey #2 to your networks. Survey #2 will be open through July. See flier with survey QR code on Attachment C.

Also see the Bangor Daily News article which highlights the project:

<https://www.bangordailynews.com/2023/05/26/mainefocus/bangor-group-preparing-extreme-weather-joam40zk0w/>

Maddie Jensen provided an update, the second survey is available and Maddie encourages members to share to social media pages, town offices, etc. Public outreach is also ongoing. Staff would appreciate it if members could share if there are events that we could set up a table at to spread the word.

9) MTP Project Prioritization Rubric and Project List

Staff Report

Staff and project consultants are working to create a project prioritization rubric which will be used to rank proposed projects. The consultants have compiled a list of project ideas that were sourced from the previous MTP, conversations with municipalities, and recurring ideas from the public during our survey outreach.

Maddie Jensen provided an update. The prioritization rubric is from the goals created at the start of the project. BACTS would appreciate any feedback provided by members on this rubric.

The projects list is a fairly comprehensive list from ideas discussed at various meetings and discussions that have happened over the course of this project.

10) Transit Updates

Laurie Linscott provided an update. Saturday service has resumed and is going well. All routes are up and running as well. Community Connector has hired a transit technician, and a couple of other staff starting in the coming weeks.

Sara Devlin provided an update on the proposed UPWP transit studies for the next UPWP cycle, a list was reviewed and discussed for potential inclusion in the next UPWP.

11) Project Updates

John Theriault provided an update on Bangor projects

- Penobscot Corridor in works
- Updates on a few smaller projects as well, primarily paving
- Sidewalk projects are also underway

Jeremy Caron provided an update on Brewer projects

- Waiting on a few contractors for projects

Rob Yerxa provided an update on the Orono Projects

- Planning study continues on, moving to the data collection phase

John Rouleau provided an update on Old Town Projects

- Downtown traffic control project underway
- Masts have been approved

12) MaineDOT Report

Nothing to update at this time.

13) Other Business

BACTS Staff will be reaching out to members regarding scheduling for the next few policy committee meetings locations.

14) Upcoming Meetings

Policy Committee - July 18th, 2023 at 1PM - Location TBD

Transit Committee - September 13th, 2023 at 2PM - via Zoom

The meeting was called to adjourn by Jeremy Caron, seconded by John Rouleau, unanimous approval. Meeting was ended at 10:30AM.

Attachment B
BACTS Monthly Report
August 2023

Traffic Incident Management (TIM) - BACTS continues to work with MaineDOT on implementing the recommendations from the statewide TIMS strategic plan. Penobscot TIM meeting is scheduled for September 15th and a TIM Technology group meeting will be occurring in late September. A Southern TIM meeting, Electric Vehicle Towing training, and a TIM booth at the MMA will occur this Fall. Staff is updating call sheets for the different TIMs regions in preparation for future meetings.

Collector Pavement Inventory and Analysis Data Collection - Staff met with Sewall to make suggestions to formatting and structure for exporting reports and viewing the analysis results in Sewall's interface. Staff is coordinating with Sewall to provide access to the database to all the BACTS members. Sewall is working on mapping where sidewalks currently exist and adding it to the Better Roads database.

Safe Streets for All Grant - BACTS Staff has submitted an application for a SS4A Planning and Demonstration Grant, communicated with USDOT, and made corrections in response USDOT's SS4A Outreach #2 feedback email.

VPIs - BACTS Staff has participated in communications and meetings for Old Town's VPI. Likewise, Staff has engaged with ongoing communications for Orono and Brewer's VPIs.

Rural Contract - BACTS Staff producing a draft of the transportation element for Milford's comprehensive plan, and communicating with MaineDOT to ensure compliance. BACTS and MaineDOT have begun rural outreach efforts to inform communities in Penobscot County of the rural contract and the planning support available to them. Presently, BACTS and MaineDOT have provided contact information to and met with Charleston, Bradford, Howland, East Millinocket, Millinocket, and Patten.

Recreation Economy for Rural Communities - Staff have been involved in developing the action plan for RERC which was led by multiple organizations and member communities. The plan has been completed and the implementation will be done by EMDC. Staff have been asked to sit on the Steering Committee to provide knowledge and support for the transportation related goals outlined in the plan.

