



## ***Policy Committee Meeting***

**November 19th, 2024**

**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 October 15th, 2024 BACTS Policy Committee Meeting Minutes (Attachment A)**

**4) BACTS Monthly Report (Attachment B)**

**5) BACTS Corridor Scoring System (Attachment C)**

**Staff Report**

As part of the MaineDOT MOU, BACTS staff created a corridor scoring system and methodology. The intent of the BACTS corridor scoring system is to develop and periodically update a corridor management plan for key corridors within the MPO region. BACTS will fund the development of Corridor Management Plans using their regular Unified Planning Work Plan (UPWP) funding and/or may request Planning Partnership Initiative/Village Partnership Initiative funding from MaineDOT if necessary.

**Proposed Action:** *Discuss BACTS corridor presentation.*

**6) BACTS / MaineDOT Memorandum of Understanding**

**Staff Report**

At the October Policy Committee meeting staff and MaineDOT presented the draft MOU to the committee. Staff provided the draft MOU to committee members, requesting comments by November 8th. One comment was received regarding traffic signals that are not part of large corridor plans and other signal maintenance agreements. Staff is working with MaineDOT on options to include language to address that comment.

**Proposed Action:** *Approve BACTS-MaineDOT Memorandum of Understanding.*

**7) Transit Studies UPWP Amendment**

**Staff Report**

At the October Transit Committee meeting the group discussed the current schedule and budget for transit studies using BACTS FTA formula funds. Delays to Community Connector's data collection technology will make it difficult to successfully complete the full scope of the Comprehensive Customer and Service Analysis. The Transit Committee recommends that the Policy Committee amend the 24-25 UPWP to defer this study until the data collection technology can be implemented. Funding for this study can be reallocated to the other two proposed studies, the Community

Connector Brand Recognition/Marketing study and the Fare Structure Analysis, both of which could benefit from additional outreach efforts not initially budgeted for.

**Proposed Action:** Amend the 2024-2025 UPWP to defer the “Comprehensive Customer and Service Analysis” study to 2026-2027.

## 8) BACTS UPWP Budget

Staff will provide budgetary information regarding the 2024-2025 UPWP budget.

BACTS 2024-2025 UPWP  
10/31/2024

23 Total  
8 Months into contract  
15 Months left in contract

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 10/31	Variance	Total Remaining (Less In Kind)	Salary	Consultant	Direct Expenses	Estimated Remaining
	FHWA												
1	Operation and Coordination	\$219,173	\$169,715	\$0	\$49,459	77.4%	\$76,234	-\$93,481	\$49,459	\$141,169	\$30	\$10,408	-\$102,149
2	Programming	\$45,800	\$10,787	\$0	\$35,013	23.6%	\$15,930	\$5,144	\$35,013	\$27,236	\$22,500	\$36	-\$14,759
3	Data and Studies	\$188,500	\$137,677	\$0	\$50,823	73.0%	\$65,565	-\$72,112	\$50,823	\$121,841	\$56,595	\$5,582	-\$133,196
4	Planning	\$453,600	\$55,350	\$0	\$398,250	12.2%	\$157,774	\$102,424	\$398,250	\$64,461	\$317,644	\$940	\$15,205
5	Unallocated	\$366,617	\$0	\$0	\$366,617	0.0%	\$127,519	\$127,519	\$366,617	\$0	\$0	\$0	\$366,617
Total FHWA		\$1,273,690	\$373,529	\$0	\$900,161	29.33%	\$443,023	\$69,493	\$900,161	\$354,707	\$396,769	\$16,966	\$131,719
	FTA												
1	Operation and Coordination	\$79,500	\$17,654	\$3,531	\$58,315	22.2%	\$27,652	\$9,998	\$46,652	\$54,439	\$0	\$2,577	-\$10,364
2	Programming	\$9,900	\$772	\$154	\$8,973	7.8%	\$3,443	\$2,671	\$7,178	\$9,856	\$0	\$0	-\$2,678
3	Data and Studies	\$17,100	\$3,382	\$676	\$13,042	19.8%	\$5,948	\$2,566	\$10,434	\$11,340	\$0	\$249	-\$1,156
4	Planning	\$161,062	\$3,116	\$623	\$157,324	1.9%	\$56,022	\$52,906	\$125,859	\$59,889	\$165,000	\$2,533	-\$101,563
Total FTA		\$267,562	\$24,924	\$4,985	\$237,653	9.32%	\$93,065	\$68,141	\$190,123	\$135,524	\$165,000	\$5,360	-\$115,761
Total		\$1,541,253	\$398,454	\$4,985	\$1,137,814	25.85%	\$536,088	\$137,634	\$1,090,283	\$490,231	\$561,769	\$22,326	\$15,957

\*Anticipated transfer to FTA for Transit Studies

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

**Proposed Action:** For discussion only.

## 9) General Consultant Agreement Task Order

Staff will provide a monthly report on task order assignments and status.

