



# **TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEAR 2012-2015**

**October 1, 2011 through September 30, 2015**

*Prepared by*

**BANGOR AREA COMPREHENSIVE TRANSPORTATION SYSTEM**

**POLICY COMMITTEE**

Approved By the BACTS Policy Committee on August 31,2011

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## **INTRODUCTION**

This Transportation Improvement Program (TIP) document describes both the transportation- related projects and the methodologies employed to determine the projects to be accomplished within the BACTS metropolitan area with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Maine Department of Transportation (MDOT), and local matching funds during the Fiscal Years 2012-2015 in accordance with the requirements of 23 CFR Parts 450 and 500 and 49 CFR part 613.

Included within this document is a description of the process that culminated in the establishment of the project slate listed, explanation of terms used, project rating criteria, public involvement in the process, compliance with other federal and state regulations, and certifications to funding agencies.

A TIP is a Transportation Improvement Program - a management tool permitting the Metropolitan Planning Organization (MPO) to establish an overall program strategy reflecting both the Bangor metropolitan area long-range transportation plan and the State of Maine transportation plans, and a prioritized list of projects to be accomplished to implement those strategies.

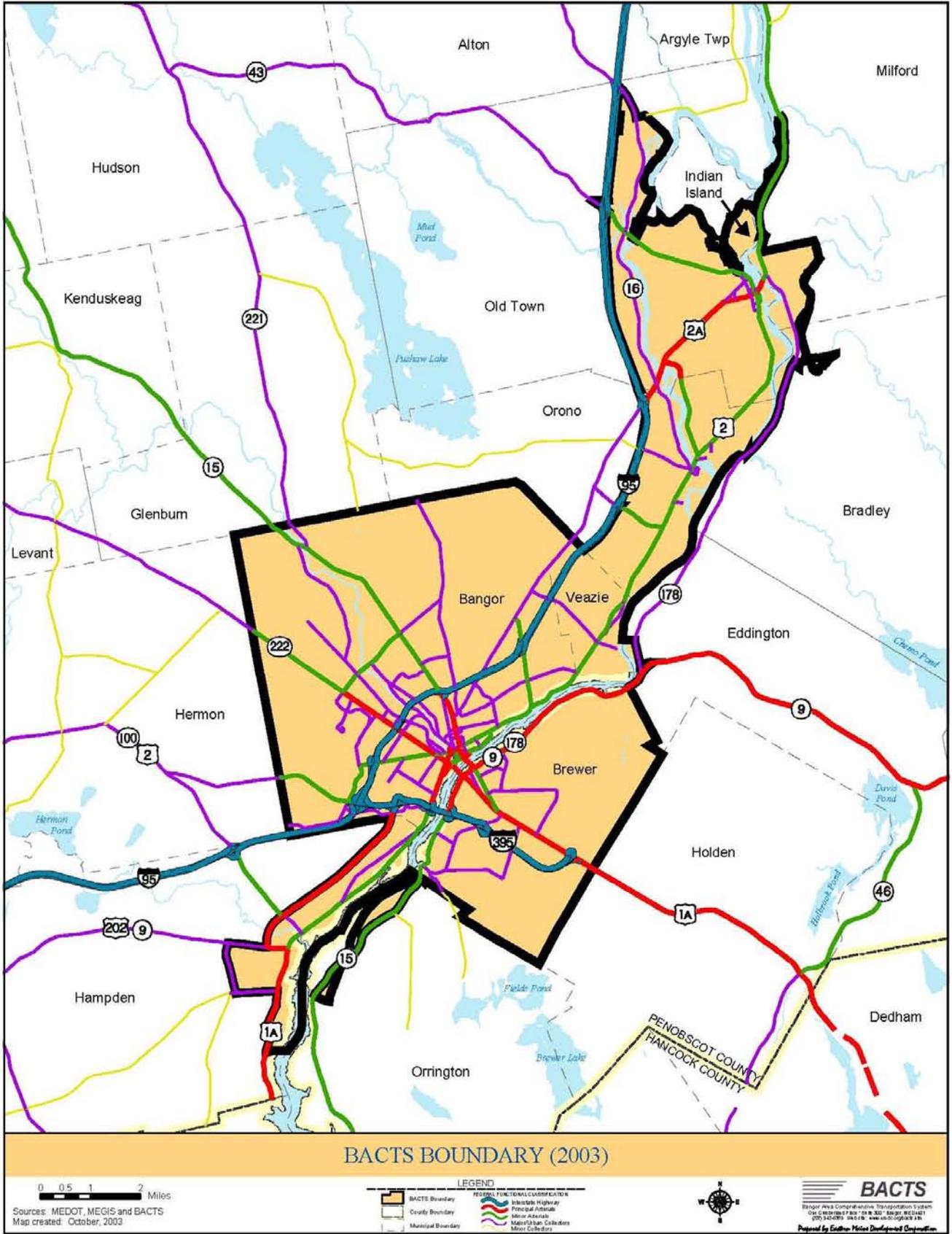
The 1980 U.S. Census determined that the Bangor Urbanized Area defined by the Bureau of Census exceeded the threshold requirement of 50,000 population for the establishment of a planning agency (an MPO) to manage federal funding for transportation. In 1982 the Governor of the State of Maine, in accordance with the municipalities of Bangor, Brewer, Hampden, Old Town, Orono, and Veazie (the constituents of the Census Urbanized Area), created the Bangor Area Comprehensive Transportation Study (changed to "System" in 1996), the so-called BACTS MPO. The Memorandum of Understanding between the municipalities and the State of Maine established the BACTS Policy Committee and BACTS Technical Committee and the duties and jurisdictions of each.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provided the basis at the federal level for transportation planning; creating a multitude of new requirements for MPO's and the State, related to transportation planning. One of the ISTEA creations was expansion of transportation planning areas. The Census Defined Urbanized Area of BACTS incorporates those contiguous areas where population density exceeds 1,000 persons per square mile. ISTEA expanded that boundary to include additional areas that are urbanized, but do not meet the Census criteria. That area is termed the "urbanized area". ISTEA then defined another boundary to include those areas that probably will be classified as urbanized 20 years from now. That area is termed the "metropolitan area." The BACTS MPO now does transportation planning for the expanded metropolitan area.

Where the BACTS Transportation Plan defines the goals, objectives, and strategies, for transportation planning operations for the next twenty years; the BACTS TIP defines the actual expenditures and efforts to move towards or meet those goals, objectives, and strategies.

On Page 2 of this TIP document is a map of the BACTS metropolitan planning area. It includes all of Bangor, Brewer, and Veazie and portions of Hampden, Old Town, Orono, Milford, Bradley, Eddington, Orrington and Penobscot Nation. By definition, no federal funds may be encumbered on transportation activities within the BACTS planning area unless the BACTS TIP lists those expenditures.

Within the BACTS metropolitan area the BACTS Policy Committee and the Maine Department of Transportation (MDOT) have agreed to make the MDOT responsible for certain areas of planning requiring overall knowledge of statewide planning activities. Those areas of planning designated as



MDOT domain include Interstate-95 and Interstate-395 activities, hazard elimination activities, major bridge planning activities, rail planning activities, airport planning activities, port and marine planning activities, and special or demonstration transportation planning activities.

## **PROJECT SELECTION**

To meet the requirements of SAFETEA-LU, the federal legislation enacted in 2005, and MDOT, there are several categories of projects listed in this TIP document. All projects in this TIP are consistent with the BACTS Long Range Transportation Plan which includes bicycle and pedestrian plans. All transportation related projects on which federal funding will be expended during FY 2012-2015 must be listed in this document. This includes those projects over which MDOT has been given domain. All I-95, I-395, bridge, rail, airport, marine, and hazard elimination projects within the BACTS metropolitan area are listed in this document. BACTS is not responsible for any prioritization process for these projects since they are ranked on a statewide basis. All other highway related projects are ranked by the BACTS criteria and ranked for inclusion in this document.

All Federal Transit Administration funded projects for BAT (Local fixed-route transit service operated by the City of Bangor) are listed in this TIP document.

Carryover projects are listed in this TIP. They are projects that were approved under previous programs that have been started either in the preliminary engineering phase or preconstruction phase but have not yet been constructed. Funding for these projects may be from previous programs, this program, or future programs, depending on the magnitude and complexity of the particular project.

## **PROJECT RATING**

The BACTS Policy Committee initially adopted a project rating criteria in 1998 that staff had developed. The criteria have been revised in 2002 and again in January 2006 to address minor issues that were not foreseen in the earlier versions.

## **PROPOSAL SCREENING**

All proposed projects will be pre-screened by the BACTS Policy Committee and staff to ensure that they meet minimum area standards for submission, before they are formally evaluated according to the project criteria. All proposals must meet the following screening requirements:

1. Proposals for road improvements shall be for collector or arterial roadways.
2. Proposals shall have clear geographic scope limits, and a clear and reasonable scope of work as determined by the BACTS Policy Committee. In many cases, the cost per mile as evaluated by the Policy Committee will be different from the value assigned by MDOT staff during the preliminary scoping process, as it will be based on actual costs for similar local projects in previous BTIPs and adjusted as necessary for inflation.
3. Proposals shall be consistent with the goals and objectives of the BACTS Long-Range Transportation Plan and, wherever applicable, shall incorporate the recommendations of completed BACTS transportation studies.

4. Proposals shall not conflict with the comprehensive plan or other policy documents of the municipalities in which they are located.
5. Municipalities will coordinate with any necessary utilities located within the projects limits in order to coordinate utility work plans with possible projects. Proposals shall be scoped to include all necessary utilities work in the cost estimates.
6. Municipal officials will sign statements agreeing to the proposed scope for each project in their municipality, as determined by the Policy Committee, prior to the start of the scoring process.

## PROPOSAL SCORING

Proposals were evaluated by the weighted scoring of variables appropriate for each of four types of project: reconstruction, resurfacing, reclaim/rehabilitation, and intersection, as determined by the Policy Committee. The BACTS Policy Committee then determines and assigns a percentage of each biennial budget allocation to each of these four categories. Thus all project comparisons are made among projects within a single category, with the top-ranked projects in each category selected for funding in the current BTIP. However, the Policy Committee has the flexibility to adjust and re-adjust the category allotments during the project selection process as necessary, in order to maximize the regional impact of the finalized BTIP. The evaluation criteria for each project type are listed below. A detailed description of each factor is provided following the three evaluation tables.

Any potential projects that were submitted in this TIP that had any surface treatment maintenance performed had to be brought to the BACTS Policy Committee before hand. BACTS staff then conducted a pavement rating for that project prior to the maintenance. This rating was then used as the pavement condition instead to prevent a project from being penalized for performing maintenance. The definition of surface treatment maintenance is any crack sealing or resurfacing one inch or less with spot grinding and fill acceptable. The allowance is good for the current TIP project submission.

