



UNIFIED PLANNING WORK PROGRAM

Final

FY-2012 & 2013

July 1, 2011 through June 30, 2013

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INTRODUCTION

This fiscal years 2012-2013 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 years beginning July 1, 2011 to June 30, 2013. 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 (MPOs). The municipalities of Bangor, Brewer, Hampden, Old Town, Orono, Veazie, Milford, Bradley, Eddington, Orrington and Penobscot Indian Nation 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 that spans two fiscal years to coincide with the biennial federal allocation of monies. This UPWP details all the transportation planning activities scheduled to be accomplished within the MPO's boundaries during these two upcoming fiscal years. Further, the Federal and State DOT agencies affected must indicate concurrence with the elements of that plan.

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.

BACTS has developed a matrix located on page 21 that lists the 13 tasks in this UPWP and how they relate to the 8 metropolitan planning factors identified by FHWA and FTA.

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 BAT 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 was adopted in July 2010. It will continue to 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 2012 - 2013 UPWP. BACTS has incorporated the principles of Title VI, environmental justice, to try and ensure that all citizens have a voice that will be heard and considered during this process.

This FY 2012 - 2013 UPWP continues to maintain the programs and databases previously developed establishes new plans, programs, and data bases to further advance the planning process in the BACTS area. This UPWP defines the multimodal transportation planning activities to be accomplished in the BACTS urban area during FY 2012 -2013.

TASK 1. ADMINISTRATION/COORDINATION

OBJECTIVE

To fund the administrative cost for providing assistance to the BACTS Policy, Technical, and Signal Committees at the local level; for administering and coordinating all aspects of the transportation planning effort between local, state, and federal agencies; to conduct financial audits as required; 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 senior transit/transportation planner and a transportation technician and one part-time position, an administrative assistant.

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), Comprehensive Economic Development Strategy (CEDS) Transportation Subcommittee, and Eastern Maine Development Corporation (EMDC).
2. Development of the FY 2012-2013 Unified Planning Work Program (UPWP).
3. Preparation of the agenda, minutes, monthly status reports, quarterly reports and summary information, and attendance at all committee meetings.
4. Maintenance of a current financial status sheet for federal/state transportation planning funds as well as proper care and flow of funds.
5. Provide audit information as required by the Federal and State governments.
6. Administer any consultant contracts that may be needed for tasks in this UPWP.

PRODUCT

FY 2012 - 2013 Unified Planning Work Program; progress reports, agenda, and minutes of meetings; and administration of the transportation planning process in the BACTS area.

AGENCY RESPONSIBILITY

TASK 1) BACTS FY 2012-2013: 29 person weeks

FUNDING

Programmed Amount for FY 2010-2011: \$188,434

Estimated Expenditure for FY 2010-2011: \$188,434

Estimated Cost for FY 2012-2013 \$199,625

TASK 2. PROFESSIONAL DEVELOPMENT

OBJECTIVE

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

PREVIOUS WORK

1. BACTS has bought computers, computer parts and accessories, software and books. This task has provided funds for BACTS staff and Policy Committee members to attend technical workshops, national conferences, seminars, training, classes, etc. BACTS has hosted webinars on roundabout design, traffic signal maintenance, changes to the MUTCD and several other courses.

ACTIVITIES

1. BACTS staff time and expenses for attendance at technical workshops, seminars, training, classes, etc.
2. Hosting a technical workshop or webinar on a transportation related topics.
3. The following items are recommended for purchase:
 1. Software maintenance costs;
 2. Misc. computer parts and software; and
 3. Misc. reference books and subscriptions, technical supplies, and memberships.

PRODUCT

Training event expenses and staff time, software maintenance plans, misc. computer parts, software, reference books, subscriptions, technical supplies, and memberships.

