



***Policy Committee Meeting***  
**February 17th, 2026 at 1:00PM**  
**Milford 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 January 20th, 2026 BACTS Policy Committee Meeting Minutes (Attachment A)**

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

**5) Culvert Inventory and Assessment**

BACTS Staff will provide a presentation on the culvert inventory and assessment and present the online application members can use to view the culverts in their area.

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

**6) Performance Measures and Targets (Attachment C)**

**Federal Highway Performance Measures and Targets**

**Staff Report**

In 2016, the Federal Highway Administration implemented the final rule on the Highway Safety Improvement Program, requiring State DOT's and Metropolitan Planning Organizations to develop safety performance targets, to be published annually. MPOs establish Highway Safety Improvement Program Targets by either: 1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target(s); or 2. Committing to quantifiable safety targets for the metropolitan planning area.

***Proposed Action:*** Adopt the State Performance Targets and Agree to plan and program projects so that they contribute toward the accomplishment of MaineDOT's PM-1 Safety Performance Targets, PM-2 Pavement and Bridge Condition Performance Targets, and PM-3 System Performance and Freight Performance Targets.

**7) BACTS' 2026-2029 Transportation Improvement Program (Attachment D, 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

\*A list of common BACTS Acronyms can be found [here](#).

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 currently being reviewed.

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

- Amend the current 2025-2028 TIP to include the FHWA and FTA project list proposed for the 2026-2029 TIP, and associated errata sheet, once reviewed by Staff. This allows all 2026 projects to be authorized at their current level of funding, with updated information, prior to the 2026-2029 STIP/TIP approval. This amendment will be posted for a 10-Day comment period.
- Post the 2026-2029 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 2026-2029 BACTS TIP at the March 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 2026-2029 BACTS TIP (pending no substantive changes during final review with MaineDOT Staff) for a 10-Day public comment period.

## **8) BACTS Regional Signal Pilot Program (Attachment E)**

### **Staff Report**

MaineDOT has proposed a pilot program (WIN 28414.00) to provide a \$2,500 annual stipend per traffic signal to the BACTS region. This agreement shifts certain administrative and coordination responsibilities to BACTS while providing much-needed funding to municipalities to meet the goals of the 2018 MaineDOT Mobility Report.

***Proposed Action 1:*** Authorize the Executive Director to finalize negotiations and execute the Agreement with MaineDOT provided no substantial changes are made to the Agreement.

***Proposed Action 2:*** Formally ratify the obligations of the member municipalities as outlined in Section D and E of said Agreement.

## **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**

Policy Committee - March 17th, 2026 at 1PM - Veazie Council Chambers or virtually via Zoom

Penobscot Climate Action Committee - April 14th, 2026 at 2PM via Zoom



**Attachment A**  
**Policy Committee Meeting**  
**January 20th, 2026 at 1:00PM**  
**Bangor City Hall - Paul Bunyan Room and via Zoom**  
**Minutes**

Committee Members	Affiliation
Jeff Davis Robyn Stanicki David Teelon Laurie Linscott	Bangor
Melissa Doane	Bradley
Jeremy Caron Linda Johns	Brewer
Amy Ryder-Johnson Victor Smith	Hampden
Stephen Fields	Hermon
Earl Labonte Adam Smart	Orono
Mark Leonard	Veazie
<b>MaineDOT / FHWA</b>	
Jarod Farn-Guillette, Claire Winter	

- 1) **Call to Order**  
Meeting was called to order by Jeremy Caron at 1:00PM.
- 2) **Public Comment**  
No public comments at this time.
- 3) **Approval of November 18th, 2025 BACTS Policy Committee Meeting Minutes**  
No comments on the minutes, Amy Ryder-Johnson made a motion to approve the minutes as written, Linda Johns seconded, roll call vote taken, one abstain, remainder all in favor.
- 4) **2026 Maine Infrastructure Adaptation Fund (MIAF) - Upcoming Funding Opportunity - MaineDOT Presentation**  
MaineDOT Staff presented discussing the MIAF grant opportunity. Members of the group asked a variety of questions including questions about underground infrastructure on state roads, culverts, stream crossing program, and number of allowable submissions per municipality,
- 5) **BACTS Monthly Report**  
Belle Ryder provided an overview of the updated report format and what is included in it and that BACTS has added an acronym/definition/links list to be used as a resource for members. Belle Ryder also added that staff will likely perform a more in depth update on one project each month.

**6) Safe Streets and Roads For All (SS4A)**

Maddie Jensen provided a presentation on the status of the SS4A plan, demonstration projects for 2026, and two options for municipal safety resolutions.

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

MaineDOT provided confirmation that the following BACTS-submitted projects for UPI funding were approved:

Project Name	Sponsor	Miles	Total Cost	State Cost	Local Cost	Scope
Odlin Road - New Sidewalk	Bangor	0.49 miles	\$335,000	\$167,500	\$167,500	Adding 0.48 miles (2,550 lf) of new 6 foot wide ADA accessible paved sidewalks with detectable warning fields at all road crossings. Project will also include adding approximately 700 lf of new concrete slipform curb and installing 2 new catch basins to allow for proper drainage.
Route 2/Chase St/School St Intersection Safety Improvement	Veazie	NA	\$64,000	\$32,000	\$32,000	<ol style="list-style-type: none"> <li>1. Replace 3 wooden poles (one on the northeast corner is structurally failing; one is Versant-owned).</li> <li>2. Replace 8 signal heads and hangers, including backplates with retroreflective tape.</li> <li>3. Add intersection lighting at all three corners of the intersection.</li> <li>4. Replace pedestrian tip downs and regrade to meet ADA standards.</li> <li>5. Replace the signal controller to add Leading Pedestrian Interval (LPI) functionality and separate pedestrian signal phases.</li> <li>6. Increase span wire height to meet minimum vertical clearance (currently below 17' standard). included in price</li> <li>7. Engineer Project.</li> </ol>
South Main St/ Cianbro Square Intersection Safety Improvement	Brewer	NA	\$200,000	\$100,000	\$100,000	Install new crosswalk with ped buttons and detectable warning fields. install new ped heads in signalized intersection and program new timing for crossing into the existing programming. Paint new crosswalk.
Ohio Street - New Sidewalk	Bangor	0.47 miles	\$565,000	\$282,500	\$282,500	Adding 0.47 miles (2,500 lf) of new 6 foot wide ADA accessible paved sidewalks with detectable warning fields at all road crossings. Project will also include adding approximately 2000 lf of new concrete slipform curb and installing 8 new catch basins to allow for proper drainage.

Belle Ryder provided an overview of the process. Belle encourages members to think about potential projects they would like to apply to this program with, with a focus on safety projects to submit later this year. Members asked questions about specific projects in mind.

## 8) MaineDOT Demonstration Projects Video

MaineDOT produced a new video highlighting the opportunities and benefits of temporary pilot/demonstration projects:

NEW Demonstration Projects Video: [https://www.youtube.com/watch?v=r\\_1Fqwz6vJ0](https://www.youtube.com/watch?v=r_1Fqwz6vJ0)

Other Relevant MaineDOT Videos:

- Speed tables: <https://www.youtube.com/watch?v=r2ZX5x2fcRs>
- Setting Speed Limits: <https://www.youtube.com/watch?v=ScnlkvrCCK4&t=1s>
- 2023 Demonstration Projects: [https://www.youtube.com/watch?v=te8n3\\_NVMf0&t=208s](https://www.youtube.com/watch?v=te8n3_NVMf0&t=208s)

MaineDOT has programs, materials, and technical assistance that may be available. Reach out to BACTS or Dakota Hewlett (MaineDOT Active Transportation Planner) or Claire Winter (MaineDOT Urban Planner) for more information and assistance.