GOPIF Service Provider Grant - Staff have successfully accomplished the deliverables set out in our Service Provider Grant application. Final reporting will be completed in the next few weeks which will close out this program.

Meetings and Conferences

- MaineDOT Coordination Meetings
- Crash Responder Safety Week Webinars
- Talking TIMS FHWA Webinar
- Old Town Council CAAP Update
- Bangor Pride CAAP Tabling
- Penobscot County Cares CAAP Update
- Bangor Sidewalk Art Festival CAAP Tabling
- Penobscot Climate Action Monthly Meeting
- Penobscot Climate Action Advisory Committee
- Penobscot Climate Action Working Group Meeting #1
- Old Town Transit Discussion with MDOT and FHWA
- Bangor VPI Proposal Review
- MaineDOT Climate Reduction Strategy Meeting
- Maine LEAN Planning Meeting
- Veazie CAAP Council Update
- Bangor Greendrinks CAAP Tabling
- Hampden Children's Day CAAP Tabling
- Old Town VPI Proposal Selection
- Bangor City Council Workshops
- Meeting with Bucksport Police Chief
- TIP subcommittee

Attachment C
Draft 2026 TIP Project Ranking

August 2023

RANK	PROJECT NAME	SCORE	PRICE
1	OSI 6: Broadway & Stillwater - Bangor	67	\$714,699
2	PRES 9: Main St - Bangor	62	\$2,100,291
3	OSI 4: State & Washington - Brewer	60	\$349,917
4	PRES 6: Center St - Old Town	57	\$1,286,177
5	PRES 1: Wilson St - Toyota to Bartlett - Brewer	57	\$1,783,008
6	PRES 2: Wilson St - Bartlett to Walgreen's - Brewer	55	\$883,723
7	OSI 5: Wilson & Greenpoint - Brewer	52	\$52,663
8	OSI 5: I-395 & S. Main St - Brewer	52	\$52,663
9	PRES 7: Hogan Road - Bangor	50	\$1,594,995
10	OSI 8: Broadway & School St - Bangor	50	\$252,786
11	OSI 2: State & N. Main - Brewer	50	\$338,913
12	PRES 3: S. Main - Elm to Orrington TL - Brewer	49	\$922,202
13	OSI 7: Hogan & Bangor Mall Blvd - Bangor	47	\$547,532
14	OSI 1: Wilson & Pierce/Sparks - Brewer	47	\$93,157
15	PRES 8: Washington St - Bangor	45	\$506,512
16	REHAB 1: N. Main St - Old Town	45	\$3,544,928
17	PE 1: Odlin & I-395 & Hammond St - Bangor	43	\$269,446
18	PRES 5: Stillwater Ave - Old Town	37	\$3,456,875
19	OSI 3: S. Main & Cianbro - Brewer	35	\$133,724
20	PRES 4: Forest Ave - Orono	25	\$1,785,892
21	SW 1: Mount Hope Ave - Bangor	9	\$1,673,838



Unified Planning Work Program

2024 - 2025

January 1st, 2024 through December 31st, 2025

Approved by the BACTS Policy Committee on **DATE**

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The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

In accordance with the Civil Rights Act of 1964, BACTS does not discriminate on the basis of race, color or national origin. For more information about these protections or to file a complaint, please contact BACTS.

Introduction

The Bangor Area Comprehensive Transportation System (BACTS) is a Metropolitan Planning Organization (MPO) designated by the federal and state government to carry out a comprehensive, continuing, and cooperative transportation planning process for urbanized areas (as defined by the U.S. Bureau of the Census). BACTS is focused on improving transportation services in the Greater Bangor area, serving 10 participating municipalities and Penobscot Nation. Two non participating members include Eddington and Holden. BACTS pursues this aim by evaluating and programming transportation improvement projects throughout the region. Another major function of BACTS is to facilitate communication between stakeholders, such as its own member communities, the regional transit agency, and state and federal transportation agencies.

