



BACTS

Bangor Area Comprehensive Transportation System

UNIFIED PLANNING WORK PROGRAM

FY-2001

July 1, 2000 through June 30, 2001

Approved by the BACTS Policy Committee on May 25, 2000

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INTRODUCTION

This Fiscal Year 2001 Unified Planning Work Program (UPWP) has been developed to specify and direct the activities of the Bangor Area Comprehensive Transportation System (BACTS) during the fiscal year beginning July 1, 2000 to June 30, 2001. This program satisfies the requirements of the Federal Highway and Federal Transit Administration detailed in 23 CFR Part 450, Subpart A, which specifies and governs the activities of Metropolitan Planning Organizations (MPO). The municipalities of Bangor, Brewer, Hampden, Old Town, Orono, and Veazie operate the BACTS MPO together with the Maine Department of Transportation (MDOT) to carry out the federally mandated and funded transportation planning process for the Bangor urbanized area designated by the Bureau of Census.

BACTS prepares a UPWP annually which details all the transportation planning activities scheduled to be accomplished within the MPO's boundaries during the upcoming fiscal year. Further, the Federal and State DOT agencies affected must indicate concurrence with the elements of that plan. There are currently several transportation planning activities that are initiated and programmed by the MDOT and these include planning for interstate activities, major bridge projects, and other programs that reflect statewide transportation corridors or interests.

The primary goal of the BACTS Policy Committee has been to provide for the safe, economical, efficient, effective and convenient movement of people and goods over a multimodal transportation system compatible with the socioeconomic and environmental characteristics of the region. To accomplish this end, BACTS has: 1) cooperated with all local transportation providers in allocating monies to priority programs; 2) cooperated with municipal public works and highway departments to identify needs; and 3) cooperated with the Maine Department of Transportation to prioritize and fund selected projects.

The planning strategy employed by BACTS to reach their goal of developing a balanced transportation system, providing a suitable mix of highway and public transit services, improving arterial streets, modernizing traffic controls, keeping The BUS operating at reasonable fares and expanding the urban transportation system to meet changing social and economic needs has been driven by economic response to highest priority situations. This strategy relates to economic realities, to practical solutions, to political viability, and to the choices in the marketplace. BACTS has been able, with the help of consultants, to identify priority areas relating to highway and transit that need improvement and to quantify the costs for those projects.

The "BACTS Public Involvement in Metropolitan Transportation Planning" policy, adopted in May 1997, will provide the minimum guide for public involvement. It is BACTS' intent to provide the public the opportunity for reasonable involvement while developing and carrying out the FY-2001 UPWP.

This FY-2001 UPWP continues to maintain the programs and data bases previously developed and to establish new plans, programs, and data bases to further advance the planning process in the BACTS area. This Unified Planning Work Program defines the multimodal transportation planning activities to be accomplished in the BACTS urban area during FY 2001.

TASK 1. BACTS ADMINISTRATION/COORDINATION

OBJECTIVE

To fund the administrative cost for providing assistance to the BACTS Policy, Technical, and Executive Committees at the local level; for administering and coordinating all aspects of the transportation planning effort between local, state, and federal agencies; and for providing day-to-day direction and coordination of the BACTS MPO process.

PREVIOUS WORK

The director/coordinator function has been staffed since FY 1984 for the purpose of performing the tasks listed above. BACTS also has two full-time positions, a transit planner and a transportation planner.

ACTIVITIES

1. Coordinate basic functions among federal, state and local agencies including Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Maine Department of Transportation (MDOT), Maine State Planning Office (MSPO), Region 3 Regional Transportation Advisory Committee (RTAC) and Eastern Maine Development Corporation (EMDC & PVCOC).
2. Development of the Unified Planning Work Program (UPWP).
3. Develop and send out the quarterly BACTS newsletter.
4. Follow the procedures written in the public participation policy adopted by Policy committee
5. Begin the FY 2002-2004 Transportation Improvement Program.
6. Preparation of the agenda, minutes, monthly status reports, quarterly reports and summary information, and attendance at all committee meetings.
7. Maintenance of a current financial status sheet for federal/state transportation planning funds as well as proper care and flow of funds.
8. Update the BACTS Public Involvement Document.

PRODUCT

FY 2002 Unified Planning Work Program; begin FY 2002-2004 TIP, updated BACTS Public Involvement Document; progress reports, agenda, and minutes of meetings; and administration of the transportation planning process in the BACTS area.

