



## ***Policy Committee Meeting***

**March 18th, 2025**

**1:00PM**

**Hermon 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 18th, 2025 BACTS Policy Committee Meeting Minutes (Attachment A)**

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

**5) BACTS' 2025-2028 Transportation Improvement Program Schedule (Attachment C, to be sent prior to meeting)**

**Staff Report**

All federally funded projects must be in the State Transportation Improvement Program (STIP) and the Metropolitan Planning Organization's Transportation Improvement Program (TIP) in order to receive federal funding. These projects are located in the BACTS area and are funded with Federal Highway Administration and Federal Transit Administration funds. BACTS must update the TIP when there is a change to any project such as funding increase or a request to add a project to the TIP. These changes must also be reflected in the MaineDOT STIP. MaineDOT must receive the BACTS Policy Committee endorsement when any federally funded project has a major scope change or cost increase or when MaineDOT wishes to add a project to the STIP. All TIP amendments must be posted to the BACTS website for a 10-day public comment period.

BACTS Staff have been coordinating with MaineDOT regarding project lists received. These lists and any potential errata sheet updates are anticipated to be reviewed in the coming weeks.

Once BACTS Staff and MaineDOT have had a chance to review the project lists, we would request approval for the following:

- Amend the current 2024-2027 TIP to include the FHWA and FTA project list proposed for the 2025-2028 TIP, and associated errata sheet, once reviewed by Staff. This allows all 2025 projects to be authorized at their current level of funding, with updated information, prior to the 2025-2028 STIP/TIP approval. This amendment will be posted for a 10-Day comment period.
- Post the 2025-2028 BACTS TIP for a 10-Day public comment period (per the Public Participation Plan).

Once the comment period has ended, Staff will make any necessary changes to the draft TIP. The Policy Committee will review and approve the 2025-2028 BACTS TIP at the April Policy Committee meeting. This proposed schedule is subject to change, any changes will be communicated to the Committee.

**Proposed Action 1:** Authorize BACTS Staff to post the proposed TIP amendment once the listing is reviewed by BACTS Staff and MaineDOT, for a 10 day public comment period. So long as no substantial public comment is received as part of the public comment period, authorize Staff to submit the TIP Amendment to MaineDOT once the public comment period has ended.

**Proposed Action 2:** Authorize BACTS Staff to post the draft 2025-2028 BACTS TIP for a 10-Day public comment period.

**6) MaineDOT Active Transportation Planning Initiative (ATPI) (Attachment D)**

ATPI is a new MaineDOT initiative which will provide State funding for small-scale bicycle and pedestrian improvements implemented by municipalities. ATPI will be focused on small-scale municipally implemented projects that focus on measurable safety improvements for Vulnerable Road Users and other small location specific improvements to human scale transportation users. ATPI may also be utilized to co-fund demonstration or pilot projects that benefit active transportation road users. See attachment D for full funding program overview.