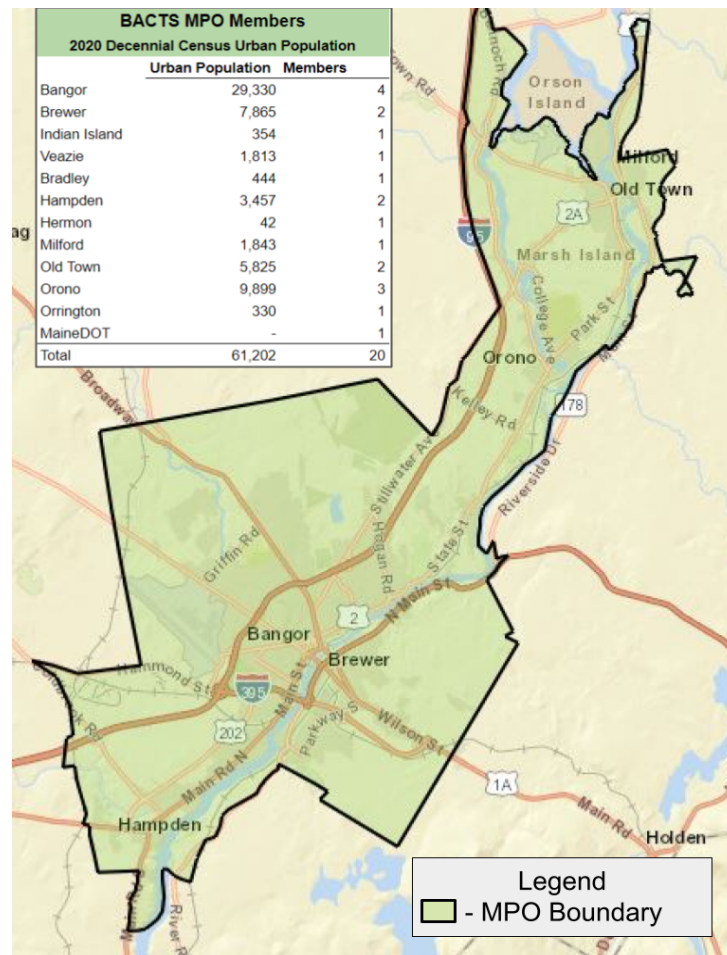
BACTS receives just under \$1 million dollars for a two year planning program and approximately \$2.2 million annually for capital funding.

The governing body of BACTS is the Policy Committee and is comprised of municipal officials from member communities, a representative from Maine Department of Transportation (MaineDOT), Federal Transit Administration (FTA) and Federal Highway Administration (FHWA). This Policy Committee has the responsibility of planning and prioritizing transportation improvement projects funded in part by the U.S. Department of Transportation (USDOT) with funds provided through FHWA and FTA.

There is one fixed route transit operator in the Greater Bangor Urbanized Area (UZA), the Community Connector. The Community Connector serves the municipalities of Bangor, Brewer, Hampden, Veazie, Orono, Old Town, and the University of Maine.

BACTS also serves as a convenor for the municipalities contributing to the community connector to meet and discuss operations, budgets and capital plans.

BACTS' primary responsibility as an MPO is to establish a setting for effective decision making in the metropolitan area and develop regional planning products. This includes the Unified Planning Work Program (UPWP), long-range Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Public Participation Plan (PPP), and an annual list of projects for which federal transportation funds are obligated. These plans and programs coordinate various elements of transportation networks into one cohesive regional



BACTS MPO Membership
2020 U.S. Decennial Census



transportation system, determine goals and evaluate options, track performance, identify investment priorities, and document how federal transportation funds are spent in the region.

BACTS' mission is to provide for the safe, economical, efficient, effective, and convenient movement of people and goods over a multimodal transportation system compatible with the socioeconomic and environmental characteristics of the region. The two year work plan focuses on supporting the BACTS mission. Highlights of the work completed in the 2022-2023 two year work plan can be found [here](#).

Federal Planning Factors

The Infrastructure Investment and Jobs Act (IIJA), also commonly known as Bipartisan Infrastructure Law, requires that ten specific planning factors can be considered by MPOs in the development of their UPWPs. The following matrix illustrates the planning factors considered in each of the UPWP tasks.

