



BACTS

Bangor Area Comprehensive Transportation System

**TRANSPORTATION IMPROVEMENT
PROGRAM**

FISCAL YEAR 2008-2011

October 1, 2007 through September 30, 2011

Prepared by

BANGOR AREA COMPREHENSIVE TRANSPORTATION SYSTEM

POLICY COMMITTEE

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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 2008-2011 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.

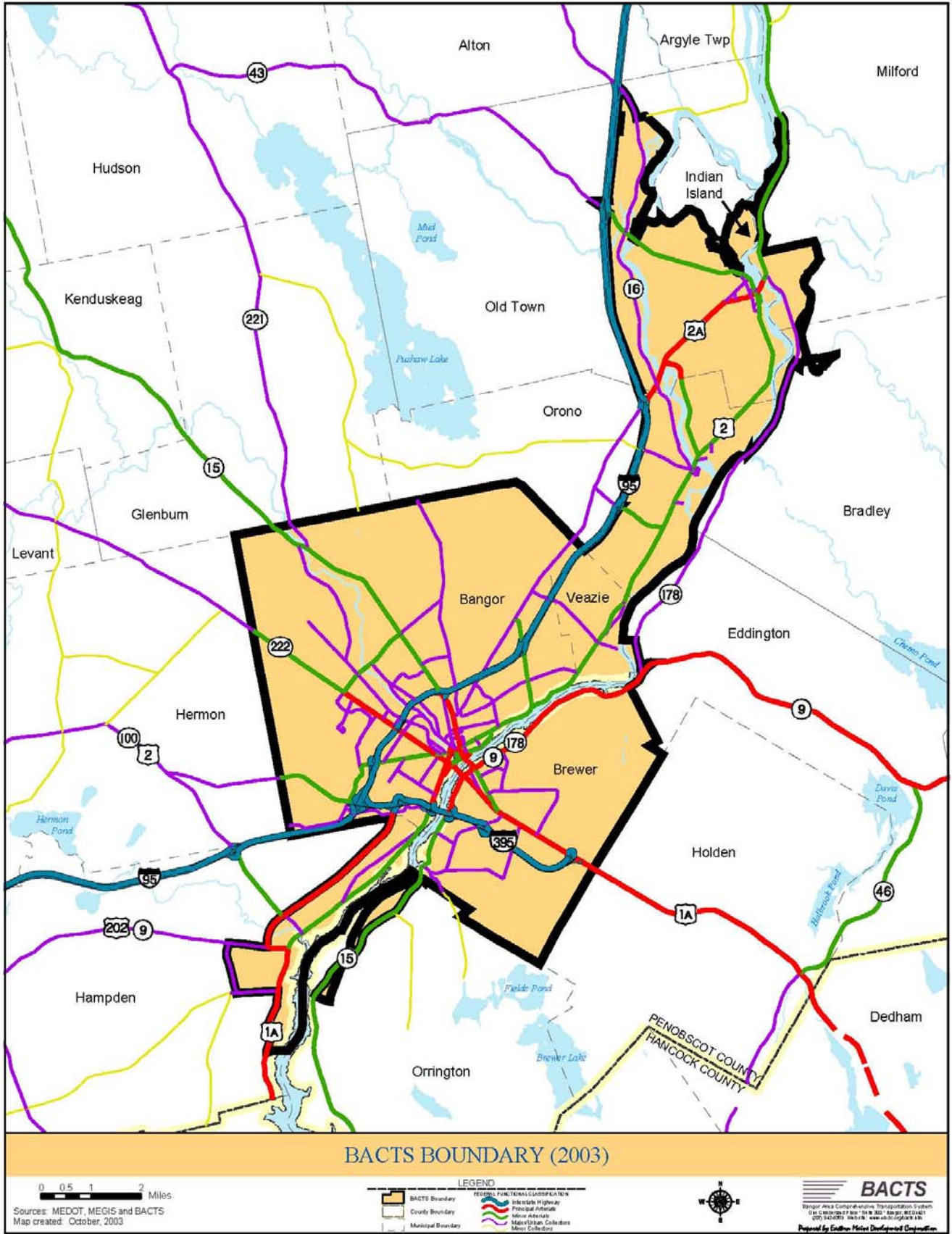
The 1980 U.S. Census determined that the Bangor Urbanized Area defined by the Bureau of Census exceeded the threshold requirement of 50,000 population for the establishment of a planning agency (an MPO) to manage federal funding for transportation. In 1982 the Governor of the State of Maine, in accordance 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 2008-2011 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 staff developed project rating criteria in the spring of 1998 that were adopted by the BACTS Policy Committee. In 2002, the Policy Committee determined that these criteria were no longer adequate to properly evaluate and prioritize area projects for selection, so they developed new criteria. Although these rating criteria had worked well, in January 2006 there were two areas that the BACTS Policy and Technical Committees wanted to address prior to the current BTIP cycle. The first issue was there was a penalty for conducting maintenance on a road that is submitted for reconstruction, reclaim or resurfacing and the second issue was that the truck criteria often produced drastic value differences that were not appropriate to the realistic truck impacts. The rating criteria was minimally altered to correct these areas.

PROPOSAL SCREENING

All proposed projects will be pre-screened by the BACTS Technical 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 Technical Committee. In many cases, the cost per mile as evaluated by the Technical 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 Technical Committee, prior to the start of the scoring process.

PROPOSAL SCORING

Proposals will be 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 Technical Committee. The BACTS Policy Committee will determine and assign a percentage of each biennial budget allocation to each of these four categories. Thus all project comparisons will be 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 shall have 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 was to be submitted in the this TIP that have any surface treatment maintenance performed had to be brought to the BACTS Technical 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)

(8) Access management

For the current BTIP cycle, a new, additional 10-point category has been developed to examine the benefits of urban access management. This trial period will be used to develop a protocol for including access management in future BTIP cycles; for the current cycle, evaluation of access management will be a paper exercise only. The rating is based on the criteria outlined below. Two points will be awarded 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.

Because urban access management is a new concept for many of us, the BACTS staff will be providing materials to describe specific rationales and standards for each of the criteria during the upcoming months.

Access Management Principles to Improve Safety and Traffic Operations:

- * Driveway spacing (2)
- * Driveway design criteria (2)
- * Remove turning vehicles from through traffic lanes (2)
- * Limit the number of conflict points (2)
- * Reduce conflicting volumes (2)
- * Improve roadway operations (2)
- * Pedestrian safety measures (2)

PRIORITIZED PROJECT LISTING

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

Project ID #	Municipality	Location	Category	Project Length (miles) Est.	Cost Estimates
RES-1	Old Town	Stillwater Ave (College to Pembroke)	Resurface	0.7	\$280,000
RES-2	Old Town	Stillwater Ave (Pembroke to Elem School)	Resurface	0.34	\$136,000
RES-3	Bangor	Griffin Rd. (Union to Maine)	Resurface	0.31	\$124,000
RES-4	Bangor	Cumberland	Resurface	0.13	\$52,000
REC-1	Old Town	Stillwater Ave (College to Elem School)	Reconstruction(PE)	1.02	\$459,000
REC-2	Brewer	Rt 9/North Maine	Reconstruction(PE)	0.44	\$550,000
REC-3	Brewer	Wilson Street/Rt. 1A	Reconstruction(PE)	0.5	\$225,000
REC-4	Old Town/Orono	Bennoch Rd. (Stillwater to Godfrey)	Reconstruction(PE)	0.6	\$270,000
REC-5	Hampden	Rt. 1A	Reconstruction	0.75	\$2,250,000
REH-1	Brewer	Parkway South (I-395 to Wilson St)	Reclaim/Rehab	0.45	\$270,000
REH-2	Bangor	Ohio St. (Griffin to Blue Hill)	Reclaim/Rehab	1.08	\$648,000
REH-3	Bangor	Burliegh Rd	Reclaim/Rehab	0.3	\$180,000
REH-4	Brewer	Parkway South (Pendelton/Robertson)	Reclaim/Rehab	0.5	\$300,000
REH-5	Bangor	Mt. Hope (Saratoga to Hogan)	Reclaim/Rehab	0.52	\$312,000
INT-1	BACTS area	Signal detection	Intersection - Signal	NA	\$50,000
INT-2	Bangor	Broadway/Cumberland	Intersection - Signal	NA	\$155,000
INT-3	Old Town	Center @ Jefferson	Intersection redesign	NA	\$500,000
INT-4	Bangor	Hammond/Ohio	Intersection - Signal	NA	\$155,000
INT-5	Bangor	State and Hancock	Intersection - Signal	NA	\$155,000
INT-6	Bangor	Broadway/Stillwater	Intersection - Signal	NA	\$35,000
RES-6	Veazie	U.S. Route 2	Resurface		NA
REH-10	Brewer	Rt. 15 - South Main	Reclaim/Rehab	0.9	NA
INT-9	Old Town	Stillwater/College	Intersection redesign	NA	NA
INT-10	Eddington	Rt 9/178	Intersection redesign	NA	NA
				TOTALS	\$7,106,000

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.