**Proposed Action:** For discussion only.

**7) BACTS UPWP Budget**

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

BACTS 2024-2025 UPWP  
02/28/2025

23 Total  
13 Months into contract  
10 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 2/28 | Variance  | Total Remaining (Less In Kind)       | Salary    | Consultant | Direct Expenses | Estimated Remaining |
| FHWA       |                            |                |             |         |                 |                        |                             |           |                                      |           |            |                 |                     |
| 1          | Operation and Coordination | \$294,873      | \$230,401   | \$0     | \$64,472        | 78.1%                  | \$166,667                   | -\$63,733 | \$64,472                             | \$116,185 | \$0        | \$6,661         | -\$58,374           |
| 2          | Programming                | \$45,800       | \$12,402    | \$0     | \$33,398        | 27.1%                  | \$25,887                    | \$13,485  | \$33,398                             | \$21,551  | \$22,500   | \$36            | -\$10,689           |
| 3          | Data and Studies           | \$263,500      | \$214,164   | \$0     | \$49,336        | 81.3%                  | \$148,935                   | -\$65,229 | \$49,336                             | \$77,354  | \$19,196   | \$5,378         | -\$52,591           |
| 4          | Planning                   | \$539,520      | \$126,462   | \$0     | \$413,058       | 23.4%                  | \$304,946                   | \$178,485 | \$413,058                            | \$67,083  | \$204,369  | \$2,920         | \$138,686           |
| Total FHWA |                            | \$1,143,693    | \$583,428   | \$0     | \$560,265       | 51.01%                 | \$646,435                   | \$63,007  | \$560,265                            | \$282,172 | \$246,065  | \$14,995        | \$17,032            |
| FTA        |                            |                |             |         |                 |                        |                             |           |                                      |           |            |                 |                     |
| 1          | Operation and Coordination | \$79,500       | \$23,944    | \$4,789 | \$50,767        | 30.1%                  | \$44,935                    | \$20,991  | \$40,614                             | \$46,585  | \$0        | \$242           | -\$6,213            |
| 2          | Programming                | \$9,900        | \$1,636     | \$327   | \$7,937         | 16.5%                  | \$5,596                     | \$3,960   | \$6,349                              | \$9,675   | \$0        | \$0             | -\$3,326            |
| 3          | Data and Studies           | \$17,100       | \$9,928     | \$1,986 | \$5,186         | 58.1%                  | \$9,665                     | -\$263    | \$4,149                              | \$9,762   | \$0        | \$249           | -\$5,863            |
| 4          | Planning                   | \$297,234      | \$11,806    | \$2,361 | \$283,067       | 4.0%                   | \$168,002                   | \$156,196 | \$226,454                            | \$34,316  | \$112,812  | \$533           | \$78,793            |
| Total FTA  |                            | \$403,734      | \$47,314    | \$9,463 | \$346,957       | 11.72%                 | \$228,197                   | \$180,883 | \$277,565                            | \$100,338 | \$112,812  | \$1,024         | \$63,391            |
| Total      |                            | \$1,547,427    | \$630,742   | \$9,463 | \$907,222       | 40.76%                 | \$874,633                   | \$243,890 | \$837,830                            | \$382,511 | \$358,878  | \$16,019        | \$80,423            |

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

**Proposed Action:** For discussion only.

**8) General Consultant Agreement Task Order**

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

| <b>Project</b>                     | <b>Consultant</b> | <b>Estimated Time Frame</b> |
|------------------------------------|-------------------|-----------------------------|
| Brewer South Main Street           | Stantec           | Completed - February 2025   |
| Culvert Inventory - Phase 1        | VHB               | Completed - February 2025   |
| Fare Structure                     | Foursquare        | December 2024 - August 2025 |
| Traffic Signal Master Plan Support | Sebago            | October 2024 - May 2025     |

**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.

**13) Upcoming Meetings**

Transit Committee - April 9th, 2025 at 2PM - via Zoom

Penobscot Climate Action Committee - April 10th, 2025 at 2PM - via Zoom

Policy Committee - April 15th, 2025 at 1PM - Orrington Town Office or virtually via Zoom



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

**February 18th, 2025**

**9:30AM**

**Bangor Council Chambers and via Zoom**

**Minutes**

| <b>Committee Members</b>                    | <b>Affiliation</b> |
|---|--------------------|
| Jeff Davis<br>Anne Kreig<br>Laurie Linscott | Bangor             |
| Jeremy Caron<br>Linda Johns<br>Tena Kroll   | Brewer             |
| Jon Clements<br>Victor Smith                | Hampden            |
| Stephen Fields                              | Hermon             |
| Bill Cody<br>Mitch Stone                    | Orono              |
| Mark Leonard                                | Veazie             |
| <b>MaineDOT / FHWA / FTA</b>                |                    |
| Claire Winter, John Theriault               |                    |

**1) Call to Order**

Meeting was called to order by Jeremy Caron at 9:30AM.

**2) Public Comment**

No comments at this time.

**3) Approval of January 21st, 2025 BACTS Policy Committee Meeting Minutes**

No comments on the minutes, Linda Johns made a motion to approve the minutes as written, seconded by Victor Smith, roll call vote taken, all in favor.