Planning Factors	Task 1 - Operations and Coordination	Task 2 - Programming	Task 3 - Data / Analysis	Task 4 - Planning
Support economic vitality of the urbanized area	X	X	X	X
Increase safety of transportation system for motorized users	X	X	X	X
Increase security of transportation	X	X	X	X
Increase accessibility and mobility options for people and freight	X	X	X	X
Protect and enhance the environment, promote energy conservation, and improve quality of life	X	X	X	X
Enhance integration and connectivity of transportation system, across modes, for people and freight	X	X	X	X
Promote efficient system management and operation	X	X	X	X
Emphasize preservation of existing transportation system	X	X	X	X
Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	X	X	X	X
Enhance travel and tourism	X	X	X	X

Performance Based Planning

BACTS' performance-based approach incorporates federal standards in its planning processes to ensure effective transportation decision making. In this approach, the metropolitan transportation planning process must establish performance targets that address the performance measures or standards previously set by the FHWA and the FTA. By tracking progress toward attainment of critical outcomes for the region, BACTS is better able to support national transportation goals and communicate its value as a transportation planning partner.

For each roadway performance measure, BACTS is required to establish a regional performance target or adopt and support the MaineDOT established target. In selecting an appropriate measure, BACTS therefore agrees to plan and program projects that contribute toward meeting the targets. PM-1 Safety targets are updated annually. PM-2 Infrastructure Condition and PM-2 System Performance targets are based on a 4-year performance period. The first performance period is 2018-2021. Separate 2-year and 4-year targets are established for various particular measures under PM-2 and PM-3.

Transit performance measures require that BACTS establish initial regional performance targets for both Infrastructure Condition (Transit Asset Management State of Good Repair) and Safety. An MPO may choose to set new regional transit performance targets more frequently; however, regional transit performance targets are required to be updated with the preparation and submission of the system performance report that is required as part of the MTP.

BACTS is responsible for integrating performance measures in plans and programs, including providing a system performance report in the MTP. The system performance report provides a description of the performance measures and targets used to assess system performance, evaluates the performance of the transportation system with respect to the performance targets and reports on achieved progress. BACTS must integrate the goals, objectives, performance measures, and targets described by providers of public transportation. The BACTS Performance Measures Report and adopted targets can be found [here](#).

2024 - 2025 UPWP Proposed Tasks and Activities

The following tasks for the 2024-2025 UPWP reflects the priorities developed by the BACTS membership. Each task is funded through a combination of federal, state, and local funding, and are completed by BACTS staff and consultants.

Since the previous UPWP, BACTS has increased its staff capacity to proactively meet the workloads of ongoing and future planning efforts. The following proposed tasks and activities are developed utilizing a combination of identified priorities by BACTS members, BACTS staffing capacity, and the utilization of expected funding for this time period.

BACTS' budget remains fiscally constrained with a significant likelihood of potential carryover into the 2026-2027 UPWP. BACTS has also submitted an application for the FHWA's Safe Street for All (SS4A) grant, which if successful, could prompt amendments to this UPWP to best describe and assess how such funding advances the MPO's planning and programming goals. Likewise, new data from the 2020 Census could also prompt UPWP amendments, in the event demographic changes are significant enough to change BACTS' funding mix.

Task 1 - Operation and Coordination

Objective

This task largely focuses on the management of the BACTS committees (Executive, Policy, and Transit) as well as other additional ad hoc committees, which are developed as needed. Under this task, BACTS staff will facilitate the management and supporting administrative tasks necessary for the operation of the MPO. BACTS will continue to build professional skills, which will allow staff to respond to our region's transportation needs. Another critical role of Task 1 is public engagement with the citizens of the BACTS region on transportation policy, planning, and projects.

Activities

MPO Operations

- General Administration - Broad, common management and administration tasks that support day-to-day activities of the MPO, including human resource functions.
- Accounting and Financial Functions - Maintain general ledger and prepare invoices, program budgets, and financial information for annual review/audit, as required by federal and state governments.
- UPWP Development and Administration - Administer 2024-2025 Cooperative Agreement and any related consultant contracts or agreements relevant to the fulfillment of the 2024-2025 UPWP, complete annual reports, prepare amendments as required, and develop 2026-2027 UPWP.
- Monitor Grant Opportunities - Assess the availability, relevance, and potential benefit of certain state and federal grants to the operations of the MPO.

Professional Development

- Training and Conferences - Attendance at workshops, conferences, and training classes to develop the analytical skills and maintain knowledge of current regulations and planning practices. Participate in various webinars, workshops, and training geared to increasing public participation in the transportation planning process.
- Professional Memberships, Subscriptions, and Affiliations - Participation in professional organizations, subscriptions to stay current on regulations and planning practices, advance technical, professional and outreach skills.
- Technical Programs, Manuals, and Publications - Purchase of technical programs, software and/or guidance and reference manuals.