AGENCY RESPONSIBILITY

TASK 2) BACTS: FY 2012-2013: 4 person weeks

FUNDING

Programmed Amount for FY 2010-2011:	\$45,090
Estimated Expenditure for FY 2010-2011:	\$38,925
Estimated Cost for FY 2012-2013:	\$42,500

TASK 3. DATA COLLECTION & DATABASE MANAGEMENT ACTIVITIES

OBJECTIVE

To obtain additional data to supplement MDOT's 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.

To maintain, update, and coordinate with Maine DOT, the existing BACTS databases. Develop additional databases as needed.

PREVIOUS WORK

BACTS updates count schedule on regular basis based on need and requests. BACTS conducted approximately 200 volume counts and 20 turning movement counts.

During FY 2010-2011, BACTS entered traffic counts, safety projects, and traffic signal locations into a computer database. Databases also exist from the Truck Route Study, Major Street and Highway Study, for data received from MDOT, ADA sidewalk inventory and for other information.

ACTIVITIES

1. BACTS will update and revise the schedule of counts based on need and requests from towns
2. Conduct 48-hour traffic counts and turning movement counts at locations where needed and requested.
3. 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.
4. Continue to update databases and models with any new data that is collected including inventory of traffic signals, safety projects, sidewalks, and trails.
5. Update databases with any information that is acquired from MDOT.
6. Continue to use the databases to supply traffic data for programs such as the travel demand modeling and the TIP.
7. Create GIS database with location of historic BACTS TIP projects.

AGENCY RESPONSIBILITY

TASK 3) BACTS: FY 2012-2013: 10 person weeks

TASK 3. (CONT.) DATA COLLECTION & DATABASE MANAGEMENT ACTIVITIES

FUNDING

Programmed Amount for FY 2010-2011:	\$53,649
Estimated Expenditure for FY 2010-2011:	\$58,000
Estimated Cost for FY 2012-2013:	\$60,000

TASK 4. PUBLIC OUTREACH AND EDUCATION

OBJECTIVE

To conduct at a minimum the BACTS' public outreach and education efforts as mandated by the Federal Highway administration, Federal Transit Authority, and the Maine Department of Transportation.

PREVIOUS WORK

The work in this task has historically been included in the administration task but in order to highlight the importance of these activities this UPWP has a separate task for public outreach and education. BACTS has maintained a BACTS website, maintained a public involvement process list of interested and effected parties, and sent out press releases on various events such as "Commute Another Way Week".

ACTIVITIES

1. Manage and update as necessary the BACTS website.
2. Follow the procedures written in the public participation policy adopted by Policy Committee
3. Maintain the interested and effected parties list.
4. Produce press releases to educate the general public of pertinent transportation related issues.

PRODUCT

A well informed public with access to the BACTS planning process.

AGENCY RESPONSIBILITY

TASK 4) BACTS: FY 2012-2013: 1 person week

FUNDING

Programmed Amount for FY 2010-2011:	\$4,999
Estimated Expenditure for FY 2010-2011:	\$7,000
Estimated Cost for FY 2012-2013:	\$5,000

TASK 5. 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. In 2010, BACTS used the model to provide forecasts of traffic volumes for different scenarios during future construction of the Ohio Street I-95 overpass, the Union Street I-95 overpass, and the I-395 Memorial Bridge and Main Street Bridge repairs.

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. Conduct quality control on the networks and socioeconomic data, and begin to update TAZ data to reflect actual 2010 census data; not available until Fall 2012.
3. Re-Calibrate the model.
4. Develop future networks.
5. Forecast socio economic data.
6. Forecast traffic volumes, and public transportation usage.
7. Prepare forecasts based on customized scenarios requested by municipalities and the MDOT.