Belle Ryder encouraged members to watch the video and review the data, linked above. Belle Ryder also noted the difference between the SS4A program in the region and the State offerings.

## 9) Transit Updates

Laurie Linscott provided an update. Fare structure analysis has been completed and passed by Council to move toward implementation.

## 10) Project Updates

Members provided updates on projects across the region.

## 11) MaineDOT Report

Claire Winter provided an overview. Workplan anticipated to be released this month. Members of the group asked clarifying questions about awarded UPI projects noted above and next steps.

## 12) Other Business

Nothing to report at this time.

## 13) Upcoming Meetings

Penobscot Climate Action Committee - April 14th, 2026 at 2PM via Zoom

Policy Committee - February 17th, 2026 at 1PM - Milford Council Chambers or virtually via Zoom

The meeting was called to adjourn by Mark Leonard, seconded by Amy Ryder-Johnson. Unanimous approval. Meeting ended at 2:00PM.



**Attachment B**  
BACTS Monthly Report  
February 2026

**MaineDOT Work Plan** - *The MaineDOT Work Plan outlines the work that the department plans to perform over the next three years. The Work Plan is calendar year-based and includes all MaineDOT work activities.*

**Update:** No additional drafts have been published since the January Policy Committee meeting. MaineDOT staff report that the Work Plan is in the process of being finalized and should be published soon.

**Traffic Incident Management (TIM)** - *Traffic Incident Management (TIM) consists of a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM reduces the duration and impacts of traffic incidents; improves the safety of motorists, crash victims, and emergency responders; and reduces the frequency of secondary crashes. This contract focuses on the implementation of the Statewide TIM Strategic Plan recommendations, maintaining the Maine State TIM website, updating training materials, convening and facilitating TIM groups/committees, outreach to disciplines in rural areas of the state who are currently not involved with TIM groups, managing sub-consultants, and other tasks assigned and approved by MaineDOT.*

**Update:** Staff worked with the Maine Municipal Association and Wells FD to develop TIM training to be held at the MMA office in Augusta and Wells FD. Staff worked through the Innovative Responder Safety Strategies Certificate. Staff attended the Greater Portland TIMs meeting and prepared for future TIM meetings.

**Rural Contract** - *BACTS receives funding annually from the MaineDOT to work with rural Penobscot County municipalities on transportation related issues and activities. BACTS staff provides transportation related technical assistance on various projects and plans such as: writing Transportation Inventory chapters for Comprehensive Plans; facilitating or aiding in grant writing and funding opportunities for trails, sidewalks, road work, or transit; providing assistance with safety audits, data collection, planning activities, or local project management; and coordinating between MaineDOT and municipalities.*

**Update:** Staff worked on the town of Corinth's transportation chapter of their upcoming comprehensive plan. Staff provided rural outreach to Charleston and Corinth.

**Culvert Inventory** - *This UPWP project will provide BACTS members with current condition assessments of culverts in the Greater Bangor Urbanized Area. This inventory will offer a comprehensive evaluation of all identified road-crossing, non-box culverts and collect additional data to analyze climate projections and their impact on stormwater hazards. The inventory currently includes 500+ known culverts and will serve as the foundation for future project phases.*

**Update:** Staff prepared a presentation and a GIS-based web application for access to the data by BACTS members for the February Policy Committee Meeting.

**Traffic Signal Master Plan Support** - *MaineDOT has proposed a pilot program that will augment resources of the BACTS region to advance the goals of the 2018 Mobility Report. The Mobility Report found the following: properly working signals increase mobility, reduce congestion, save time, money, and fuel, and enhance economic opportunity; properly timed signals can reduce crashes by up to 30%; and, MaineDOT should partner with all communities across Maine to maintain traffic signal controllers and traffic signal detection systems.*

**Update:** Staff worked with MaineDOT and the affected member communities to develop a funding agreement acceptable to all parties. The proposed Agreement with MaineDOT is on the February Policy Committee agenda for authorization of the Executive Director to execute the contract. If approved, the agreement will provide additional funding to support annual maintenance of all regional traffic signals and fund prioritized upgrades to signal equipment, including controllers, detection, cabinets, and related components.

**Road Condition Inventory** - *Annually, by August 1st the MPO will return up to 10% of the HCP 3 & 4 mileage in their network as prioritized candidates for the year after next (i.e. August 2026 provides candidates for paving in 2028). Eligible mileage will not include Light Capital Paving (LCP) program roadways.*

**Update:** BACTS staff is working with the Vialytics platform to customize it for HCP 3 & 4 collection. BACTS staff will do some testing of the platform during the winter months but collection of data for the HCP 3 & 4 paving program will not begin until April 2026.

### **Meetings and Conferences**

- MaineDOT Rural Contract Coordination Meetings
- Talking TIMs Webinar Series
- Greater Portland TIMs
- Maine Bike & Pedestrian Group
- Millinocket Marathon After Action Meeting
- Augusta TIM Meeting with DOT
- PTAC meeting
- SS4A Monthly Meeting
- MTA Meeting
- PCA Committee Meeting
- PCA Working Group Meetings
- MAINECAN Meetings
- Complete Streets Muni Meetings
- GBRERC meeting
- MPO Directors Meeting
- Traffic Signal Maintenance Stipend Meetings

**2026-2027 UPWP Budget and Project Updates**

BACTS 2026-2027 UPWP														24 Total
As of 1/31/2026														1 Months into contract
Task	Project	Total Allotted	Total Spent	In-Kind	Total Remaining	Contract to Date Trend			Forecasted Trend (Projected Figures)					23 Months left in contract
						Actual % Usage	Amount Should be as of 01/31	Variance	Total Remaining (Less In Kind)	Salary	Consultant	Direct Expenses	Estimated Remaining	
FHWA							4.2%							
	1 Operation and Coordination	\$364,056	\$11,035	\$0	\$353,022	3.0%	\$15,169	\$4,134	\$353,022	\$324,569	\$0	\$21,366	\$7,087	
	2 Programming	\$40,850	\$0	\$0	\$40,850	0.0%	\$1,702	\$1,702	\$40,850	\$41,989	\$0	\$150	-\$1,289	
	3 Data and Studies	\$392,700	\$4,069	\$0	\$388,631	1.0%	\$16,363	\$12,293	\$388,631	\$258,695	\$65,000	\$19,500	\$45,436	
	4 Planning	\$382,880	\$10	\$0	\$382,870	0.0%	\$15,953	\$15,943	\$382,870	\$102,467	\$225,000	\$2,240	\$53,163	
	<b>Total FHWA</b>	<b>\$1,180,486</b>	<b>\$15,114</b>	<b>\$0</b>	<b>\$1,165,372</b>	<b>1.28%</b>	<b>\$49,187</b>	<b>\$34,073</b>	<b>\$1,165,372</b>	<b>\$727,721</b>	<b>\$290,000</b>	<b>\$43,255</b>	<b>\$104,396</b>	
FTA														
	1 Operation and Coordination	\$57,746	\$6,000	\$1,200	\$50,545	10.4%	\$2,406	-\$3,594	\$40,436	\$45,166	\$0	\$751	-\$5,481	
	2 Programming	\$7,531	\$162	\$32	\$7,337	2.2%	\$314	\$152	\$5,869	\$5,390	\$0	\$25	\$454	
	3 Data and Studies	\$149,844	\$0	\$0	\$149,844	0.0%	\$6,243	\$6,243	\$119,875	\$29,192	\$125,000	\$275	-\$34,592	
	4 Planning	\$42,289	\$5,853	\$1,171	\$35,265	13.8%	\$1,762	-\$4,091	\$28,212	\$56,789	\$13,638	\$276	-\$42,491	
	<b>Total FTA</b>	<b>\$257,410</b>	<b>\$12,016</b>	<b>\$2,403</b>	<b>\$242,991</b>	<b>4.67%</b>	<b>\$10,725</b>	<b>-\$1,291</b>	<b>\$194,393</b>	<b>\$136,538</b>	<b>\$138,638</b>	<b>\$1,327</b>	<b>-\$82,110</b>	
	<b>Total</b>	<b>\$1,437,896</b>	<b>\$27,130</b>	<b>\$2,403</b>	<b>\$1,408,363</b>	<b>1.89%</b>	<b>\$59,912</b>	<b>\$32,782</b>	<b>\$1,359,765</b>	<b>\$864,258</b>	<b>\$428,638</b>	<b>\$44,582</b>	<b>\$22,286</b>	

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

Staff will provide a monthly report on task order assignments and status. All firms were selected through the GCA process, unless noted.