DOT. The BACTS sponsored projects are funded using federal, state and local monies. The projects sponsored by the MaineDOT and their funding information is 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 are indicated as part of each project in the TIP list of projects. The state funds used to match the allocated FHWA funds for highway projects are allocated to BACTS based on municipal population and the federal functional classification of the road; ten percent for arterials and five percent for collectors in municipalities with a population over 7,500. The local funds for each project in a municipality with a population over 7,500 funds ten percent for arterials and fifteen percent on collectors. In municipalities with a population under 7,500 the state funds twenty percent. The FTA funds are allocated to BACTS by MaineDOT by formula.

All the funds for the 2008-2011 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 will receive \$2,569,950 in STP/NHS funds and \$382,018 in state dollars to be matched by \$260,470 in local funds for 2008 and 2009 for BACTS sponsored projects.

As the State of Maine operates on a two year funding cycle, only 2008 and 2009 funds have been allocated to BACTS. The following years, 2010 and 2011, have been developed for BACTS sponsored projects based on expected funding and past funding allocations totaling \$4.84 million.

The 2008-2011 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 and copies are placed in each municipal office and our office. 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 2008-2009

PIN #	Municipality	Location	Category	Project Length (miles) EST	Cost Estimates
14788.00	Bangor	Cumberland/Broadway	Intersection	NA	\$134,900
14789.00	Bangor	Broadway/Stillwater	Intersection	NA	\$32,500
14790.00	Bangor	Cumberland St (Broadway to Market)	Resurface	0.13	\$201,800
14791.00	Bangor	Griffin St (Maine to Union)	Resurface	0.25	\$156,300
14792.00	Bangor	Ohio St (Griffin to Blue Hill)	Resurface	1.09	\$639,800
14793.00	Brewer	Wilson St (Parkway South to Greenpoint)	Prelim Eng	0.50	\$92,300
14794.00	Old Town	Stillwater Ave (College Ave to Elementary School Drive)	Prelim Eng	1.04	\$152,100
14795.00	Brewer	North Main St (Wilson to State)	Prelim Eng	0.44	\$54,100
14796.00	Hampden	Route 1A (PIN 8593.00 to Hillside)	Reconstruction	0.50	\$1,228,238
14797.00	Brewer	Parkway South (Wilson to I-395)	Resurface	0.43	\$243,100
14798.00	Old Town	Center/Jefferson	Intersection	NA	\$100,100
14799.00	Bangor	State/Hancock	Intersection	NA	\$177,200
TOTAL					\$3,212,438

TRANSIT ELEMENT

TRANSIT CAPITAL NEEDS (Sect. 5307)

OPERATING ASSISTANCE PROGRAM (Sect 5307)

NO.	Funding Category	Funding Area	Type of Project	Project	Total Costs	Federal	Funding State	Local	FY for Project
1	FTA Sec.5307	BACTS	Capital	BAT	\$0	\$0	\$0	\$0	2008
2	FTA Sec.5307	BACTS	Capital	BAT Support Equip	\$6,250	\$5,000	\$0	\$1,250	2008
3	FTA Sec.5307	BACTS	Capital	BAT	\$0	\$0	\$0	\$0	2009
4	FTA Sec.5307	BACTS	Capital	BAT Support Equip	\$6,250	\$5,000	\$0	\$1,250	2009
5	FTA Sec.5307	BACTS	Capital	BAT	\$0	\$0	\$0	\$0	2010
6	FTA Sec.5307	BACTS	Capital	BAT Support Equip	\$6,250	\$5,000	\$0	\$1,250	2010
7	FTA Sec.5307	BACTS	Capital	BAT	\$0	\$0	\$0	\$0	2011
8	FTA Sec.5307	BACTS	Capital	BAT Support Equip	\$6,250	\$5,000	\$0	\$1,250	2011

PREVENTIVE MAINTENANCE PROGRAM (Sect 5307)

NO.	Funding Category	Funding Area	Type of Project	Project	Total Costs	Federal	Funding State	Local	FY for Project
1	FTA Sec.5307	BACTS	Operating	Fixed Route "BAT"	\$703,550	\$351,775	\$43,930	\$307,845	2008
2	FTA Sec.5307	BACTS	Operating	Fixed Route "BAT"	\$748,354	\$374,177	\$43,930	\$330,247	2009
3	FTA Sec.5307	BACTS	Operating	Fixed Route "BAT"	\$785,772	\$392,886	\$43,930	\$348,956	2010
4	FTA Sec.5307	BACTS	Operating	Fixed Route "BAT"	\$825,062	\$412,531	\$43,930	\$368,601	2011

ADA COMPLEMENTARY PARARANSIT PROGRAM (Sect 5307)

NO.	Funding Category	Funding Area	Type of Project	Project	Total Costs	Federal	Funding State	Local	FY for Project
1	FTA Sec.5307	BACTS	PM	Fixed Route "BAT"	\$350,013	\$280,010	\$0	\$70,003	2008
2	FTA Sec.5307	BACTS	PM	Fixed Route "BAT"	\$372,700	\$298,160	\$0	\$74,540	2009
3	FTA Sec.5307	BACTS	PM	Fixed Route "BAT"	\$391,335	\$313,068	\$0	\$78,267	2010
4	FTA Sec.5307	BACTS	PM	Fixed Route "BAT"	\$410,902	\$328,721	\$0	\$82,181	2011

JOB ACCESS REVERSE COMMUTE PROGRAM (OPERATING ASSISTANCE)

NO.	Funding Category	Funding Area	Type of Project	Project	Total Costs	Federal	Funding State	Local	FY for Project
1	FTA Sec.5307	BACTS	Operating	Fixed Route "BAT"	\$29,834	\$23,867	\$0	\$5,967	2008
2	FTA Sec.5307	BACTS	Operating	Fixed Route "BAT"	\$31,734	\$25,387	\$0	\$6,347	2009
3	FTA Sec.5307	BACTS	Operating	Fixed Route "BAT"	\$33,321	\$26,656	\$0	\$6,665	2010
4	FTA Sec.5307	BACTS	Operating	Fixed Route "BAT"	\$34,987	\$27,989	\$0	\$6,998	2011

NO.	Funding Category	Funding Area	Type of Project	Project	Total Costs	Federal	Funding State	Local	FY for Project
1	JARC	BACTS	Operating	Fixed Route "BAT"	\$68,000	\$34,000	\$0	\$34,000	2008
2	JARC	BACTS	Operating	Fixed Route "BAT"	\$68,000	\$34,000	\$0	\$34,000	2009
3	JARC	BACTS	Operating	Fixed Route "BAT"	\$71,400	\$35,700	\$0	\$35,700	2010
4	JARC	BACTS	Operating	Fixed Route "BAT"	\$74,970	\$37,485	\$0	\$37,485	2011

Maine Department of Transportation
Statewide Transportation Improvement Program-STIP
 Federal Fiscal years 2008-2011

PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations			
						FFY 2008	FFY 2009	FFY 2010	FFY 2011
007832.00	STP-7832(00)X	Intersection Improvements with Signal: Located at the intersection of Broadway and Burleigh Road.	Federal	\$47,766.60	\$3,692.88	\$21,992.79	\$0.00	\$0.00	\$22,080.93
			State	\$2,808.40	\$2,808.40	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$8,925.00	\$8,925.00	\$0.00	\$0.00	\$0.00	\$0.00
			Totals:	\$59,500.00	\$15,426.28	\$21,992.79	\$0.00	\$0.00	\$22,080.93
Town(s):	Bangor								
Rte/Road	Broadway								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
008832.00	AC-NH-8832(00)E	Highway Resurfacing: Beginning 0.40 of a mile easterly of Pierce Road and extending easterly 0.35 of a mile to Interstate 395.	Federal	\$8,907.34	\$12,042.00	(\$3,231.32)	\$0.00	\$0.00	\$96.66
			State	\$1,078.48	\$31,201.20	(\$15,233.09)	\$0.00	\$0.00	(\$14,889.63)
			Local-Other	\$1,109.53	\$32,100.00	(\$15,671.91)	\$0.00	\$0.00	(\$15,318.56)
			Totals:	\$11,095.35	\$75,343.20	(\$34,136.32)	\$0.00	\$0.00	(\$30,111.53)
Town(s):	Brewer								
Rte/Road	Wilson Street								
Length:	0.35	Stages:	PE/ROW	Con/CE	Other				
010028.00	NH-1002(800)E	Signal Improvements: Signal interconnection and actuation improvements beginning at I-395 and extending northerly 0.87 of a mile to Cedar Street.	Federal	\$168,588.00	\$1,605.60	\$83,324.22	\$83,658.18	\$0.00	\$0.00
			State	\$20,412.00	\$194.40	\$10,088.58	\$10,129.02	\$0.00	\$0.00
			Local-Other	\$21,000.00	\$200.00	\$10,379.20	\$10,420.80	\$0.00	\$0.00
			Totals:	\$210,000.00	\$2,000.00	\$103,792.00	\$104,208.00	\$0.00	\$0.00
Town(s):	Bangor								
Rte/Road	Route 1A								
Length:	0.87	Stages:	PE/ROW	Con/CE	Other				
011572.00	STP-1157(200)X	Signal Improvement: Located at Cedar Street and extending northerly 0.11 of a mile to I-395.	Federal	\$84,294.00	\$16,056.00	\$68,238.00	\$0.00	\$0.00	\$0.00
			State	\$10,206.00	\$21,384.00	(\$11,178.00)	\$0.00	\$0.00	\$0.00
			Local-Other	\$10,500.00	\$22,000.00	(\$11,500.00)	\$0.00	\$0.00	\$0.00
			Totals:	\$105,000.00	\$59,440.00	\$45,560.00	\$0.00	\$0.00	\$0.00
Town(s):	Bangor								
Rte/Road	Route 1A								
Length:	0.11	Stages:	PE/ROW	Con/CE	Other				
011574.00	STP-1157(400)X	Intersection Improvements with Signal: Located at the intersection of Union Street and Hammond Street.	Federal	\$53,078.07	\$7,748.14	\$45,329.93	\$0.00	\$0.00	\$0.00
			State	\$3,186.72	\$3,186.72	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$10,200.00	\$10,200.00	\$0.00	\$0.00	\$0.00	\$0.00
			Totals:	\$66,464.79	\$21,134.86	\$45,329.93	\$0.00	\$0.00	\$0.00
Town(s):	Bangor								
Rte/Road	Route 222								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				

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PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations			
						FFY 2008	FFY 2009	FFY 2010	FFY 2011
011577.00	STP-1157(700)X	Preliminary Engineering for Future Highway Reconstruction: Beginning at Route 9 and extending northeasterly 2.23 miles to a point 0.26 of a mile northerly of Wheeldon	Federal	\$160,523.36	\$60,210.00	\$20,033.36	\$40,059.72	\$40,220.28	\$0.00
			State	\$39,476.64	\$14,790.00	\$4,966.64	\$9,840.28	\$9,879.72	\$0.00
			Totals:	\$200,000.00	\$75,000.00	\$25,000.00	\$49,900.00	\$50,100.00	\$0.00
Town(s):	Hampden								
Rte/Road	Route 1A								
Length:	2.23	Stages:	PE/ROW	Con/CE	Other				
013069.00	STP-1306(900)X	Highway Resurfacing: Beginning at Union Street and extending 0.23 of a mile to Hammond Street.	Federal	\$176,276.00	\$4,000.00	\$172,276.00	\$0.00	\$0.00	\$0.00
			State	\$22,034.50	\$21,704.50	\$330.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$22,034.50	\$21,704.50	\$330.00	\$0.00	\$0.00	\$0.00
Totals:	\$220,345.00	\$47,409.00	\$172,936.00	\$0.00	\$0.00	\$0.00			
Town(s):	Bangor								
Rte/Road	Main Street								
Length:	0.23	Stages:	PE/ROW	Con/CE	Other				
013071.00	STP-1307(100)X	Highway Resurfacing: Beginning at Bailey Street and extending 0.80 of a mile to Sunbury Village. 3/4 inch Pavement Preventative Maintenance: Beginning at the Griffin Road and extending 1.09 miles to Blue Hill.	Federal	\$264,246.98	\$4,816.80	\$259,430.18	\$0.00	\$0.00	\$0.00
			State	\$101,403.20	\$101,403.20	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$64,526.50	\$64,526.50	\$0.00	\$0.00	\$0.00	\$0.00
Totals:	\$430,176.68	\$170,746.50	\$259,430.18	\$0.00	\$0.00	\$0.00			
Town(s):	Bangor								
Rte/Road	Ohio Street								
Length:	1.89	Stages:	PE/ROW	Con/CE	Other				
013074.00	STP-1307(400)X	Highway Improvements: Beginning at Longview Street and extending northerly 1.42 miles to the Veazie town line.	Federal	\$675,200.00	\$80,000.00	\$595,200.00	\$0.00	\$0.00	\$0.00
			State	\$103,049.00	\$5,000.00	\$98,049.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$126,600.00	\$15,000.00	\$111,600.00	\$0.00	\$0.00	\$0.00
Totals:	\$904,849.00	\$100,000.00	\$804,849.00	\$0.00	\$0.00	\$0.00			
Town(s):	Bangor								
Rte/Road	Stillwater Avenue								
Length:	1.42	Stages:	PE/ROW	Con/CE	Other				
013077.00	NH-1307(700)E	Highway Reconstruction: Beginning at Greenpoint Road and extending 0.45 of mile to Walmart.	Federal	\$1,440,723.73	\$88,000.00	\$675,067.26	\$0.00	\$0.00	\$677,656.47
			State	\$296,155.45	\$11,000.00	\$142,299.83	\$0.00	\$0.00	\$142,855.62
			Local-Other	\$180,090.47	\$11,000.00	\$84,383.41	\$0.00	\$0.00	\$84,707.06
Totals:	\$1,916,969.65	\$110,000.00	\$901,750.50	\$0.00	\$0.00	\$905,219.15			
Town(s):	Brewer								
Rte/Road	Route 1A								
Length:	0.45	Stages:	PE/ROW	Con/CE	Other				