AGENCY RESPONSIBILITY

TASK 1A)	BACTS FHWA Admin./Coord.:	66 person-weeks
TASK 1B)	BACTS FTA Admin./Coord.:	7 person-weeks

FUNDING

Programmed Amount for FY 2000:	\$115,000.	(\$110,000 – PL Funds; \$5,000 FTA Section 5303)
Estimated Expenditure for FY 2000:	\$82,000.	(\$77,000 - PL Funds; \$5,000 FTA Section 5303)
Estimated Cost for FY 2001	\$121,000	(\$111,000 – PL Funds; \$10,000 FTA Section 5303)

TASK 2. CAPITAL EXPENDITURES PROGRAM

OBJECTIVE

To develop the capability of the BACTS staff to respond to regional traffic and data development needs of the BACTS municipalities.

PREVIOUS WORK

BACTS has bought computers, computer parts and accessories, software and books

ACTIVITIES

The following items are recommended for purchase in FY 2001:

1. New computer and monitor for Traffic Technician.
2. Software maintenance costs.
3. Misc. computer parts and software.

PRODUCT

New computer, software maintenance costs, and misc. computer parts and software.

AGENCY RESPONSIBILITY

BACTS Policy Committee:

FUNDING (PL)

Programmed Amount for FY 2000:	\$10,000	(\$7,000 - PL Funds; \$3,000 FTA Section 5311(b)2)
Estimated Expenditure for FY 2000:	\$11,500	(\$7,000 - PL Funds; \$4,500 FTA Section 5311(b)2)
Estimated Cost for FY 2001:	\$15,000	

TASK 3. BACTS TRAINING

OBJECTIVE

To provide funds for BACTS staff, BACTS Policy Committee members, or BACTS Technical Committee members to attend technical workshops, seminars, training, classes, etc..

PREVIOUS WORK

This task has provided funds for BACTS staff to attend technical workshops, national conferences, seminars, training, classes, etc.

ACTIVITIES

BACTS staff or committee member attendance at technical workshops, seminars, training, classes, etc.

PRODUCT

No specific product is associated with this task.

AGENCY RESPONSIBILITY

BACTS: 3 person-weeks

FUNDING (PL)

Programmed Amount for FY 2000:	\$10,000	(\$8,000 - PL Funds; \$2,000 FTA Section 5311(b)2)
Estimated Expenditure for FY 2000:	\$2,400	(\$2,000 - PL Funds; \$400 FTA Section 5311(b)2)
Estimated Costs for FY 2001:	\$10,000	(\$8,500 – PL Funds; \$1,500 FTA Section 5311 (b)(2))

TASK 4. BACTS AUDIT REVIEW

OBJECTIVE

To hire an independent auditor to investigate BACTS financial operations and report on any findings. MDOT and BACTS will review and accept the findings of the auditor for the prior-year annual program audit.

PREVIOUS WORK

Audits have been completed as necessary and were reviewed and accepted.

ACTIVITIES

An independent audit firm will be retained to perform audit and testing as required by federal regulations. These prior-year annual program audits will be reviewed and accepted by MDOT.

AGENCY RESPONSIBILITY

Consultant: MPO audit as necessary

FUNDING (PL)

Programmed Amount for FY 2000	\$3,000
Estimated Expenditures for FY 2000	\$3,000
Estimated Costs for FY 2001	\$4,000

TASK 5. DATA COLLECTION ACTIVITIES

OBJECTIVE

To obtain additional data to supplement MDOT data. The data acquired through this task will be used to support the urban transportation planning process and to support the traffic model development for the BACTS area.

PREVIOUS WORK

During FY 97 BACTS conducted approximately 70 classification counts, 30 volume counts and 7 turning movement counts. During FY 98 BACTS conducted approximately 95 volume counts and 10 turning movement counts. During FY 99 BACTS conducted approximately 95 volume counts and 10 turning movement counts. BACTS also performed 624 pavement ratings on 140 ± miles of road during FY 97. During FY 99 BACTS updated the pavement management database with 1998 pavement condition data. BACTS assisted in the collection of traffic signal inventory during FY 2000.

ACTIVITIES

1. Continue to implement the recommendations of the BACTS Traffic Data Collection Study completed in FY 94.
2. Conduct 48-hour traffic counts at locations where needed and requested.
3. Complete the collection of traffic signal inventory in the BACTS area.
4. Continue to collect other necessary data that is required for BACTS to carry out its planning responsibilities, such as; pavement data, speed and delay information, signal timing and phasing, and turning movement counts.

