

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEAR 2000-2002

October 1, 1999 through September 30, 2002

PREPARED BY

BANGOR AREA COMPREHENSIVE TRANSPORTATION SYSTEM

POLICY COMMITTEE

APPROVED BY BACTS POLICY COMMITTEE ON JULY 27, 1999

TABLE OF CONTENTS

INTRODUCTION	Page 1
BACTS METROPOLITAN PLANNING AREA MAP.....	Page 2
PROJECT SELECTION.....	Page 3
PROJECT RATING	Page 3
PRIORITIZED PROJECT LISTING.....	Page 6
FUNDING	Page 7
PUBLIC COMMENT PROCESS	Page 7
CERTIFICATION OF PRIVATE ENTERPRISE PARTICIPATION.....	Page 7
AIR QUALITY CONFORMITY.....	Page 7
YEARLY PROJECT LISTING.....	Page 8
ENHANCEMENT PROJECTS LISTING	Page 9
SAFETAY PROJECTS LISTING	Page 9
TRANSIT CAPITAL LISTING.....	Page 11
OPERATING TRANSIT LISTING.....	Page 11
TRANSIT PREVENTIVE MAINTENACE.....	Page 11
MDOT STATE PROJECT LIST FOR BACTS	Page 12
DEFINITIONS.....	Page 25
APPENDIX A - BACTS 2000 MPO SELF CERTIFICATION.....	Page A-1
APPENDIX B - METROPOLITIAN TRANSPORTATION PLANNING PROCESS CERTIFICATION.....	Page B-1

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) funds, Federal Transit Administration (FTA) funds, Maine Department of Transportation (MDOT) funds, and local matching funds during the Fiscal Year Biennium 2000-01 as well as those projects anticipated to be funded during the Fiscal Year 2002.

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.

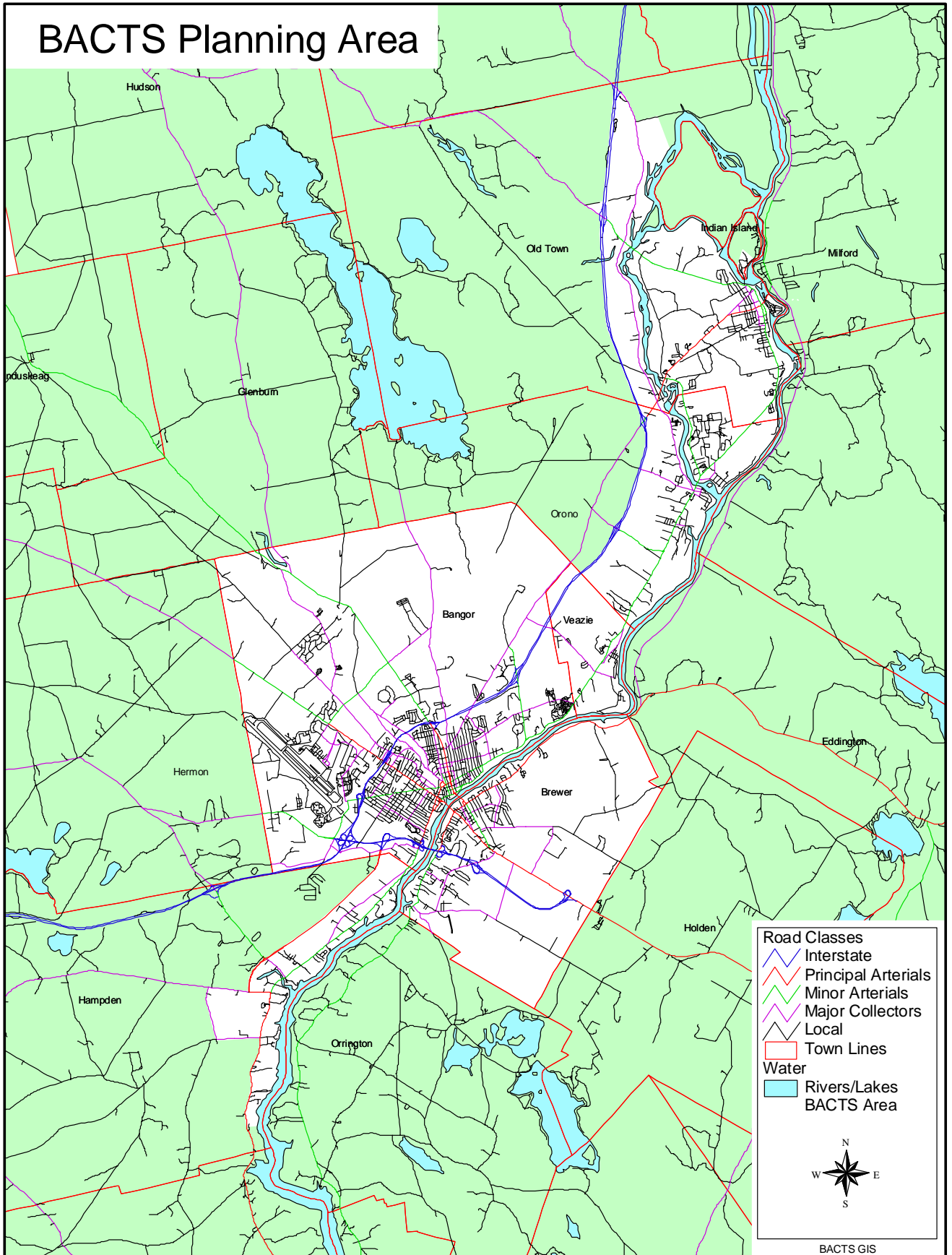
The 1980 U.S. Census determined that the Bangor Urbanized Area defined by the Bureau of Census exceeded the threshold requirement of 50,000 population for the establishment of a planning agency (an MPO) to manage federal funding for transportation. In 1982 the Governor of the State of Maine in accord 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, and Orono. By definition, no federal funds may be encumbered on transportation activities within the BACTS planning area unless the BACTS TIP lists those expenditures.