PRODUCT

1. A calibrated and operating BACTS Travel Demand Forecasting Model to conduct analysis.

AGENCY RESPONSIBILITY

TASK 5) BACTS: 2012-2013: 11 person weeks

FUNDING

Programmed Amount for FY 2010-2011: \$50,278

Estimated Expenditure for FY 2010-2011: \$45,000

Estimated Cost for FY 2012-2013: \$60,000

TASK 6. SIGNAL IMPROVEMENT ACTIVITIES

OBJECTIVE

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

PREVIOUS WORK

1. During FY 2010-2011 BACTS hired consultants to improve the infrastructure and coordinate the signals on the Oak Street/Bangor to State Street/Brewer corridor, Griffin Road corridor in Bangor and a portion of Stillwater Avenue in Old Town.
2. Worked with Maine DOT to use ARRA funds to improve signals in the downtown areas of Old Town and Orono.
3. The Traffic Signal Committee has met to discuss policies, procedures, standards and other regional issues.

ACTIVITIES

1. Continue to develop a traffic signal maintenance and operations plan across the BACTS region and critique possible improvements.
2. Hire consultant(s) to develop signal corridor timing/phasing plans for major corridors as determined by the Signal Committee.
3. Purchase signal equipment that will enhance the safety and efficiency of traffic operations.
4. Seek ways to implement the prioritized recommendations from the 2009 system wide signal study.
5. Hold Traffic Signal Committee meetings as necessary to discuss policies, procedures, standards and other regional issues

PRODUCTS

Improved traffic signal operations in the BACTS area

AGENCY RESPONSIBILITY

TASK 6) BACTS: 2012-2013: 22 person weeks

FUNDING

Programmed Amount for FY 2010-2011: \$94,978

Estimated Expenditure for FY 2010-2011: \$104,978

Estimated Cost for FY 2012-2013: \$168,658

TASK 7. PROMOTION OF ALTERNATIVE TRANSPORTATION MODES

OBJECTIVE

To promote public awareness and interest in alternatives to single-occupant vehicle travel within the BACTS area.

PREVIOUS WORK:

BACTS supported the statewide Commute Another Way Day or Week initiatives since 2001 and is partnering with GoMaine, the statewide rideshare program co-sponsored by MDOT and the Maine Turnpike Authority, to implement a Bangor-area carpool and vanpool program.

ACTIVITIES:

1. Continue to support Commute Another Way Week with public events and community outreach. Throughout the year, promote the health and livability benefits of alternative modes through education and safety programs, publicity, free fare days on the BAT, and other special events.
2. Continue to work closely with GoMaine, BRWC, and individual employers to implement and advertise the rideshare program. Link employers to available resources that encourage employees to consider using transit, bicycling and walking for commuting and short trips.
3. Produce newspaper articles and press releases promoting the benefits of alternative commuting.
4. Continue to develop multimodal facilities including park and ride lots to enhance options for travelers.

PRODUCTS

A successful alternative-modes program can help to maximize the usable life and mobility of our highway network by postponing the need for widening projects and traffic signals. This task is closely aligned with MDOT incentive goals of corridor planning and preservation, regional transportation needs, community comprehensive planning, and land use initiatives.

AGENCY RESPONSIBILITY

TASK 7) BACTS: FY 2012-2013: 2 person weeks

FUNDING

Programmed Amount for FY 2010-2011:	\$8,236
Estimated Expenditure for FY 2010-2011:	\$12,000
Estimated Cost for FY 2012-2013:	\$14,000

TASK 8. BICYCLE AND PEDESTRIAN PLANNING

OBJECTIVE

To integrate the needs of bicyclists and pedestrians into the transportation network.

PREVIOUS WORK:

BACTS hired a consultant to develop preliminary plans for a bike/pedestrian trail from the end of Sylvan Road to Stillwater Avenue in Bangor. BACTS worked with EMDC to develop a region wide bicycle map. Both projects were recommended in the bicycle and pedestrian components of the BACTS Long Range Comprehensive Transportation Plan. BACTS has worked with the municipalities on pedestrian studies in the Pendleton Street/Parkway South area of Brewer, Trail V area of Bangor. BACTS has provided technical assistance, oversight, and recommendations for project prioritization.