<u>Project</u>	<u>Description</u>	<u>Consultant</u>	<u>Estimated Time Frame</u>
Culvert Inventory - Phase 2	Produced 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.	Stillwater Environmental Engineering*	Completed
GIS Mentorship	This contract provides GIS mentorship services that combine formal training on GIS fundamentals, one-on-one mentorship, and hands-on support for project completion. The goal is to build internal GIS capacity by equipping staff with both technical skills and practical experience through guided project work. Anticipated projects include, but are not limited to, Esri Story Maps, ArcGIS Dashboards, and GIS-based inventory maps.	Sebago Technics	November 2025 - November 2026

Active Transportation Advisor	This contract provides an expert, third-party review of the draft active transportation network and facility recommendations, ensuring they are technically sound, achievable within local and regional constraints, and consistent with national design guidance and MaineDOT standards.	James Tassé Consulting*	November 2025 - June 2026
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*\*This firm was selected using an RFP process.*

# Transportation Performance Management

Approved by BACTS Policy Committee on **February 17th, 2026**

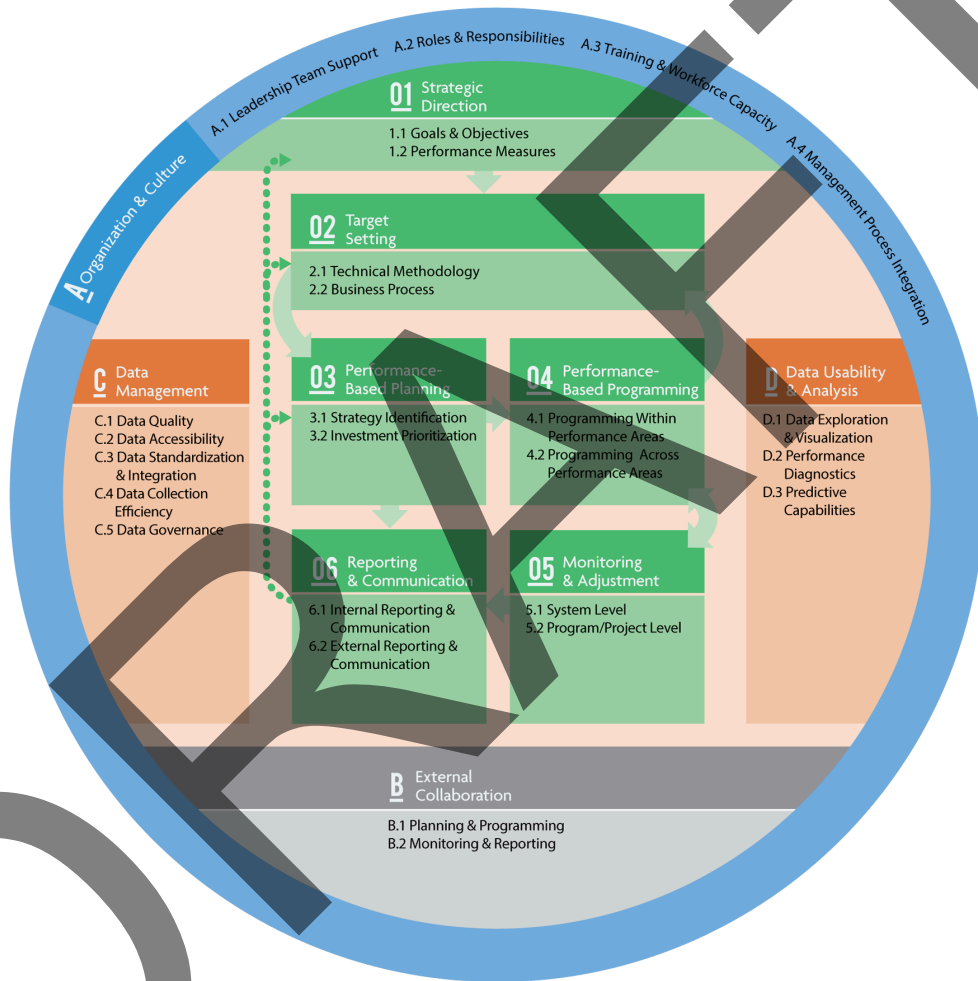


Image Credit - FHWA TPM Toolbox <https://www.tpmtools.org/>

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The preparation of this report has been financed in part through grants from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), 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, Bangor Area Comprehensive Transportation System (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.

## Transportation Performance Management Framework

There are ten components to the Transportation Performance Management (TPM) Framework.

**Organization and Culture** - Institutionalization of a transportation performance management culture within the organization, as evidenced by leadership support, employee buy-in, and embedded organizational structures and processes that support TPM.

**External Collaboration and Coordination** - Established processes to collaborate and coordinate with agency partners and stakeholders on planning/ visioning, target setting, programming, data sharing, and reporting. External collaboration allows agencies to leverage partner resources and capabilities, as well as increase understanding of how activities impact and are impacted by external factors

**Data Management** - A set of coordinated activities for maximizing the value of data to an organization. Including data collection, creation, processing, storage, backup, organization, documentation, protection, integration, dissemination, archiving, and disposal.

**Data Usability and Analysis** - Existence of useful and valuable data sets and analysis capabilities available in accessible, convenient forms to support TPM.

**Strategic Direction** - The establishment of an agency's focus through well-defined goals and objectives, enabling assessment of the agency's progress toward meeting goals and objectives by specifying a set of aligned performance measures.

**Target Setting** - The use of baseline data, information on possible strategies, resource constraints, and forecasting tools to collaboratively establish a quantifiable level of performance the agency wants to achieve within a specific time frame. Targets make the link between investment decisions and performance expectations transparent across all stakeholders.

**Performance-Based Planning** - The use of agency goals and objectives and performance trends to drive the development of strategies and priorities in the long-range transportation plan and other performance-based plans and processes. The resulting planning documents become the blueprint for how an agency intends to achieve its desired performance outcomes.

**Performance-Based Programming** - The use of strategies and priorities to guide the allocation of resources to projects that are selected to achieve goals, objectives, and targets. Performance-based programming establishes clear linkages between investments made and expected performance outputs and outcomes.

**Monitoring and Adjustment** - A set of processes used to track and evaluate actions taken and outcomes achieved, thereby establishing a feedback loop to refine planning, programming, and target setting decisions. Using performance data is key to using insights into the effectiveness of decisions and identifying where adjustments need to be made.

**Reporting and Communication** - The products, techniques, and processes used to communicate performance information to different audiences for maximum impact. Reporting is an important element for increasing accountability and transparency to external stakeholders and for explaining internally how transportation performance management is driving a data-driven approach to decision making.

## Performance Management Elements and Framework

FHWA defines TPM as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Performance management outcomes are grouped into six elements.

**National Goals** - Congressionally established goals or program purpose to focus the Federal-aid highway program into specific areas of performance.