**4) BACTS Monthly Report**

Jeremy Caron provided an update to the group, BACTS has hired a new Executive Director, Belle Ryder. Belle will be joining BACTS at the end of the month.

Jack Bosies provided an update on the culvert inventory, this project is wrapping up and is anticipated to be completed in the coming week.

**5) Better Roads Presentation**

**Staff Report**

Sewall staff will present the updated Better Roads software which now includes all collector and arterial roads in the BACTS region. Sewall will also give a brief overview about how to use the software to make project prioritization and capital planning decisions. Reminder, please send any

updated roads to Jack by 2/25/25. Staff will also update members about the current stage of the prioritization process.

**Proposed Action:** For discussion only.

Maddie Jensen introduced Laura Teisl and Brett Hart from Sewall who gave a presentation of the Better Roads software and ways it can be utilized to help members. Laura added that Sewall and BACTS Staff are currently working on gathering sidewalk data with the potential for this information to create a similar program for sidewalks within the BACTS region. Members of the group discussed uses for this software and how to access the information. BACTS Staff also added that any updates or changes to members roads should be sent to Staff in the next week so the software can be fully updated prior to running for the prioritization process coming up.

**6) UPWP Local Match - Future Funding Years**

**Staff Report**

BACTS Staff and the Executive Committee met on three occasions, to review the UPWP local match calculation. The 2020 Census expanded the BACTS area, this also significantly impacted member populations and VMT used in the historical calculation. After a thorough review and analysis of different factors, the Executive Committee recommended retaining the historical 50/50 population/VMT formula. To help ease budget adjustments for members, the Committee recommends an interim figure for 2026-2027 UPWP using the average of the 2024-2025 member match and the updated calculated figure for future years. This interim measure acknowledges the significant impact of the census changes and provides a smoother transition for members to adapt to the new calculations. Please see the approximate budgeted figures in the chart below. Please note the figures in the chart below are approximate and subject to change up to the finalization of the 2026-2027 UPWP and future UPWP's.

Current Funding Figures (With State FTA allocated to FHWA and FTA having 20% In Kind Match)

|           | Updated Pop | VMT       | Calculated % | Amount Paid<br>2024-2025<br>UPWP | Proposed<br>Figure for<br>2026-2027<br>UPWP | Updated<br>Member<br>Amounts -<br>Future<br>UPWP's |
|-----------|-------------|-----------|--------------|----------------------------------|---|--|
| FHWA      | \$793,752   | \$126,593 | \$71,845     | \$920,345                        |   |  |
| FTA       | \$218,990   |           | \$54,748     | \$218,990                        |   |  |
| Bangor    | 31,753      | 420,232   | 37.08%       | \$35,795                         | \$33,111                                    | \$26,639   |
| Bradley   | 1,532       | 14,535    | 1.54%        | \$514                            | \$810                                       | \$1,106  |
| Brewer    | 9,672       | 138,365   | 11.75%       | \$9,205                          | \$8,822                                     | \$8,438  |
| Hampden   | 7,709       | 145,037   | 10.87%       | \$3,737                          | \$5,775                                     | \$7,813  |
| Hermon    | 6,461       | 120,916   | 9.09%        | \$178                            | \$3,353                                     | \$6,528  |
| Milford   | 3,069       | 37,822    | 3.46%        | \$2,245                          | \$2,366                                     | \$2,487  |
| Old Town  | 7,431       | 107,024   | 9.06%        | \$6,689                          | \$6,597                                     | \$6,506  |
| Orono     | 11,175      | 105,902   | 11.22%       | \$8,064                          | \$8,063                                     | \$8,062  |
| Orrington | 3,812       | 46,381    | 4.27%        | \$542                            | \$1,806                                     | \$3,071  |
| Veazie    | 1,919       | 12,172    | 1.67%        | \$1,090                          | \$1,143                                     | \$1,196  |
|           | 84,533      | 1,148,386 | 100.00%      | \$68,058                         | \$71,845                                    | \$71,845   |
|           | 50.00%      | 50.00%    |              |                                  |   |  |

**Proposed Action 1:** Approve the formula for future local match calculations for the biennial UPWP.

**Proposed Action 2:** Approve the recommended formula for calculation of transition figures for the 2026-2027 UPWP.

Paige Nadeau provided an overview of the process BACTS Staff and the Executive Committee completed during review of the local match calculation. Members of the group discussed the methodology and the proposed actions. BACTS Staff clarified that the figures above are for a 2 year UPWP, invoices would continue to be sent on an annual basis in December for approximately half of the figure noted above to each member.