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						FFY 2008	FFY 2009	FFY 2010	FFY 2011
013079.00	STP-1307(900)X	Highway Reconstruction: Beginning 0.28 of a mile southerly of Godfrey Drive and extending southerly 0.63 of a mile to Noyes Drive.	Federal	\$1,499,202.78	\$104,341.28	\$1,394,861.50	\$0.00	\$0.00	\$0.00
			State	\$95,651.25	\$69,326.78	\$26,324.47	\$0.00	\$0.00	\$0.00
			Local-Other	\$281,444.83	\$201,345.47	\$80,099.36	\$0.00	\$0.00	\$0.00
			Totals:	\$1,876,298.86	\$375,013.53	\$1,501,285.33	\$0.00	\$0.00	\$0.00
Town(s):	Orono								
Rte/Road	Bennoch Road								
Length:	0.63	Stages:	PE/ROW	Con/CE	Other				
013080.00	STP-1308(000)X	Installation of Traffic Signals: Located at the intersection of Route 2 and Kelley Road.	Federal	\$88,028.00	\$8,028.00	\$80,000.00	\$0.00	\$0.00	\$0.00
			State	\$22,710.00	\$986.00	\$21,724.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$10,986.00	\$986.00	\$10,000.00	\$0.00	\$0.00	\$0.00
			Totals:	\$121,724.00	\$10,000.00	\$111,724.00	\$0.00	\$0.00	\$0.00
Town(s):	Orono								
Rte/Road	Route 2								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
014788.00	STP-1478(800)X	Intersection Improvement with Signal: Located at the intersection of Broadway and Cumberland Street.	Federal	\$107,920.00	\$0.00	\$58,661.68	\$49,258.32	\$0.00	\$0.00
			State	\$13,490.00	\$0.00	\$7,332.71	\$6,157.29	\$0.00	\$0.00
			Local-Other	\$13,490.00	\$0.00	\$7,332.71	\$6,157.29	\$0.00	\$0.00
			Totals:	\$134,900.00	\$0.00	\$73,327.10	\$61,572.90	\$0.00	\$0.00
Town(s):	Bangor								
Rte/Road	Broadway								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
014789.00	STP-1478(900)X	Intersection Improvement with Signal: Located at the intersection of Broadway and Stillwater Avenue.	Federal	\$26,000.00	\$0.00	\$14,176.40	\$11,823.60	\$0.00	\$0.00
			State	\$3,250.00	\$0.00	\$1,772.05	\$1,477.95	\$0.00	\$0.00
			Local-Other	\$3,250.00	\$0.00	\$1,772.05	\$1,477.95	\$0.00	\$0.00
			Totals:	\$32,500.00	\$0.00	\$17,720.50	\$14,779.50	\$0.00	\$0.00
Town(s):	Bangor								
Rte/Road	Stillwater Avenue								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
014790.00	STP-1479(000)X	Highway Resurfacing: Beginning at Broadway and extending 0.13 of a mile to Market Street.	Federal	\$161,440.00	\$0.00	\$161,440.00	\$0.00	\$0.00	\$0.00
			State	\$10,090.00	\$0.00	\$10,090.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$30,270.00	\$0.00	\$30,270.00	\$0.00	\$0.00	\$0.00
			Totals:	\$201,800.00	\$0.00	\$201,800.00	\$0.00	\$0.00	\$0.00
Town(s):	Bangor								
Rte/Road	Cumberland Street								
Length:	0.13	Stages:	PE/ROW	Con/CE	Other				

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PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations			
						FFY 2008	FFY 2009	FFY 2010	FFY 2011
014791.00	STP-1479(100)X	Highway Resurfacing: Beginning at Union Street and extending 0.25 of a mile to Maine Avenue.	Federal	\$125,040.00	\$0.00	\$67,204.56	\$57,835.44	\$0.00	\$0.00
			State	\$7,815.00	\$0.00	\$4,200.29	\$3,614.72	\$0.00	\$0.00
			Local-Other	\$23,445.00	\$0.00	\$12,600.86	\$10,844.15	\$0.00	\$0.00
			Totals:	\$156,300.00	\$0.00	\$84,005.70	\$72,294.30	\$0.00	\$0.00
Town(s):	Bangor								
Rte/Road	Griffin Road								
Length:	0.25	Stages:	PE/ROW	Con/CE	Other				
014792.00	STP-1479(200)X	Heavy Resurfacing: Beginning at Griffin Street and extending 1.09 miles to the Blue Hill Road.	Federal	\$511,840.00	\$0.00	\$0.00	\$267,031.36	\$244,808.64	\$0.00
			State	\$31,990.00	\$0.00	\$0.00	\$16,689.46	\$15,300.54	\$0.00
			Local-Other	\$95,970.00	\$0.00	\$0.00	\$50,068.38	\$45,901.62	\$0.00
			Totals:	\$639,800.00	\$0.00	\$0.00	\$333,789.20	\$306,010.80	\$0.00
Town(s):	Bangor								
Rte/Road	Ohio Street								
Length:	1.09	Stages:	PE/ROW	Con/CE	Other				
014793.00	NH-1479(300)E	Preliminary Engineering for Future Reconstruction: Beginning at Parkway South and extending 0.50 of a mile to Greenpoint Road.	Federal	\$73,840.00	\$0.00	\$73,840.00	\$0.00	\$0.00	\$0.00
			State	\$9,230.00	\$0.00	\$9,230.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$9,230.00	\$0.00	\$9,230.00	\$0.00	\$0.00	\$0.00
			Totals:	\$92,300.00	\$0.00	\$92,300.00	\$0.00	\$0.00	\$0.00
Town(s):	Brewer								
Rte/Road	Wilson Street								
Length:	0.50	Stages:	PE/ROW	Con/CE	Other				
014794.00	STP-1479(400)X	Preliminary Engineering for Future Reconstruction: Beginning at College Avenue and extending northeasterly 1.04 miles.	Federal	\$121,680.00	\$0.00	\$86,640.00	\$0.00	\$17,484.96	\$17,555.04
			State	\$15,210.00	\$0.00	\$10,830.00	\$0.00	\$2,185.62	\$2,194.38
			Local-Other	\$15,210.00	\$0.00	\$10,830.00	\$0.00	\$2,185.62	\$2,194.38
			Totals:	\$152,100.00	\$0.00	\$108,300.00	\$0.00	\$21,856.20	\$21,943.80
Town(s):	Old Town								
Rte/Road	Stillwater Avenue								
Length:	1.04	Stages:	PE/ROW	Con/CE	Other				
014795.00	NH-1479(500)E	Preliminary Engineering for Future Reconstruction: Beginning at Wilson Street and extending 0.44 of a mile to State Street.	Federal	\$43,280.00	\$0.00	\$0.00	\$43,280.00	\$0.00	\$0.00
			State	\$5,410.00	\$0.00	\$0.00	\$5,410.00	\$0.00	\$0.00
			Local-Other	\$5,410.00	\$0.00	\$0.00	\$5,410.00	\$0.00	\$0.00
			Totals:	\$54,100.00	\$0.00	\$0.00	\$54,100.00	\$0.00	\$0.00
Town(s):	Brewer								
Rte/Road	North Main Street								
Length:	0.44	Stages:	PE/ROW	Con/CE	Other				

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PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations			
						FFY 2008	FFY 2009	FFY 2010	FFY 2011
014796.00	STP-1479(600)X	Highway Reconstructon: Beginning 0.26 of a mile northerly of Wheeldon Heights and extending 0.50 of a mile to Hillside Drive.	Federal	\$982,590.40	\$0.00	\$71,600.00	\$454,584.21	\$456,406.19	\$0.00
			State	\$245,647.60	\$0.00	\$17,900.00	\$113,646.05	\$114,101.55	\$0.00
			Totals:	\$1,228,238.00	\$0.00	\$89,500.00	\$568,230.26	\$570,507.74	\$0.00
Town(s): Hampden Rte/Road Route 1A Length: 0.50 Stages: PE/ROW Con/CE Other									
014797.00	STP-1479(700)X	Highway Resurfacing: Beginning at Interstate 395 and extending 0.43 of a mile to Wilson Street.	Federal	\$194,480.00	\$0.00	\$103,257.92	\$91,222.08	\$0.00	\$0.00
			State	\$12,155.00	\$0.00	\$6,453.62	\$5,701.38	\$0.00	\$0.00
			Local-Other	\$36,465.00	\$0.00	\$19,360.86	\$17,104.14	\$0.00	\$0.00
Town(s): Brewer Rte/Road Parkway South Length: 0.43 Stages: PE/ROW Con/CE Other									
014798.00	STP-1479(800)X	Intersection Improvements: Located at the intersection of Center Street and Jefferson Street.	Federal	\$80,080.00	\$0.00	\$6,800.00	\$36,566.72	\$36,713.28	\$0.00
			State	\$10,010.00	\$0.00	\$850.00	\$4,570.84	\$4,589.16	\$0.00
			Local-Other	\$10,010.00	\$0.00	\$850.00	\$4,570.84	\$4,589.16	\$0.00
Town(s): Old Town Rte/Road Center Street Length: 0.00 Stages: PE/ROW Con/CE Other									
014799.00	STP-1479(900)X	Intersection Improvement with Signal: Located at the intersection of State Street and Hancock Street.	Federal	\$141,760.00	\$0.00	\$76,589.92	\$65,170.08	\$0.00	\$0.00
			State	\$17,720.00	\$0.00	\$9,573.74	\$8,146.26	\$0.00	\$0.00
			Local-Other	\$17,720.00	\$0.00	\$9,573.74	\$8,146.26	\$0.00	\$0.00
Town(s): Bangor Rte/Road State Street Length: 0.00 Stages: PE/ROW Con/CE Other									