**Measures** - FHWA-established measures to assess performance/condition in carrying out performance-based Federal-aid highway programs.

**Targets** - Targets established by Federal-aid highway funding recipients for the measures to document future performance expectations

**Plans** - Development of strategic and/or tactical plans by Federal funding recipients to identify strategies and investments that address performance needs.

**Reports** - Development of reports by Federal funding recipients that document progress toward target achievement, including the effectiveness of Federal-aid highway investments.

**Accountability and Transparency** - FHWA-developed requirements for Federal funding recipients to use to achieve or make significant progress toward targets.

## National Goals

The National FHWA program performance goals as established by Congress are listed below.

**Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

**Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.

**Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.

**System Reliability** - To improve the efficiency of the surface transportation system.

**Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

**Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.

**Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

## Performance Based Planning and Programming Requirements and Performance Measures

Under the performance-based approach to transportation decision making, the metropolitan transportation planning process must include the establishment of performance targets that address the performance measures or standards established by the FHWA and the FTA to use in tracking progress toward attainment of critical outcomes for the region in support of national transportation goals.

### *Metropolitan Planning Organization (MPO) Responsibilities*

For each roadway performance measure, BACTS is required to establish a regional performance target or adopt and support the Maine Department of Transportation (DOT) established target and therefore agree 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 was 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 within 180 days of the establishment of the transit provider targets or standards established 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 Metropolitan Transportation Plan (MTP).

BACTS is responsible for integrating performance measures in plans and programs, including providing a system performance report in the MTP which provides a description of the performance measures and targets used to assess system performance, evaluate the performance of the transportation system with respect to the performance targets and report on progress made. The Transportation Improvement Plan (TIP) must link investment priorities to the targets noted in the MTP and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets.

The Performance Based Planning and Programming rule requires that an MPO integrate (directly or by reference) the goals, objectives, performance measures, and targets described in

state transportation plans and transportation processes, as well as any plans developed by providers of public transportation, required as part of a performance based-program. These plans include:

1. The State Asset Management Plan for the NHS (as defined in 23 U.S.C. 119(e))
2. Transit Asset Management Plan (49 U.S.C. 5326)
3. Applicable portions of the HSIP, including the SHSP (23 U.S.C. 148)
4. The Public Transportation Agency Safety Plan (49 U.S.C. 5329(d))
5. Other safety and security planning and review processes, plans, and programs, as appropriate
6. The Congestion Mitigation and Air Quality Improvement Program performance plan, as applicable (23 U.S.C. 149(I))
7. Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 § 1118)
8. The congestion management process, if applicable (23 CFR 450.322)
9. Other State transportation plans and transportation processes required as part of a performance-based program.

## FHWA Performance Measures

**Federal Highway Administration Performance Measures**  
23 CFR 490

Rulemaking	National Goal	Performance Area	Performance Measure
PM1	Safety	Injuries & Fatalities	<ul style="list-style-type: none"> <li>Number of fatalities</li> <li>Fatality rate (p/100m VMT)</li> <li>Number of serious injuries</li> <li>Serious injury rate (p/100m VMT)</li> <li>Number of non-motorized fatalities and non-motorized serious injuries</li> </ul>
PM2	Infrastructure Condition	Pavement Condition	<ul style="list-style-type: none"> <li>Percentage of pavements on the Interstate System in Good condition</li> <li>Percentage of pavements on the Interstate System in Poor condition</li> <li>Percentage of pavements on the non-Interstate NHS in Good condition</li> <li>Percentage of pavements on the non-Interstate NHS in Poor condition</li> </ul>
		Bridge Condition	<ul style="list-style-type: none"> <li>Percentage of NHS bridges classified as Good condition</li> <li>Percentage of NHS bridges classified as Poor condition</li> </ul>
PM3	System Reliability	System Performance: National Highway System	<ul style="list-style-type: none"> <li>Percent of person miles traveled on the Interstate System that are reliable</li> <li>Percent of person miles traveled on the non-Interstate NHS that are reliable</li> </ul>
	Freight Movement/Economic Vitality	System Performance: Freight Movement on Interstate System	<ul style="list-style-type: none"> <li>Percentage of Interstate System mileage providing reliable truck travel time - Truck Travel Time Reliability Index (TTTR)</li> </ul>
	Congestion Reduction	System Performance: Traffic Congestion	<ul style="list-style-type: none"> <li>Annual hours of peak-hour excessive delay per capita</li> <li>Percent of non-single occupant vehicle travel</li> </ul>
	Environmental Sustainability	System Performance: Congestion Mitigation and Air Quality Program	<ul style="list-style-type: none"> <li>On-Road Mobile Source Emissions Reduction</li> </ul>

### PM-1 Safety Performance Targets

Federal regulations require BACTS to establish safety targets (expressed as five-year rolling averages and compared with a five-year rolling average base period comprising of the five calendar years ending prior to the year the targets are due) each year by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure; or
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

The BACTS Policy Committee has committed to support the performance targets for all five safety performance measures developed by MaineDOT and plan and program projects so that they contribute toward the accomplishment of these targets.

The following factors are likely to influence the ability of Maine to meet previous safety performance targets and need to be considered for future projections:

- Statewide annual VMT for 2023 has almost rebounded to our 2019 pre-pandemic volumes. We expect continued modest growth of approximately 1.5% per year.
- Maine’s economy continues to be affected by inflation in many sectors including the costs of fuel, food, and construction materials which have been rising steadily this past year. Labor shortages in many economic sectors exist right now.
- Multi-agency safety efforts will continue to be refined and focused on primary serious crash trends such as lane departure and vulnerable users.
- Based on recruitment difficulties along with state and local budgetary constraints, law enforcement agencies will continue to experience staffing challenges, reducing the effective crash-reducing impact that their on-road presence has.
- Impaired driving is a growing concern both due to legalization of marijuana and increased illicit drug usage. That growing impairment problems translate to serious crash exposures.

Maine Statewide PM-1 Safety Performance Targets					
	2026	2025	2024	2023	2022
Number of Fatalities	160	160	160	160	160
Number of Serious Injuries	709	709	709	710	715
Rate of Fatalities	1.12	1.12	1.12	1.12	1.12
Rate of Serious Injuries	4.79	4.79	4.79	4.8	4.9
Number of Non-Motorized Fatalities and Serious Injuries	85	85	85	85	87

The MaineDOT Office of Safety has developed BACTS metropolitan planning area specific calculations applying the same assumptions and methodology used to develop the Statewide performance targets as shown below.

BACTS Planning Area PM-1 Safety Performance Targets					
	2026	2025	2024	2023	2022
Number of Fatalities	6.2	6.2	6	6	6
Number of Serious Injuries	31	32	32	33	34
Rate of Fatalities	0.75	0.75	1.01	0.75	0.74
Rate of Serious Injuries	3.88	3.86	5.19	3.98	4.08
Number of Non-Motorized Fatalities and Serious Injuries	4	7	7.2	8	9

Source: MaineDOT Office of Safety

### PM-1 Safety Performance Report

Maine Statewide PM-1 Safety Performance Report						
	2025	2024	2023	2022	2021	2020
Number of Fatalities	Information not available as of date of report.	Information not available as of date of report.	135	182	153	164
Number of Serious Injuries			731	711	710	607
Rate of Fatalities			0.91	1.24	1.05	1.25
Rate of Serious Injuries			4.91	4.85	4.88	4.64
Number of Non-Motorized Fatalities and Serious Injuries			99	95	82	59
Vehicle Miles Traveled (in hundred millions)			151.78	148.46527026515	147.66301804	132.16632192

BACTS Planning Area PM-1 Safety Performance Report						
	2025	2024	2023	2022	2021	2020
Number of Fatalities	Information not available as of date of report.	12	8	6	8	9
Number of Serious Injuries		32	38	35	29	28
Rate of Fatalities		1.42	0.95	0.71	0.94	1.20
Rate of Serious Injuries		3.79	4.53	4.13	3.42	3.73
Number of Non-Motorized Fatalities and Serious Injuries		2	1	5	4	7
Vehicle Miles Traveled (in hundred millions)		8.433235794	8.388268232	8.480402481	8.472311855	7.504194213

Source - MaineDOT Office of Safety

### References

- [State Highway Safety Report](#)
- [Maine FY2024 Highway Safety Plan](#)
- [Maine's 2022 Strategic Highway Safety Plan](#)
- [Maine FY 2024 Highway Safety Annual Report](#)

### PM-2 Pavement and Bridge Condition Performance Targets

Federal regulations requires targets to be established every four (4) years thereafter, related to each of the six performance measures by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT target for that performance measure; or
2. Committing to a quantifiable target for that performance measure for the metropolitan planning area.