Reconstruction/new construction criteria (projects requiring substantial improvements to road base and drainage, road widening, significant geometric changes, etc.; typical design life is 20 years)

<u>Factors</u>	<u>Score</u>	<u>Weight</u>
Traffic volume	0 to 10	0.30
Truck volume	0 to 10	0.10
Pavement condition	0 to 10	0.20
Road geometrics	0 to 10	0.25
Multi-modal and TDM (Access management)	0 to 10 (0 to 10)	0.15 (0.15)
Maximums	50 (60)	1.0 (1.15)

Resurfacing criteria (pavement improvements using existing base material; typical design life is 8 to 10 years)

<u>Factors</u>	<u>Score</u>	<u>Weight</u>
Traffic volume	0 to 10	0.30
Truck volume	0 to 10	0.15
Pavement condition	0 to 10	0.40
Multi-modal and TDM (Access management)	0 to 10 (0 to 10)	0.15 (0.15)
Maximums	40 (50)	1.0 (1.15)

Reclaim/rehabilitation criteria (projects of intermediate scope between reconstruction and resurfacing: grind & repave surface over existing base, add or widen shoulders, provide minor upgrades or spot treatment as needed for drainage, geometry, and base improvement in problem areas; typical design life is 12 to 15 years)

<u>Factors</u>	<u>Score</u>	<u>Weight</u>
Traffic volume	0 to 10	0.30
Truck volume	0 to 10	0.15
Pavement condition	0 to 10	0.30
Road geometrics	0 to 10	0.10
Multi-modal and TDM (Access management)	0 to 10 (0 to 10)	0.15 (0.15)
Maximums	50 (60)	1.0 (1.15)

Intersection criteria

<u>Factors</u>	<u>Score</u>	<u>Weight</u>
Traffic volume	0 to 10	0.15
Truck volume	0 to 10	0.05
Road geometrics	0 to 10	0.20
Safety	0 to 10	0.25
Stopped delay/warrants	0 to 30	0.25
Multi-modal and TDM (Access management)	0 to 10 (0 to 10)	0.10 (0.15)
Maximums	80 (90)	1.0 (1.15)

Factor Descriptions

(1) Traffic Volume

Traffic volumes for reconstruction and resurfacing proposals are based on the latest average annual daily traffic (AADT) counts obtained by BACTS for each project. The score is calculated by dividing the proposed project's AADT by the largest AADT in the set of proposals submitted, then multiplying by ten in order to fit the 0 to 10 scale.

Traffic volumes for intersection proposals are based on the latest peak hour volume collected during a turning movement count by BACTS. The intersection's total approach volume (based on the average of all its approaches) is divided by the largest total approach volume in the set of intersection proposals submitted, then multiplied by ten in order to fit the 0 to 10 scale.

(2) Truck Volume

Truck volume is to be based on the truck volume component of the latest average annual daily traffic (AADT) counts obtained by BACTS for each project corridor. The score is calculated by dividing the proposed project's truck volume by the largest truck volume in the set of proposals submitted, then multiplying by ten in order to fit the 0 to 10 scale. For intersections, the selected truck volume will be the highest percentage on any one approach rather than an averaged value.

(3) Pavement Condition

Pavement condition is based on the Pavement Condition Rating (PCR) determined for each project corridor during the most recent pavement assessment conducted by BACTS. The score is calculated by dividing the lowest PCR in the set of proposals submitted, by the proposed project, then multiplying by 10 in order to fit a scale of 0 to 10.

(4) Geometrics

Proposals are assigned points in accordance with MDOT's Highway Design Guide for the project's ability to remedy substandard conditions. 2.5 points are awarded for each condition remedied, up to a maximum of 10 points for all four conditions.

Reconstruction standards are pavement width, shoulder width, horizontal alignment, and vertical alignment.

Intersection standards are turning radius, lane width, signal or signage placement, and alignment (either horizontal or vertical).

(5) Safety

Safety is evaluated based on the percentage of injuries (PI) and the critical rate factor (CRF) for a given intersection, as determined by MDOT based on the most recent cumulative crash data in that particular location. The formula is as follows:

Total safety points (not to exceed 10 point) = PI points + CRF points

PI points = 0.125 x percent personal injuries, expressed as a percentage

CRF = 2.27 x CRF, expressed as a percentage

(6) Stopped Delay/Warrants

Signalized intersections are evaluated according to the total delay for vehicles passing through the intersection, using the following formula:

$SD = (60 - \text{Delay}_{\text{after}}) \times 0.22$  (not to exceed 10 points)

Unsignalized intersections are evaluated by the number of MUTCD traffic warrants that are met at that particular intersection. If one warrant is met, the project scores 3 points; 2 warrants score 7 points; and 3 or more warrants score 10 points.

(7) Multi-modal and TDM

A score from zero to ten is given to projects that accommodate alternative modes of travel or better travel demand management (TDM). Points will be awarded as indicated for each criterion that either already exists along a project corridor, or will be satisfied through implementation of the proposed project, up to a maximum of 10 points for this factor.

Pedestrian mode:

- \* New or existing sidewalk meeting ADA guidelines, including curb cuts (1, or 2 within 1 mile of school zone)
- \* Retrofit new ADA-conforming curb cuts at intersection crosswalks (2)
- \* New/improved traffic signal w/dedicated or pedestrian-actuated pedestrian phase (1)
- \* Construction of curb extensions or pedestrian crossing islands, as appropriate (1)
- \* ½ credit will be given to new/existing ADA sidewalks on less than ½ entire length of project.

Bicycle mode:

- \* Minimum 3-ft shoulder (preferably 5-ft or more) in ditch sections (1, or 2 within 3 miles of school zone)
- \* Minimum 4-ft shoulder (preferably 5-ft or more) in curb sections (1, or 2 within 3 miles of school zone)
- \* Installation of bicycle-friendly drainage grates and/or in-curb drainage (0.5)
- \* ½ credit will be given to new/existing shoulders meeting above criteria on less than ½ entire length of project.

Transit mode:

- \* Project is on an existing or planned bus route (2)
- \* Sidewalk widening to create space for bus shelters (1)
- \* New/improved ADA-conforming sidewalks and crosswalks between transit stop and stores, businesses, schools, churches, hospitals, public services and facilities, or sub-developments of 10 or more housing units within 1-mile radius (1)
- \* New/improved traffic signals and crosswalks serving a transit stop (1)

Carpool/Vanpool:

- \* Project will improve access (including signage, lighting, or bus shelters) to a designated park 'n ride lot (2)

Mixed-use development:

- \* Local land use AND access management ordinances are in place to permit and encourage mixed-use development (i.e. retail, residential, commercial, personal services, public space) along project corridor (3)

**PRIORITIZED PROJECT LISTING**

Applying the rating criteria to the preliminary list of projects generated by the municipalities gave the following prioritized project listing.

**PRELIMINARY PRIORITIZED PROJECT LISTING**

<b>Project ID #</b>	<b>Municipality</b>	<b>Location</b>	<b>Category</b>	<b>Project Length (miles) Est.</b>	<b>Preliminary Cost Estimates</b>
REH 6	Bangor	Outer Hammond St. Ext to TL	Rehab	0.34	\$187,000
REH 8	Bangor	Maine Ave Vermont to Godfrey	Rehab	0.64	\$352,000
REH 3	Bangor	Odlin Rd. Ammo Park to TL	Rehab	1.04	\$572,000
REH 1	Bangor	Mt. Hope Ave Saratoga to Hogan	Rehab	0.56	\$308,000
REH 7	Bangor	Maine Ave Griffin to Godfrey Dr.	Rehab	0.28	\$154,000
REH 9	Old Town	Center St. Water to Edge of Bridge	Preservation	0.04	\$15,000
PRES 2	Bangor	Griffin Rd. Kenduskeag to Broadway	Preservation	0.86	\$322,500
PRES 4	Bangor	Hogan Rd I-95 to Bangor Mall Blvd	Preservation	0.25	\$93,750
PRES 6	Bangor	Stillwater Ave I-95 to Essex	Preservation	0.87	\$326,250
PRES 9	Brewer	S Main St. Harriman Lane to TL	Preservation	0.34	\$127,500
PRES 1.1	Bangor	Stillwater Ave Circuit City to Mall Ent.	Preservation	0.14	\$52,500
PRES 3	Bangor	Hammond St. Union to Columbia	Preservation	0.26	\$97,500
PRES 12	Brewer	Parkway South Robertson to Elm	Preservation	0.98	\$367,500
PRES 1	Bangor	Stillwater Ave. Longview to Kittridge	Preservation	0.34	\$127,500
DEV 4	Old Town	Stillwater Ave School St. to Abbot St.	Development	0.2	\$70,000
DEV 3	Old Town	Stillwater Ave College to School St.	Development	1.03	\$3,605,000
DEV 5	Hampden	1A Mt. View to Old County Rd-south end	Development	0.5	\$1,750,000
OSI 2	Orono	Park Street and Rangeley Rd	Intersection		
OSI 1	Orrington	*Snow's Corner and Route 15	Intersection		\$460,000
SR 1	Brewer	Wilson and State	Intersection		\$58,650
SR 2	Brewer	Wilson and Acme	Intersection		\$58,650
SR 3	Brewer	Wilson and Main	Intersection		\$37,375
SR 4	Brewer	State and Eastern Ave	Intersection		\$52,900
SR 5	Brewer	State and North Main	Intersection		\$55,775
SR 6	Brewer	State and Penobscot	Intersection		\$52,900
SR 7	Bangor	Hogan Rd. and Bangor Mall Blvd	Intersection		\$18,400
SR 8	Bangor	Hogan Rd. and Haskell Rd	Intersection		\$18,400
SR 9	Bangor	Hogan Rd. and I-95 South Bound	Intersection		\$30,475
SR 10	Bangor	Penobscot Bridge Corridor	Intersection		\$55,200
SR 11	Bangor	Union and Hammond St	Intersection		\$33,925
SR 12	Bangor	Washington and Broad St	Intersection		\$56,000
SR 13	Bangor	Hammond and Ohio	Intersection		\$57,213
				<b>TOTALS</b>	<b>\$9,826,863</b>

**FUNDING**

A requirement of the SAFETEA-LU legislation is that a financial plan will be included in the TIP document indicating that federal funding is available in sufficient amounts to accomplish the projects listed.

The BACTS 2012-2015 TIP contains both MPO sponsored projects and those sponsored by the Maine DOT. The BACTS sponsored projects are funded using federal, state and local monies. The projects sponsored by the MaineDOT and their funding information are found in the MaineDOT Statewide TIP

(STIP). The FHWA funds are allocated to BACTS by the MaineDOT by formula. BACTS receives both STP and NHS funds as part of their allocation. The type of funds is indicated as part of each project in the TIP list of projects. The non-federal funds used to match the allocated FHWA funds for highway projects are allocated at ten percent state and ten percent local funds. The FTA funds are allocated to BACTS by MaineDOT by formula.