<u>Project</u>	<u>Consultant</u>	<u>Estimated Time Frame</u>
Culvert Inventory	VHB	September 2024 - December 2025
Fare Structure	Foursquare	November 2024 - June 2025
Signal Warrant Analysis - Brewer South Main	Sewall	October 2024 - December 2024
Traffic Signal Master Plan Support	Sebago	October 2024 - May 2025

**Proposed Action:** For discussion only.

## 10) Transit Updates

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

**Proposed Action:** For discussion only.

## 11) Project Updates

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

**Proposed Action:** For discussion only.

## 12) MaineDOT Report

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

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

**13) Other Business**

Discussion of other items not on today's agenda.

**14) Upcoming Meetings**

Transit Committee - January 8th, 2025 at 2PM - via Zoom

Policy Committee / Holiday Luncheon - December 17th, 2024 at 12:00PM - Orono Council

Chambers - Please RSVP no later than 12/10!



**Attachment A**  
**Policy Committee Meeting**

**October 15th, 2024**

**9:30AM**

**Brewer City Council Chambers and via Zoom**

**Minutes**

<b>Committee Members</b>	<b>Affiliation</b>
Jeff Davis Anne Kreig	Bangor
Jeremy Caron Tena Kroll	Brewer
Amy Ryder	Hampden
Stephen Fields Scott Perkins	Hermon
Mitch Stone	Orono
Mark Leonard	Veazie
<b>MaineDOT / FHWA / FTA</b>	
Claire Winter, Kirstie Tirandazi	

**1) Call to Order**

Meeting was called to order by Jeremy Caron at 9:35AM. Introductions were performed.

**2) Public Comment**

No comments at this time.

**3) Approval of September 17th, 2024 BACTS Policy Committee Meeting Minutes**

No comments on the minutes, Amy Ryder made a motion to approve the minutes as written, seconded by Mitch Stone, roll call vote taken members were all in favor.

**4) BACTS Monthly Report**

Jacob Stein provided an update on upcoming Safe Streets for All outreach for Steering Committee members. Additional discussion of updating collector road paving inside previous BACTS boundary since Sewall did survey in 2022.

Jack Bosies provided an update on the corridor scoring and methodology, a formal update will be completed at the next meeting.

**5) Urban Partnership Initiative (UPI) Projects**

**Staff Report**

As part of the new MaineDOT funding initiative, initiative 3 is the Urban Partnership Initiative (UPI). The UPI is only eligible to MPO communities, and is similar to the Municipal Partnership Initiative in that the program is funded with state dollars, and is a 50/50 match with municipalities. MaineDOT has set aside \$3 million for the UPI program to be divided among the 4 MPO's. BACTS Staff sent

members an application for UPI projects for their municipality, for consideration in the 2025 MaineDOT Work Plan. One application from Bangor was received.

Bangor has submitted a proposal to add 0.77 miles of sidewalk on Maine Ave, between Hammond Street and Union Street, construction and engineering cost estimated at \$475,000.00.

***Proposed Action:*** Approve Bangors Maine Ave sidewalk project proposal to be submitted to MaineDOT for funding consideration under the UPI funding initiative.

Sara Devlin provided an overview. Applications were submitted in a similar process to how TIP projects have been submitted in the past. Bangor Staff provided additional information, this area is highly trafficked by vulnerable users, and will be going to council for formal approval. Sara Devlin also provided additional information regarding scheduling and process going forward, related to finalizing MOU.

Mitch Stone made a motion to approve the action as written, seconded by Stephen Fields, roll call vote taken, Mark Leonard abstained, all other members in favor.