PRODUCTS

1. Additional traffic counts for the BACTS planning area.
2. Complete traffic signal inventory.
3. Other planning information as outlined in the activity number 3 above.

AGENCY RESPONSIBILITY

BACTS: 24 person-weeks

FUNDING (PL)

Programmed Amount for FY 2000	\$20,000
Estimated Expenditures for FY 2000	\$20,000
Estimated Costs for FY 2001	\$40,000

TASK 6. TRAFFIC DATA BASE MAINTENANCE

OBJECTIVE

To maintain and update the existing BACTS Traffic databases. Traffic data will be input into the BACTS Pavement Management System, the Street and Highway databases, signal view software, and any other data bases developed by BACTS. Traffic data may include TINIS data, directional and classification counts, turning movement counts, traffic signal inventory, accident statistics, speed and delay studies, signal phasing, etc.

PREVIOUS WORK

During FY 2000, BACTS entered traffic counts, traffic signal locations, location of recent resurfacing projects, and the location BACTS construction projects into a computer database. Databases also exist from the Truck Route Study, Major Street and Highway Study, for data received from MDOT, and for other information.

ACTIVITIES

1. Continue to update databases with any new data that is collected under Task 5.
2. Update databases with any information that is acquired from MDOT.
3. Continue to use the databases to supply traffic data for programs such as the TIP.

PRODUCT

Databases, technical memorandum, and maps detailing the count locations and AADT, with peak hour counts, directional counts, truck traffic, speed information, and a summary of anticipated corridor growth/decline where possible. Usable databases that will provide BACTS with the data that are needed for its planning activities.

AGENCY RESPONSIBILITY

BACTS: 18 person-weeks

FUNDING (PL)

Programmed Amount for FY 2000:	\$20,000
Estimated Expenditure for FY 1999:	\$20,000
Estimated Cost for FY 2001:	\$30,000

TASK 7. TRAVEL DEMAND MODELING ACTIVITIES

OBJECTIVE

To maintain the database for travel forecast/land use modeling, and to operate the model for various traffic and land use scenarios in the BACTS area.

PREVIOUS WORK

The BACTS Policy Committee has supported the development of a travel demand-forecasting model. Since hand-over by the consultants, the BACTS staff has worked to correct network and socioeconomic data errors and deficiencies, and to calibrate the model. During FY1998 socioeconomic data was acquired and examined for developing a methodology for forecasting. During FY 1999, socioeconomic forecasts were completed, and BACTS supplied the MDOT with employment data, and networks for the BACTS model area for the statewide model. During FY 2000, some work was conducted in anticipation of desegregating the regional socioeconomic forecasts to the TAZ level. Examination of how the MDOT forecasts of traffic at the boundaries of the BACTS model area would be incorporated into the BACTS model was conducted.

ACTIVITIES

1. Continue to train staff members in the structure and the use of the BACTS Travel Demand Forecasting Model in order to accomplish future simulation of travel conditions.
2. Develop future networks.
3. Forecast traffic volumes.
4. Prepare forecasts based on customized scenarios requested by municipalities and the MDOT.

The activities will be largely controlled by the needs of the long range plan (20-yr plan update) currently being developed.

PRODUCT

1. A calibrated and operating BACTS Travel Demand Forecasting Model and trained model operators.
2. Traffic volume forecasts for 2000, 2005, 2010, 2015,2020, and for various network and policy options.

AGENCY RESPONSIBILITY

BACTS: 12 person-weeks

FUNDING (PL)

Programmed Amount for FY 2000:	\$10,000
Estimated Expenditure for FY 2000:	\$10,000
Estimated Cost for FY 2001:	\$20,000

TASK 8. BACTS SIGNAL IMPROVEMENT ACTIVITIES

OBJECTIVE

Continue to develop a plan to improve traffic signal operations in the BACTS area

PREVIOUS WORK

BACTS had a study conducted in FY-96 in the Bangor Central Business District. A signal inventory is about 75% complete. During FY-00 BACTS assisted municipalities with the evaluation of signal timing and phase changes. Assistance was provided for the following locations: intersection of State and Main in Brewer; intersection of Stillwater and Godfrey in Orono; and other various locations

ACTIVITIES

1. Continue the subcommittee meetings to determine what problems there are.
2. Continue to develop a recommended course of action to alleviate these problems.
3. Coordinate three (3) major traffic signal corridors in the BACTS area.
4. Develop a "running red at signal" awareness program.
5. Investigate the development of a regional cooperative effort to purchase, maintain, optimize and prioritize the improvement of the traffic signal system in the BACTS area.