MaineDOT owns the entire NHS system in Maine except for the Maine Turnpike. MaineDOT collects 100% of the pavement data for the National Highway System (NHS) (including the Turnpike) and inspects all non-Turnpike bridges. Maine NHS pavement data is collected annually by a single collection vehicle and a single MaineDOT crew; therefore, maximizing the potential for consistent data collection. MaineDOT inspects NHS bridges on a 24-month cycle using both above and underwater inspection teams.

As MaineDOT has responsibility and authority for planning and programming all projects for the Interstate and major bridge planning activities, the BACTS Policy Committee has agreed to support the relevant MaineDOT established 4-year pavement and bridge condition performance targets and support the planning and programming of projects that contribute to MaineDOT's

performance targets as shown below.

Maine Statewide PM-2 Pavement and Bridge Condition Performance Targets					
		Existing Conditions (2022)	2-Year Target (2024)	4-Year Target (2028)	State of Good Repair
Interstate Pavement	Good Fair Poor	31.1% 68.7% 0.2%	28.0% 1.5%	32.0% 1.5%	35.0% 62.0% 3.0%
Non-Interstate Pavement	Good Fair Poor	42.9% 51.9% 5.2%	40.0% 6.2%	40.0% 7.5%	40.0% 52.5% 7.5%
NHS Bridges	Good Fair Poor	25.3% 67.6% 7.1%	26.2% 7.1%	27.5% 5.5%	40.0% 53.0% 7.0%

### PM-2 Pavement and Bridge Condition Performance

Maine Statewide PM-2 Pavement and Bridge Condition Performance Report			
		2-Year Condition/ Performance (2020)	4-Year Target Adjustment (2021)
Interstate Pavement	Good Poor	20.1% 0.9%	40.0%
Non-Interstate Pavement	Good Poor	42.8% 5.4%	34.0%
NHS Bridges	Good Poor	26.2% 6.5%	30.0%

Minimum acceptable pavement conditions require that not more than five percent (5%) of Interstate pavements be in poor condition. FHWA will make yearly determinations of minimum pavement conditions and if it is determined that the Interstate pavement condition falls below the minimum level for any given year, MaineDOT will be required to obligate the National Highway Performance Program (NHPP) and transfer a portion of its Surface Transportation Program (STP) funds to adequately address pavement conditions.

Minimum acceptable conditions for NHS bridges require that not more than ten percent (10%) of the total deck area of a State's NHS bridges are classified as structurally deficient for three consecutive years. FHWA will make a yearly determination for the minimum bridge condition and if that minimum is not met for three (3) consecutive years, MaineDOT will be required to obligate NHPP funds and reserve funds for eligible bridge projects.

#### References

- [MaineDOT Transportation Asset Management Plan](#)
- [State Highway Infrastructure Report](#)

### PM-3 System Performance and Freight Performance Targets

Federal regulations required BACTS to establish initial System Performance and Freight reliability performance targets on or before November 16th, 2018, and every four years thereafter, related to each of these performance measures by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT targets for system performance and freight reliability performance measure; or
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

The BACTS Policy Committee agreed to support the MaineDOT developed performance targets and plan and program projects to contribute toward the accomplishment of the relevant

MaineDOT established 4-year System Performance and Freight Reliability performance targets as shown below. The MaineDOT Results and Information Office also provided BACTS with region specific baseline system performance and freight reliability condition data as shown below.

Maine Statewide and BACTS Planning Area PM-3 System Performance and Freight Reliability on NHS Performance Targets			
Performance Measure		2024 Data	MaineDOT Target
Truck Travel Time Reliability Index (TTTR)	Statewide BACTS	1.24 1.32	< 1.5
% PMT Reliable on Interstate	Statewide BACTS	100% 100%	> = 90%
% PMT Reliable on Non-Interstate NHS	Statewide BACTS	97.5% 98.7%	> = 90%

### PM-3 System Performance and Freight Performance Report

Maine Statewide and BACTS Planning Area PM-3 System Performance and Freight Reliability on NHS Performance Report					
Performance Measure		2022	2021	2020	2019
Truck Travel Time Reliability Index (TTTR)	Statewide BACTS	1.24 1.28	1.24 1.32	1.20 1.28	1.27 1.31
% PMT Reliable on Interstate	Statewide BACTS	100% 100%	100% 100%	100% 100%	100% 99.5%
% PMT Reliable on Non-Interstate NHS	Statewide BACTS	93.1% 94.2%	93.1% 90.0%	94.9% 91.2%	91.5% 91.1%

BACTS will track and monitor non-interstate NHS performance to determine if decline in performance is related to any specific area, related to weather events, construction events or other non-traffic related issues. BACTS will continue to support local, regional and state-wide efforts to improve system performance and reliability.

*Note - The BACTS area does not contain any part of a nonattainment or maintenance area for any of the criteria pollutants, as provided in 23 CFR 490.105(f)(6); and is therefore not subject to the CMAQ traffic congestion measure (23 CFR 490.703), or on-road mobile source emissions measures (23 CFR 490.707 and 23 CFR 490.807).*

### References

- [Maine Integrated Freight Strategy](#)
- [State Highway Reliability Report](#)

### FTA Performance Measures

Federal Transit Administration Performance Measures  
49 USC 5326 (c) and 49 USC 5329 (d)

National Goal	Performance Area	Performance Measure
Infrastructure Condition	Rolling Stock	• Percentage of revenue vehicles (by type) that exceed ULB
	Equipment	• Percentage of non-revenue service vehicles (by type) that exceed ULB
	Facilities	• Percentage of facilities (by group) that are rated less than 3.0 on the FTA TERM scale
	Infrastructure	• Percentage of track segments (rail) that have performance restrictions
Safety	Fatalities	• Total number of reportable fatalities and rate (p/100,00 VRM) by mode
	Injuries	• Total number reportable injuries and rate (p/100,000 VRM) by mode
	Safety Events	• Total number reportable events and rate (p/100,000 VRM) by mode
	System Reliability	• Mean distance between major mechanical failures by mode

### ***Infrastructure Condition***

Transit agencies are required to set performance targets and report on the National Transit Database (NTD) report. They are also required, on an annual basis, to report on the performance of meeting these targets to the MPO and the MaineDOT.

The City of Bangor - Community Connector develops a Transit Asset Management Plan (TAMP) Tier II which details the performance targets for infrastructure condition as well as classifications for transit asset infrastructure (including rolling stock, equipment, and facilities) and useful life benchmarks (ULBs). The TAMP for the City of Bangor - Community Connector can be found [here](#).

### ***Safety Performance Measures***

Transit agencies are required to review their Public Transportation Agency Safety Plans (PTASP), and performance targets, annually. Just as with TAM SGR performance targets, MPOs are not required to set new transit safety targets each year, but can revisit the regional safety performance targets based on the schedule for preparation of its system performance report that is part of the MTP.