ACTIVITIES:

1. Provide advocacy and technical assistance to ensure that bicycle and pedestrian facilities are considered during the planning and programming process for all new-construction and reconstruction projects within the BACTS area.
2. Partner with BACTS communities to identify and apply for other public and private sources of funding for bicycle and pedestrian facilities, recommended in the Bicycle and Pedestrian sections of the 2011 BACTS Long Range Transportation Plan.
3. Continue work on the Safe Routes to School program, focusing on the connectivity of sidewalks and off-road paths between neighborhoods and schools.

PRODUCT

An improved transportation network in which bicyclists and pedestrians can more freely and safely maneuver through continuous corridors alongside motorized traffic. This task is closely aligned with FHWA and Maine DOT goals of livability and sustainability.

AGENCY RESPONSIBILITY

TASK 8) BACTS: 2012-2013: 7 person weeks

FUNDING

Programmed Amount for FY 2010-2011:	\$38,216
Estimated Expenditure for FY 2010-2011:	\$64,000
Estimated Cost for FY 2012-2013:	\$40,000

TASK 9. TRANSPORTATION SAFETY

OBJECTIVE

To increase safety for all users of the transportation system by promoting a greater awareness of transportation safety design and practice and by implementing targeted safety projects at high-crash locations and in areas with high potential for vehicle-pedestrian conflicts.

PREVIOUS WORK:

BACTS coordinates closely with all area municipalities and MDOT to identify and implement projects aimed at reducing the number and severity of crashes within the urban area. BACTS has long advocated for innovative and cost-effective safety treatments at appropriate locations within the urban area.

ACTIVITIES:

1. Monitor and update information as needed from MDOT's statewide database and hard-copy reports to analyze area crash statistics, identify contributing factors at problem locations, and develop appropriate countermeasures. Use GIS mapping tools as appropriate to focus in on crash locations with identifiable deficiencies in infrastructure, geometrics, excessive speed, signal length and/or coordination, etc.
2. Continue to advocate for appropriate countermeasures at high-crash locations throughout the urbanized area. Provide technical assistance to communities as needed to implement these projects and evaluate their success in reducing crashes.

PRODUCTS

A safer environment for area residents and workers as they walk, wheel, drive, and use public transit along and across busy roadways.

AGENCY RESPONSIBILITY

TASK 9) BACTS: 2012-2013: 3 person weeks

FUNDING

Programmed Amount for FY 2010-2011:	\$29,078
Estimated Expenditure for FY 2010-2011:	\$10,000
Estimated Cost for FY 2012-2013:	\$15,000

TASK 10. TRANSPORTATION SECURITY

OBJECTIVE

To document regional emergency preparedness measures and highlight significant gaps.

PREVIOUS WORK:

Began discussions with Maine DOT concerning developing a regional working group to discuss incident management measures.

ACTIVITIES:

1. Work with Maine DOT and local emergency response agencies to develop incident management measures to reduce delay and improve safety on regional arterials during incidents.

PRODUCTS

1. Create and meet with a regional incident management group to develop incident management measures to reduce delay and improve safety on regional arterials during incidents.

AGENCY RESPONSIBILITY

TASK 10) BACTS: 2012-2013: 3 person weeks

FUNDING

Programmed Amount for FY 2010-2011:	\$22,475
Estimated Expenditure for FY 2010-2011:	\$2,000
Estimated Cost for FY 2012-2013:	\$15,000

TASK 11. FREIGHT PLANNING

OBJECTIVE

Integrate Freight planning as an integral part of BACTS planning.

PREVIOUS WORK

BACTS worked with municipalities and the federal delegation to encourage raising the weight limit on I-95 and I-395. BACTS participated in the discussion of freight transfer from Searsport to the Bangor area and beyond.