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PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations			
						FFY 2008	FFY 2009	FFY 2010	FFY 2011
Not MPO Sponsored									
007722.10	IM-7722(100)E	Lighting: Beginning at the Odlin Road in Bangor and extending easterly 4.98 miles to Route 1A in Brewer.	Federal	\$1,350,000.00	\$9,000.00	\$1,341,000.00	\$0.00	\$0.00	\$0.00
			State	\$150,000.00	\$5,000.00	\$145,000.00	\$0.00	\$0.00	\$0.00
Town(s):	Bangor,Brewer		Totals:	\$1,500,000.00	\$14,000.00	\$1,486,000.00	\$0.00	\$0.00	\$0.00
Rte/Road	Interstate 395								
Length:	4.98	Stages:	PE/ROW	Con/CE	Other				
008483.20	NH-8483(20)E	Proposed new limited access highway beginning on I-395 in Brewer and extending to Route 9 in the vicinity of the Eddington/Clifton town line.	Federal	\$2,318,554.25	\$1,119,039.85	\$0.00	\$0.00	\$0.00	\$1,199,514.40
			State	\$1,367,445.75	\$280,960.15	\$0.00	\$0.00	\$0.00	\$1,086,485.60
Town(s):	Brewer,Eddington,Holden		Totals:	\$3,686,000.00	\$1,400,000.00	\$0.00	\$0.00	\$0.00	\$2,286,000.00
Rte/Road	Route 9								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
010011.00	STP-1001(100)X	Preliminary Engineering for Future Reconstruction: Beginning at the Bradley Road and extending northeasterly 0.76 of a mile to 0.29 of a mile northerly of the Ferry Road.	Federal	\$457,596.00	\$160,160.57	\$108,554.83	\$94,251.42	\$0.00	\$94,629.18
			State	\$112,404.00	\$39,839.43	\$26,445.17	\$23,013.58	\$0.00	\$23,105.82
Town(s):	Milford		Totals:	\$570,000.00	\$200,000.00	\$135,000.00	\$117,265.00	\$0.00	\$117,735.00
Rte/Road	Route 2								
Length:	0.76	Stages:	PE/ROW	Con/CE	Other				
011043.00	BH-1104(300)X	Bridge Replacement: The Irving Bridge# 2405 over the Pushaw Stream and located 0.44 of a mile easterly of the Coiley Road.	Federal	\$461,304.97	\$149,304.97	\$96,000.00	\$107,784.00	\$108,216.00	\$0.00
			State	\$518,695.03	\$38,695.03	\$22,000.00	\$228,542.00	\$229,458.00	\$0.00
			Local-Other	\$1,616,000.00	\$0.00	\$0.00	\$806,384.00	\$809,616.00	\$0.00
Town(s):	Old Town		Totals:	\$2,596,000.00	\$188,000.00	\$118,000.00	\$1,142,710.00	\$1,147,290.00	\$0.00
Rte/Road	Route 16								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
012642.00	AC-IM-1264(200)E	Bridge Replacement: The Essex Street Bridge# 5822 over I-95 and located 0.27 of a mile northerly of Milford Street.	Federal	\$1,955,499.53	\$213,836.03	\$1,741,663.50	\$0.00	\$0.00	\$0.00
			State	\$464,500.47	\$246,792.54	\$217,707.93	\$0.00	\$0.00	\$0.00
			Local-Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Town(s):	Bangor		Totals:	\$2,420,000.00	\$460,628.57	\$1,959,371.43	\$0.00	\$0.00	\$0.00
Rte/Road	Essex Street								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				

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						FFY 2008	FFY 2009	FFY 2010	FFY 2011
012643.00	AC-IM-1264(300)X	Bridge Replacement: Hammond Street Bridge# 5794 over Interstate 95 and located 0.30 of a mile northerly of the Odlin Road.	Federal	\$473,750.78	\$94,500.00	\$142,750.78	\$118,013.50	\$118,486.50	\$0.00
			State	\$794,249.22	\$28,249.22	\$0.00	\$382,234.00	\$383,766.00	\$0.00
			Local-Other	\$2,832,000.00	\$0.00	\$0.00	\$1,413,168.00	\$1,418,832.00	\$0.00
			Totals:	\$4,100,000.00	\$122,749.22	\$142,750.78	\$1,913,415.50	\$1,921,084.50	\$0.00
Town(s): Bangor									
Rte/Road Route 2/100									
Length: 0.00		Stages: PE/ROW Con/CE Other							
012742.00	STP-1274(200)X	Intersection Improvement: Located at the intersection of the Hogan Road and the NB Ramp at Exit 49.	Federal	\$189,000.00	\$9,000.00	\$180,000.00	\$0.00	\$0.00	\$0.00
			State	\$21,000.00	\$2,000.00	\$19,000.00	\$0.00	\$0.00	\$0.00
			Totals:	\$210,000.00	\$11,000.00	\$199,000.00	\$0.00	\$0.00	\$0.00
			Town(s): Bangor						
Rte/Road Hogan Road									
Length: 0.00		Stages: PE/ROW Con/CE Other							
012926.00	IM-1292(600)E	Highway Resurfacing: Beginning 1.22 miles southerly of the Veazie/Bangor town line and extending southerly 5.18 miles.	Federal	\$4,053,184.20	\$27,000.00	\$4,026,184.20	\$0.00	\$0.00	\$0.00
			State	\$450,353.80	\$346,788.10	\$103,565.70	\$0.00	\$0.00	\$0.00
			Totals:	\$4,503,538.00	\$373,788.10	\$4,129,749.90	\$0.00	\$0.00	\$0.00
			Town(s): Bangor						
Rte/Road Interstate 95 Southbound									
Length: 5.18		Stages: PE/ROW Con/CE Other							
012942.00	IM-1294(200)E	Highway Resurfacing: Beginning 5.51 miles northerly of the Hampden town line and extending northerly 7.27	Federal	\$4,163,037.30	\$22,500.00	\$4,140,537.30	\$0.00	\$0.00	\$0.00
			State	\$462,559.70	\$390,453.50	\$72,106.20	\$0.00	\$0.00	\$0.00
			Totals:	\$4,625,597.00	\$412,953.50	\$4,212,643.50	\$0.00	\$0.00	\$0.00
			Town(s): Bangor, Hermon						
Rte/Road Route 95									
Length: 7.27		Stages: PE/ROW Con/CE Other							
012949.00	IM-95-1294(900)E	Highway Resurfacing: Beginning at the Alton town line and extending southerly 9.87 miles to 0.08 of a mile southerly of the Orono/Veazie town line.	Federal	\$1,955,121.34	\$18,000.00	\$1,937,121.34	\$0.00	\$0.00	\$0.00
			State	\$259,878.66	\$178,800.00	\$81,078.66	\$0.00	\$0.00	\$0.00
			Totals:	\$2,215,000.00	\$196,800.00	\$2,018,200.00	\$0.00	\$0.00	\$0.00
			Town(s): Old Town, Orono, Veazie						
Rte/Road Interstate 95 Southbound									
Length: 9.87		Stages: PE/ROW Con/CE Other							
014384.00	BH-1438(400)E	Bangor-Brewer I-395 Veterans Remembrance Bridge: Design-Build project to repair cracked pier base.	Federal	\$831,408.19	\$20,000.00	\$811,408.19	\$0.00	\$0.00	\$0.00
			State	\$207,852.05	\$80,000.00	\$127,852.05	\$0.00	\$0.00	\$0.00
			Totals:	\$1,039,260.24	\$100,000.00	\$939,260.24	\$0.00	\$0.00	\$0.00
			Town(s): Bangor, Brewer						
Rte/Road Veteran's Remembrance									