BACTS Planning Area



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 TEA-21 and MDOT there are several categories of projects listed in this TIP document. All transportation related projects on which federal funding will be expended during FY 2000-2001 or is planned to be expended during FY 2002 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 The BUS are listed in this TIP document.

Carryover projects are listed in this TIP. They are projects which were approved under previous programs which 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 a project rating criteria in the spring of 1998 that was adopted by the BACTS Policy Committee.

The BACTS rating criteria used for evaluating the projects is shown on page 4 & 5.

2000-2002 BACTS Project Rating Criteria

Reconstruction & Resurfacing

Criteria

Point Values

Functional Classification

Principal Arterial	40
Minor Arterial	24
Major Collector	14

PCR

PCR Under 2.4 = 15	For Recon
PCR Under 2.4 = 40	For Resurf

PCR Over 3.19 = 0

PCR Between 2.39-3.19
 For Recon = (3.2 - PCR) X 18.75
 For Resurf = (3.2 - PCR) X 50

Geometrics

Recon. & Rehab Only

- 5 Points if the **Vertical Alignment** will be improved to meet Standards
- 5 Points if the **Horizontal Alignment** will be improved to meet Standards
- 5 Points if the **Pavement Width** will be improved to meet Standards
- 5 Points if the **Shoulder Width** will be improved to meet Standards
- 5 Points if the **Structural Integrity** will be improved to meet Standards
- 5 Points if the **Drainage** will be improved to meet Standards.

50% of the points will be given if the above criteria are improved but not up to standards.

Cost Effectiveness

$$CE = (1 - ((\frac{\text{Cost}}{(\text{DL})(\text{VMT})}) \times 0.1)) \times 20$$

DL = Design Life Recon 20 years
 Rehab 16
 Heavy Overlay 12
 Light Overlay 10

Intersections

Criteria

Point Values

Functional Class

Principal Arterial = 16
Minor Arterial = 10
Major Collector 6

Safety

PI = 0.125 X Percent PI
(Not to exceed 5 Points)

CRF = 2.27 X CRF
(Not to exceed 5 Points)

Δ Stopped Delay (Signalized only)

(60 - Delay_{after}) X 0.66
(Not to exceed 30 Points)

MUTCD Signal Warrants (Unsignalized only)

Meets 1 Warrant 10 points
Meets 2 Warrants 20 Points
Meets 3 Warrants 30 Points

Cost Effectiveness

CE = (1 - $\frac{\text{Cost}/\$50}{\text{MEV}}$) X 20

Geometrics

6 Points if the **Turning Radius** will be improved to meet Standards
6 Points if the **Lane Width** will be improved to meet Standards
6 Points if the **Signal Placement** will be improved to meet Standards
6 Points if the **Horizontal/Vertical Alignment** will be improved to meet Standards

50% of the points will be given if the above criteria are improved but not up to standards.