Engagement

- Public Participation Plan (PPP) - Follow the procedures outlined in the public participation policy as adopted by the Policy Committee for each plan or program. Review and update the PPP, as deemed necessary through the planning process.
- Website and Social Media - Manage and update the BACTS website and social media pages to provide public notification and access to meeting agendas and related materials. Proliferate other public-facing documents and communications in support of transportation planning programs.

- Title VI/Environmental Justice/Non-Discrimination Plan - Review and update Title VI/EJ/Non-Discrimination Plan. Prepare an annual report of BACTS Goals and Accomplishments.
- Public Information and Outreach - Attend local public/group meetings to provide input and information, answer inquiries, and provide guidance as requested. Review and update the Interested and Affected Parties List on an ongoing basis.

Coordination

- Monitor Stakeholder Transportation Initiatives - Observe, track, and potentially cooperate in relevant transportation initiatives led by stakeholder partners in local, county, state, and federal agencies.
- Transit Coordination - Support a collaborative relationship between Community Connector and the member municipalities to ensure transit needs are met effectively. Seek out opportunities to improve service through connections with other agencies/stakeholders.
- Interagency Collaboration - Attend MaineDOT/MPO Quarterly meetings as well as collaborate meetings and/or workshops with regional partners, MaineDOT, other state agencies, FHWA, and FTA.

Committee Support

- MPO Committees - Direct and coordinate the continuing, cooperative, and comprehensive metropolitan transportation planning process. Facilitate and support the BACTS Policy Committee, Executive Committee, and Transit Committee. Provide assistance on various planning study advisory committees at the local level, and coordinate basic functions among federal, state, and local agencies (including FHWA, FTA, and MaineDOT).
- Public Transit Advisory Council - Serve as a member of the State of Maine Public Transit Advisory Council, Maine Transit Association, Black Bear Orono Express Shuttle Committee (non-voting member), and the Community Connector ADA Paratransit Appeals Committee.

Product Schedule

Task 1	Budget	Frequency	2024				2025			
			Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4
MPO Management	\$114,000	Ongoing	x	x	x	x	x	x	x	x
Professional Development	\$38,000	Ongoing	x	x	x	x	x	x	x	x
Engagement	\$27,000	Ongoing	x	x	x	x	x	x	x	x
Coordination	\$50,000	Ongoing	x	x	x	x	x	x	x	x
Committee Support	\$38,000	Ongoing	x	x	x	x	x	x	x	x

Funding

Responsibility	Estimated Costs	Funding Source	Amount
BACTS	\$250,000	FHWA PL	\$149,600
Consultant	\$1,500	MaineDOT	\$26,700
Direct Costs	\$15,500	Local	\$18,700
Total	\$267,000	FTA §5303	\$64,000
		In Kind	\$8,000
		Total	\$267,000

Task 2 - Programming

Objective

To develop a fiscally constrained program of investments, in cooperation with our members, the State, and any public transit operators. Such programming efforts reflect investment priorities and make progress toward achieving performance targets. There are ongoing processes between the MPO and MaineDOT to revise capital funding that could impact the prioritization of projects. The BACTS Policy Committee recently adopted the Transportation Improvement Program Project Prioritization and Selection Policy ([here](#)), which outlines the process and criteria by which projects are prioritized and selected for funding in the TIP. This is the guiding document for activities performed in Task 2.

Activities

Project Selection and Prioritization

- Review and amend, if necessary, the TIP Project Prioritization and Selection Policy through the TIP Subcommittee to ensure efficient and equitable investments in the region. The TIP Subcommittee will then meet to work on the project selection process for a two year funding cycle. This includes:
 - Preparing the Capital Workplan timeline and Request for Projects,
 - Compiling, reviewing, and scoring roadway project request submissions,
 - Hiring an Independent Contractor to develop project scopes and estimates,
 - Reviewing roadway projects on-site (project ride) with MaineDOT and FHWA staff,
 - Obtaining independent cost estimates from Maine DOT,
 - Preparing a final Workplan list for BACTS Policy Committee approval

TIP Documentation

- Maintain an up-to-date and accurate TIP document, as required, for FHWA and FTA funding eligibility. Develop an annual TIP document, provide public notice, and solicit comments in accordance with BACTS PPP. Review MaineDOT STIP for consistency with BACTS TIP, and prepare revisions/amendments, as required of BACTS staff. Work with the Community Connector to review, compile, and post listing of projects obligated in the previous federal fiscal year.