ACTIVITIES

1. Continue to implement the recommendations from the 2009 Truck Route Study as directed by the Policy Committee.
2. Continue to encourage raising the weight limit on I-95 and I-395.
3. Encourage multimodal freight facilities as practical in the BACTS area.
4. Participate in the discussion of freight transfer from Searsport to the Bangor area and beyond.

PRODUCTS

A freight plan that is an integral part of the BACTS planning process.

AGENCY RESPONSIBILITY

TASK 11) BACTS: FY 2012-2013: 2 person weeks

FUNDING

Programmed Amount for FY 2010-2011:	\$6,604
Estimated Expenditure for FY 2010-2011:	\$5,700
Estimated Cost for FY 2012-2013:	\$8,500

TASK 12. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DEVELOPMENT

OBJECTIVE

Develop the TIP as required by Federal and State law.

PREVIOUS WORK

Adjusted the TIP project ranking criteria. Completed the FY 2010-2011 Transportation Improvement Program (TIP) and begin the FY 2012-2013 TIP.

ACTIVITIES

Examine the TIP project ranking criteria to determine if adjustments are necessary. Complete the FY 2012-2013 Transportation Improvement Program (TIP) and begin the FY 2014-2015 TIP.

PRODUCTS

TIPs that meet Federal and State requirements.

AGENCY RESPONSIBILITY

TASK 12) BACTS: FY 2012-2013: 17 person weeks

FUNDING

Programmed Amount for FY 2010-2011:	\$68,794
Estimated Expenditure for FY 2010-2011:	\$74,794
Estimated Cost for FY 2012-2013:	\$95,000

TASK 13. TRANSIT PLANNING

OBJECTIVE

To perform activities of short and long range transit planning and analysis; including analysis of operation and service planning. This task is closely aligned with MDOT incentive goals of corridor planning and preservation, regional transportation needs, community comprehensive planning, and land use initiatives.

PREVIOUS WORK

FY2010-2011

1. Prepared Capital and Operating assistance Grant applications to Maine DOT for FTA funds on behalf of the BAT.
2. Developed the Transit element of the BACTS TIPs.
3. Tracked trends in ridership and fare-revenues.
4. Prepared the annual and monthly Section 5335 National Transit Database reports; including new safety and asset condition reports.
5. Investigated route and service changes.
6. Continued implementation efforts of the Short Range Transit Route Redesign Study done during FY07.

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/hour, and other expense and revenue data as required by NTD Reporting Guidelines)
3. Continue implementation of the Short Range Transit Route Redesign Study recommendations including; marketing, fare strategies, and route and service changes.
4. Preparation and amendment of transit elements of TIPs
5. Prepare applications for Operating and Capital Grants for BAT to the FTA.
6. Investigate and recommend route and service changes.
7. Develop a plan to address deficiencies identified in the pedestrian facilities assessment. ADA compliance for all facilities is the goal.

TASK 13. (CONT.) TRANSIT PLANNING

PRODUCTS

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

AGENCY RESPONSIBILITY

TASK 13) BACTS: FY 2012-2013: 29 person-weeks

FUNDING

Programmed Amount for FY 2010-2011: \$171,961

Estimated Expenditure for FY 2010-2011: \$171,961

Estimated Cost for FY 2012-2013: \$170,388

<u>FTA FY</u>	<u>Sect#</u>	<u>Amount</u>
FTA FY 2011-2012	5303	\$ 136,310.00
Local In-Kind		<u>\$ 34,078.00</u>
TOTAL		\$ 170,388.00

PUBLIC COMMENTS AFTER NOTICE OF INTENT TO DEVELOP FY- 2012-2013 UPWP

No public comments received.

Notice published in the Bangor Daily News on March 25, 2011.