All the funds for the 2012-2015 TIP are reasonably expected to be available based on both past funding and agreements with MaineDOT for the federal and state funds and the local communities for their share of projects.

The MaineDOT has informed BACTS that they should plan to receive \$3,952,240 in STP/NHS funds and \$494,030 in state dollars to be matched by \$494,030 in local funds for 2012 and 2013 for BACTS sponsored projects.

As the State of Maine operates on a two year funding cycle, only 2012 and 2013 funds have been tentatively allocated to BACTS. BACTS has no information at this time for following years, 2014 and 2015. Since the preliminary list on page 8 totals \$9,826,863, BACTS has already ranked these projects and as estimated future federal fiscal funds become available, BACTS will follow their already ranked projects priorities.

The 2012-2015 BACTS TIP is therefore fiscally constrained.

### **PUBLIC COMMENT PROCESS**

The SAFETEA-LU legislation requires public involvement at early stages of the development of the TIP. The BACTS Policy Committee has a written public involvement policy, "BACTS Public Involvement in Metropolitan Transportation Planning." This document is available for viewing on the BACTS website. Each municipality addressed this public involvement by including project development as part of the local government process. Projects were developed, discussed, and/or approved at public council meetings or planning meetings and forwarded to BACTS for consideration, rating, and prioritization in this TIP. A notice of intent is published in the local newspaper, on our website and sent to our interested parties list. The 30-day public comment period for the Draft TIP is advertised in the local newspaper, on our website and notice sent to our interested parties that the Draft TIP is available for viewing on our website. The BACTS Policy Committee reviews and comments on each public comment which is included in the final TIP.

The BACTS interested parties list is expanding to include federal and state wildlife, land management, regulatory agencies and state security agencies.

The BACTS Policy Committee has always had a policy that it will provide meeting minutes, meeting agenda notices, time on the agenda, and other information to anyone who participates in the transportation planning process by attending BACTS meetings. (They have also provided that information to anyone requesting it, such as local media.)

### **CERTIFICATION OF PRIVATE ENTERPRISE PARTICIPATION**

The BACTS Policy Committee certifies that in any expansion of services to be funded by FTA funds Private Enterprise will be encouraged to compete on an equitable basis with public providers, and

federal subsidies to public providers will be taken into account to equalize competing proposals.

**AIR QUALITY CONFORMITY**

BACTS has not been determined to have areas in non-compliance with federal air quality standards at this time. There are no projects listed in this TIP that would appear to have any effects that would diminish air quality. There are projects that could improve air quality.

**YEARLY PROJECT LISTING**

FY 2012-2013

<b>PIN #</b>	<b>Municipality</b>	<b>Location</b>	<b>Category</b>	<b>Project Length (miles) EST</b>	<b>Cost Estimates</b>
19202.00	Bangor	Outer Hammond - Hammond St. Ext to TL	Rehab	0.34	\$392,319
19203.00	Bangor	Maine Ave - Griffin to Godfrey Dr.	Rehab	0.28	\$183,274
19014.00	Bangor	Odlin Rd - I-395 to Ammo Park	Rehab	0.46	\$190,025
19208.00	Old Town	Center St - Water to Edge of Bridge	Rehab	0.04	\$91,307
19209.00	Bangor	Stillwater Ave - Circuit City bld to Mall Entrance	Preservation	0.14	\$167,131
19210.00	Bangor	Hogan Rd - I-95 to Bangor Mall Blvd	Preservation	0.25	\$252,707
19211.00	Bangor	Griffin Rd - Kenduskeag to Broadway	Preservation	0.86	\$326,504
19212.00	Brewer	S Main St - Harriman Ln to TL	Preservation	0.34	\$205,868
14793.00	Brewer	Wilson St. - Greenpoint Rd to Parkway South	Development		\$828,125
17321.00	Bangor	Godfrey Blvd/Maine Ave roundabout	Development		\$720,842
19213.00	Old Town	Stillwater Ave - College to School St. Phase2	Development	0.28	\$863,318
19435.00	Brewer	Wilson and State	intersection		\$195,506
19434.00	Brewer	Wilson and Acme	intersection		\$158,593
19439.00	Bangor	Hogan Rd. and Bangor Mall Blvd	intersection		\$25,000
19440.00	Bangor	Hogan Rd. and Haskell Rd	intersection		\$25,000
19432.00	Brewer	State and North Main	intersection		\$47,288
19441.00	Bangor	Penobscot Bridge Corridor	intersection		\$45,000
19436.00	Brewer	Wilson and Main	intersection		\$33,300
19437.00	Bangor	Union and Hammond St	intersection		\$72,854
19438.00	Brewer	State and Eastern Ave	intersection		\$61,181
19433.00	Brewer	State and Penobscot	intersection		\$55,159
<b>TOTAL</b>					<b>\$4,940,301</b>

## TRANSIT ELEMENT

### TRANSIT CAPITAL NEEDS (§5307)

NO.	Funding Category	Funding Area	Type of Project	Project	Total Costs	Federal	Local/Other	FY for Project
1	FTA§5307	BACTS	Capital	BAT Support Equip	\$6,250	\$5,000	\$1,250	2012
2	FTA§5307	BACTS	Capital	BAT Support Equip	\$6,250	\$5,000	\$1,250	2013
3	FTA§5307	BACTS	Capital	BAT Support Equip	\$6,250	\$5,000	\$1,250	2014
4	FTA§5307	BACTS	Capital	BAT Support Equip	\$6,250	\$5,000	\$1,250	2015

### OPERATING ASSISTANCE PROGRAM (§5307)

NO.	Funding Category	Funding Area	Type of Project	Project	Total Costs	Federal	Local/Other	FY for Project
1	FTA§5307	BACTS	Operating	Fixed Route "BAT"	\$997,474	\$498,737	\$498,737	2012
2	FTA§5307	BACTS	Operating	Fixed Route "BAT"	\$997,474	\$498,737	\$498,737	2013
3	FTA§5307	BACTS	Operating	Fixed Route "BAT"	\$997,474	\$498,737	\$498,737	2014
4	FTA§5307	BACTS	Operating	Fixed Route "BAT"	\$997,474	\$498,737	\$498,737	2015

### PREVENTIVE MAINTENANCE PROGRAM (§5307)

NO.	Funding Category	Funding Area	Type of Project	Project	Total Costs	Federal	Local/Other	FY for Project
1	FTA§5307	BACTS	PM	Fixed Route "BAT"	\$85,000	\$68,000	\$17,000	2012
2	FTA§5307	BACTS	PM	Fixed Route "BAT"	\$85,000	\$68,000	\$17,000	2013
3	FTA§5307	BACTS	PM	Fixed Route "BAT"	\$85,000	\$68,000	\$17,000	2014
4	FTA§5307	BACTS	PM	Fixed Route "BAT"	\$85,000	\$68,000	\$17,000	2015

### ADA COMPLEMENTARY PARATRANSIT PROGRAM (§5307)

NO.	Funding Category	Funding Area	Type of Project	Project	Total Costs	Federal	Local/Other	FY for Project
1	FTA§5307	BACTS	Operating	Fixed Route "BAT"	\$175,000	\$140,000	\$35,000	2012
2	FTA§5307	BACTS	Operating	Fixed Route "BAT"	\$175,000	\$140,000	\$35,000	2013
3	FTA§5307	BACTS	Operating	Fixed Route "BAT"	\$175,000	\$140,000	\$35,000	2014
4	FTA§5307	BACTS	Operating	Fixed Route "BAT"	\$175,000	\$140,000	\$35,000	2015

**JOB ACCESS REVERSE COMMUTE PROGRAM (OPERATING ASSISTANCE)**

<b>NO.</b>	<b>Funding Category</b>	<b>Funding Area</b>	<b>Type of Project</b>	<b>Project</b>	<b>Total Costs</b>	<b>Federal</b>	<b>Local/Other</b>	<b>FY for Project</b>
1	JARC	BACTS	Operating	Fixed Route "BAT"	<b>\$90,000</b>	<b>\$45,000</b>	<b>\$45,000</b>	2012
2	JARC	BACTS	Operating	Fixed Route "BAT"	<b>\$90,000</b>	<b>\$45,000</b>	<b>\$45,000</b>	2013
3	JARC	BACTS	Operating	Fixed Route "BAT"	<b>\$90,000</b>	<b>\$45,000</b>	<b>\$45,000</b>	2014
4	JARC	BACTS	Operating	Fixed Route "BAT"	<b>\$90,000</b>	<b>\$45,000</b>	<b>\$45,000</b>	2015

Notes:

1. \$5307 funds to be used for Capital – Support Equipment will be taken from unallocated carryover.
2. It is assumed for the purpose of developing the TIP that there will be flat funding for \$5307 at the 2011 level.

**Maine Department of Transportation**  
**Statewide Transportation Improvement Program-STIP**

Federal Fiscal years 2010-2013

WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015
<b>BACTS</b>									
<i>MPO Sponsored</i>									
014799.00	STP-1479(900)X	Intersection Improvement with Signal: Located at the intersection of State Street and Hancock Street.	Federal	\$139,460	\$2,000	\$137,460	\$0	\$0	\$0
			State	\$17,433	\$17,433	\$0	\$0	\$0	\$0
			Local-Other	\$17,433	\$17,433	\$0	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$174,325</b>	<b>\$36,865</b>	<b>\$137,460</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Town(s): Bangor									
Rte/Road: State Street		FFC: Minor arterial							
Length: 0.00		Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other							
017320.00	STP-1732(000)X	Safety Improvements: Beginning at State Street and extending northerly on Hogan Road 1.87 miles to Stillwater Avenue. Installation of a new controller at State Street and 3,000 feet of signal interconnect wire from State Street to Mount Hope Avenue.	Federal	\$23,200	\$22,984	\$216	\$0	\$0	\$0
			State	\$2,900	\$2,873	\$27	\$0	\$0	\$0
			Local-Other	\$2,900	\$2,873	\$27	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$29,000</b>	<b>\$28,730</b>	<b>\$270</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Town(s): Bangor									
Rte/Road: Hogan Road		FFC: Minor arterial, Major/urb collector							
Length: 1.87		Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other							
017321.00	STP-1732(100)X	Intersection Improvements: Construction of a roundabout at the intersection of Maine Avenue and Godfrey Boulevard.	Federal	\$860,000	\$19,200	\$431,583	\$409,217	\$0	\$0
			State	\$107,500	\$2,400	\$53,948	\$51,152	\$0	\$0
			Local-Other	\$107,500	\$2,400	\$53,948	\$51,152	\$0	\$0
			<b>Totals:</b>	<b>\$1,075,000</b>	<b>\$24,000</b>	<b>\$539,479</b>	<b>\$511,521</b>	<b>\$0</b>	<b>\$0</b>
Town(s): Bangor									
Rte/Road: Maine Avenue		FFC: Major/urb collector							
Length: 0.00		Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other							
017326.00	STP-1732(600)X	Highway Resurfacing: Beginning at Union Street and extending westerly 1.26 miles to Hammond Street Bridge #5794, over Interstate 95.	Federal	\$838,172	\$16,000	\$822,172	\$0	\$0	\$0
			State	\$104,772	\$104,772	\$0	\$0	\$0	\$0
			Local-Other	\$104,772	\$104,772	\$0	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$1,047,715</b>	<b>\$225,543</b>	<b>\$822,172</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Town(s): Bangor									
Rte/Road: Route 2		FFC: Minor arterial							
Length: 1.26		Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other							