### ***Safety Performance Targets***

The City of Bangor - Community Connector develops a PTASP Transit Safety Performance Measures and Targets annually, this document can be found [here](#) for the most recently available fiscal year.

DRAFT

# MUNICIPAL/STATE AGREEMENT

BETWEEN THE  
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
and

**Bangor Comprehensive Transportation System (BACTS)**

REGARDING THE  
**2026 OPERATION & MAINTENANCE OF  
ALL TRAFFIC SIGNALS WITHIN THE BACTS REGION  
WIN 28414.00**

**This AGREEMENT** is made and entered into as of the first day of January 1, 2026 (the "Effective Date") by and between the **STATE OF MAINE DEPARTMENT OF TRANSPORTATION**, with its principal administrative offices located at 24 Child Street, Augusta, Maine 04330 ("**MaineDOT**"), and **BACTS**, a federally designated Metropolitan Planning Organization (MPO) for the Bangor, Maine Urbanized Area with offices located at 12 Acme Road, Suite 104 Brewer, ME 04412 ("**BACTS**").

## RECITALS

**Whereas**, Maine municipalities have existing Perpetual Traffic Signal Operation and Maintenance Agreements with MaineDOT and are responsible for maintaining all traffic signals within their respective communities.

**Whereas**, MaineDOT published a mobility report in November 2018 (the "Mobility Report") that included the following findings:

- Maine needs a new strategy, along with additional funding, to manage the existing statewide traffic signal system infrastructure effectively.
- Properly working signals increase mobility, reduce congestion, save time, money, and fuel, and enhance economic opportunity.
- Properly timed signals can reduce crashes by up to 30%.
- MaineDOT should partner with all communities across Maine, sometimes assuming complete responsibility and other times offering a stipend, to maintain traffic signal controllers and traffic signal detection systems.

**Whereas**, the number of qualified technicians within MaineDOT and Maine municipalities is limited, and no one entity can meet the goals of the Mobility Report.

**Whereas**, MaineDOT seeks to implement a pilot program that will augment resources of the BACTS region to advance the goals of the Mobility Report and develop a model for future partnerships between MaineDOT and other MPO's and municipalities.

**NOW, THEREFORE**, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, MaineDOT and BACTS hereby agree as follows.

- A. TERM.** The term of this Agreement will begin on January 1, 2026 and expire at the close of December 31, 2026 (the "Initial Term").
- B. RENEWAL.** After the expiration of the Initial Term, this Agreement will automatically renew for successive terms of one year each, each such term beginning on January 1 and ending at the close of December 31 ("Renewal Term"), unless either MaineDOT or BACTS gives written notice of non-renewal of this Agreement to the other party hereto at least thirty (30) days prior to the start of the upcoming Renewal Term. All of the terms and conditions that are in effect during the Initial Term of this Agreement will remain in effect during any Renewal Term, except that the Stipend (as defined in Section C.1 of this Agreement) for a Renewal Term will be determined by MaineDOT, in consultation with BACTS, prior to the start of the Renewal Term as provided in Section C.1 hereof.

**C. OBLIGATIONS OF MAINE DOT**

1. Stipend. Subject to BACTS's compliance with its obligations under this Agreement to MaineDOT's satisfaction, MaineDOT will provide to BACTS an annual stipend for the operation and maintenance of each fully functioning traffic signal within the boundaries of BACTS (the "Stipend") listed in Appendix A attached to this Agreement and made a part hereof. During the Term of this Agreement, the Stipend will be in the amount of Two Thousand Five Hundred Dollars (\$2,500.00) per Traffic Signal. MaineDOT will endeavor to provide the Stipend for the Term to BACTS within thirty (30) days of the Effective Date of this Agreement. The amount of the annual Stipend for any Renewal Term ("Renewal Stipend") will be determined by MaineDOT in consultation with BACTS at least forty-five (45) days prior to the start of such Renewal Term. MaineDOT will provide the Stipend for a Renewal Term to BACTS by January 15<sup>th</sup> of such Renewal Term.
2. Ownership of Signals and Associated Responsibilities. The traffic signals listed in Appendix A and all equipment appurtenant thereto are owned by MaineDOT. MaineDOT will continue to own such traffic signals and equipment during the term of this Agreement, including any Renewal Term. MaineDOT will be solely responsible for replacement of the traffic signals at the end of their service life at MaineDOT's sole expense. MaineDOT will endeavor to fund forty (40) traffic signal upgrades and replacements statewide annually, as outlined in the Mobility Report. In the event MaineDOT plans to enter a signal controller cabinet or make alterations to a signal system, MaineDOT will provide advance notice to BACTS to the extent practicable, except in the event of an emergency, in which case advance notice will not be required, but in such event, MaineDOT will notify BACTS of the emergency work within a reasonable time after completion of the work.

**D. OBLIGATIONS OF BACTS MEMBERS**

Each member of BACTS with a traffic signal within their municipal boundary (hereafter referred to as BACTS Member) will continue to abide by their existing MaineDOT Perpetual Traffic Signal Operation and Maintenance Agreements. These agreements require the municipality to operate, maintain, and repair, at their sole cost and expense, all of the traffic signals within their individual municipal boundaries listed on Appendix A hereto, and any additional traffic signals within their individual municipal boundaries that may be installed and added to Appendix A, in such a manner as is necessary to preserve their use and function as designed for their expected service life, as follows:

1. The BACTS Member will repair or correct all malfunctions and deficiencies in the traffic signals within their individual municipal boundaries expeditiously. Any failure to restore traffic signals to function as designed may, upon prior written notification from MaineDOT, result in MaineDOT making all necessary repairs and corrections at the expense of the responsible BACTS Member.
2. The BACTS Member will be responsible for the electrical service for the traffic signals within their individual municipal boundaries and will execute any necessary documentation required to establish and maintain such service and obtain any permits necessary for the installation of such service.
3. The BACTS Member will preserve and maintain the visibility of the traffic signals within their individual municipal boundaries at all times by removing all visual impairments thereto.
4. The BACTS Member will make routine maintenance and operational changes or modifications to the traffic signals within their individual municipal boundaries as needed to maintain traffic signal coordination.

#### **E. JOINT OBLIGATIONS OF BACTS AND BACTS MEMBERS**

1. BACTS and the BACTS Members will obtain the consent of MaineDOT in writing prior to any removal or replacement of any of the traffic signals.
2. BACTS and the BACTS Members will maintain the traffic signals with equipment technology having functionality at least equal to that in place as of the Effective Date of this Agreement.
3. BACTS and the BACTS Members will develop and implement an annual preventive maintenance plan for all of the traffic signals covered by this Agreement (the "Preventive Maintenance Plan"). The Preventive Maintenance Plan must include, at a minimum, cleaning cabinets, changing cabinet filters, checking wire connections, testing communications, changing batteries (if battery back-up is included), checking for and eradicating pests (rodents, snakes, bees, wasps, etc.), cleaning lenses on cameras, ensuring that detection features are properly detecting their designated zones, ensuring backplates are in place (if part of the original signal), testing pedestrian push buttons, and ensuring that signal heads/pedestrian heads are functioning. BACTS will maintain a record of annual and any other maintenance performed on each traffic signal and provide such record promptly to MaineDOT upon request.

4. BACTS and the BACTS Members will develop a process to ensure that parts needed for maintenance and repair of the traffic signals are on hand or can be obtained in a timely manner.
5. BACTS and the BACTS Members will develop a Level of Service Plan for maintaining the traffic signals, as follows. The BACTS Member is responsible for ensuring the Level of Service is met.