PRODUCTS

A plan to improve traffic signal operations in the BACTS area

AGENCY RESPONSIBILITY

BACTS: 18 person-weeks

FUNDING (PL)

Programmed Amount for FY 2000	\$15,000
Estimated Expenditures for FY 2000	\$15,000
Estimated Costs for FY 2001	\$30,000

TASK 9. BICYCLE/PEDESTRIAN PLANNING

OBJECTIVE

To perform Bicycle/Pedestrian Planning activities, so that the needs of bicyclist and pedestrians are integrated into the transportation and land use planning in the BACTS area.

PREVIOUS WORK

During FY1996 and FY 1997, the Bicycle/Pedestrian component of the BACTS Comprehensive Transportation plan was completed and adopted by the BACTS Policy Committee. During FY 1998, local walking trails were studied, and the Bangor Regional Chamber of Commerce prepared a regional snowmobile map for publication. During FY 1999, assistance was given to Orono relating to an off-road hiking trail, and to Old Town relating to an enhancement project along Stillwater Ave. In FY 2000, BACTS was consulted by MDOT on the need for bicycle and pedestrian facilities on Stillwater Avenue in Bangor, and Orono, so that those needs could be incorporated in projects currently being designed. Assistance was also given to Orono relating to the planning provision of a pedestrian link from the University of Maine to the Research & Development Park. BACTS was active in the development of the Region 3 RTAC shoulder paving priorities plan.

ACTIVITIES

1. To incorporate BACTS bicycle and pedestrian policies into BACTS transportation planning activities and projects.
2. To coordinate RTAC 2 and 3 bicycle and pedestrian planning initiatives with BACTS plans and policies.
3. To assist groups advocating off-road trails and paths in the BACTS area, such as Bangor Region Trails.
4. To assist BACTS municipalities in bicycle and pedestrian planning.
5. To review BACTS municipalities' land use ordinances for their compatibility with bicycle and pedestrian requirements.

PRODUCT

BACTS plans and projects that address the needs of bicyclists and pedestrians.

AGENCY RESPONSIBILITY

BACTS: 10 Person Weeks

FUNDING (PL)

Programmed Amount for FY 2000:	\$5,000
Estimated Expenditure for FY 2000:	\$5,000
Projected Amount for FY 2001:	\$15,000

TASK 10. LONG RANGE TRANSPORTATION PLAN

OBJECTIVE

To update the 20-year Long Range Transportation Plan (LRTP) for the BACTS area

PREVIOUS WORK

The Long Range Transportation Plan was last updated in 1995.

ACTIVITIES

1. Collect data for the LRTP.
2. Conduct public participation activities throughout the process
3. Develop a draft LRTP that addresses the expected transportation needs within the next twenty-years in the BACTS area.
4. Produce a final LRTP.

PRODUCT

A 20-year Long Range Transportation Plan (LRTP) for the BACTS area.

AGENCY RESPONSIBILITY

BACTS: 15 person-weeks

FUNDING (PL)

Programmed Amount for FY 2000	\$25,000.	
Estimated Expenditures for FY 2000	\$25,000.	
Estimated Costs for FY 2001	\$25,000	(\$20,000 – PL Funds; \$5,000 FTA Section 5307)

TASK 11. SHORT RANGE TRANSIT PLANNING

OBJECTIVE

To perform activities of short range transit planning and analysis including analysis of operation and service planning.

PREVIOUS WORK

During FY 1997 the transit planner completed the updates to the ADA Paratransit plan, developed a marketing effort aimed at implementing recommendations included in the Transit Needs Study completed by consultants in FY 96, prepared Capital and Operating assistance Grant applications to the FTA on behalf of the Bus, developed the Transit element of the BACTS 1998-2000 TIP, and amendment of the transit element of the BACTS 1996-1998 TIP, prepared the Section 15 National Transit Database report, and investigated route and service changes.