**Maine Department of Transportation  
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WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015
019014.00	AC-STP-1901(400)X	Highway Resurfacing: Beginning at Ammo Industrial Park and extending northerly on Odlin Road for 0.42 of a mile to the intersection of Interstate 395 and Outer Hammond Street.	Federal	\$152,020	\$0	\$6,080	\$72,824	\$73,116	\$0
			State	\$19,003	\$760	\$0	\$9,103	\$9,139	\$0
			Local-Other	\$19,003	\$760	\$0	\$9,103	\$9,139	\$0
			<b>Totals:</b>	<b>\$190,025</b>	<b>\$1,520</b>	<b>\$6,080</b>	<b>\$91,030</b>	<b>\$91,395</b>	<b>\$0</b>
Town(s): Bangor Rte/Road: Odlin Road      FFC: Major/urb collector Length: 0.42      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 26 CFR 771.117 (d) (1)									
019203.00	STP-1920(300)X	Highway Resurfacing: Beginning at Griffin Road and extending northerly on Maine Avenue for 0.31 of a mile to Godfrey Boulevard.	Federal	\$146,619	\$0	\$146,619	\$0	\$0	\$0
			State	\$18,327	\$778	\$17,549	\$0	\$0	\$0
			Local-Other	\$18,327	\$778	\$17,549	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$183,274</b>	<b>\$1,556</b>	<b>\$181,718</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Town(s): Bangor Rte/Road: Maine Avenue      FFC: Major/urb collector Length: 0.31      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 26 CFR 771.117 (d) (1)									
019209.00	STP-1920(900)X	Highway Resurfacing: Beginning at the southern Bangor Mall entrance and extending northerly on Stillwater Avenue for 0.17 of a mile to the Home Depot entrance.	Federal	\$133,705	\$0	\$5,348	\$128,357	\$0	\$0
			State	\$16,713	\$710	\$0	\$16,003	\$0	\$0
			Local-Other	\$16,713	\$710	\$0	\$16,003	\$0	\$0
			<b>Totals:</b>	<b>\$167,131</b>	<b>\$1,421</b>	<b>\$5,348</b>	<b>\$160,362</b>	<b>\$0</b>	<b>\$0</b>
Town(s): Bangor Rte/Road: Stillwater Avenue      FFC: Major/urb collector Length: 0.17      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 26 CFR 771.117 (d) (1)									
019210.00	AC-STP-1921(000)X	Highway Resurfacing: Beginning at Interstate 95 and extending northerly on Hogan Road for 0.21 of a mile to Bangor Mall Boulevard.	Federal	\$202,166	\$0	\$202,166	\$0	\$0	\$0
			State	\$25,271	\$25,271	\$0	\$0	\$0	\$0
			Local-Other	\$25,271	\$25,271	\$0	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$252,707</b>	<b>\$50,541</b>	<b>\$202,166</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Town(s): Bangor Rte/Road: Hogan Road      FFC: Minor arterial Length: 0.21      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 26 CFR 771.117 (d) (1)									

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WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015
019211.00	AC-STP-1921(100)X	Highway Resurfacing: Beginning at Kenduskeag Avenue and extending northeasterly on Griffin Road for 0.85 of a mile to Broadway.	Federal	\$261,203	\$0	\$7,840	\$253,363	\$0	\$0
			State	\$32,650	\$1,021	\$0	\$31,630	\$0	\$0
			Local-Other	\$32,650	\$1,021	\$0	\$31,630	\$0	\$0
			<b>Totals:</b>	<b>\$326,504</b>	<b>\$2,042</b>	<b>\$7,840</b>	<b>\$316,622</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Bangor Rte/Road: Griffin Road      FFC: Minor arterial Length: 0.85      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 26 CFR 771.117 (d) (1)						
019437.00	AC-STP-1943(700)X	Intersection Improvements with Signal: Installation of a video traffic detection system at the intersection of Union Street and Hammond Street, and pedestrian signal poles, pedestrian countdown signal heads and push buttons.	Federal	\$58,283	\$0	\$5,827	\$26,176	\$26,280	\$0
			State	\$7,285	\$728	\$0	\$3,272	\$3,285	\$0
			Local-Other	\$7,285	\$728	\$0	\$3,272	\$3,285	\$0
			<b>Totals:</b>	<b>\$72,854</b>	<b>\$1,457</b>	<b>\$5,827</b>	<b>\$32,719</b>	<b>\$32,851</b>	<b>\$0</b>
			Town(s): Bangor Rte/Road: Union Street      FFC: Other princ arterial Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 23 CFR 771.117 (c) (8)						
019439.00	AC-STP-1943(900)X	Intersection Improvements: Installation of a video traffic detection system at the intersection of Hogan Road, Bangor Mall Boulevard and Springer Drive.	Federal	\$20,000	\$0	\$10,982	\$9,018	\$0	\$0
			State	\$2,500	\$250	\$1,123	\$1,127	\$0	\$0
			Local-Other	\$2,500	\$250	\$1,123	\$1,127	\$0	\$0
			<b>Totals:</b>	<b>\$25,000</b>	<b>\$500</b>	<b>\$13,228</b>	<b>\$11,273</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Bangor Rte/Road: Hogan Road      FFC: Major/urb collector Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 23 CFR 771.117 (c) (21)						
019440.00	AC-STP-1944(000)X	Intersection Improvements: Installation of a video traffic detection system at the intersection of Hogan Road, Haskell Road and Sylvan Road.	Federal	\$20,000	\$0	\$10,982	\$9,018	\$0	\$0
			State	\$2,500	\$250	\$1,123	\$1,127	\$0	\$0
			Local-Other	\$2,500	\$250	\$1,123	\$1,127	\$0	\$0
			<b>Totals:</b>	<b>\$25,000</b>	<b>\$500</b>	<b>\$13,228</b>	<b>\$11,273</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Bangor Rte/Road: Hogan Road      FFC: Minor arterial Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 23 CFR 771.117 (c) (21)						

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WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015
019441.00	AC-STP-1944(100)X	Intersection Improvements: Installation of a video traffic detection system at the intersections of Oak Street/Hancock Street, Oak Street/Washington Street and Washington Street/Exchange Street.	Federal	\$36,000	\$0	\$3,600	\$16,168	\$16,232	\$0
			State	\$4,500	\$450	\$0	\$2,021	\$2,029	\$0
			Local-Other	\$4,500	\$450	\$0	\$2,021	\$2,029	\$0
			<b>Totals:</b>	<b>\$45,000</b>	<b>\$900</b>	<b>\$3,600</b>	<b>\$20,210</b>	<b>\$20,291</b>	<b>\$0</b>
<b>Town(s):</b> Bangor <b>Rte/Road:</b> Oak Street <b>FFC:</b> Other princ arterial <b>Length:</b> 0.00 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other <i>Nepa: 23 CFR 771.117 (c) (21)</i>									
019202.00	STP-1920(200)X	Highway Resurfacing: Beginning at Hammond Street Extension and extending westerly on Outer Hammond Street/Route 2 for 0.33 of a mile to the Hermon town line.	Federal	\$313,855	\$0	\$162,906	\$150,949	\$0	\$0
			State	\$39,232	\$1,668	\$18,744	\$18,820	\$0	\$0
			Local-Other	\$39,232	\$1,668	\$18,744	\$18,820	\$0	\$0
			<b>Totals:</b>	<b>\$392,319</b>	<b>\$3,336</b>	<b>\$200,395</b>	<b>\$188,588</b>	<b>\$0</b>	<b>\$0</b>
<b>Town(s):</b> Bangor, Hermon <b>Rte/Road:</b> Route 2 <b>FFC:</b> Minor arterial <b>Length:</b> 0.33 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other <i>Nepa: 26 CFR 771.117 (d) (1)</i>									
014793.00	NH-1479(300)E	Highway Reconstruction: Beginning at Parkway South and extending on Wilson Street for 0.50 of a mile to the Green Point Road.	Federal	\$1,676,000	\$73,840	\$0	\$799,478	\$802,682	\$0
			State	\$209,500	\$9,230	\$0	\$99,935	\$100,335	\$0
			Local-Other	\$209,500	\$9,230	\$0	\$99,935	\$100,335	\$0
			<b>Totals:</b>	<b>\$2,095,000</b>	<b>\$92,300</b>	<b>\$0</b>	<b>\$999,347</b>	<b>\$1,003,353</b>	<b>\$0</b>
<b>Town(s):</b> Brewer <b>Rte/Road:</b> Wilson Street <b>FFC:</b> Other princ arterial <b>Length:</b> 0.50 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									
017325.00	NH-1732(500)E	Safety Improvements: Traffic signal improvements, including new mast arm signal supports, controller cabinet with foundation, overhead video detection, and pedestrian countdown signal heads located at the intersection of Wilson Street and Parkway South.	Federal	\$196,233	\$163,560	\$32,673	\$0	\$0	\$0
			State	\$28,791	\$24,702	\$4,088	\$0	\$0	\$0
			Local-Other	\$24,976	\$20,907	\$4,069	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$250,000</b>	<b>\$209,169</b>	<b>\$40,831</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Town(s):</b> Brewer <b>Rte/Road:</b> Wilson Street <b>FFC:</b> Other princ arterial <b>Length:</b> 0.00 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									