*Table 1- List of Traffic Signal Performance Metrics*

Issue	Coordinated System	Isolated intersection
Detection	Evaluated within 24 hours Repaired within 2 days *	Evaluated within 48 hours Repaired within 5 days *
Controller/cabinet	Evaluated within 24 hours Repaired within 2 days *	Evaluated within 48 hours Repaired within 5 days *
Signal Coordination	Evaluated within 24 hours Repaired within 5 days *	N/A
Signal heads/pedestrian heads	Evaluated within 24 hours Repaired within 5 days *	Evaluated within 48 hours Repaired within 10 days *
Pedestrian push-buttons	Evaluated within 24 hours Repaired within 2 days *	Evaluated within 48 hours Repaired within 5 days *
Retiming of traffic signals	Reviewed and adjusted every 3 years as necessary	Reviewed and adjusted every 5 years as necessary

\* MaineDOT acknowledges that performance under the Level of Service Plan may be impacted by hardware or personnel unavailability.

## **F. OBLIGATIONS OF BACTS**

1. BACTS will prepare a communications protocol, including a timeline for implementation, for the traffic signals (central office, modem connection, local, etc.).
2. BACTS will develop a process for retiming traffic signals within a signal system and for stand-alone signals, including a methodology for retiming the signals, frequency, and the performance measures being used (travel time, arrival on green, etc.).

3. BACTS will develop a process to track all preventive maintenance, routine maintenance, and emergency repairs to the traffic signals. BACTS will also prepare a yearly report of expenditures for preventive maintenance, routine maintenance, and emergency repairs (the "Expenditure Report") and will provide the Expenditure Report to the State Traffic Engineer at MaineDOT. The Expenditure Report will be prepared for each calendar year and will be due by the end of January for the previous year. Upon MaineDOT's request, BACTS will provide supporting documentation for expenditures included in the Expenditure Report.
4. BACTS will develop an asset management plan which will include timelines for proactive replacement of detection devices and traffic controllers and recommended timelines for full replacement of traffic signals through the MaineDOT's work plan.
5. Not later than February 28<sup>th</sup> of each calendar year, BACTS will certify to MaineDOT in writing that BACTS has used the Stipend for the prior year solely for the purposes of this Agreement. If the aggregate amount of traffic signal expenditures for a year do not exceed the aggregate Stipend for that year, BACTS will (a) return the unspent portion of the aggregate Stipend (the "Unused Stipend") to MaineDOT, or (b) set aside the Unused Stipend for use for traffic signal operation, maintenance, and repair pursuant to this Agreement during the subsequent calendar year. In the event that Unused Stipend is set aside for use during the subsequent calendar year, MaineDOT will deduct the amount of Unused Stipend from the total amount of Renewal Stipend to be provided by MaineDOT to BACTS for that calendar year.

**G. TRAFFIC CONTROL PLAN.** BACTS, BACTS Members and their staff and contractors will implement a Traffic Control Plan in compliance with the Manual on Uniform Traffic Control Devices ("MUTCD"), which will include a provision addressing employee and contractor entry onto MaineDOT's rights-of-way for long-term maintenance.

**H. COMPLIANCE WITH APPLICABLE LAWS AND STANDARDS.** BACTS and BACTS Members will perform its obligations under this Agreement in accordance with all applicable laws and regulations, including but not limited to OSHA and Maine BLS standards, the MUTCD, and the requirements of this Agreement.

**I. TERMINATION.**

1. Termination for Convenience. MaineDOT and BACTS will each have the right to terminate this Agreement by giving written notice of termination to the other party hereto at least thirty (30) days prior to the start of any Renewal Term.
2. Termination for Non-compliance. In the event MaineDOT determines, in its judgment, that BACTS is not in compliance with the provisions of this Agreement, MaineDOT will give BACTS a reasonable period of time determined by MaineDOT to cure the non-compliance (the "Cure Period"). In the event BACTS has not cured such non-compliance within the Cure Period, MaineDOT will have the right to terminate this Agreement immediately upon written notice to BACTS. In addition to the right of termination provided in this Section G.2, in the event any such non-compliance continues beyond any

applicable Cure Period, MaineDOT will have all other remedies available at law or in equity, which remedies will be cumulative, and the use of any one remedy by MaineDOT will not preclude or waive its right to use any or all other remedies available to MaineDOT.

3. Unused Stipend. In the event of termination of this Agreement as provided under Section G.1 or G.2 above, BACTS will return to MaineDOT any Unused Stipend and will provide to MaineDOT an Expenditure Report for the year-to-date. *This provision will survive any expiration or termination of this Agreement.*

**J. NON-APPROPRIATIONS.** Funding of the Stipend by MaineDOT under this Agreement is subject to available budgetary appropriations. If MaineDOT receives insufficient resources to fund the Stipend, if funds are de-appropriated, or if MaineDOT does not receive authority to commit or expend funds for the Stipend or such authority is revoked, MaineDOT will be released from its obligations under this Agreement, including but not limited to its funding obligations. In such event, this Agreement will terminate upon written notice given by MaineDOT to BACTS. In the event of such termination, BACTS will comply with the provisions of Section G.3 hereof. *The provisions of this Section H will survive any expiration or termination of this Agreement.*

**K. NOTICES.** All notices required or permitted under this Agreement will be in writing and will be sent to the parties by overnight United States mail or overnight commercial delivery or courier service, or by email as follows:

**MaineDOT**

Stephen Landry  
State Traffic Engineer  
Maine Department of Transportation  
24 Child Street  
Augusta, Maine 04330

[Stephen.Landry@maine.gov](mailto:Stephen.Landry@maine.gov)

**METROPOLITAN PLANNING ORGANIZATION**

Belle Ryder  
Executive Director  
BACTS  
12 Acme Rd, Suite 104  
Brewer, Maine 04412

[belle.ryder@bactsmo.org](mailto:belle.ryder@bactsmo.org)

**L. GOVERNING LAW.** This Agreement will be governed by, and construed in accordance with, the laws of the State of Maine.

**M. ENTIRE AGREEMENT.** This Agreement constitutes the entire agreement between MaineDOT and BACTS concerning its subject matter, and no prior agreement, understanding, or representation will be binding on either party hereto except to the extent expressly included in this Agreement.

**N. AMENDMENTS.** Each Renewal Stipend will be memorialized in writing, signed by the parties hereto, and attached to this Agreement and will automatically become a part hereof. Any other amendment to this Agreement, including any amendment to Appendix A hereto, must be in writing and signed by the parties hereto.

**O. AUTHORITY OF BACTS.** BACTS represents that it is fully authorized, and has obtained all necessary approvals, to enter into this Agreement on the terms and conditions set forth herein.

**P. COUNTERPARTS; ELECTRONIC SIGNATURES.** This Agreement may be executed in any number of counterparts, each of which will be deemed an original, but all of which together will constitute one and the same agreement. Each party agrees that this Agreement and any related documents to be executed in connection with this Agreement may be electronically signed and that any electronic signatures appearing on this Agreement and any associated documents are the same as handwritten signatures for the purposes of validity, enforceability, and admissibility.

*[Remainder of page intentionally left blank – Signature page follows]*

**DRAFT**

**IN WITNESS WHEREOF**, MaineDOT, BACTS, and the BACTS Municipalities have executed this Agreement by their respective duly authorized representatives.