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

Maine Department of Transportation
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PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations			
						FFY 2008	FFY 2009	FFY 2010	FFY 2011
015688.00	STP-1568(800)X	Modify Traffic Signals: Located at the intersection of the Interstate 95 southbound off ramp and Union	Federal	\$99,000.00	\$0.00	\$4,500.00	\$47,155.50	\$47,344.50	\$0.00
			State	\$11,000.00	\$0.00	\$500.00	\$5,239.50	\$5,260.50	\$0.00
			Totals:	\$110,000.00	\$0.00	\$5,000.00	\$52,395.00	\$52,605.00	\$0.00
Town(s):	Bangor								
Rte/Road	Interstate 95 Off Ramp								
Length:	0.00	Stages:	PE/ROW Con/CE Other						
015851.00	STP-1585(100)X	Highway Resurfacing: Beginning at the Interstate 95 southbound Exit 185 ramps and extending northerly 0.65 of a mile to Grandview Avenue.	Federal	\$97,975.61	\$0.00	\$2,939.27	\$95,036.34	\$0.00	\$0.00
			State	\$24,493.91	\$0.00	\$734.82	\$23,759.09	\$0.00	\$0.00
			Totals:	\$122,469.52	\$0.00	\$3,674.09	\$118,795.43	\$0.00	\$0.00
Town(s):	Bangor								
Rte/Road	Broadway								
Length:	0.65	Stages:	PE/ROW Con/CE Other						
015852.00	STP-1585(200)X	Highway Resurfacing: Beginning 0.01 of a mile northerly of Pushaw Road and extending northerly 0.36 of a	Federal	\$57,328.00	\$0.00	\$1,720.00	\$55,608.00	\$0.00	\$0.00
			State	\$14,332.00	\$0.00	\$430.00	\$13,902.00	\$0.00	\$0.00
			Totals:	\$71,660.00	\$0.00	\$2,150.00	\$69,510.00	\$0.00	\$0.00
Town(s):	Bangor								
Rte/Road	Broadway								
Length:	0.36	Stages:	PE/ROW Con/CE Other						
015853.00	STP-1585(300)X	Highway Resurfacing: Beginning at State Street and extending northerly 1.24 miles to 0.17 of a mile northerly of Sylvan Road.	Federal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			State	\$396,969.00	\$0.00	\$11,909.00	\$385,060.00	\$0.00	\$0.00
			Totals:	\$396,969.00	\$0.00	\$11,909.00	\$385,060.00	\$0.00	\$0.00
Town(s):	Bangor								
Rte/Road	Hogan Road								
Length:	1.24	Stages:	PE/ROW Con/CE Other						
015870.00	STP-A587(000)X	Highway Resurfacing: Beginning 0.03 of a mile easterly of Chester Street and extending easterly 0.17 of a mile to Center Street.	Federal	\$60,000.00	\$0.00	\$1,800.00	\$34,920.00	\$23,280.00	\$0.00
			State	\$15,000.00	\$0.00	\$450.00	\$8,730.00	\$5,820.00	\$0.00
			Totals:	\$75,000.00	\$0.00	\$2,250.00	\$43,650.00	\$29,100.00	\$0.00
Town(s):	Old Town								
Rte/Road	South Main Street								
Length:	0.17	Stages:	PE/ROW Con/CE Other						

Maine Department of Transportation
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PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations			
						FFY 2008	FFY 2009	FFY 2010	FFY 2011
015943.00	STP-1594(300)X	Highway Resurfacing: Beginning at the Interstate 95 northbound Exit 185 ramps and extending northerly 0.17 of a mile to the Interstate 95 southbound Exit 185 ramps.	Federal	\$25,624.39	\$0.00	\$768.73	\$24,855.66	\$0.00	\$0.00
			State	\$6,406.09	\$0.00	\$192.18	\$6,213.91	\$0.00	\$0.00
			Totals:	\$32,030.48	\$0.00	\$960.91	\$31,069.57	\$0.00	\$0.00
Town(s):	Bangor								
Rte/Road	Broadway								
Length:	0.17	Stages:	PE/ROW	Con/CE	Other				
015944.00	STP-1594(400)X	Highway Resurfacing: Beginning at the Interstate 395 westbound Exit 4 ramp and extending northerly 0.74 of a mile to Route 1A.	Federal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			State	\$214,433.00	\$0.00	\$131,233.00	\$83,200.00	\$0.00	\$0.00
			Totals:	\$214,433.00	\$0.00	\$131,233.00	\$83,200.00	\$0.00	\$0.00
Town(s):	Brewer								
Rte/Road	South Main Street								
Length:	0.74	Stages:	PE/ROW	Con/CE	Other				
015948.00	NH-1594(800)E	Highway Resurfacing: Beginning at Western Avenue and extending northerly 4.02 miles to the Interstate 395 Exit 2 eastbound ramps.	Federal	\$1,415,985.86	\$0.00	\$42,479.36	\$824,103.90	\$549,402.60	\$0.00
			State	\$347,823.14	\$0.00	\$10,434.64	\$202,433.10	\$134,955.40	\$0.00
			Totals:	\$1,763,809.00	\$0.00	\$52,914.00	\$1,026,537.00	\$684,358.00	\$0.00
Town(s):	Hampden,Bangor								
Rte/Road	Route 202								
Length:	4.02	Stages:	PE/ROW	Con/CE	Other				

Indian Reservation Roads Transportation Improvement Program

FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

Direct Service Tribes

Proj. ID Route No(s) Structure No.	County Agency Reservation	Project Name Length Road mi / Bridges m	Type of Work		Project Totals	
			PCAS		FFY 2008	FFY 2009
41800 0201	Penobscot	INDIAN ISLAND BRDGE	REHAB	PE	\$0	\$0
	Eastern Area Office	1.3		CE	\$20,000	\$0
	Penobscot		S5041800	CON	\$90,000	\$0
					\$110,000	\$0
51805 0421	Penobscot	LAKEVILLE ROAD	RECONS	PE	\$0	\$24,500
	Eastern Area Office	0.7		CE	\$0	\$0
	Penobscot		S5051805	CON	\$0	\$28,000
					\$0	\$52,500
RM023	Penobscot	ROAD MAINTENANCE 23 USC 204(C)	Planing	PE	\$73,455	\$40,684
	Eastern Area Office			CE	\$0	\$0
	Penobscot		S50RM023	CON	\$0	\$0
					\$73,455	\$40,684

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FTA Projects

FTA 5303/5304 Metropolitan Planning Program

PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations			
						FFY 2008	FFY 2009	FFY 2010	FFY 2011
		Transit Planning Assistance for the Bangor Area Comprehensive Transportation Study (BACTS), Federal Transit Administration §5303. Fiscal Year 2010.	Federal	\$59,787.00	\$0.00	\$0.00	\$0.00	\$59,787.00	\$0.00
			State	\$14,947.00	\$0.00	\$0.00	\$0.00	\$14,947.00	\$0.00
			Totals:	\$74,734.00	\$0.00	\$0.00	\$0.00	\$74,734.00	\$0.00
Town(s):	Regional								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
		Transit Planning Assistance for the Bangor Area Comprehensive Transportation Study (BACTS), Federal Transit Administration §5303. Fiscal Year 2011.	Federal	\$59,787.00	\$0.00	\$0.00	\$0.00	\$0.00	\$59,787.00
			State	\$14,947.00	\$0.00	\$0.00	\$0.00	\$0.00	\$14,947.00
			Totals:	\$74,734.00	\$0.00	\$0.00	\$0.00	\$0.00	\$74,734.00
Town(s):	Regional								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
016214.00		Transit Planning Assistance for the Bangor Area Comprehensive Transportation Study (BACTS), Federal Transit Administration §5303. Fiscal Year 2008.	Federal	\$56,363.00	\$0.00	\$56,363.00	\$0.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$14,091.00	\$0.00	\$14,091.00	\$0.00	\$0.00	\$0.00
			Totals:	\$70,454.00	\$0.00	\$70,454.00	\$0.00	\$0.00	\$0.00
Town(s):	Bangor								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
		Transit Planning Assistance for the Bangor Area Comprehensive Transportation Study (BACTS), Federal Transit Administration §5303. Fiscal Year 2009.	Federal	\$59,787.00	\$0.00	\$0.00	\$59,787.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$14,947.00	\$0.00	\$0.00	\$14,947.00	\$0.00	\$0.00
			Totals:	\$74,734.00	\$0.00	\$0.00	\$74,734.00	\$0.00	\$0.00
Town(s):	Bangor								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				