Transit Programming

- Transit Financial Plans - Work with City of Bangor/Community Connector to cooperatively develop a 3-Year Projected Operations Financial Plan and a 10-Year Capital Plan.

Product Schedule

Task 2	Budget	Frequency	2024				2025			
			Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4
Project Selection and Prioritization	\$32,000	Annual Process - Jan-June and as needed	x	x			x	x	x	
TIP Documentation	\$13,000	Annual process Dec-Jan and as needed	x			x	x			x
Transit Programming	\$10,000	Annual process Dec-Jan and as needed	x			x	x			x

Funding

Responsibility	Estimated Costs	Funding Source	Amount
BACTS	\$32,400	FHWA PL	\$36,000
Consultant	\$22,500	MaineDOT	\$5,500
Direct Costs	\$100	Local	\$4,500
Total	\$55,000	FTA \$5303	\$8,000
		In Kind	\$1,000
		Total	\$57,000

Task 3 - Data / Analysis

Objective

Collecting and providing access to data is a critical function of BACTS, especially in the development or prioritization of transportation plans, policy, and investments within the region. BACTS member communities can utilize the MPO's ability to collect traffic and roadway condition data to inform their transportation planning; BACTS also supplies data to MaineDOT in support of their planning processes. The MPO uses a variety of methods to communicate information developed through data collection, which includes graphically representing data in maps, presentations, studies, and other deliverables. This type of data is processed by BACTS through a variety of sources and databases, such as Mysidewalk and Streetlight, which are largely accessible due to paid subscriptions and MaineDOT memberships.

BACTS will conduct a number of transportation studies in the region which address transportation safety, mobility, and sustainability. BACTS strives to develop transportation plans with recommendations that address the MPO's performance targets and that are fiscally constrained. During this two year work plan, BACTS wrap up the regional climate action and adaptation plan and provide implementation support as needed.

Activities

Data Collection

- Traffic Data Collection - Work with stakeholders and partners on traffic volume and turning movement counts as requested from member municipalities and ensure all collected data will be maintained in an accessible database. Manage the collection of other data that may be required to carry out planning responsibilities, such as pavement condition, speed and delay, signal timing and phasing, facility location, inventory information, and transit related data. Incorporate MySidewalk and Streetlight data where appropriate, in planning activities.
- Performance Data Collection - Create and maintain databases to track annual condition and/or performance of systems for each performance measure. Develop a performance report card (or dashboard) for each performance measure, which describes baseline data, performance targets, progress, and current condition performance.
- Transportation Safety Planning - Monitor and update information as needed from MaineDOT's statewide database and reports to analyze area crash statistics. Identify contributing factors at problem locations and develop appropriate countermeasures. Utilize GIS mapping tools as appropriate to focus on crash locations with identifiable deficiencies in infrastructure, excessive speed, signal length and/or coordination, etc

Performance Measures

- Provide information to the BACTS Policy committee to develop or otherwise support the MaineDOT-developed performance targets and integrate performance measures into plans and programs. Develop performance target reporting, data collection, and analysis procedures. Track safety related performance target progress and continue to monitor safety conditions in the BACTS region.

Geographic Information System (GIS)

- Produce comprehensive planning data and tools through GIS, displaying demographic, land use, traffic and transportation network inventory information. Gather and organize GIS data obtained from planning studies, MEGIS, municipalities, U.S. Census, to ensure the data is useful to BACTS members. Create maps using data to insert in planning documents, for use at meetings, or for MPO decision-making.

Village Partnership Initiative (VPI)

- VPI is a MaineDOT program that provides funds for improvements to bicycle-pedestrian and roadway safety infrastructure in qualifying communities. Assist, advance, and provide feedback to member municipalities' proposals for the VPI funds. Coordinate with MaineDOT in communicating VPI's relevance and requirements.