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WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015
019432.00	AC-STP-1943(200)X	Intersection Improvements with Signal: Located at the intersection of State Street and North Main Street.	Federal	\$37,830	\$0	\$20,881	\$16,949	\$0	\$0
			State	\$4,729	\$500	\$2,110	\$2,119	\$0	\$0
			Local-Other	\$4,729	\$500	\$2,110	\$2,119	\$0	\$0
			<b>Totals:</b>	<b>\$47,288</b>	<b>\$1,000</b>	<b>\$25,102</b>	<b>\$21,186</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Brewer Rte/Road: State Street      FFC: Other princ arterial  Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 23 CFR 771.117 (c) (8)						
019433.00	AC-STP-1943(300)X	Intersection Improvements with Signal: Located at the intersection of State Street and Penobscot Street.	Federal	\$44,128	\$0	\$24,024	\$20,104	\$0	\$0
			State	\$5,516	\$500	\$2,503	\$2,513	\$0	\$0
			Local-Other	\$5,516	\$500	\$2,503	\$2,513	\$0	\$0
			<b>Totals:</b>	<b>\$55,159</b>	<b>\$1,000</b>	<b>\$29,030</b>	<b>\$25,130</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Brewer Rte/Road: State Street      FFC: Other princ arterial  Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 23 CFR 771.117 (c) (8)						
019434.00	AC-NH-1943(400)E	Intersection Improvements: Located at the intersection of Wilson Street and Acme Road.	Federal	\$126,874	\$0	\$71,574	\$55,301	\$0	\$0
			State	\$15,859	\$2,062	\$6,885	\$6,913	\$0	\$0
			Local-Other	\$15,859	\$2,062	\$6,885	\$6,913	\$0	\$0
			<b>Totals:</b>	<b>\$158,593</b>	<b>\$4,123</b>	<b>\$85,344</b>	<b>\$69,126</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Brewer Rte/Road: Wilson Street      FFC: Other princ arterial  Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: Programmatic Categorical Exclusion Maine List Number 1						
019435.00	AC-NH-1943(500)E	Intersection Improvements with Signal: Located at the intersection of Wilson Street and State Street.	Federal	\$156,405	\$0	\$88,233	\$68,172	\$0	\$0
			State	\$19,551	\$1,500	\$9,529	\$8,522	\$0	\$0
			Local-Other	\$19,551	\$1,500	\$9,529	\$8,522	\$0	\$0
			<b>Totals:</b>	<b>\$195,506</b>	<b>\$3,000</b>	<b>\$107,291</b>	<b>\$85,215</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Brewer Rte/Road: Wilson Street      FFC: Other princ arterial  Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 23 CFR 771.117 (c) (8)						

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WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations						
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015		
019436.00	AC-NH-1943(600)E	Intersection Improvements: Located at the intersection of Wilson Street and Main Street.  Town(s): Brewer Rte/Road: Wilson Street FFC: Other princ arterial	Federal	\$26,640	\$0	\$14,761	\$11,879	\$0	\$0		
			State	\$3,330	\$366	\$1,479	\$1,485	\$0	\$0		
			Local-Other	\$3,330	\$366	\$1,479	\$1,485	\$0	\$0		
			<b>Totals:</b>	<b>\$33,300</b>	<b>\$733</b>	<b>\$17,719</b>	<b>\$14,848</b>	<b>\$0</b>	<b>\$0</b>		
			Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 26 CFR 771.117 (d) (2)								
019438.00	AC-STP-1943(800)X	Intersection Improvements: Located at the intersection of State Street and Eastern Avenue.  Town(s): Brewer Rte/Road: State Street FFC: Minor arterial	Federal	\$48,945	\$0	\$26,876	\$22,068	\$0	\$0		
			State	\$6,118	\$612	\$2,748	\$2,759	\$0	\$0		
			Local-Other	\$6,118	\$612	\$2,748	\$2,759	\$0	\$0		
			<b>Totals:</b>	<b>\$61,181</b>	<b>\$1,224</b>	<b>\$32,371</b>	<b>\$27,586</b>	<b>\$0</b>	<b>\$0</b>		
			Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 26 CFR 771.117 (d) (2)								
019212.00	AC-STP-1921(200)X	Highway Resurfacing: Beginning at Harriman Lane and extending southerly on South Main Street for 0.36 of a mile to the Orrington town line.  Town(s): Brewer, Orrington Rte/Road: South Main Street FFC: Minor arterial	Federal	\$164,694	\$0	\$164,694	\$0	\$0	\$0		
			State	\$20,587	\$864	\$19,723	\$0	\$0	\$0		
			Local-Other	\$20,587	\$864	\$19,723	\$0	\$0	\$0		
			<b>Totals:</b>	<b>\$205,868</b>	<b>\$1,727</b>	<b>\$204,141</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
			Length: 0.36      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 26 CFR 771.117 (d) (1)								
014796.00	STP-1479(600)X	Highway Reconstruction: Beginning 0.26 of a mile northerly of Wheeldon Heights and extending southerly 0.67 of a mile to Hillside Drive.  Town(s): Hampden Rte/Road: Route 1A FFC: Minor arterial	Federal	\$1,120,190	\$87,600	\$1,032,590	\$0	\$0	\$0		
			State	\$280,048	\$21,900	\$258,148	\$0	\$0	\$0		
			<b>Totals:</b>	<b>\$1,400,238</b>	<b>\$109,500</b>	<b>\$1,290,738</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
			Length: 0.67      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other								
			014794.00	STP-1479(400)X	Highway Reconstruction: Beginning at College Avenue and extending northeasterly on Stillwater Avenue for 1.04 miles to the elementary school.  Town(s): Old Town Rte/Road: Stillwater Avenue FFC: Minor arterial	Federal	\$1,523,975	\$259,121	\$631,207	\$633,647	\$0
State	\$150,012	\$32,390				\$58,699	\$58,923	\$0	\$0		
Local-Other	\$230,982	\$32,390				\$99,103	\$99,489	\$0	\$0		
<b>Totals:</b>	<b>\$1,904,969</b>	<b>\$323,901</b>				<b>\$789,008</b>	<b>\$792,059</b>	<b>\$0</b>	<b>\$0</b>		
Length: 1.04      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other											

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WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015
019208.00	AC-STP-1920(800)X	Highway Reconstruction: Beginning at Water Street and extending easterly on Center Street for 0.06 of a mile to West Branch Bridge (#2928).	Federal	\$73,046	\$0	\$73,046	\$0	\$0	\$0
			State	\$9,131	\$388	\$8,743	\$0	\$0	\$0
			Local-Other	\$9,131	\$388	\$8,743	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$91,307</b>	<b>\$776</b>	<b>\$90,531</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Old Town Rte/Road: Center Street Length: 0.06 Nepa: 26 CFR 771.117 (d) (1)		FFC: Minor arterial Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other				
019213.00	AC-STP-1921(300)X	Highway Reconstruction: Phase 2 - Beginning 0.29 of a mile northeasterly of College Avenue and extending northeasterly on Stillwater Avenue for 0.38 of a mile.	Federal	\$690,654	\$0	\$10,156	\$680,498	\$0	\$0
			State	\$86,332	\$1,370	\$0	\$84,962	\$0	\$0
			Local-Other	\$86,332	\$1,370	\$0	\$84,962	\$0	\$0
			<b>Totals:</b>	<b>\$863,318</b>	<b>\$2,739</b>	<b>\$10,156</b>	<b>\$850,422</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Old Town Rte/Road: Stillwater Avenue Length: 0.38 Nepa: 26 CFR 771.117 (d) (1)		FFC: Minor arterial Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other				
016524.00	STP-1652(400)X	Culvert Replacement: Beginning 0.04 of a mile northerly Old Town town line and extending 0.11 of a mile.	Federal	\$256,000	\$19,197	\$236,803	\$0	\$0	\$0
			State	\$16,000	\$1,232	\$14,768	\$0	\$0	\$0
			Local-Other	\$48,000	\$3,971	\$44,029	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$320,000</b>	<b>\$24,400</b>	<b>\$295,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Orono Rte/Road: Bennoch Road Length: 0.11		FFC: Major/urb collector Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other				
014272.40	STP-1427(240)X	Transfer PIN for BACTS MPO projects with unprogrammed Federal funds	Federal	\$411,997	\$0	\$205,587	\$206,411	\$0	\$0
			State	\$62,033	\$0	\$30,955	\$31,079	\$0	\$0
			Local-Other	\$57,158	\$0	\$28,522	\$28,636	\$0	\$0
			<b>Totals:</b>	<b>\$531,188</b>	<b>\$0</b>	<b>\$265,063</b>	<b>\$266,125</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Regional Rte/Road: transfer pin Length:		Stages: <input type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other				

**Maine Department of Transportation  
Statewide Transportation Improvement Program-STIP**

Federal Fiscal years 2010-2013

WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015
<b><u>Non-MPO Sponsored</u></b>									
014929.00		Transit Americans with Disabilities Act (ADA) Operating Assistance for the BAT Community Connector for the Greater Bangor Metropolitan Area, Federal Transit Administration § 5307 for urbanized area transit, Fiscal Year 2011.	Federal	\$27,989	\$0	\$27,989	\$0	\$0	\$0
			State	\$0	\$0	\$0	\$0	\$0	\$0
			Local-Other	\$6,997	\$0	\$6,997	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$34,986</b>	<b>\$0</b>	<b>\$34,986</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Town(s): Bangor Rte/Road: BAT Length: 0.00      Stages: <input type="radio"/> PE/ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Other									
014931.00		Transit Capital Assistance for the BAT Community Connector for the Greater Bangor Metropolitan Area, Federal Transit Administration § 5307 for urbanized area transit, Fiscal Year 2011.	Federal	\$331,268	\$0	\$331,268	\$0	\$0	\$0
			State	\$0	\$0	\$0	\$0	\$0	\$0
			Local-Other	\$86,525	\$0	\$86,525	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$417,793</b>	<b>\$0</b>	<b>\$417,793</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Town(s): Bangor Rte/Road: BAT Length: 0.00      Stages: <input type="radio"/> PE/ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Other									
014933.00		Transit Operating Assistance for the BAT Community Connector for the Greater Bangor Metropolitan Area, Federal Transit Administration § 5307 for urbanized area transit, Fiscal Year 2011.	Federal	\$412,530	\$0	\$412,530	\$0	\$0	\$0
			State	\$0	\$0	\$0	\$0	\$0	\$0
			Local-Other	\$412,530	\$0	\$412,530	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$825,060</b>	<b>\$0</b>	<b>\$825,060</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Town(s): Bangor Rte/Road: BAT Length: 0.00      Stages: <input type="radio"/> PE/ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Other									
017099.00	IM-1709(900)E	Bridge Rehabilitation: Interstate 395 Main Street Bridge (#5799) over Route 1A and Route 9.	Federal	\$634,293	\$596,157	\$38,137	\$0	\$0	\$0
			State	\$70,707	\$66,469	\$4,237	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$705,000</b>	<b>\$662,626</b>	<b>\$42,374</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Town(s): Bangor Rte/Road: Interstate 395 Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									