Stephen Fields made a motion to approve both proposed actions as written, Linda Johns seconded. Roll call vote taken, all in favor.

**7) BACTS UPWP Budget**

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

BACTS 2024-2025 UPWP  
01/31/2025

23 Total  
12 Months into contract  
11 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 1/31 | Variance  | Total Remaining (Less in Kind)       | Salary    | Consultant | Direct Expenses | Estimated Remaining |
| FHWA       |                            |                |             |         |                 |                        |                             |           |                                      |           |            |                 |                     |
| 1          | Operation and Coordination | \$294,873      | \$225,120   | \$0     | \$69,753        | 76.3%                  | \$153,847                   | -\$71,273 | \$69,753                             | \$110,053 | \$0        | \$7,854         | -\$48,153           |
| 2          | Programming                | \$45,800       | \$12,290    | \$0     | \$33,510        | 26.8%                  | \$23,896                    | \$11,605  | \$33,510                             | \$25,390  | \$22,500   | \$36            | -\$14,416           |
| 3          | Data and Studies           | \$263,500      | \$210,761   | \$0     | \$52,739        | 80.0%                  | \$137,478                   | -\$73,283 | \$52,739                             | \$100,227 | \$19,196   | \$3,903         | -\$70,587           |
| 4          | Planning                   | \$539,520      | \$114,389   | \$0     | \$425,131       | 21.2%                  | \$281,489                   | \$167,099 | \$425,131                            | \$54,971  | \$295,127  | \$2,924         | \$72,109            |
| Total FHWA |                            | \$1,143,693    | \$562,560   | \$0     | \$581,133       | 49.19%                 | \$596,709                   | \$34,149  | \$581,133                            | \$290,640 | \$336,823  | \$14,716        | -\$61,046           |
| FTA        |                            |                |             |         |                 |                        |                             |           |                                      |           |            |                 |                     |
| 1          | Operation and Coordination | \$79,500       | \$22,977    | \$4,595 | \$51,928        | 28.9%                  | \$41,478                    | \$18,501  | \$41,542                             | \$46,202  | \$0        | \$488           | -\$5,148            |
| 2          | Programming                | \$9,900        | \$1,636     | \$327   | \$7,937         | 16.5%                  | \$5,165                     | \$3,529   | \$6,349                              | \$9,525   | \$0        | \$0             | -\$3,176            |
| 3          | Data and Studies           | \$17,100       | \$9,667     | \$1,933 | \$5,499         | 56.5%                  | \$8,922                     | -\$746    | \$4,399                              | \$9,873   | \$0        | \$249           | -\$5,723            |
| 4          | Planning                   | \$297,234      | \$11,657    | \$2,331 | \$283,246       | 3.9%                   | \$155,079                   | \$143,422 | \$226,597                            | \$48,790  | \$112,812  | \$533           | \$64,461            |
| Total FTA  |                            | \$403,734      | \$45,937    | \$9,187 | \$348,609       | 11.38%                 | \$210,644                   | \$164,707 | \$278,888                            | \$114,391 | \$112,812  | \$1,270         | \$50,414            |
| Total      |                            | \$1,547,427    | \$608,498   | \$9,187 | \$929,742       | 39.32%                 | \$807,353                   | \$198,856 | \$860,020                            | \$405,031 | \$449,635  | \$15,986        | -\$10,632           |

\*Anticipated transfer to FTA

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

**Proposed Action:** For discussion only.

Paige Nadeau provided an update, this is a standing agenda item, no questions or comments at this time from members of the group.

**8) UPWP Project Update**

Staff will provide a status update for current and upcoming UPWP projects in light of recent staff changes.