## **6) BACTS / MaineDOT MOU**

### **Staff Report**

BACTS Staff and MaineDOT will provide an overview of the MOU that has been drafted in coordination with the states 4 MPO's. The intent of the MOU is to enhance coordination between MaineDOT and the MPO's and improve cooperation through a new agreement that outlines the responsibilities of each party, including decision making for transportation investments. The MOU also outlines the new funding initiatives developed by MaineDOT, and details the roles and responsibilities for each initiative.

***Proposed Action:*** Discuss the sections of the MOU, and timeline for comments and Executive Director signature.

Sara Devlin provided an overview of the process and anticipated timeline to formalize this document. Claire Winter provided a presentation reviewing the MaineDOT / BACTS MOU process, definitions, initiatives, federal guidelines and regulations, and timelines. Members of the group discussed various aspects including; intentions of locally administered vs state projects, HCP 1+2 projects and responsibilities, where smaller projects like traffic signal replacements would fall (likely initiative 6 but other funding may become available for this type of project), speaking about municipal support (ideally would see council support but would depend on project, a letter from town manager would suffice).

Sara Devlin encouraged members of the group to send any additional specific projects along and for all comments to be received by November 8th. The final MOU will be reviewed and approved at the next meeting.

## **7) BACTS UPWP Budget**

Staff will provide budgetary information regarding the 2024-2025 UPWP budget.

9/30/2024

										Contract to Date Trend				Forecasted Trend (Projected Figures)				16	Months left in contract
Task	Project	Total Alloted	Total Spent	In-Kind	Total Remaining	Actual % Usage	Amount Should be as of 9/30 30.4%	Variance	Total Remaining (Less In Kind)	Salary	Consultant	Direct Expenses	Estimated Remaining						
FHWA																			
1	Operation and Coordination	\$219,173	\$161,168	\$0	\$58,005	73.5%	\$66,705	-\$94,463	\$58,005	\$130,499	\$30	\$11,486	-\$84,009						
2	Programming	\$45,800	\$10,787	\$0	\$35,013	23.6%	\$13,939	\$3,152	\$35,013	\$27,529	\$22,500	\$36	-\$15,052						
3	Data and Studies	\$188,500	\$110,707	\$0	\$77,793	58.7%	\$57,370	-\$53,337	\$77,793	\$131,887	\$75,552	\$6,126	-\$135,772						
4	Planning	\$453,600	\$40,889	\$0	\$412,711	9.0%	\$138,052	\$97,163	\$412,711	\$79,985	\$331,935	\$945	-\$154						
5	Unallocated	\$366,617	\$0	\$0	\$366,617	0.0%	\$111,579	\$111,579	\$366,617	\$0	\$0	\$0	\$366,617						
Total FHWA		\$1,273,690	\$323,551	\$0	\$950,140	25.40%	\$387,645	\$64,094	\$950,140	\$369,900	\$430,017	\$18,594	\$131,629	*Anticipated transfer to FTA for Transit Studies					
FTA																			
1	Operation and Coordination	\$79,500	\$17,229	\$3,446	\$58,825	21.7%	\$24,196	\$6,966	\$47,060	\$59,488	\$0	\$2,579	-\$15,008						
2	Programming	\$9,900	\$772	\$154	\$8,973	7.8%	\$3,013	\$2,241	\$7,178	\$11,174	\$0	\$0	-\$3,996						
3	Data and Studies	\$17,100	\$2,894	\$579	\$13,627	16.9%	\$5,204	\$2,310	\$10,902	\$12,877	\$0	\$249	-\$2,224						
4	Planning	\$161,062	\$3,115	\$623	\$157,324	1.9%	\$49,019	\$45,904	\$125,859	\$69,807	\$165,000	\$2,534	-\$111,481						
Total FTA		\$267,562	\$24,011	\$4,802	\$238,749	8.97%	\$81,432	\$57,421	\$190,999	\$153,345	\$165,000	\$5,362	-\$132,709						
Total		\$1,541,253	\$347,562	\$4,802	\$1,188,888	22.55%	\$469,077	\$121,515	\$1,141,139	\$523,245	\$595,017	\$23,956	-\$1,080						

\*Anticipated transfer to FTA for Transit Studies

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

Sara Devlin provided an overview. BACTS is currently working with MaineDOT to finalize a minor amendment related to FTA apportionment for 2024.

## 8) General Consultant Agreement Task Order Assignment Policy

Staff will review the policy as approved by the Executive Committee. Staff will provide a monthly report on task order assignments and status.