During FY 1998 the transit planner implemented recommendations included in the Transit Needs Study completed by consultants in FY 96; such as new schedules, tracked trends in ridership and fare-revenues, prepared Capital and Operating assistance Grant applications to the FTA on behalf of the Bus, examined Section 5307 funding options, prepared the Section 5335 National Transit Database report, and investigated route and service changes.

During FY 1999 the transit planner implemented recommendations included in the Transit Needs Study completed by consultants in FY 96; such as route marking, tracked trends in ridership and fare-revenues, developed a capital and operating expenditure plan for the lifetime of TEA21, prepared Capital and Operating assistance Grant applications to the FTA on behalf of the Bus, prepared the Section 5335 National Transit Database report, and investigated route and service changes. The transit planner also assisted the Bus, and the MDOT in the FTA Triennial Review of its operations. Assistance was provided to Commute-another-way week, which will be organizing employer-based alternative commuting activities during June 99.

PROPOSED ACTIVITIES

1. Conduct Operations and Service Planning, including; analysis of fixed route and paratransit conditions, and ridership surveys (boarding/exiting surveys, origin destination surveys, etc. as needed to satisfy local needs and Section 5335 reporting guidelines)
2. Conduct Financial Management Planning, including; maintaining financial documents and continued analysis of transit costs (fare-box return, cost/mile, and other expense and revenue data as required by NTD Reporting Guidelines)
3. Continue implementation of marketing effort, and develop additional possibilities.
4. Prepare applications for Operating and Capital Grants for the Bus to the FTA, including documentation for intergovernmental review, and public notices.
5. Investigate and recommend route and service changes.

6. Hire a temporary person to mark utility poles along each transit route to highlight the location of individual bus routes in the BACTS area, and to carry out surveys of transit ridership for use in the redesign of routes.

PRODUCTS

1. Reports and Technical Memorandums on Operations and Service Planning
2. Applications to the FTA for Operating and Capital Grants for the Bus

AGENCY RESPONSIBILITY

BACTS: 20 person weeks

FUNDING (FTA)

Programmed Amount for FY 2000	\$55,000 - FTA Section 5307
Estimated Expenditures for FY 2000	\$55,000
Estimated Costs for FY 2001	\$30,000 - FTA Section 5303

TASK 12. UNIVERSITY TRANSPORTATION STUDY

OBJECTIVE

To conduct a study of the transportation needs of the University of Maine (Orono), and ITS impacts on the transportation system of the surrounding area.

PREVIOUS WORK

BACTS has conducted many studies, including; corridor studies, public transportation needs studies, and feasibility studies, using the services of consultants.

PROPOSED ACTIVITIES

1. To secure the services of a consultant.
2. To work with the consultant, providing oversight, and data as necessary.

PRODUCTS

A report describing the current conditions both on-campus and in the surrounding area, forecasts of future conditions, and detailed recommendations for addressing the deficiencies discovered during the studies.

AGENCY RESPONSIBILITY

BACTS: 7 person weeks

FUNDING: (FTA)

Estimated Costs for FY 2001: \$100,000 - FTA Section 5303

TASK 13. ALTERNATIVE ANALYSIS FOR CALAIS BRANCH CONNECTION BETWEEN BANGOR AND ACADIA NATIONAL PARK.

OBJECTIVE

To conduct a feasibility study analyzing alternatives for the Calais Branch between Bangor and Acadia national Park.

PREVIOUS WORK

None

ACTIVITIES

The Maine Department of Transportation will hire a consultant to conduct a feasibility study of passenger connections between Bangor and Trenton, including utilizing the Calais Branch Rail Line.

PRODUCTS

Feasibility study analyzing alternatives for the Calais branch between Bangor and Acadia National Park.

AGENCY RESPONSIBILITY

MDOT

FUNDING (PL)

Programmed Amount for FY 2000	\$0
Estimated Expenditures for FY 2000	\$0
Estimated Costs for FY 2000	\$613,175

TASK 14 PEDESTRIAN SAFETY PROJECTS

OBJECTIVE

Study the effectiveness of in-pavement LED flashing lights at two mid-block crosswalks in the BACTS area.

PREVIOUS WORK

None in this area.

ACTIVITIES

This task would include three phases: 1) conduct an existing pedestrian accident inventory and tally of vehicles stopping at the selected crosswalks both in the daylight and at night prior to installation of in-pavement LED flashing lights; 2) installation of in-pavement LED flashing lights at two mid-block crosswalks in the BACTS area; and 3) study of effectiveness of these lights after installation.