**Proposed Action:** For discussion only.

Maddie Jensen provided an overview and update on current staff workloads related to staffing changes at BACTS. Members will be kept apprised as new staff are on boarded and capacity returns to normal.

**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 - February 2025 |
| Fare Structure                     | Foursquare        | December 2024 - August 2025    |
| Traffic Signal Master Plan Support | Sebago            | October 2024 - May 2025        |

**Proposed Action:** For discussion only.

Paige Nadeau provided an update, this is a standing agenda item, no questions or comments at this time from members of the group.

**10) Transit Updates**

Laurie Linscott provided an update. CDL class is underway, testing in the coming weeks. Entering budget season.

**11) Project Updates**

Jeremy Caron provided an update on Brewer projects - Center Street VPI was approved by the council. Bids are starting to go out for other projects.

Jeff Davis provided an update on Bangor projects - VPI is being presented to the infrastructure committee this week. Design work is underway for a number of projects and they are prepping for the season.

**12) MaineDOT Report**

Claire Winter informed the group that the work plan should be released soon and she will send it to the group.

**13) Other Business**

One member had a question for BACTS Staff regarding a paving question, BACTS Staff will follow up with the member.

**14) Upcoming Meetings**

Transit Committee - February 26th, 2025 at 2PM - via Zoom

PCA Committee - April 10th, 2025 at 2PM - via Zoom

Policy Committee - March 18th, 2025 at 1PM - Hermon Town Office or virtually via Zoom

The meeting was called to adjourn by Linda Johns, seconded by Stephen Fields. Unanimous approval. Meeting ended at 10:15AM.



**Attachment B**  
BACTS Monthly Report  
February 2025

**Transportation Improvement Program (TIP)** - BACTS Staff are working closely with MaineDOT to prepare for the release of the BACTS TIP in the coming weeks. BACTS Staff will closely monitor and communicate as needed with the Committee regarding the required steps in this process.

**Traffic Incident Management (TIM)** - Staff hosted quarterly TIMs meetings in Hancock County, Penobscot County, and a state-wide meeting in Augusta. Staff assisted with a 4-hour TIMs training in Augusta. Scheduling and meetings took place regarding setting up a new Aroostook TIMs and reconvening Southern ME TIMs.

**Safe Streets for All Grant** - A project survey has been released to gather information about how people within the region use the transportation network and what safety concerns need to be addressed. Please help us push this survey to residents.

**VPIs** - Staff attended a Hampden VPI workshop review.

**Rural Contract** - Staff met with the Dixmont selectboard to discuss writing a comprehensive plan transportation chapter. Staff worked with the town of Garland to discuss next steps of their transportation chapter. Rural outreach to discuss BACTS support was done in Plymouth, ME.

**Culvert Inventory** - Staff received all final deliverables of Phase I.

**Meetings and Conferences**

- MaineDOT Rural Coordination Meetings
- PTAC Meeting, State of Transit Subcommittee, Steering Subcommittee
- MTA Meeting and Communications Subcommittee Meeting
- Maine Sustainability and Water Conference Co-Chair Meetings
- BRLI Class Day 7
- Bangor City Council Infrastructure Committee - VPI presentation
- Transit Committee
- Statewide TIMs meeting
- Hancock County TIMs meeting
- Penobscot TIMs meeting
- Dixmont Selectboard Meeting
- Augusta 4-Hour TIMs Training
- Talking TIMs Webinar



# Attachment D

## Active Transportation Partnership Initiative

A local partnership program to improve Active Transportation Safety in Maine

### Overview:

MaineDOT created the Active Transportation Partnership Initiative (ATPI) to assist in funding small location-specific improvements in the transportation system that enhance safety and mobility for vulnerable road users (VRU), fostering safe and usable human-scale transportation options in Maine. MaineDOT understands the crucial role that municipal partners play in local transportation safety. This program intends to create strong municipal/State partnerships for safe and walkable village and downtown centers, increased opportunities for economic viability and quality of life, and investment in impactful enhancements to VRU safety in locations on, or adjacent to the State transportation network. The ATPI program seeks to design and implement transportation system improvements in partnership with Municipal partners via three available implementation tracks: Targeted Transportation Improvements, Measurable Safety Interventions, and Demonstration/Pilot Projects.