**Maine Department of Transportation  
Statewide Transportation Improvement Program-STIP**

Federal Fiscal years 2010-2013

WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015
017133.00		Transit Planning Assistance for the BACTS, Bangor Area Comprehensive Transportation Systems (BACTS), Federal Transit Administration § 5303 for metropolitan planning, Fiscal Year 2010.	Federal	\$62,776	\$0	\$62,776	\$0	\$0	\$0
			State	\$0	\$0	\$0	\$0	\$0	
			Local-Other	\$15,694	\$0	\$15,694	\$0	\$0	
			<b>Totals:</b>	<b>\$78,470</b>	<b>\$0</b>	<b>\$78,470</b>	<b>\$0</b>	<b>\$0</b>	
Town(s): Bangor Rte/Road: BACTS Length: 0.00      Stages: <input type="radio"/> PE/ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Other									
017134.00		Transit Planning Assistance for the BACTS, Bangor Area Comprehensive Transportation Systems (BACTS), Federal Transit Administration § 5303 for metropolitan planning, Fiscal Year 2011.	Federal	\$65,915	\$0	\$65,915	\$0	\$0	\$0
			State	\$0	\$0	\$0	\$0	\$0	
			Local-Other	\$16,479	\$0	\$16,479	\$0	\$0	
			<b>Totals:</b>	<b>\$82,394</b>	<b>\$0</b>	<b>\$82,394</b>	<b>\$0</b>	<b>\$0</b>	
Town(s): Bangor Rte/Road: BACTS Length: 0.00      Stages: <input type="radio"/> PE/ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Other									
017480.00	STP-1748(000)X	New Construction: New sidewalk on Odlin Road to improve pedestrian safety.	Federal	\$140,321	\$2,000	\$138,321	\$0	\$0	\$0
			State	\$0	\$0	\$0	\$0	\$0	
			Local-Other	\$35,080	\$34,980	\$100	\$0	\$0	
			<b>Totals:</b>	<b>\$175,402</b>	<b>\$36,980</b>	<b>\$138,421</b>	<b>\$0</b>	<b>\$0</b>	
Town(s): Bangor Rte/Road: Odlin Road Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									
017526.00	SR-1752(600)X	New Construction: Phase 2 of the Down East School sidewalk project, to increase pedestrian safety.	Federal	\$232,000	\$191,500	\$40,500	\$0	\$0	\$0
			State	\$0	\$0	\$0	\$0	\$0	
			<b>Totals:</b>	<b>\$232,000</b>	<b>\$191,500</b>	<b>\$40,500</b>	<b>\$0</b>	<b>\$0</b>	
Town(s): Bangor Rte/Road: Down East School Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									
019020.00	AC-STP-1902(000)X	Intersection Improvements: Located at the intersection of Cedar Street and Third Street.	Federal	\$108,000	\$0	\$58,401	\$49,599	\$0	\$0
			State	\$12,000	\$1,000	\$5,489	\$5,511	\$0	
			<b>Totals:</b>	<b>\$120,000</b>	<b>\$1,000</b>	<b>\$63,890</b>	<b>\$55,110</b>	<b>\$0</b>	
Town(s): Bangor Rte/Road: Cedar Street      FFC: Local Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: Programmatic Categorical Exclusion Maine List Number 1									

**Maine Department of Transportation**  
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Federal Fiscal years 2010-2013

WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015
019021.00	AC-STP-1902(100)X	Intersection Improvements: Located at the intersection of Hogan Road and Interstate 95 Southbound ramps.	Federal	\$140,463	\$0	\$13,500	\$63,355	\$63,608	\$0
			State	\$15,607	\$1,500	\$0	\$7,039	\$7,068	\$0
			<b>Totals:</b>	<b>\$156,070</b>	<b>\$1,500</b>	<b>\$13,500</b>	<b>\$70,394</b>	<b>\$70,676</b>	<b>\$0</b>
Town(s): Bangor Rte/Road: Hogan Road FFC: Princ art interstate Length: 0.00 Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: Programmatic Categorical Exclusion Maine List Number 1									
019022.00	AC-STP-1902(200)X	Signing: Located at the intersection of Stillwater Avenue and the Bangor Mall Entrance.	Federal	\$26,100	\$0	\$1,800	\$24,300	\$0	\$0
			State	\$2,900	\$200	\$0	\$2,700	\$0	\$0
			<b>Totals:</b>	<b>\$29,000</b>	<b>\$200</b>	<b>\$1,800</b>	<b>\$27,000</b>	<b>\$0</b>	<b>\$0</b>
Town(s): Bangor Rte/Road: Stillwater Avenue FFC: Major/urb collector Length: 0.00 Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 23 CFR 771.117 (c) (8)									
019199.00	IM-1919(900)E	Guardrail Installation: Replace sections of median guardrail on Interstate 95 between Bangor and Old Town.	Federal	\$936,000	\$0	\$473,828	\$462,173	\$0	\$0
			State	\$104,000	\$1,500	\$51,148	\$51,353	\$0	\$0
			<b>Totals:</b>	<b>\$1,040,000</b>	<b>\$1,500</b>	<b>\$524,975</b>	<b>\$513,525</b>	<b>\$0</b>	<b>\$0</b>
Town(s): Bangor Rte/Road: Interstate 95 FFC: Princ art interstate Length: 3.70 Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 23 CFR 771.117 (c) (4)									
019201.00		Guardrail Installation: Replace sections of median guardrail on Interstate 95 in Bangor.	Federal	\$621,000	\$0	\$316,643	\$304,358	\$0	\$0
			State	\$69,000	\$1,500	\$33,683	\$33,818	\$0	\$0
			<b>Totals:</b>	<b>\$690,000</b>	<b>\$1,500</b>	<b>\$350,325</b>	<b>\$338,175</b>	<b>\$0</b>	<b>\$0</b>
Town(s): Bangor Rte/Road: Interstate 95 FFC: Princ art interstate Length: 2.30 Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 23 CFR 771.117 (c) (4)									
019216.00	AC-IM-1921(600)X	Ramp Improvements: Located on Broadway at the Intersection of Route 15 and Interstate 95 Southbound ramps.	Federal	\$180,000	\$0	\$14,400	\$0	\$165,600	\$0
			State	\$20,000	\$1,600	\$0	\$0	\$18,400	\$0
			<b>Totals:</b>	<b>\$200,000</b>	<b>\$1,600</b>	<b>\$14,400</b>	<b>\$0</b>	<b>\$184,000</b>	<b>\$0</b>
Town(s): Bangor Rte/Road: Broadway FFC: Princ art interstate Length: 0.00 Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 26 CFR 771.117 (d) (1)									

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Federal Fiscal years 2010-2013

WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015
019256.00	AC-IM-1925(600)E	Ramp Improvements: Realign the northbound on-ramp at Interstate 95 Exit #184 to increase the length of the acceleration lane.	Federal	\$630,000	\$0	\$50,400	\$0	\$579,600	\$0
			State	\$70,000	\$1,500	\$4,100	\$0	\$64,400	\$0
			<b>Totals:</b>	<b>\$700,000</b>	<b>\$1,500</b>	<b>\$54,500</b>	<b>\$0</b>	<b>\$644,000</b>	<b>\$0</b>

Town(s): Bangor  
Rte/Road: Interstate 95 Northbound FFC: Princ art interstate  
Length: 0.08 Stages:  PE/ROW  Con/CE  Other  
Nepa: 26 CFR 771.117 (d) (1)

019311.00	AC-IM-1931(100)E	Preliminary Engineering for Future Bridge Replacement: Webster Avenue Bridge (#5796) over Webster Avenue, located 0.44 of a mile northerly of the Odlin Road.	Federal	\$180,000	\$0	\$166,500	\$0	\$6,737	\$6,764
			State	\$20,000	\$3,000	\$17,000	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$200,000</b>	<b>\$3,000</b>	<b>\$183,500</b>	<b>\$0</b>	<b>\$6,737</b>	<b>\$6,764</b>

Town(s): Bangor  
Rte/Road: Interstate 395 FFC: Princ art interstate  
Length: 0.00 Stages:  PE/ROW  Con/CE  Other  
Nepa: 23 CFR 771.117 (d) (3)

019561.00		Transit Capital Assistance for the BAT Community Connector for the Greater Bangor Metropolitan Area, Federal Transit Administration § 5307 for urbanized area transit, Fiscal Year 2012.	Federal	\$278,500	\$0	\$278,500	\$0	\$0	\$0
			State	\$34,813	\$0	\$34,813	\$0	\$0	\$0
			Local-Other	\$34,813	\$0	\$34,813	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$348,125</b>	<b>\$0</b>	<b>\$348,125</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Town(s): Bangor  
Rte/Road: Bangor Area - BAT  
Length: 0.00 Stages:  PE/ROW  Con/CE  Other

019563.00		Transit Capital Assistance for the BAT Community Connector for the Greater Bangor Metropolitan Area, Federal Transit Administration § 5307 for urbanized area transit, Fiscal Year 2013.	Federal	\$278,500	\$0	\$0	\$278,500	\$0	\$0
			State	\$34,813	\$0	\$0	\$34,813	\$0	\$0
			Local-Other	\$34,813	\$0	\$0	\$34,813	\$0	\$0
			<b>Totals:</b>	<b>\$348,125</b>	<b>\$0</b>	<b>\$0</b>	<b>\$348,125</b>	<b>\$0</b>	<b>\$0</b>

Town(s): Bangor  
Rte/Road: Bangor Area - BAT  
Length: 0.00 Stages:  PE/ROW  Con/CE  Other

**Maine Department of Transportation**  
**Statewide Transportation Improvement Program-STIP**

Federal Fiscal years 2010-2013

WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015
019564.00		Transit Operating Assistance for the BAT Community Connector for the Greater Bangor Metropolitan Area, Federal Transit Administration § 5307 for urbanized area transit, Fiscal Year 2012.	Federal	\$298,692	\$0	\$298,692	\$0	\$0	\$0
			State	\$45,358	\$0	\$45,358	\$0	\$0	\$0
			Local-Other	\$253,334	\$0	\$253,334	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$597,384</b>	<b>\$0</b>	<b>\$597,384</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Town(s): Bangor

Rte/Road: Bangor Area - BAT Oper

Length: 0.00      Stages:  PE/ROW    Con/CE    Other

019565.00		Transit Operating Assistance for the BAT Community Connector for the Greater Bangor Metropolitan Area, Federal Transit Administration § 5307 for urbanized area transit, Fiscal Year 2013.	Federal	\$298,692	\$0	\$0	\$298,692	\$0	\$0
			State	\$45,358	\$0	\$0	\$45,358	\$0	\$0
			Local-Other	\$253,334	\$0	\$0	\$253,334	\$0	\$0
			<b>Totals:</b>	<b>\$597,384</b>	<b>\$0</b>	<b>\$0</b>	<b>\$597,384</b>	<b>\$0</b>	<b>\$0</b>

Town(s): Bangor

Rte/Road: Bangor Area - BAT Oper

Length: 0.00      Stages:  PE/ROW    Con/CE    Other

019566.00		Transit Americans with Disabilities Act (ADA) Operating Assistance for the BAT Community Connector for the Greater Bangor Metropolitan Area, Federal Transit Administration § 5307 for urbanized area transit, Fiscal Year 2013.	Federal	\$127,970	\$0	\$0	\$127,970	\$0	\$0
			State	\$0	\$0	\$0	\$0	\$0	\$0
			Local-Other	\$31,993	\$0	\$0	\$31,993	\$0	\$0
			<b>Totals:</b>	<b>\$159,963</b>	<b>\$0</b>	<b>\$0</b>	<b>\$159,963</b>	<b>\$0</b>	<b>\$0</b>