Project	Consultant	Estimated Time Frame
Culvert Inventory	VHB	September 2024 - December 2025
Fare Structure	Foursquare	October 2024 - June 2025
Signal Warrant Analysis - Brewer South Main	Sewall	October 2024 - December 2024

**Proposed Action:** For discussion only.

Sara Devlin provided an overview. This is a new standing item for the agenda. Staff have given feedback that this process is going well.

## 9) Transit Updates

Maddie Jensen updated the group that Saturday service is currently on hold. Transit committee is meeting next week and will provide additional updates at this time.

Kirstie Tirandazi provided an update, updated circulars have recently been published. Structure has changed, now organized by type of geographic area (not funding type). A number of trainings will be available every Friday for the next month or so to review these changes. Kirstie also provided additional information about funding availability for elderly and folks with disabilities.

## 10) Project Updates

Jeremy Caron provided an update on Brewer projects

- Parkway South is completed
- Paving State Street shortly
- Bid Elm Street and other MPI Projects

Amy Ryder provided an update on Hampden projects

- Western Avenue signal project in works

Jefferson Davis provided an update on Bangor projects

- Finalizing Ohio Street

- Washington/Oak adding Beacon
- Wrapping up for season

Scott Perkins provided an update on Hermon projects

- Going out for bid and estimate for crosswalk near middle school

#### **11) MaineDOT Report**

Claire Winter no additional updates at this time.

#### **12) Other Business**

Sara Delvin let the group know that BACTS staff are coordinating with municipal managers to discuss priorities over the next few years. Will also be reaching out for signal discussions to applicable municipalities.

#### **13) Upcoming Meetings**

Transit Committee - October 23rd, 2024 at 2PM - via Zoom

Policy Committee - November 19th, 2024 at 1:00PM - Hampden Council Chambers

The meeting was called to adjourn by Anne Krieg, seconded by Amy Ryder. Unanimous approval.  
Meeting ended at 10:15AM.



### ***Attachment B***

#### **BACTS Monthly Report November 2024**

**Pet Supply Drive** - BACTS Staff will be holding our third annual pet supply drive for the Old Town Animal Orphanage! Please bring any items you'd wish to donate to the next Policy Committee meeting scheduled for December or stop by our office anytime in the next few weeks with your donation!

**Traffic Incident Management (TIM)** - BACTS continues to work with MaineDOT on implementing the recommendations from the statewide TIMS strategic plan. Staff is working on creating the scope for the 2025 contract. Crash Responder Safety Week events are being planned and will include a press event (November 18th at 10am in Hermon at the Dysarts Truck Stop (530 Coldbrook Rd, Hermon, ME 04401) and two training sessions on November 20th (Augusta) and on November 21st (Bangor).

**Safe Streets for All Grant** - Staff and VHB are working on developing stakeholder lists and collecting crash data. Steering Committee creation is upcoming.

**EV Fueling Stations** - Efficiency Maine has funding opportunities for EV fueling stations across Maine. Please visit the following link for funding eligibility:  
<https://www.efficiencymaine.com/at-work/electric-vehicle-supply-equipment-initiative/>

**VPIs** - Staff attended the first Hampden VPI public meeting and submitted Miovision data for the project. Brewer VPI held a public meeting on Thursday, November 14 at 4pm, in the Council Chambers (80 North Main Street).

**Collector Paving, Capital, and Planning Project Identification** - Sewall is almost finished with the fieldwork for expanding the Better Roads database to cover the expanded BACTS Region collector roads and performing a similar scoring of the arterials and sidewalks.

**Corridor Scoring** - Staff created a presentation for BACTS policy committee.

**Rural Contract** - Staff performed rural outreach in Corinth, Patten, and Stacyville. Staff also attended a Wabanaki Public Health and Wellness seminar. Staff attended a synergy meeting with NMDC rural planner. Staff attended a meeting to discuss next steps for a Millinocket planning phase as part of a VPI.

**Culvert Inventory**- Staff attended the Phase I kick-off meeting of the Culvert Inventory project.

**EPA Community Change Grant** - The Penobscot Climate Action Committee directed BACTS and BASWG to apply for the EPA Community Change Grant. The application requests \$20million, no match to support the following projects: Resilience Hub Network and Upgrade Project, Active Transportation Planning and Engineering Study, and Stormwater Management Project. The communities of Bangor, Brewer, Hampden, Milford, Old Town, Orono, Penobscot Nation, and Veazie are participating in the application. If awarded funding, BACTS will manage the grant and keep the Policy Committee updated on progress.