### 1. Measurable VRU Safety Interventions

This program category targets specific interventions that will result in measurable safety benefits for pedestrians and/or bicyclists. The program is established to address locations with demonstrated safety needs, such as those identified via Safe Streets and Roads for All (SS4A) Action Plans, HeadsUp! Pedestrian Safety Reports and other similar planning efforts.

**Eligible Applicants:** Municipal Governments

**Eligible Project Locations:** Locations on State or local public roads with VRU safety deficiencies that can be demonstrated or measured, and that have feasible solutions that will effectively increase safety. These safety needs should be demonstrated with all readily available data:

- Any available bicycle or pedestrian crash data
- Crosswalk yield compliance data
- Bike/Ped count data
- Current vehicle speeds are outside the appropriate range of speeds based on roadway context
- Documented unsafe bicyclist or pedestrian behavior due to inadequate infrastructure
- Consideration of Community surveys and Public Engagement
- Other measurable safety considerations

Eligible Project Scope: Design and construction of infrastructure enhancements only. The proposed bicycle and pedestrian infrastructure should align with best practices found in FHWA, AASHTO or NACTO design guides, or other widely accepted guidance documents. Some example project scopes may include:

- Enhanced pedestrian crossings
  - o Rapid Rectangular Flashing Beacon (RRFB)
  - o Pedestrian Hybrid Beacon (PHB)
  - o Pedestrian Refuge Islands
  - o Raised Crossings
  - o Lighted Crossings
- Bump-outs
- Intersection safety improvements
  - o Pedestrian Signal Equipment
- ADA Accessibility Improvements
- Permanent Implementation of Pilot Project Recommendations
- Short gaps in priority sidewalk networks
- Pedestrian lighting
- Bicycle facility safety improvements
- Roadway Width Reallocation or Retrofit Installations
- Speed management countermeasures
- Gateway treatments
- Other proven safety countermeasures

Application Period: Rolling open application period

Maximum MaineDOT Project Award: \$500,000

Match Requirement: 20% local match (match requirement may be reduced to 10% if the municipality has successfully implemented a demonstration/pilot project at the proposed location, or if project location falls within a Federally recognized Tribal community or an [area of persistent poverty](#))

Reporting Requirement: All projects funded through the program will be required to submit before and after data regarding the specific safety concerns for vulnerable users (speed data, yield compliance, use data, other documented conditions from before and after project implementation).

## 2. Targeted Transportation Improvements

These projects address location-specific transportation deficiencies, improvements, and shared goals between MaineDOT and a municipality. These projects may relate to all transportation modes but are intended to increase viability and access to human-scale community centers that may link business and economic development areas, public facilities (such as parks, libraries, community centers), and other areas that seek to improve transportation for all modes.

Eligible Applicants: Municipal Governments

Eligible Project Scopes: Design and construction of infrastructure enhancements only

- Pedestrian and/or bicycle facility enhancements
- Crosswalk enhancements
- ADA Accessibility Improvements
- Rehabilitation of existing bicycle/pedestrian facilities
- Implementation of traffic calming measures (See MaineDOT Traffic Calming Guidance)
- Installation of Gateway Treatments
- Intersection improvements
- Connectivity enhancements between popular traffic generators
- Design, implementation, and evaluation of pilot projects

Application Period: Rolling open application period

Maximum MaineDOT Project Award: \$300,000

Match Requirement: Based on Municipal Valuation Cost Share [Scale](#)

### 3. Demonstration and Pilot Projects

Quick-Build Pilot, or Demonstration Projects are typically short-term, low-cost efforts to pilot improvement options to identify possible long-term implementation solutions. These projects should correct an unsafe situation or deficiency in the existing conditions of a given location, and projects should define clear goals to measure the success of a pilot project.