PRIORITIZED PROJECT LISTING

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

Rank	Project ID	Municipality	Description	Functional Class	Street	Project Location	Total Cost	Cum Cost
A	00-01-01	Bangor	Intersection	Principal Arterial		Bangor Central Business district. Traffic circulation and management. Phase I	\$150,000	\$150,000
B	00-01-05	Bangor	Intersection	Principal Arterial		Realignment of Main St./Railroad Street/ Summer Street intersection.	\$155,000	\$305,000
C	BACTS Backlog Project	Hampden	Recon/Rehab	Minor Arterial	Main Road/ Route 1A	Start where previous Backlog Project ended and continue towards Hampden	\$700,000	\$1,005,000
1	00-01-12	Bangor	Resurfacing	Principal Arterial	Broadway	Somerset Street to Stillwater Ave.	\$157,000	\$1,162,000
2	00-01-11	Bangor	Resurfacing	Principal Arterial	Oak Street	State Street to York Street	\$160,000	\$1,322,000
3	00-02-02	Brewer	Resurfacing	Principal Arterial	Wilson Street	Beg. at Main Street & ext to I-395	\$244,000	\$1,566,000
4	00-01-18	Bangor	Resurfacing	Principal Arterial	Main Street	Lower Main Street-Union Street to Railroad overpass.	\$116,000	\$1,682,000
5	00-03-02	Orono	Resurfacing	Minor Arterial	Park Street	Beg. at College Avenue & ext. to Crosby Street	\$335,000	\$2,017,000
6	00-04-06	Old Town	Resurfacing	Principal Arterial	Center Street	Beg just NO Stillwater and extend to Fourth Street	\$135,000	\$2,152,000
7	00-01-15	Bangor	Resurfacing	Minor Arterial	Outer Hammond Street (bulge).	I-395 to old dead end section of Hammond & Odlin Road to 5th Street	\$202,000	\$2,354,000
8	00-05-03	Hampden	Resurfacing	Minor Arterial	Western Avenue	From Route 1A to Mayo Road	\$252,400	\$2,606,400
9	00-04-02	Old Town	Resurfacing	Major Collector	Bennoch Road	Beg at Stillwater and extend to change in x-section just beyond Kirkland	\$121,000	\$2,727,400
10	00-01-16	Bangor	Resurfacing	Minor Arterial	State Street	State Street-Fruit Street to Hogan Road	\$365,000	\$3,092,400
11	00-01-14	Bangor	Resurfacing	Minor Arterial	Hancock/ Washington	Hancock Street, Oak to Washington and Washington Street, Penobscot Bridge to Hancock.	\$155,000	\$3,247,400
12	00-04-11	Old Town	Resurfacing	Minor Arterial	Route 43	From I-95 to Davis	\$180,000	\$3,427,400
13	00-03-03	Orono	Resurfacing	Minor Arterial	Park Street	Beg. at Rangley Road & ext. to "Talmar Wood" main entrance	\$74,000	\$3,501,400
14	00-01-13	Bangor	Resurfacing	Minor Arterial	Hammond Street	Fifth Street to Odlin Road	\$375,000	\$3,876,400
15	00-06-04	Veazie	Resurfacing	Minor Arterial	Route 2	From Chase Road to the Bangor City line	\$225,000	\$4,101,400
16	00-01-19	Bangor	Resurfacing	Major Collector	Maine Avenue	Maine Avenue-Vermont Avenue to Hammond Street	\$245,000	\$4,346,400
17	00-04-05	Old Town	Resurfacing	Major Collector	Stillwater Ave	Beg at North Main and extend to Center Street	\$195,000	\$4,541,400
18	00-03-04	Orono	Resurfacing	Major Collector	Forest Avenue	Beg. at Bennoch Road & ext to Noyes Drive	\$145,000	\$4,686,400
D	00-01-02	Bangor	Intersection	Principal Arterial	Various	Bangor Central Business District-traffic circulation and management-Long Term Improvements	\$135,000	\$4,821,400
BACTS FY 2000-2001 TIP							Page 6	
E	00-01-20	Bangor	Intersection	Various	Various	Hammond Street and Ohio Street, Hogan Road and Mt. Hope Ave, Stillwater Ave and Essex St, Union Street at I-95(2)	\$75,000	\$4,896,400

FUNDING

A requirement of the TEA-21 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. MDOT has given BACTS a targeted funding level for both FHWA and FTA funding for planning, operating, and capital projects. The BACTS Policy Committee has followed MDOT guidelines in developing this TIP.