Town(s): Bangor

Rte/Road: Bangor Area - BAT ADA Op

Length: 0.00      Stages:  PE/ROW    Con/CE    Other

019609.00		Transit Americans with Disabilities Act (ADA) Operating Assistance for the BAT Community Connector for the Greater Bangor Metropolitan Area, Federal Transit Administration § 5307 for urbanized area transit, Fiscal Year 2012.	Federal	\$127,970	\$0	\$127,970	\$0	\$0	\$0
			State	\$0	\$0	\$0	\$0	\$0	\$0
			Local-Other	\$31,993	\$0	\$31,993	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$159,963</b>	<b>\$0</b>	<b>\$159,963</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Town(s): Bangor

Rte/Road: Bangor Area - BAT ADA Op

Length: 0.00      Stages:  PE/ROW    Con/CE    Other

**Maine Department of Transportation**  
**Statewide Transportation Improvement Program-STIP**

Federal Fiscal years 2010-2013

WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015
019619.00		Transit Planning Assistance for Bangor Area Comprehensive Transportation Systems (BACTS), Federal Transit Administration § 5303 for metropolitan planning, Fiscal Year 2012.	Federal	\$68,155	\$0	\$68,155	\$0	\$0	\$0
			State	\$0	\$0	\$0	\$0	\$0	
			Local-Other	\$17,039	\$0	\$17,039	\$0	\$0	
			<b>Totals:</b>	<b>\$85,194</b>	<b>\$0</b>	<b>\$85,194</b>	<b>\$0</b>	<b>\$0</b>	
Town(s): Bangor Rte/Road: BACTS Length: 0.00      Stages: <input type="radio"/> PE/ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Other Nepa: 23 CFR 771.117 (c) (16)									
019620.00		Transit Planning Assistance for Bangor Area Comprehensive Transportation Systems (BACTS), Federal Transit Administration § 5303 for metropolitan planning, Fiscal Year 2013.	Federal	\$68,155	\$0	\$0	\$68,155	\$0	\$0
			State	\$0	\$0	\$0	\$0	\$0	
			Local-Other	\$17,039	\$0	\$0	\$17,039	\$0	
			<b>Totals:</b>	<b>\$85,194</b>	<b>\$0</b>	<b>\$0</b>	<b>\$85,194</b>	<b>\$0</b>	
Town(s): Bangor Rte/Road: BACTS Length: 0.00      Stages: <input type="radio"/> PE/ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Other Nepa: 23 CFR 771.117 (c) (16)									
019626.00		Transit Capital Assistance for the LYNX Transportation, Penquis Community Action, Federal Transit Administration § 5310 for bus purchases to serve the needs of the elderly and those with disabilities, Fiscal Year 2012.	Federal	\$98,638	\$0	\$98,638	\$0	\$0	\$0
			State	\$12,330	\$0	\$12,330	\$0	\$0	
			Local-Other	\$12,330	\$0	\$12,330	\$0	\$0	
			<b>Totals:</b>	<b>\$123,298</b>	<b>\$0</b>	<b>\$123,298</b>	<b>\$0</b>	<b>\$0</b>	
Town(s): Bangor Rte/Road: PenquisCAP Length: 0.00      Stages: <input type="radio"/> PE/ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Other Nepa: 23 CFR 771.117 (c) (17)									
019627.00		Transit Capital Assistance for the LYNX Transportation, Penquis Community Action, Federal Transit Administration § 5310 for bus purchases to serve the needs of the elderly and those with disabilities, Fiscal Year 2013.	Federal	\$98,638	\$0	\$0	\$98,638	\$0	\$0
			State	\$12,330	\$0	\$0	\$12,330	\$0	
			Local-Other	\$12,330	\$0	\$0	\$12,330	\$0	
			<b>Totals:</b>	<b>\$123,298</b>	<b>\$0</b>	<b>\$0</b>	<b>\$123,298</b>	<b>\$0</b>	
Town(s): Bangor Rte/Road: PenquisCAP Length: 0.00      Stages: <input type="radio"/> PE/ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Other Nepa: 23 CFR 771.117 (c) (17)									

**Maine Department of Transportation**  
**Statewide Transportation Improvement Program-STIP**

Federal Fiscal years 2010-2013

WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015
019200.00	AC-IM-1920(000)E	Guardrail Installation: Replace sections of median guardrail on Interstate 395 between Bangor and Brewer.	Federal	\$432,000	\$0	\$222,332	\$209,669	\$0	\$0
			State	\$48,000	\$1,500	\$23,204	\$23,297	\$0	\$0
			<b>Totals:</b>	<b>\$480,000</b>	<b>\$1,500</b>	<b>\$245,535</b>	<b>\$232,965</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Bangor,Brewer Rte/Road: Interstate 395      FFC: Princ art interstate Length: 2.40      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 23 CFR 771.117 (c) (4)						
016784.20	IM-1678(420)E	Highway Resurfacing: Beginning at Interstate 95 Exit #180 and extending southerly on Interstate 95 Southbound for 7.86 miles.	Federal	\$2,609,520	\$0	\$2,609,520	\$0	\$0	\$0
			State	\$613,080	\$0	\$613,080	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$3,222,600</b>	<b>\$0</b>	<b>\$3,222,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Bangor,Hermon,Hampden,Newburgh Rte/Road: Interstate 95 Southbound      FFC: Princ art interstate Length: 7.86      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other Nepa: 26 CFR 771.117 (d) (1)						
017259.00	STP-1725(900)X	Intersection Improvements without Signal: Located at the intersection of Route 9 and Route 178.	Federal	\$664,000	\$85,500	\$288,672	\$289,829	\$0	\$0
			State	\$96,000	\$9,500	\$43,164	\$43,337	\$0	\$0
			<b>Totals:</b>	<b>\$760,000</b>	<b>\$95,000</b>	<b>\$331,835</b>	<b>\$333,165</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Eddington Rte/Road: Route 9/Route 178      FFC: Other princ arterial Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other						
016667.00	BR-1666(700)X	Bridge Replacement: Second Otter Bridge (#2754) over Otter Stream. Located 0.59 mile northerly of Richards Lane.	Federal	\$120,000	\$119,373	\$627	\$0	\$0	\$0
			State	\$30,784	\$29,843	\$941	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$150,784</b>	<b>\$149,216</b>	<b>\$1,568</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Milford Rte/Road: County Road      FFC: Local Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input type="radio"/> Con/CE <input type="radio"/> Other						
016134.00	STP-1613(400)X	Bicycle/Pedestrian Facility Improvement: New section of bicycle/pedestrian path, beginning at Stewart Commons on the UMaine campus and extending for 0.85 of a mile to Park Street. Locally administered Project.	Federal	\$213,472	\$30,496	\$182,976	\$0	\$0	\$0
			State	\$0	\$0	\$0	\$0	\$0	\$0
			Local-Other	\$66,528	\$66,528	\$0	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$280,000</b>	<b>\$97,024</b>	<b>\$182,976</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			Town(s): Orono Rte/Road: Bike Path Length: 0.00      Stages: <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other						

**Maine Department of Transportation**  
**Statewide Transportation Improvement Program-STIP**

Federal Fiscal years 2010-2013

WIN	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2011/2012	FFY 2013	FFY 2014	FFY 2015
017482.00	STP-1748(200)X	New Construction: Create a new bicycle and pedestrian connector on the UMaine Orono Campus, from the Hilltop Recreation Center (Hilltop Road) to the athletic facilities along Black Bear Road.	Federal	\$296,000	\$29,600	\$132,934	\$133,466	\$0	\$0
			State	\$0	\$0	\$0	\$0	\$0	\$0
			Local-Other	\$74,000	\$7,400	\$33,233	\$33,367	\$0	\$0
			<b>Totals:</b>	<b>\$370,000</b>	<b>\$37,000</b>	<b>\$166,167</b>	<b>\$166,833</b>	<b>\$0</b>	<b>\$0</b>

Town(s): Orono

Rte/Road: University of Maine

Length: 0.00

Stages:  PE/ROW  Con/CE  Other

009204.00	STP-9204(00)X	Preliminary Engineering for Future Highway Reconstruction: Beginning 1.05 miles northerly of Railroad Crossing (#365453) and extending northerly 1.80 miles to 0.16 of a mile southerly of Railroad Crossing (#365455).	Federal	\$570,591	\$569,133	\$1,457	\$0	\$0	\$0
			State	\$140,186	\$140,186	\$0	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$710,777</b>	<b>\$709,319</b>	<b>\$1,457</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Town(s): Orrington

Rte/Road: Route 15

Length: 1.80

FFC: Minor arterial

Stages:  PE/ROW  Con/CE  Other

009204.10	STP-9204(100)X	Highway Improvement: Beginning 0.10 of a mile north of Railroad Crossing #365453 and extending northerly 2.75 miles, to 0.21 of a mile south of Railroad Crossing #365455.	Federal	\$7,039,697	\$0	\$2,800,000	\$2,800,000	\$1,619,697	\$0
			State	\$1,984,924	\$160,000	\$700,000	\$700,000	\$404,924	\$0
			<b>Totals:</b>	<b>\$9,024,621</b>	<b>\$160,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$2,024,621</b>	<b>\$0</b>

Town(s): Orrington

Rte/Road: Route 15

Length: 2.75

FFC: Minor arterial

Stages:  PE/ROW  Con/CE  Other



**Indian Reservation Roads Programs  
Federal Lands Highway  
CSTIP Report**

REPORT FILTER: Reporting one CSTIP.