#### Pilot Project Types

Pilot and Demonstration Projects have proven effective in Maine and throughout the United States to provide safety improvements and mitigate conflicts between vehicles and vulnerable transportation users such as bicyclists and pedestrians. Definitions and detailed technical information are available in MaineDOT's [Guidance on Traffic Calming and Demonstration Projects](#).

#### Example Project Goals

|                                      |                              |                               |
|--------------------------------------|------------------------------|-------------------------------|
| Intersection Safety                  | Turn Calming                 | Roadway Width Reallocation    |
| Pedestrian Crossing Yield Compliance | Bicycle Facility Enhancement | Speed Management              |
| Pedestrian Intersection Improvements | Pedestrian Accessibility     | Community Gateway Enhancement |
| Seasonal Demand Considerations       | Minor Traffic Changes*       | Parking Management            |

### Example Project Elements

|   |                        |                       |
|---|------------------------|-----------------------|
| Temporary/Seasonal Bump Outs            | Temporary Speed Tables | Striping Changes      |
| Intersection/Turning Radius Adjustments | Bike Lane Enhancements | Median Islands        |
| Gateway Enhancements                    | Lane Width Reduction   | Parking Modifications |
| Raised Elements                         | Minor Traffic Changes* | Many Others           |

\* In certain instances, communities may desire traffic pattern changes such as eliminating a travel lane, intersection turning lane or changing highway access from public roadways, or changes in use of traffic signals or traffic circulation. In these instances, a municipality should have a scoping meeting with MaineDOT's Region Traffic Engineer and Regional Planner as these types of efforts may be better suited to a planning study or at a minimum a degree of traffic modeling and analysis. As indicated in technical guidance, these types of changes will need to be approved and stamped by a Professional Engineer licensed in the State of Maine.

### Funding

Municipally initiated demonstration/pilot projects on the State transportation network will be fully managed and implemented by the municipality. MaineDOT will provide technical assistance and ultimately must review all project proposals on the State transportation network. If funded through ATPI, MaineDOT will reimburse up to 50% of the cost of a professional design consultant and/or up to 50% cost of project materials up to a total State investment of \$10,000 in any single project.

### Pilot Project Design

Depending on the size and purpose of a pilot project, scoping and design may be performed by municipal staff with MaineDOT assistance, or the procurement of professional design services may be required. In the case where a professional consultant is required, MaineDOT recommends any pilot project consultant be prequalified for MaineDOT Consultant Service Numbers 103.60 (Planning-Feasibility Studies) and/or additional prequalification relevant to any specific pilot project scope items. Any proposed pilot project that will impact traffic capacity or change traffic flow (e.g. lane removal, lane reconfiguration, signal removal, signal changes, and other traffic control changes) will require plans to be stamped by a Professional Engineer licensed in the State of Maine or a memo documenting the scope or the project and explaining its impacts to the traveling public must be provided to MaineDOT.

### Evaluation

All pilot projects supported by MaineDOT shall include a final summary evaluating the success of the project in achieving its stated goals within 60 days of the end of project implementation. Before and after data relating to speed or other metrics should be provided as applicable, along with a report on

community feedback or public engagement. Final reports should clearly indicate both positive and negative outcomes of the project, and any information specific to the safety impacts of the project. MaineDOT, MPOs and RPOs, or consultants may be able to assist in supporting data collection for pilot projects with technical assistance, equipment, or other support.

### **ATPI Program Process:**

Interested municipalities should engage their MaineDOT Urban, Regional, or Active Transportation Planner to discuss participation in the program for a specific project location in their community. MaineDOT staff will work through program requirements and screen locations for demonstrated safety needs, working with other DOT staff as needed. MaineDOT staff will assist in screening potential projects and determining if the project is best suited for the Targeted Transportation Improvements, Measurable Safety Interventions, or Demonstration/Pilot Project program track; a municipality may not use both program tracks for one single project. If deemed an appropriate project, the municipality will submit a short letter of interest, and if approved will enter into a municipal/State agreement for the project. Projects will be implemented wholly by the municipality in accordance with Municipal Partnership Initiative (MPI) processes but will be coordinated through MaineDOT.