**BACTS**

**DATE:** \_\_\_\_\_

**By\*:** \_\_\_\_\_  
Belle Ryder  
Executive Director, BACTS

*\* I certify that the signature above is true and accurate. I further certify that the signature, if electronic: (a) is intended to have the same force as a manual signature; (b) is unique to myself; (c) is capable of verification; and (d) is under my sole control.*

**STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION**

**DATE:** \_\_\_\_\_

**By\*\*:** \_\_\_\_\_  
Kyle Hall  
Director, Bureau of Maintenance and Operations

*\*\* I certify that the signature above is true and accurate. I further certify that the signature, if electronic: (a) is intended to have the same force as a manual signature; (b) is unique to myself; (c) is capable of verification; and (d) is under my sole control.*

**Appendix A**

**The BACTS member Municipalities currently maintain the 104 traffic signals shown in the Table 2 below. MaineDOT agrees to pay a stipend of \$2,500 per intersection for a total of \$260,000 for Calendar year 2026.**

*Table 2 - List of BACTS Municipal Members Intersections*

Municipality	Minor St	Major St
Bangor	Exchange St	Washington St
Bangor	Kenduskeag Ave	Griffin Rd
Bangor	Cumberland St	Center St
Bangor	To Bangor Mall Blvd	Stillwater Ave
Bangor	Hannaford/Penn Plaza	Stillwater Ave
Bangor	I-95 NB Exit 184 Ramps	Union St (SR 222)
Bangor	I-95 SB Exit 184 Ramps/Sunset Ln	Union St (SR 222)
Bangor	Mid Mall	Bangor Mall Blvd
Bangor	Central St (US 2)/Center St	Harlow St (US 2)
Bangor	Hammond St/Broad St	Central St/Main St (US 2/202)
Bangor	Water St/Middle St	Main St (US 202)
Bangor	Harlow St (US 2)/Exchange St	State St (US 2)
Bangor	Broadway Shopping Center	Broadway (SR 15)
Bangor	Husson Ave	Broadway (SR 15)
Bangor	Falvey St	Broadway (SR 15)
Bangor	School St	Broadway (SR 15)
Bangor	I-95 NB Exit 187 Ramps	Hogan Rd
Bangor	Hogan Rd	Stillwater Ave
Bangor	PCHC Walk In Care	Union St (SR 222)
Bangor	End of Bangor Mall Blvd	Bangor Mall Blvd
Bangor	Grandview Ave	Broadway (SR 15)
Bangor	I-95 NB Exit 185 Ramps/Center St	Broadway (SR 15)
Bangor	I-95 SB Exit 185 Ramps	Broadway (SR 15)
Bangor	Mount Hope Ave	Hogan Rd
Bangor	Longview Dr	Hogan Rd
Bangor	Drew Ln	Stillwater Ave
Bangor	To Home Depot	Stillwater Ave
Bangor	Vermont Ave	Union St (SR 222)
Bangor	Griffin Rd	Union St (SR 222)
Bangor	Godfrey Blvd	Union St (SR 222)
Bangor	EMMC HealthCare Mall / Citgo	Union St (SR 222)
Bangor	Griffin Rd/Burleigh Rd	Broadway (SR 15)
Bangor	Ohio St	Griffin Rd

Bangor	Deborah Carey Johnson Dr	Hancock St
Bangor	Hammond St (US 2/SR 100)	Odlin Rd (US/SR 100)/Maine Ave
Bangor	Forest Ave/Boyd St	State St (US 2)
Bangor	Hancock St/Otis St	State St (US 2)
Bangor	EMMC/Wing Park	State St (US 2)
Bangor	Cascade Pk Rd (Waterworks)	State St (US 2)
Bangor	Howard St	Stillwater Ave
Bangor	Essex St	Stillwater Ave
Bangor	Haskell Rd/Sylvan Rd	Hogan Rd
Bangor	Bangor Mall Blvd/Springer Dr	Hogan Rd
Bangor	To Bangor Mall Blvd/The Avenue	Stillwater Ave
Bangor	Walmart/VIP-O'Reilly	Stillwater Ave
Bangor	Cumberland St	Broadway (SR 15 Business)
Bangor	Stillwater Ave/Park St	Broadway (SR 15 Business)
Bangor	Cumberland St/Harlow Ct	Harlow St
Bangor	State St	Hogan Rd
Bangor	Odlin Rd (US 2/SR 100)	I-395/Hammond St (US 2/SR 100)
Bangor	I-95 SB Exit 187 Ramps	Hogan Rd
Bangor	Quirk Auto/EMCC	Hogan Rd
Bangor	Bass Park Blvd/Dutton St	Main St (US 1A/202/SR 9)
Bangor	Patten St	Main St (US 1A/202/SR 9)
Bangor	Railroad St	Main St (US 1A/202/SR 9)
Bangor	Cedar St	Main St (US 1A/202/SR 9)
Bangor	I-395 Exit 3 Off Ramp	Main St (US 1A/202/SR 9)
Bangor	I-95 Exit 186 Ramps	Stillwater Ave
Bangor	Fourteenth St	Union St (SR 222)
Bangor	State St (US 2)	Broadway (SR 15 Business)
Bangor	Ohio St	Fourteenth St
Bangor	Union St (SR 222)/4th St	Hammond St (US 2/SR 100)
Bangor	Clinton St/High St/Ohio St	Hammond St (US 2/SR 100)
Bangor	Broad St	Independent St/Washington St
Bangor	Buck St	Main St (US 1A/202/SR 9)
Bangor	Union St (US 1A / SR 9 / US 222)	Main St (US 1A/202/SR 9)
Bangor	Hancock St	Oak St (SR 15 Business)
Bangor	Washington St	Oak/State St (SR 15 Business)
Brewer	North Main St (SR 9/178)	State St
Brewer	Penobscot St (SR 15 Business)	State St
Brewer	Parkway South	Wilson St (US 1A)
Brewer	Acme Rd	Wilson St (US 1A)
Brewer	Sparks Ave/Pierce Rd	Wilson St (US 1A)
Brewer	Greenpoint Rd	Wilson St (US 1A)
Brewer	State St	Wilson St (US 1A)

Brewer	Arista Dr/Dirigo Dr	Wilson St (US 1A)
Brewer	Walton Dr/Thompson St	Wilson St (US 1A)
Brewer	Greenpoint Rd	Dirigo Dr
Brewer	Sparks Ave	Dirigo Dr
Brewer	Whiting Hill Rd	Dirigo Dr
Brewer	Parkway South	Dirigo Dr
Brewer	Betton St (SR 15 Business) / Parker St	N Main St (SR 9 / SR 15 Business)
Brewer	Cianbro	S Main St (SR 15)
Brewer	I-395 NB Exit 4 Ramps	S Main St (SR 15)
Brewer	Eastern Ave	State St
Brewer	Washington St	State St
Brewer	N/S Main St (SR 15 Business/SR 9)	Wilson St (US 1A/SR 9)
Hampden	Western Ave (SR 9)/Canoe Club Rd	Main Rd (US 1A/SR 9)
Hampden	Western Ave (US 202/SR 9)	US 202
Hampden	Coldbrook Rd	US 202
Hermon	Emerson Mill / Odlin Rd	Coldbrook Rd
Hermon	Billings Rd	US 2
Milford	Bradley Rd (SR 178)	Main Rd (US 2)
Old Town	Bennoch Rd (SR 16)	Stillwater Ave (US 2A)
Old Town	College Ave (US 2A)	Stillwater Ave (US 2A)
Old Town	Center St (US 2 / US 2A)	Main St (US 2 / SR 46)
Old Town	University Forest Rd	Stillwater Ave (US 2A)
Old Town	Old Town Plaza	Stillwater Ave (US 2A)
Orono	Pine St/Bennoch Rd (ME Route 16)/Mill St	Main St (US 2)
Orono	Godfrey Rd/I-95 Exit 193 Off Ramp	Stillwater Ave
Orono	University Mall	Stillwater Ave
Orono	Kelley Rd	Main St (US 2)
Orono	College Ave (US 2A)	Park St/N Main St (US 2)
Veazie	Chase Rd/School St	State St (US 2)