Inventories and Assessments

- Better Roads and Signal Master Plan - Monitor the status and condition of collector roads within the MPO's purview and report them to the ongoing Better Road Program with Sewall. Engage with proactive maintenance of collector roads to reduce long term road repair costs.
- Penobscot Climate Action - Support implementation of the Penobscot Climate Action outcomes as needed, including additional committee coordination, public outreach, education, data collection, etc.
- Transit Support - Provide system performance analysis and support of ridership, fares, expenses, revenues, miles, and hours. Collect and maintain data required to evaluate transit system conditions and performance as necessary. Additional evaluation of routes, designated stops and other transit related policies will be conducted if deemed necessary.
- MTP - Monitor and track the implementation of the regional visions, strategies, and priorities detailed in the MTP. Engage with stakeholders, where relevant, to assess implementation of various elements of the MTP.
- Other Agencies' Transportation Initiatives - Monitor and participate in relevant transportation initiatives led by local, state, and federal partner agencies.

Product Schedule

Task 3	Budget	Frequency	2024				2025			
			Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4
Data Collection	\$22,000	Ongoing	x	x	x	x	x	x	x	x
Performance Measures	\$7,000	Ongoing	x	x	x	x	x	x	x	x
GIS	\$26,000	Ongoing	x	x	x	x	x	x	x	x
VPI	\$37,000	Ongoing	x	x	x	x	x	x	x	x
Inventories and Assessments	\$100,000	Ongoing	x	x	x	x	x	x	x	x

Funding

Responsibility	Estimated Costs	Funding Source	Amount
BACTS	\$165,300	FHWA PL	\$139,200
Consultant	\$15,000	MaineDOT	\$19,200
Direct Costs	\$11,700	Local	\$17,400
Total	\$192,000	FTA §5303	\$14,400
		In Kind	\$1,800
		Total	\$192,000

Task 4 - Planning

Objective

Transportation planning is a core function and strength of BACTS. The MPO strives to develop contextually relevant, transformative transportation plans that result in a safe, interconnected, multimodal transportation network. Focusing on improving safety for all users of the region's transportation system, BACTS aims to incorporate planning best-practices and to promote greater awareness of transportation safety design.

Activities

Freight Study / Updated Truck Routes

- Analyze conditions and trends in the region's freight network, and assess how potential improvements in infrastructure and policy could best benefit the BACTS region. Incorporate and reflect aspects of the MaineDOT State Integrated Freight Strategy, where appropriate.

Culvert Inventory

- Produce a document denoting the location of existing and planned culverts in the Greater Bangor urbanized area on collector roads and gaps that should be addressed as flooding risks grow in terms of regional importance.

Hermon - Route 2 Study

- Hammond Street Capacity Study - Analyze the potential need for adding capacity to Route 2 from the Bangor / Hermon line to North Street in Hermon. Evaluate the impacts such a project would have on traffic volume and safety.

Brewer - South Main Street Traffic Analysis

- Wilson Street to I-395 Ramp Analysis - Study the section of South Main and provide traffic analysis including capacity, turning movement, speed, recommend sidewalk and parking improvements, and identify potential traffic safety improvements.

Active Transportation Plan

- Analyze conditions and trends in the region's bicycle and pedestrian network. Develop an updated active transportation plan that communicates these conditions, identifies potential improvements and programs to create safer bicycle and pedestrian infrastructure, and prompts engagement with stakeholders on safety planning. Incorporate and reflect aspects of the Maine State Active Transportation Plan, where appropriate.

Transit Studies

- Fare Structure Analysis - Analyze Community Connector fare structure and offer recommendations for potential updates. Produce a report that provides an overview of current and alternative fare structures, service value, comparisons to similar transit agencies, and other considerations.
- Community Connector Brand Recognition/Marketing - Assess the brand and visibility of Community Connector. Offer recommendations to improve service visibility, accessibility for riders, and the public desirability of the service. Provide estimated budgets and timelines for a potential full rebrand to match recommendations.

- Comprehensive Customer and Service Analysis - Collect and analyze data on Community Connector service, transit infrastructure, and customer use habits; such data may include factors such as origin/destination, stop infrastructure including ADA accessibility features, service hours, and satisfaction. Offer recommendations for improvements, with intentional consideration of costs and benefits.