### **Meetings and Conferences**



- MaineDOT Rural Coordination Meetings
- SS4A Community of Practice webinars
- Crash Responder Safety Week All State Meeting
- Talking TIMs Webinar
- PTAC Meeting, State of Transit Subcommittee, Steering Subcommittee
- MTA Meeting and Communications subcommittee meeting
- Transit Committee Meeting
- NNECAPA Conference
- Culvert Inventory Kick Off Meeting
- PCA Committee Meeting
- BRLI Class Day 3
- Aroostook TIMS
- Wabanaki Public Health & Wellness seminar
- Hampden VPI Public Meeting
- Northern Penobscot/Aroostook Rural Synergy
- Northern Penobscot Outreach

## Attachment C



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### Corridor Scoring System

Prepared by:

Bangor Area Comprehensive Transportation System

## Background

As the designated Metropolitan Planning Organization (MPO) for the greater Bangor region, Bangor Area Comprehensive Transportation System (BACTS), the group tasked itself to score and create corridors which consist of state owned roads within the MPO. BACTS chose this task to create a ranked assessment of corridors to focus on needed improvements within the region.

## MaineDOT MPO Memorandum of Understanding

As part of the MaineDOT MPO Memorandum of Understanding (MOU) section 4.2, BACTS staff created a corridor scoring system and methodology. The intent of the BACTS corridor scoring system is to develop and periodically update a corridor management plan for improvements along key corridors within the MPO region. BACTS will use this list to prioritize future studies funded through the Unified Planning Work Program (UPWP) or for direct funding through MaineDOT, as applicable.

## Purpose

The purpose of creating a corridor ranking system is to locate areas which are in need of the most enhancement to create safer and more efficient roads for pedestrians and vehicles. Previously BACTS had no scoring system, but this now allows BACTS to compile data before sharing it with committee members to isolate a select few corridors to focus future improvements on.

## Roles and Responsibilities

The BACTS region includes 10 municipalities and the Penobscot Nation. The elected chief or administrative officials from a BACTS community may suggest changes to the scoring system overtime.

The BACTS Policy Committee will assign a subset of members to a UPWP subcommittee on a biennial basis. The UPWP subcommittee will review the five highest scoring corridors which will be rescored by BACTS every two years. The subcommittee will review, prioritize, and select projects to recommend to the BACTS Policy Committee for funding. The BACTS Policy Committee will review, comment, and approve all projects to be funded through the BACTS UPWP for the following year. The BACTS Policy Committee will approve the final project selection.

## Current Funding

As of 2024, the BACTS region was adjusted by the Maine Department of Transportation to include entire municipalities rather than only urbanized sections of the MPO area. This update increased our initial corridor selections to ensure that all areas are viewed to benefit the region.

## Project Scoring

BACTS created a scoring system using attributes which impact road safety, efficiency, and public access. Scoring metrics were created using data from the MaineDOT, EPA, BACTS, municipalities, and previously created corridor studies.

Scoring Criteria	Weight
Facilitate Economic Opportunities	10
Reduce Congestion	10
Promote Safety	20
Support Transit Access	10
Support Pedestrian Access	10
Support Bicycle Access	5
Existing Bicycle Activity	5
Avoid Redundant Studies	10
Target Vulnerable Communities	10
Implement MTP Priorities	10
<b>Maximum Score</b>	<b>100</b>

## Facilitate Economic Opportunities

Municipal zoning maps showcase designated areas of economic development. A corridor which has economic opportunities within its boundaries has high growth potential and commercial zoning areas. This scoring is based upon a municipality's zoning map, and includes areas described as general commercial, village commercial, shopping and personal service.

Severity Level Score	Description	Notes
0	Not At All	No economic opportunities along corridor
5	Somewhat (<50%)	Some economic opportunities along corridor

10	To Great Extent (>50%)	Economic opportunities exist to great extent
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## Reduce Congestion

Congestion is measured by MaineDOT and can be viewed on the MaineDOT Mapviewer using the customer service level (CSL) attribute known as CSL (service). This particular scoring criteria focuses on the lower ranks of C, D, or F which highlight areas of a corridor that experience congestion. This measure uses the ratio of peak traffic flows to highway capacity to arrive at an A-F score for travel delay. Peak summer months are specifically considered to capture impacts to Maine's tourism industry. This scale is uniform across Highway Corridor Priority, since tourist travel is system-wide and sitting in traffic affects customer service similarly on all roads (MaineDOT).