Maine Department of Transportation
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FTA Projects

FTA 5307 Urbanized Area Formula Program

PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations			
						FFY 2008	FFY 2009	FFY 2010	FFY 2011
014928.00		Transit Operating Assistance for the Greater Bangor Metropolitan Area Community Connector (BAT), Americans with Disabilities Act operations, Federal Transit Administration §5307. Fiscal Year 2010.	Federal	\$0.00	\$0.00	\$0.00	\$0.00	\$26,656.00	\$0.00
			Local-Other	\$0.00	\$0.00	\$0.00	\$0.00	\$6,665.00	\$0.00
			Totals:	\$0.00	\$0.00	\$0.00	\$0.00	\$33,321.00	\$0.00
Town(s):	Bangor								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
014929.00		Transit Operating Assistance for the Greater Bangor Metropolitan Area Community Connector (BAT), Americans with Disabilities Act operations, Federal Transit Administration §5307. Fiscal Year 2011.	Federal	\$27,989.00	\$0.00	\$0.00	\$0.00	\$0.00	\$27,989.00
			Local-Other	\$6,998.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,998.00
			Totals:	\$34,987.00	\$0.00	\$0.00	\$0.00	\$0.00	\$34,987.00
Town(s):	Bangor								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
014930.00		Transit Capital Assistance for Supply Equipment and Preventative Maintenance for the Greater Bangor Metropolitan Area (BAT) Community Connector Federal Transit Administration §5307. Fiscal Year 2010.	Federal	\$0.00	\$0.00	\$0.00	\$0.00	\$318,068.00	\$0.00
			Local-Other	\$0.00	\$0.00	\$0.00	\$0.00	\$79,517.00	\$0.00
			Totals:	\$0.00	\$0.00	\$0.00	\$0.00	\$397,585.00	\$0.00
Town(s):	Bangor								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				

Maine Department of Transportation
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FTA Projects

PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations			
						FFY 2008	FFY 2009	FFY 2010	FFY 2011
014931.00		Transit Capital Assistance for Supply Equipment and Preventative Maintenance for the Greater Bangor Metropolitan Area (BAT) Community Connector Federal Transit Administration §5307. Fiscal Year 2011.	Federal	\$333,721.00	\$0.00	\$0.00	\$0.00	\$0.00	\$333,721.00
			Local-Other	\$87,181.00	\$0.00	\$0.00	\$0.00	\$0.00	\$87,181.00
			Totals:	\$420,902.00	\$0.00	\$0.00	\$0.00	\$0.00	\$420,902.00
Town(s):	Bangor								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
014932.00		Transit Operating Assistance for the Greater Bangor Metropolitan Area Community Connector (BAT), Federal Transit Administration §5307. Fiscal Year 2010.	Federal	\$0.00	\$0.00	\$0.00	\$0.00	\$392,886.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$43,930.00	\$0.00
			Local-Other	\$0.00	\$0.00	\$0.00	\$0.00	\$348,956.00	\$0.00
			Totals:	\$0.00	\$0.00	\$0.00	\$0.00	\$785,772.00	\$0.00
Town(s):	Bangor								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
014933.00		Transit Operating Assistance for the Greater Bangor Metropolitan Area Community Connector (BAT), Federal Transit Administration §5307. Fiscal Year 2011.	Federal	\$412,531.00	\$0.00	\$0.00	\$0.00	\$0.00	\$412,531.00
			State	\$43,930.00	\$0.00	\$0.00	\$0.00	\$0.00	\$43,930.00
			Local-Other	\$368,601.00	\$0.00	\$0.00	\$0.00	\$0.00	\$368,601.00
			Totals:	\$825,062.00	\$0.00	\$0.00	\$0.00	\$0.00	\$825,062.00
Town(s):	Bangor								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
016095.00		Transit Capital Assistance for Supply Equipment and Preventative Maintenance for the Greater Bangor Metropolitan Area (BAT) Community Connector Federal Transit Administration §5307. Fiscal Year 2008.	Federal	\$285,010.00	\$0.00	\$285,010.00	\$0.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$71,253.00	\$0.00	\$71,253.00	\$0.00	\$0.00	\$0.00
			Totals:	\$356,263.00	\$0.00	\$356,263.00	\$0.00	\$0.00	\$0.00
Town(s):	Bangor								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				

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FTA Projects

PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations			
						FFY 2008	FFY 2009	FFY 2010	FFY 2011
016096.00		Transit Capital Assistance for Supply Equipment and Preventative Maintenance for the Bangor Area Transit Community Connector, the greater Bangor metropolitan area, Federal Transit Administration §5307. Fiscal Year 2009.	Federal	\$303,160.00	\$0.00	\$0.00	\$303,160.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$75,790.00	\$0.00	\$0.00	\$75,790.00	\$0.00	\$0.00
			Totals:	\$378,950.00	\$0.00	\$0.00	\$378,950.00	\$0.00	\$0.00
Town(s): Bangor									
Length: 0.00	Stages:	PE/ROW	Con/CE	Other					
<i>Nepa: CE-S/16</i>									
016213.00		Transit Planning Assistance for the Bangor Area Comprehensive Transportation Study (BACTS), Federal Transit Administration §5307. Fiscal Year 2008.	Federal	\$19,889.00	\$0.00	\$19,889.00	\$0.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$4,973.00	\$0.00	\$4,973.00	\$0.00	\$0.00	\$0.00
			Totals:	\$24,862.00	\$0.00	\$24,862.00	\$0.00	\$0.00	\$0.00
Town(s): Bangor									
Length: 0.00	Stages:	PE/ROW	Con/CE	Other					
<i>Nepa: CE-S/16</i>									
016215.00		Transit Planning Assistance for the Bangor Area Comprehensive Transportation Study (BACTS), Federal Transit Administration §5307. Fiscal Year 2009.	Federal	\$21,156.00	\$0.00	\$0.00	\$21,156.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$5,289.00	\$0.00	\$0.00	\$5,289.00	\$0.00	\$0.00
			Totals:	\$26,445.00	\$0.00	\$0.00	\$26,445.00	\$0.00	\$0.00
Town(s): Bangor									
Length: 0.00	Stages:	PE/ROW	Con/CE	Other					
<i>Nepa: CE-S/16</i>									
016217.00		Transit Operating Assistance for the Greater Bangor Metropolitan Area Community Connector (BAT), Americans with Disabilities Act operations, Federal Transit Administration §5307. Fiscal Year 2008.	Federal	\$23,867.00	\$0.00	\$23,867.00	\$0.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$5,967.00	\$0.00	\$5,967.00	\$0.00	\$0.00	\$0.00
			Totals:	\$29,834.00	\$0.00	\$29,834.00	\$0.00	\$0.00	\$0.00
Town(s): Bangor									
Length: 0.00	Stages:	PE/ROW	Con/CE	Other					

Maine Department of Transportation
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FTA Projects

PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations			
						FFY 2008	FFY 2009	FFY 2010	FFY 2011
016218.00		Transit Operating Assistance for the Greater Bangor Metropolitan Area Community Connector (BAT), Americans with Disabilities Act operations, Federal Transit Administration §5307. Fiscal Year 2009.	Federal	\$25,387.00	\$0.00	\$0.00	\$25,387.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
			Local-Other	\$6,347.00	\$0.00	\$0.00	\$6,347.00	\$0.00	\$0.00
			Totals:	\$31,734.00	\$0.00	\$0.00	\$31,734.00	\$0.00	\$0.00
Town(s): Bangor		Stages: PE/ROW Con/CE Other							
Length: 0.00		<i>Nepa: CE-S/16</i>							
016220.00		Transit Operating Assistance for the Greater Bangor Metropolitan Area Community Connector (BAT), Federal Transit Administration §5307. Fiscal Year 2008.	Federal	\$331,886.00	\$0.00	\$331,886.00	\$0.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
			Local-Other	\$287,956.00	\$0.00	\$287,956.00	\$0.00	\$0.00	\$0.00
			Totals:	\$619,842.00	\$0.00	\$619,842.00	\$0.00	\$0.00	\$0.00
Town(s): Bangor		Stages: PE/ROW Con/CE Other							
Length: 0.00		<i>Nepa: CE-S/16</i>							
016222.00		Transit Operating Assistance for the Greater Bangor Metropolitan Area Community Connector (BAT), Federal Transit Administration §5307. Fiscal Year 2009.	Federal	\$353,021.00	\$0.00	\$0.00	\$353,021.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
			Local-Other	\$309,091.00	\$0.00	\$0.00	\$309,091.00	\$0.00	\$0.00
			Totals:	\$662,112.00	\$0.00	\$0.00	\$662,112.00	\$0.00	\$0.00
Town(s): Bangor		Stages: PE/ROW Con/CE Other							
Length: 0.00		<i>Nepa: CE-S/16</i>							

Maine Department of Transportation
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FTA Projects

FTA 5310 Elderly and Persons with Disabilities Program

PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations			
						FFY 2008	FFY 2009	FFY 2010	FFY 2011
016112.00		Federal Transit Administration Section 5310, for the Elderly and Disabled, Penquis Community Action Program, Transit Region 3. Fiscal Year 2008. To purchase bus(es).	Federal	\$93,914.00	\$0.00	\$93,914.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$11,739.00	\$0.00	\$11,739.00	\$0.00	\$0.00	\$0.00
			Totals:	\$105,653.00	\$0.00	\$105,653.00	\$0.00	\$0.00	\$0.00
Town(s): Bangor Length: 0.00 Stages: PE/ROW Con/CE Other <i>Nepa: CE-S/17</i>									
016113.00		Federal Transit Administration Section 5310, for the Elderly and Disabled, Penquis Community Action Program, Transit Region 3. Fiscal Year 2009. To purchase bus(es).	Federal	\$98,093.00	\$0.00	\$0.00	\$98,093.00	\$0.00	\$0.00
			State	\$12,262.00	\$0.00	\$0.00	\$12,262.00	\$0.00	\$0.00
			Local-Other	\$12,262.00	\$0.00	\$0.00	\$12,262.00	\$0.00	\$0.00
Totals: \$122,617.00 \$0.00 \$0.00 \$122,617.00 \$0.00 \$0.00									
Town(s): Bangor Length: 0.00 Stages: PE/ROW Con/CE Other <i>Nepa: CE-S/17</i>									

Maine Department of Transportation
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FTA Projects

FTA 5311 Nonurbanized Area Formula Program

PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations				
						FFY 2008	FFY 2009	FFY 2010	FFY 2011	
016283.00		Federal Transit Administration §5311, Transit Operating for Bangor to Calais intercity bus. Fiscal Year 2009.	Federal	\$45,000.00	\$0.00	\$0.00	\$45,000.00	\$0.00	\$0.00	
Town(s): Bangor, Calais			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Length: 0.00			Local-Other	\$45,000.00	\$0.00	\$0.00	\$45,000.00	\$0.00	\$0.00	
	Stages: PE/ROW	Con/CE Other	Totals:	\$90,000.00	\$0.00	\$0.00	\$90,000.00	\$0.00	\$0.00	
<i>Nepa: CE-S/16</i>										
016284.00		Federal Transit Administration §5311, Transit Operating for Bangor to Calais intercity bus. Fiscal Year 2008.	Federal	\$42,000.00	\$0.00	\$42,000.00	\$0.00	\$0.00	\$0.00	
Town(s): Bangor, Calais			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Length: 0.00			Local-Other	\$42,000.00	\$0.00	\$42,000.00	\$0.00	\$0.00	\$0.00	
	Stages: PE/ROW	Con/CE Other	Totals:	\$84,000.00	\$0.00	\$84,000.00	\$0.00	\$0.00	\$0.00	
<i>Nepa: CE-S/16</i>										
016285.00		Federal Transit Administration §5311, Transit Operating for Bangor to Caribou intercity bus. Fiscal Year	Federal	\$30,000.00	\$0.00	\$30,000.00	\$0.00	\$0.00	\$0.00	
Town(s): Bangor			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Length: 0.00			Local-Other	\$30,000.00	\$0.00	\$30,000.00	\$0.00	\$0.00	\$0.00	
	Stages: PE/ROW	Con/CE Other	Totals:	\$60,000.00	\$0.00	\$60,000.00	\$0.00	\$0.00	\$0.00	
<i>Nepa: CE-S/16</i>										
016286.00		Federal Transit Administration §5311, Transit Operation for Penquis Community Action Program. Fiscal Year 2009.	Federal	\$101,900.00	\$0.00	\$0.00	\$101,900.00	\$0.00	\$0.00	
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Town(s): Bangor			Local-Other	\$66,450.00	\$0.00	\$0.00	\$66,450.00	\$0.00	\$0.00	
Length: 0.00			Totals:	\$168,350.00	\$0.00	\$0.00	\$168,350.00	\$0.00	\$0.00	
	Stages: PE/ROW	Con/CE Other								
<i>Nepa: CE-S/16</i>										

Maine Department of Transportation
Statewide Transportation Improvement Program-STIP
 Federal Fiscal years 2008-2011

FTA Projects

PIN-	Federal Project #	Description	Fund Source	Available Funds	To Date	Obligations			
						FFY 2008	FFY 2009	FFY 2010	FFY 2011
016287.00		Federal Transit Administration §5311, Transit Administration for Penquis Community Action Program. Fiscal Year 2008.	Federal	\$164,676.00	\$0.00	\$164,676.00	\$0.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$41,169.00	\$0.00	\$41,169.00	\$0.00	\$0.00	\$0.00
			Totals:	\$205,845.00	\$0.00	\$205,845.00	\$0.00	\$0.00	\$0.00
Town(s):	Bangor								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
<i>Nepa: CE-S/16</i>									
016288.00		Federal Transit Administration §5311, Transit Operating for Penquis Community Action Program. Fiscal Year 2008.	Federal	\$92,636.00	\$0.00	\$92,636.00	\$0.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$57,186.00	\$0.00	\$57,186.00	\$0.00	\$0.00	\$0.00
			Totals:	\$149,822.00	\$0.00	\$149,822.00	\$0.00	\$0.00	\$0.00
Town(s):	Bangor								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
<i>Nepa: CE-S/16</i>									
016289.00		Federal Transit Administration §5311, Transit Administration for Penquis Community Action Program. Fiscal Year 2009.	Federal	\$181,144.00	\$0.00	\$0.00	\$181,144.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$45,286.00	\$0.00	\$0.00	\$45,286.00	\$0.00	\$0.00
			Totals:	\$226,430.00	\$0.00	\$0.00	\$226,430.00	\$0.00	\$0.00
Town(s):	Bangor								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
<i>Nepa: CE-S/16</i>									
016303.00		Federal Transit Administration §5311, Transit Operating for Bangor to Caribou intercity bus. Fiscal Year	Federal	\$32,000.00	\$0.00	\$0.00	\$32,000.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$32,000.00	\$0.00	\$0.00	\$32,000.00	\$0.00	\$0.00
			Totals:	\$64,000.00	\$0.00	\$0.00	\$64,000.00	\$0.00	\$0.00
Town(s):	Limestone, Bangor								
Length:	0.00	Stages:	PE/ROW	Con/CE	Other				
<i>Nepa: CE-S/16</i>									

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 st 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 2007

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 2006.

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 July 2004.

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 December 2009

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.

November 7, 2005.

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.

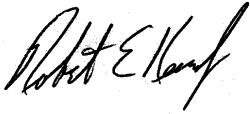
c. The program conforms to the SIP (air quality) for an area in accordance with the requirements of 49 CFR 623.

Yes.

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

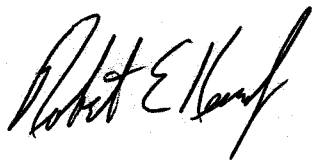
Date: September 4, 2007

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.



Robert Kenerson, BACTS Director

Date: August 21, 2007