PRODUCTS

A report on the effectiveness of in-pavement LED flashing lights at two mid-block crosswalks in the BACTS area.

AGENCY RESPONSIBILITY

BACTS: 6 person weeks

FUNDING

Programmed amount for FY 2000	\$0
Estimated expenditures for FY 2000	\$0
Estimated costs for FY 2001	\$50,000

PUBLIC COMMENTS AFTER NOTICE OF INTENT TO DEVELOP FY-01 UPWP

Barbara Donovan: Program Manager MDOT Office of Passenger Transportation

- ◆ Request you include a task for a Feasibility study of passenger connections between Bangor and Trenton, including utilizing the Calais Branch Rail Line. (See request to amend FY2000 UPWP)

- ◆ Suggest you include a task to study the transportation needs of the University of Maine (Orono) and its impact on the transportation system of the surrounding area.

**BACTS TASK BUDGET SUMMARY
FY 2001 UNIFIED PLANNING WORK PROGRAM**

PIN #	TASK	FY 2001 NEW PL BUDGET	FY 2001 NEW FTA BUDGET	BACTS MAN- WEEKS	FY 2000 BUDGET	TOTAL FY 2001 BUDGET
	1A) FHWA Admin./Coord.	\$111,000		66	\$110,000	\$111,000
	1B) FTA Admin./Coord.		\$10,000	7	\$5,000	\$10,000
	2) Capital Expenditures	\$15,000			\$10,000	\$15,000
	3) BACTS Training	\$8,500	\$1,500	3	\$10,000	\$10,000
	4) BACTS Audit Review	\$4,000			\$3,000	\$4,000
	5) Data Collection Activities	\$40,000		24	\$20,000	\$40,000
	6) Data Base Management	\$30,000		18	\$20,000	\$30,000
	7) Travel Demand Modeling Act.	\$20,000		12	\$10,000	\$20,000
	8) BACTS Signal Improvement Act.	\$30,000		18	\$15,000	\$30,000
	9) Bicycle/Pedestrian Planning	\$15,000		10	\$5,000	\$15,000
	10) Long Range Transportation Plan	\$20,000	\$5,000	15	\$25,000	\$25,000
	11) Short Range Transit Planning		\$30,000	20	\$55,000	\$30,000
	12) University Transportation Study		\$100,000	7		\$100,000
	13) Calais Branch Analysis	\$613,175				\$613,175
	14) Pedestrian Safety Projects	\$50,000		6		\$50,000
BACTS TOTAL		\$956,675	\$146,500	206		1,103,175

**BACTS FHWA PL BUDGET SHARE SUMMARY
FY 2001 UPWP**

PIN #	TASK	BUDGET	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	LOCAL SHARE FROM
	1A) FHWA Admin./Coord.	\$111,000	\$88,800	\$22,200		
	2) Capital Expenditures	\$15,000	\$12,000		\$3,000	EMDC
	3) BACTS Training	\$8,500	\$6,800	\$1,700		
	4) BACTS Audit Review	\$4,000	\$3,200	\$800		
	5) Data Collection Activities	\$40,000	\$32,000		\$8,000	all communities
	6) Data Base Management	\$30,000	\$24,000	\$6,000		
	7) Travel Demand Modeling Act.	\$20,000	\$16,000	\$4,000		
	8) BACTS Signal Improvement Act.	\$30,000	\$24,000	\$6,000		
	9) Bicycle/Pedestrian Planning	\$15,000	\$12,000	\$3,000		
	10) Long Range Transportation Plan	\$20,000	\$16,000		\$4,000	all communities
	13) Calais Branch Analysis	\$613,175	\$490,539	\$122,636		
	14) Pedestrian Safety Projects	\$50,000	\$40,000		\$10,000	*
BACTS TOTAL		\$956,675	\$765,339	\$166,336	\$25,000	

The following is a breakdown of each local share participant:

Bangor 48.7% of \$12,000 = \$5,844.00
 Brewer 17.0% of \$12,000 = \$2,040.00
 EMDC \$3,000.00
 Hampden 7.3% of \$12,000 = \$ 876.00
 Old Town 12.4% of \$12,000 = \$1,488.00
 Orono 11.8% of \$12,000 = \$1,416.00
 Veazie 2.8% of \$12,000 = \$ 336.00

*Local Share to be paid by municipalities in which projects are located.