Severity Level Score	Description	Notes
0	Less than 10%	No Congestion
5	Between 10-50%	Some Congestion
10	To Great Extent (>50%)	Great levels of congestion

## Promote Safety

Safety is measured by MaineDOT and can be viewed on the MaineDOT Map Viewer using CSL (Safety) attribute. This particular scoring criteria focuses on the lower ranks of C, D, or F which highlight areas of a corridor that experience motor vehicle crashes. This measure includes the two types of motor vehicle crashes most likely related to the highway; head-on and run off road crashes. The A-F scale compares these crash rates with the statewide average (MaineDOT).

Severity Level Score	Description	Notes
0	Less than 10%	No safety segments
10	Between 10-50%	Some safety segments

20	To Great Extent (>50%)	Great levels of safety segments
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## Support Transit Access

The Community Connector is a fixed route public transit system operated by the City of Bangor to assist communities of the Greater Bangor Urbanized Area. It includes bus routes in Bangor, Brewer, Veazie, Orono, Old Town, and Hampden while also providing service to Husson University, Eastern Maine Community College, and the University of Maine. This attribute of the corridor scoring system is measured if the community connector travels within or partially within the corridor.

Severity Level Score	Description	Notes
0	Not at All	No public transit access
5	Somewhat (<50%)	Some public transit access
10	To Great Extent (>50%)	Full public transit access

## Support Pedestrian Access

Pedestrian infrastructure is measured on availability and condition along a corridor. Sidewalk condition and whether or not it exists within an area impacts active transportation for individuals. If sidewalks are in rough condition, they likely have not been up-to-date to support current ADA compliances.

Severity Level Score	Description	Notes
0	Low Severity	Sidewalk in good condition, was new or recently built
10	High Severity	No sidewalk exists or sidewalk is in extremely poor condition

## Support Bicycle Access

Corridors showcasing a bike lane, breakdown lane or shoulder showcase a location that appeals to bikers recreationally and as a mode of transportation that also has an area in mind for bike safety. This scoring was based on what current paint lines and road width exist.

Severity Level Score	Description	Notes
0	Biking Access	A shoulder/breakdown lane exists along this corridor
5	No Biking Access	No shoulder/break down lane exists along this corridor

## Bicycle Activity

Bicycle activity was measured using an analysis run by Streetlight which provides active transportation data showcasing bike travel. This data helps showcase that bike travel and recreation exist each day during non-winter months.

Severity Level Score	Description
0	No biking tracked on this corridor
5	Biking tracked on this corridor

## Avoid Redundant Studies

Studies that have been performed along a corridor or partially along a corridor impact scoring. If a corridor has been recently studied it likely does not warrant another study but may be ready for engineering or construction.

Severity Level Score	Description
0	Existing Study
5	Includes Part of Corridor
10	No Existing Study

## Target Vulnerable Communities

Vulnerable communities can be found along corridors using the Environmental Protection Agency's (EPA) Environmental Justice tool. This aspect was measured using the EPA IRA (Inflation Reduction Act) disadvantaged communities map. The use of this mapping and data tool showcases areas which are disadvantaged in metrics such as economic disparity, environmental hazards, air quality, and safety.

Severity Level Score	Description	Notes
0	Not at All	Corridor does not exist within EPA IRA map
5	Somewhat (<50%)	Some of the corridor exists within EPA IRA map
10	To Great Extent (>50%)	The majority of the corridor exists within the EPA IRA map

## Implement MTP Priorities

BACTS is required to prepare a Metropolitan Transportation Plan (MTP) to outline a long term transportation vision for the region. These plans must identify how the area will manage and operate a multi-modal transportation system to meet the region's economic, transportation, development and sustainability goals on a 20+-year planning horizon. A corridor which is referenced within the MTP would further support project/study prioritization and/or recommendations.