<b>Entity Name</b>	S50018 - Penobscot Tribe			<b>FIRST PAGE FOR CSTIP</b>
<b>Program Class Code</b>	31E			
<b>CSTIP Type</b>	TIP	<b>Fiscal Year</b>	2011	
	11-AUG-11	<b>Funding Amount</b>	500,561	

**State** 23 - Maine **Projects on the CSTIP within this state are listed and subtotaled in this section**  
**Location** S50018 - Penobscot Tribe **Covers that part of the reservation within the current state.**

			FY 2011 (\$)	FY 2012 (\$)	FY 2013 (\$)	FY 2014 (\$)	FY 2015 (\$)	Total
<b>PCAS</b>	S5031801	<b>Phase</b>						
<b>Class</b>	R	<b>CE</b>	0	0	0	0	0	0
<b>Name</b>	Multi Road Overlay project	<b>CONS</b>	0	350,516	81,516	394,574	394,574	1,221,180
<b>County</b>	019 - Penobscot	<b>PE</b>	0	15,000	15,000	15,000	15,000	60,000
<b>Project Type</b>	OVRLAY	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	7	<b>Total</b>	0	365,516	96,516	409,574	409,574	1,281,180
<b>PCAS</b>	S5041800	<b>Phase</b>						
<b>Class</b>	R	<b>CE</b>	10,000	0	0	0	0	10,000
<b>Name</b>	INDIAN ISLAND BRIDGE	<b>CONS</b>	80,000	30,000	0	0	0	110,000
<b>County</b>	019 - Penobscot	<b>PE</b>	0	0	0	0	0	0
<b>Project Type</b>	REHAB	<b>Z</b>	10,000	0	0	0	0	10,000
<b>Work Type</b>	7	<b>Total</b>	100,000	30,000	0	0	0	130,000
<b>PCAS</b>	S5051803	<b>Phase</b>						
<b>Class</b>	R	<b>CE</b>	0	0	0	0	0	0
<b>Name</b>	BOYS SCOTT ROAD	<b>CONS</b>	0	0	0	0	30,000	30,000
<b>County</b>	007 - Franklin	<b>PE</b>	0	0	0	0	0	0
<b>Project Type</b>	RECONS	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	7	<b>Total</b>	0	0	0	0	30,000	30,000
<b>PCAS</b>	S5051805	<b>Phase</b>						
<b>Class</b>	R	<b>CE</b>	0	0	8,000	0	0	8,000
<b>Name</b>	LAKEVILLE ROAD	<b>CONS</b>	0	0	267,699	0	0	267,699
<b>County</b>	019 - Penobscot	<b>PE</b>	0	0	0	0	0	0
<b>Project Type</b>	RECONS	<b>Z</b>	0	0	27,500	0	0	27,500
<b>Work Type</b>	3	<b>Total</b>	0	0	303,199	0	0	303,199
<b>PCAS</b>	S5071816	<b>Phase</b>						
<b>Class</b>	O	<b>CE</b>	0	0	0	0	0	0
<b>Name</b>	Penobscot Transportation Planning	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	007 - Franklin	<b>PE</b>	0	7,849	7,849	7,849	7,849	31,396
<b>Project Type</b>	PLANING	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	P9	<b>Total</b>	0	7,849	7,849	7,849	7,849	31,396
<b>PCAS</b>	S50BSL03	<b>Phase</b>						
<b>Class</b>	R	<b>CE</b>	15,000	0	0	0	0	15,000
<b>Name</b>	Access and Loop Roads	<b>CONS</b>	265,000	0	0	0	0	265,000
<b>County</b>	007 - Franklin	<b>PE</b>	0	0	0	0	0	0
<b>Project Type</b>	RECONS	<b>Z</b>	20,000	0	0	0	0	20,000
<b>Work Type</b>	3	<b>Total</b>	300,000	0	0	0	0	300,000



**Indian Reservation Roads Programs**  
**Federal Lands Highway**  
**CSTIP Report**

REPORT FILTER: Reporting one CSTIP.



<b>Entity Name</b>	S50018 - Penobscot Tribe		
<b>Program Class Code</b>	31E		
<b>CSTIP Type</b>	TIP	<b>Fiscal Year</b>	2011
	11-AUG-11	<b>Funding Amount</b>	500,561

State		Projects on the CSTIP with this state are listed and subtotaled in this section					
Location		Covers that part of the reservation within the current state.					
PCAS	Phase	FY 2011 (\$)	FY 2012 (\$)	FY 2013 (\$)	FY 2014 (\$)	FY 2015 (\$)	Total
S50RM181	CE	0	0	0	0	0	0
R	CONS	0	0	0	0	0	0
Penobscot Road Maintenance (25%)	PE	0	0	0	0	0	0
019 - Penobscot	Z	100,561	100,561	100,561	100,561	100,561	502,805
SAFETY	<b>Total</b>	100,561	100,561	100,561	100,561	100,561	502,805
T3							
<b>Location Subtotal</b>		500,561	503,926	508,125	517,984	547,984	2,578,580
<b>State Subtotal</b>		500,561	503,926	508,125	517,984	547,984	2,578,580
<b>CSTIP Subtotal</b>		500,561	503,926	508,125	517,984	547,984	2,578,580
<b>Report Total</b>		500,561	503,926	508,125	517,984	547,984	2,578,580

## DEFINITIONS

BACTS	Bangor Area Comprehensive Transportation System - the Metropolitan Planning Organization required by federal statute to allow urban areas to receive federal funding for transportation projects
Carryover	Projects and/or funding carried forward from previous years that have/has not been completed/expended
CE	Cost Effectiveness - a measure of the value of a project relative to the cost of the project
CRF	Critical Rate Factor - a CRF of 1 means that the accidents experienced at observed locations are what would be expected at all such similar locations. A CRF of 2 means twice as many accidents occurred as were expected
FHWA	Federal Highway Administration - the agency at the federal level that provides money as voted by Congress to states for highway related projects
FTA	Federal Transit Administration - the agency at the federal level that provides money as voted by Congress to states for transit related projects
ISTEA	Intermodal Surface Transportation Efficiency Act - the rules promulgated by Congress in 1991 which direct the activities of the federal Department of Transportation (FHWA & FTA) and eventually control how BACTS can spend allocated funding
LOS	Level of Service - a measure of the remaining capacity of an intersection or roadway relative to actual use. Level of Service A is the highest rating and means a vehicle operator will experience no problem maintaining the speed limit and will not experience any delay. Level of Service C is average service for all similar facilities. Level of Service E or F indicates no capacity remaining or over capacity usage.
MDOT	Maine Department of Transportation
MEV	Million Entering Vehicles
MPA	Metropolitan Planning Area - the territory for which the BACTS MPO does the transportation planning
MPO	Metropolitan Planning Organization - the federally mandated planning agency necessary for an urbanized area to receive federal transportation funds
MUTCD	Manual on Uniform Traffic Control Devices
PCR	Pavement Condition Rating - a measure of the distress of a roadway surface with 5.0 being new condition and 1.0 being a failed condition and all other possibilities being between 5.0 and 1.0

PE	Preliminary Engineering
PI	Percent Personal Injury - the measure of severity of accidents which indicates the fraction of accidents where people were injured
Recon.	Reconstruction
Resurf.	Resurfacing
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users - the rules promulgated by Congress in 2005 which direct the activities of the federal Department of Transportation (FHWA & FTA) and eventually control how BACTS can spend allocated funding
TEA-21	Transportation Efficiency Act of the 21 <sup>st</sup> Century - the previous rules promulgated by Congress in 1997 which direct the activities of the federal Department of Transportation (FHWA & FTA) and eventually control how BACTS can spend allocated fund
TIP	Transportation Improvement Program - the plan that defines where federal funds for transportation will be spent in the area during the next two or three years
V/C	Volume to Capacity Ratio - the amount of traffic using a facility during the peak traffic hour with respect to the absolute capacity of the facility (It is possible that this number can exceed 1.0 when more vehicles are counted than should be accommodated)

## **APPENDIX A**

### **MPO SELF CERTIFICATION Bangor Urbanized Area 2011**

As a basis for determining certification of the Urban Transportation Planning Process for each urbanized area, the Maine Department of Transportation and the Bangor Area Comprehensive Transportation System (BACTS) Metropolitan Planning Organization (MPO) shall mutually assess the following elements of each planning program in terms of compliance with the Federal Urban Transportation Regulations (as set forth in 23 CFR 450 and 49 CFR 613). This is to be accomplished at the time that the TIP annual or biennial element is submitted.

#### **A. Metropolitan Planning Organization (MPO)**

##### 1. Is there a designated MPO?

Yes ... in 1982, the Bangor Area Comprehensive Transportation System (BACTS) was designated as the MPO for Transportation Planning in the Bangor urbanized area.

##### 2. Are local officials present?

Yes ... local officials from the towns of Bangor, Brewer, Hampden, Old Town, Orono, Veazie, Bradley, Eddington, Orrington, Milford, and Penobscot Indian Nation serve on the BACTS Policy Committee.

##### 3. Are views of the general public solicited and taken into account during the planning process?

Yes ... all meetings of the BACTS Policy Committee are open to the general public. The local representatives serving on the Committee are encouraged to solicit participation and opinions in their respective towns. BACTS has a Public Involvement Process outlining how the MPO will include the public in its planning processes, focusing on involvement in the Transportation Plan and TIP.

#### **B. Certification**

##### 1. When was the last self-certification completed?

The last certification was completed in 2009.

##### 2. Were there any deficiencies or comments noted? If yes, have they been adequately addressed?

No

**C. Transportation Plan**

1. Has a plan been developed and endorsed by the MPO?

Yes ... the BACTS Comprehensive Transportation Plan was approved in June 2011.

2. Does the plan address Transportation System Management strategies?

Yes

3. Is the plan multimodal?

Yes

4. Does the plan reflect the urbanized area's priorities?

Yes ... these priorities are reflected in the goals and objectives of the plan.

5. How is the plan updated?

The plan is updated every five years. The next BACTS Plan update is due by the end of June 2016.

**D. Unified Planning Work Program (UPWP)**

1. Is the UPWP endorsed by the MPO?

Yes ... the UPWP is endorsed biennially by the BACTS Policy Committee.

2. Do work program tasks support transportation plan priorities?

Yes.

3. Are the major work products outlined in the current UPWP being produced and are they of reasonable quality?

Yes.

4. Have all comments made at the time of program authorization been adequately addressed?

Yes.

**E. Transportation Improvement Program (TIP)**

1. Date of adoption by the Policy Committee of the current TIP.

September 1, 2009.

2. Does the TIP cover a period of not less than four years?

Yes.

3. Are projects identified in the TIP consistent with the transportation plan?

Yes.

4. Has the MPO adopted procedures for revising the TIP?

Yes.

5. Does the TIP include realistic estimates of costs and revenues?

Yes, an analysis of cost effectiveness is included in the TIP Selection Criteria.

6. Has the MPO developed procedures for selecting, evaluating, and ranking projects for inclusion in the TIP?

Yes.

7. Does the MPO provide input during the environmental assessment environmental impact statement process?

To date, there have not been any environmental impact statements for BACTS to provide comment on. However, the MPO will have the opportunity to comment on any future statements.

8. Is the TIP of sufficient detail and quality to allow officials to make the determination that:

a. The program of projects is based on the planning process.

Yes.

b. The projects are needed to carry out a coordinated urban transportation system.

Yes.

c. The program conforms to the SIP (air quality) for an area in accordance with the requirements of 49 CFR 623.

Yes.

The BACTS Policy Committee does hereby make the following determination regarding the Bangor Urbanized Area Transportation Planning Process:

  X   1. Receive full certification as defined in CFR 450.114

Signature:

A handwritten signature in black ink, appearing to read "Robert E. Kenerson, Jr.", written in a cursive style.

Robert E. Kenerson, Jr., P.E.  
BACTS Director

Date: August 3, 2011

## APPENDIX B

### METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The Bangor Area Comprehensive Transportation System (BACTS), Metropolitan Planning Organization for the greater Bangor Maine urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5323(k) and 23 U.S.C. 134;
- II. Title VI of the Civil Rights Act of 1964, as amended and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the SAFETEA-LU(Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provision of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27,37, and 38;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- VIII. Section 324 of title 23 U.S.C. regarding the prohibition base on gender;
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and
- X. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93.



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Robert Kenerson, BACTS Director

Date: August 3, 2011