Product Schedule

Task 4	Budget	Frequency	2024				2025			
			Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4
Freight Study / Updated Truck Routes	\$44,000	Varies			x	x	x	x		
Culvert Inventory	\$59,000			x	x	x				
Hermon - Route 2 Study	\$67,000						x	x	x	x
Brewer - South Main Street Traffic Analysis	\$127,000		x	x	x	x				
Active Transportation Plan	\$147,000				x	x	x	x	x	x
Transit Studies	\$230,000	Ongoing	x	x	x	x	x	x	x	x

Funding

Responsibility	Estimated Costs	Funding Source	Amount
BACTS	\$266,900	FHWA PL	\$355,200
Consultant	\$405,000	MaineDOT	\$67,400
Direct Costs	\$2,100	Local	\$44,400
Total	\$674,000	FTA \$5303	\$184,000
		In Kind	\$23,000
		Total	\$674,000

2024 - 2025 UPWP Tasks Note

A number of promising study and planning topics will not be directly funded through the 2024-2025 UPWP due to budget restraints. BACTS will assess these projects previously identified by members for the potential use of discretionary funding, if available, or during the development and budgeting process for the 2026-2027 UPWP. Studies / analyses identified at this time include the following planning topics:

- Regional land use mapping and housing inventory
- Feasibility study for adding on and off ramps at Greenpoint Road from I-395
- Regional electric vehicle (EV) plan, with a focus on charging infrastructure

UPWP Adoption and Amendment/Revision Process

The 2024 - 2025 UPWP is considered and approved by the BACTS Policy Committee prior to submission to MaineDOT for review. Upon satisfactory review, MaineDOT forwards the UPWP to FHWA and FTA for their review and approval. The UPWP is the basis for the biennial cooperative agreement which provides the funding for BACTS to carry out planning activities, MaineDOT and FHWA/FTA must indicate concurrence with the elements of the UPWP prior to the execution of the biennial cooperative agreement, and BACTS must receive a letter of authorization to proceed prior to beginning work and incurring expenses.

Amendments or revisions to the UPWP are considered and approved by the BACTS Policy Committee then submitted to the MaineDOT MPO Coordinator via email. Amendment requests are reviewed by the MaineDOT MPO Coordinator and MaineDOT Multimodal Planning & Operations Section staff (if applicable) and forwarded to FHWA and/or FTA for review and approval. Revisions do not require approval.

An amendment is a:

- change to the federally approved total planning budget;
- change to the scope of federally approved task;
- addition or deletion of a task.

A revision is a:

- change that does not change the FHWA/FTA approved total planning budget;
- change that does not change the scope of the federally funded work task.

BACTS Budget Summary 2024-2025 Unified Planning Work Program

Task	Project	Funding Source					Total
		FHWA PL	MaineDOT	Local	FTA \$5303	In Kind	
1	Administration and Coordination	\$149,600	\$26,700	\$18,700	\$64,000	\$8,000	\$267,000
2	Programming	\$36,000	\$5,500	\$4,500	\$8,000	\$1,000	\$55,000
3	Data and Studies	\$139,200	\$19,200	\$17,400	\$14,400	\$1,800	\$192,000
4	Planning	\$355,200	\$67,400	\$44,400	\$184,000	\$23,000	\$674,000
	Totals	\$680,000	\$118,800	\$85,000	\$270,400	\$33,800	\$1,188,000

Task	Project	Breakdown of Costs			Total
		BACTS	Consultant	Direct Costs	
1	Administration and Coordination	\$250,000	\$1,500	\$15,500	\$267,000
2	Programming	\$32,400	\$22,500	\$100	\$55,000
3	Data and Studies	\$165,300	\$15,000	\$11,700	\$192,000
4	Planning	\$266,900	\$405,000	\$2,100	\$674,000
	Totals	\$714,600	\$444,000	\$29,400	\$1,188,000

Municipality	%*	2 Year Total**
Bangor	52.593%	\$27,864.12
Bradley	0.755%	\$399.99
Brewer	13.525%	\$7,165.36
Hampden	5.491%	\$2,909.06
Hermon	0.261%	\$138.27
Milford	3.298%	\$1,747.24
Old Town	9.828%	\$5,206.74
Orono	11.849%	\$6,277.44
Orrington	0.796%	\$421.71
Veazie	1.602%	\$848.72

*Ratio based on municipal percent of total Decennial Census Urban Population and percent of total VMT

**Note - Total equals 2024-2025 FHWA PL Local Match only. Carryover funding from 2022-2023 was paid in prior year. Invoices are sent on an annual basis for half of each member's total contribution. Figures are subject to change based on UPWP funding amendments.