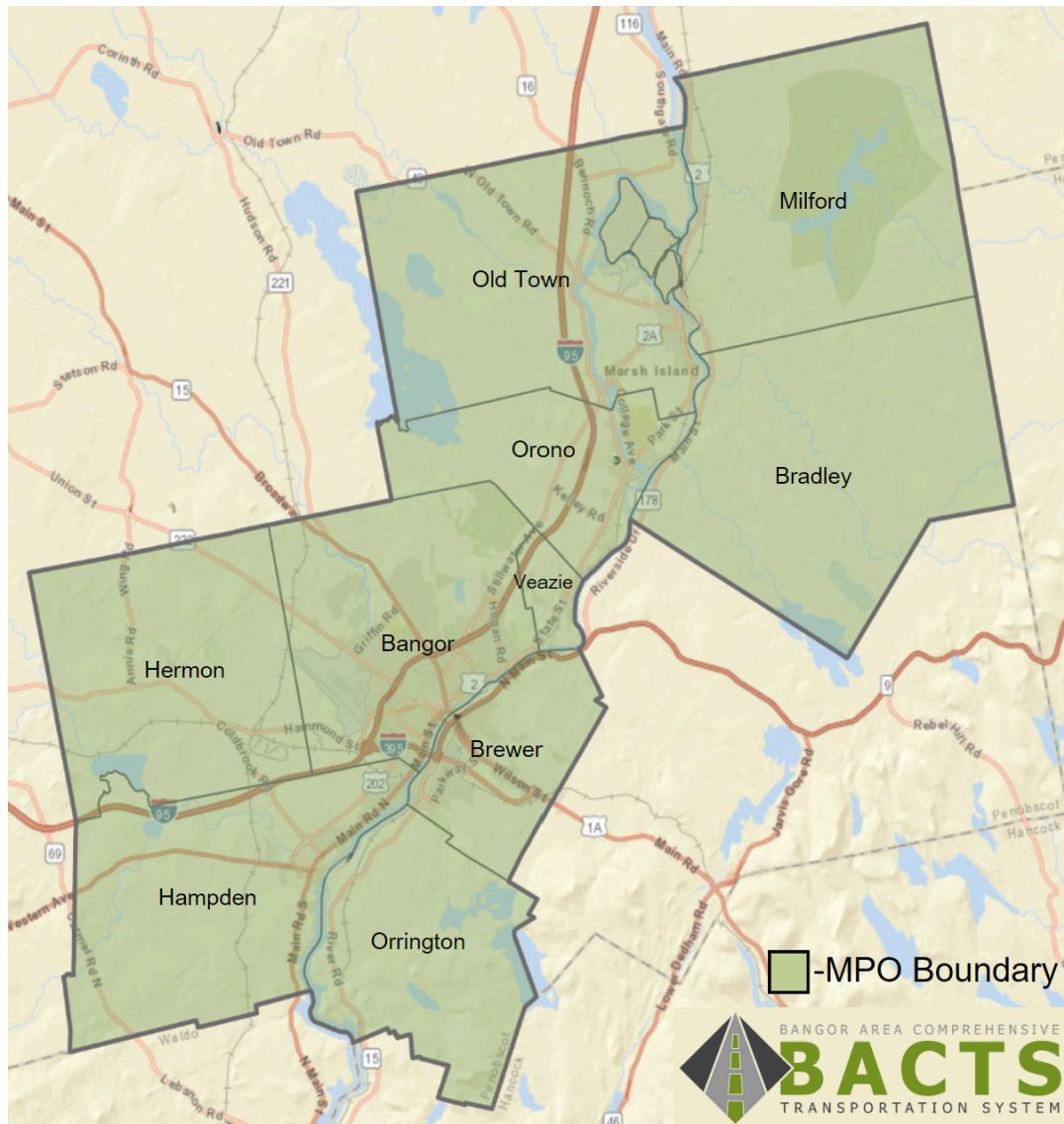


Severity Level Score	Description
0	Not At All
5	Somewhat
10	To Great Extent

## Rescoring

Staff at BACTS plans to rescore the entirety of its corridor study every five years to keep up to date with infrastructure deterioration. BACTS plans on referencing the scoring every two years in conjunction with UPWP development, though minor updates may be necessary to show which corridors have been studied in the past years. This action is performed by staff to ensure updated data can rescore the region. Each corridor scoring attribute is likely to change overtime as projects and citizens exist throughout the region. The newly scored corridor study shall be presented to the BACTS subcommittee for approval.

## MPO Area



## Corridor Area