Municipalities and agencies receiving funds in this TIP have indicated that they are willing to provide the local share for all projects submitted and approved in this TIP. While existing agency boards and municipal councils cannot obligate funds beyond their current fiscal year, historically all agencies and municipalities have honored their commitment and provided local match for all available federal funding.

The BACTS Policy Committee will continue to require reasonable assurances that local funds will be available to match federal funds before allocating funding through the TIP process. One of the ways BACTS accomplishes this review is by including municipal elected officials, managers, and planners on both BACTS Committees and they know the details of each municipality's finances.

A reasonable amount of substitute projects are also prioritized and listed in this TIP in case unforeseen circumstances occur (environmental delays, other sources of funding become available, or new regulations eliminate planned improvements) that prevent any projects from proceeding to completion.

PUBLIC COMMENT PROCESS

The TEA-21 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, May 1997." 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.

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 which would appear to have any effects which would diminish air quality. There are projects that could improve air quality.

YEARLY PROJECT LISTING

FY 2000-2001

Rank	Project ID	Municipality	Description	Functional Class	Street	Project Location	Total Cost	Cum Cost
A	00-01-01	Bangor	Intersection	Principal Arterial		Bangor Central Business district. Traffic circulation and management. Phase I	\$150,000	\$150,000
B	00-01-05	Bangor	Intersection	Principal Arterial		Realignment of Main St./Railroad Street/ Summer Street intersection.	\$155,000	\$305,000
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11	00-01-14	Bangor	Resurfacing	Minor Arterial	Hancock/ Washington	Hancock Street, Oak to Washington and Washington Street, Penobscot Bridge to Hancock.	\$155,000	\$3,247,400
12	00-04-11	Old Town	Resurfacing	Minor Arterial	Route 43	From I-95 to Davis	\$180,000	\$3,427,400
13	00-03-03	Orono	Resurfacing	Minor Arterial	Park Street	Beg. at Rangley Road & ext. to "Talmar Wood" main entrance	\$74,000	\$3,501,400

FY2002

Rank	Project ID	Municipality	Description	Functional Class	Street	Project Location	Total Cost	Cum Cost
14	00-01-13	Bangor	Resurfacing	Minor Arterial	Hammond Street	Fifth Street to Odlin Road	\$375,000	\$3,876,400
15	00-06-04	Veazie	Resurfacing	Minor Arterial	Route 2	From Chase Road to the Bangor City line	\$225,000	\$4,101,400
16	00-01-19	Bangor	Resurfacing	Major Collector	Maine Avenue	Maine Avenue-Vermont Avenue to Hammond Street	\$245,000	\$4,346,400
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D	00-01-02	Bangor	Intersection	Principal Arterial	Various	Bangor Central Business District-traffic circulation and management-Long Term Improvements	\$135,000	\$4,821,400
E	00-01-20	Bangor	Intersection	Various	Various	Hammond Street and Ohio Street, Hogan Road and Mt. Hope Ave, Stillwater Ave and Essex St, Union Street at I-95(2)	\$75,000	\$4,896,400

ENHANCEMENT PROJECTS LISTING

Municipalities	Lead Unit/Type of Work/Scope of Work	PIN	Estimated Cost	Route/Road Name	Description	Functional Class
Old Town	Planning, Research & Community Services / Transportation Enhancements / Scenic Enhancements	7783.00	\$400,000		Development of pathways, viewing areas and landscaping on the waterfront; landscaping & site furnishings at Peace Pipe Park. Non-Federal match (20%) to be provided by the local municipality.	

SAFETY PROJECT LISTING

Municipalities	of Work/Scope of Work	PIN	Estimated Cost	Route/Road Name	Description	Functional Class
Bangor	Project Development / Safety / Install Traffic Signals	8880.00	\$51,000	Griffin Road	Installation of traffic signals at the intersection of Kenduskeag Avenue and Griffin Road	Minor Arterial Urban
Bangor	Project Development / Safety / Modify Traffic Signals	8882.00	\$48,000	Griffin Road	Improvements to the traffic signals at the intersection of Ohio Street and Griffin Road	Minor Arterial Urban
Bangor	Project Development / Safety / Traffic Control Measure	8883.00	\$30,000	Mount Hope Ave	Traffic Calming Measures at the intersection of Mount Hope Avenue and Howard Street.	Collectors Urban
Brewer	Project Development / Safety / Modify Traffic Signals	8884.00	\$92,000	Route 1A	Upgrading of traffic signals at the intersection of Wilson Street (Route 1A) and Main Street (Route 9/15).	Principal Arterial Urban
Orono	Project Development / Safety / Highway Improvements	8887.00	\$410,000	Stillwater Avenue	Safety improvements at the intersection of Interstate 95 NB off ramp and Stillwater Avenue/ Godfrey Drive	Principal Arterial Urban

TRANSIT ELEMENT

TRANSIT CAPITAL LISTING

TRANSIT CAPITAL NEEDS (Sect. 5307)

NO.	Funding Category	Funding Area	Type of Project	Project	Total Costs	Funding			FY for Project
						Federal	State	Local	
1	FTA Sec.5307	BACTS	Capital	The Bus 1 25 pass. bus	237,600	190,080		47,520	2000
2	FTA Sec.5307	BACTS	Capital	The Bus 1 25 pass. bus	246,400	197,120		49,280	2001
3	FTA Sec.5307	BACTS	Capital	The Bus Support Equip	15,000	12,000		3,000	2001
4	FTA Sec.5307	BACTS	Capital	The Bus Support Equip	15,000	12,000		3,000	2002

OPERATING TRANSIT LISTING

OPERATING ASSISTANCE PROGRAM (Sect 5307)

NO.	Funding Category	Funding Area	Type of Project	Project	Total Costs	Funding			FY for Project
						Federal	State	Local	
1	FTA Sec.5307	BACTS	Operating	Fixed Route "The Bus"	342,007	152,758	36,491	152,758	2000
2	FTA Sec.5307	BACTS	Operating	Fixed Route "The Bus"	342,007	152,758	36,491	152,758	2001
3	FTA Sec.5307	BACTS	Operating	Fixed Route "The Bus"	342,007	152,758	36,491	152,758	2002

PREVENTIVE MAINTENANCE LISTING

PREVENTATIVE MAINTENANCE PROGRAM (Sect 5307)

NO.	Funding Category	Funding Area	Type of Project	Project	Total Costs	Funding			FY for Project
						Federal	State	Local	
1	FTA Sec.5307	BACTS	PM	Fixed Route "The Bus"	100,598	80,478		20,120	2000
2	FTA Sec.5307	BACTS	PM	Fixed Route "The Bus"	113,695	90,956		22,739	2001
3	FTA Sec.5307	BACTS	PM	Fixed Route "The Bus"	125,000	100,000		25,000	2002

Please note:

- a) It is assumed that the State Capital assistance program is not available FY 2000-2002.
- b) Bus Support equipment needs FY2000 will be funded using FY1999 carryover.

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 which provides money as voted by Congress to states for highway related projects
FTA	Federal Transit Administration - the agency at the federal level which provides money as voted by Congress to states for transit related projects
ISTEA	Intermodal Surface Transportation Efficiency Act - the previous rules promulgated by Congress 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
TEA-21	Transportation Efficiency Act of the 21 st Century - the rules promulgated by Congress which direct the activities of the federal Department of Transportation (FHWA & FTA) and eventually control how BACTS can spend allocated funding
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

2000

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, and Veazie 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 1997.

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 1995.

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 as needed by the Maine Department of Transportation and BACTS.

D. Unified Planning Work Program (UPWP)

1. Is the UPWP endorsed by the MPO?

Yes ... the UPWP is endorsed at the beginning of each Fiscal Year 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.

August 19, 1997.

2. Does the TIP cover a period of not less than three 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:

___ 1. Receive full certification as defined in CFR 450.114

Signature _____
MPO Chairperson

Date _____

MDOT Concurrence

Signature _____
Director, Bureau Planning

Date _____

APPENDIX B

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION
(To be submitted with each Metropolitan Transportation Improvement Program)

In accordance with 23 CFR 450.334, the MAINE Department(s) of Transportation* and the Bangor Area Comprehensive Transportation System (BACTS) Metropolitan Planning Organization for the Greater Bangor urbanized area(s) 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), 23 U.S.C. 135, and 23 CFR part 450.220;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State Under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (Sec. 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulation;
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)). (Note -- only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary)

BACTS

Metropolitan Planning Organization

Signature
Chairperson, BACTS Policy Committee

Title

Date

State Department of Transportation*

Signature

Title

Date

* Use other name(s) as appropriate to the particular state. If the MPO's planning area is in more than one State; all applicable States must sign.