BACTS Budget Summary FY2012-2013 Unified Planning Work Program

		Funding Source:									
Task #	Task	FHWA "PL"	FTA 5303	MDOT	In Kind	Local	Total	Staff	Consultant	Phone, Copies, Travel	Total
1	Administration/Coordination	159,700.00		19,962.50		19,962.50	199,625.00	163,000.00	4,000.00	32,625.00	199,625.00
2	Professional Development	34,000.00		4,250.00		4,250.00	42,500.00	25,000.00		17,500.00	42,500.00
3	Data Collection & Database Management	48,000.00		6,000.00		6,000.00	60,000.00	57,000.00	2,500.00	500.00	60,000.00
4	Public Outreach and Education	4,000.00		500.00		500.00	5,000.00	3,000.00		2,000.00	5,000.00
5	Modeling Activities	48,000.00		6,000.00		6,000.00	60,000.00	60,000.00		0.00	60,000.00
6	Signal Improvement Activities	134,927.00		16,865.50		16,865.50	168,658.00	120,000.00	30,000.00	18,658.00	168,658.00
7	Promotion of Alternative Transportation	11,200.00		1,400.00		1,400.00	14,000.00	12,000.00		2,000.00	14,000.00
8	Bicycle and Pedestrian Planning	32,000.00		4,000.00		4,000.00	40,000.00	40,000.00		0.00	40,000.00
9	Transportation Safety	12,000.00		1,500.00		1,500.00	15,000.00	15,000.00		0.00	15,000.00
10	Transportation Security	12,000.00		1,500.00		1,500.00	15,000.00	15,000.00		0.00	15,000.00
11	Freight Planning	6,800.00		850.00		850.00	8,500.00	8,500.00		0.00	8,500.00
12	TIP Development	76,000.00		9,500.00		9,500.00	95,000.00	93,500.00		1,500.00	95,000.00
13	Transit Planning		136,310.00		34,078.00		170,388.00	163,388.00		7,000.00	170,388.00
TOTALS		578,627.00	136,310.00	72,328.00	34,078.00	72,328.00	893,671.00	775,388.00	36,500.00	81,783.00	893,671.00

Municipal Biennial Local Share

If the local share is \$72,328 for two years.

		FY 2012	FY 2013
BANGOR	49.373% of \$72,328 =	\$35,709.74	\$17,854.87
BRADLEY	0.901% of \$72,328 =	\$651.68	\$325.84
BREWER	14.067% of \$72,328 =	\$10,174.38	\$5,087.19
EDDINGTON	0.464% of \$72,328 =	\$335.60	\$167.80
HAMPDEN	6.789% of \$72,328 =	\$4,910.35	\$2,455.18
MILFORD	2.850% of \$72,328 =	\$2,061.35	\$1,030.68
OLD TOWN	11.175% of \$72,328 =	\$8,082.65	\$4,041.33
ORONO	10.950% of \$72,328 =	\$7,919.92	\$3,959.96
ORRINGTON	1.562% of \$72,328 =	\$1,129.76	\$564.88
VEAZIE	1.870% of \$72,328 =	<u>\$1,352.57</u>	<u>\$676.29</u>
TOTAL		\$72,328.00	\$36,164.02

BACTS UPWP TASKS RELATING TO THE 8 SAFETEA-LU PLANNING FACTORS

TASKS	<i>1) Support economic vitality of metropolitan area</i>	<i>2) Increase safety of transportation system for motorized and non-motorized users</i>	<i>3) Increase security of transportation</i>	<i>4) Increase accessibility and mobility options to people and for freight</i>	<i>5) Protect and enhance environment, promote energy conservation, improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</i>	<i>6) Enhance Integration and Connectivity of Transportation System, across Modes, for People and Freight</i>	<i>7) Promote efficient system management and operation</i>	<i>8) Emphasize the preservation of existing transportation system</i>
1) Administration/Coordination	X	X		X	X		X	X
2) Professional Development	X	X	X		X	X	X	X
3) Data Collection & Database Management Activities	X	XX	X	X	X		X	XX
4) Public Outreach and Education	X	X	X	X	X		X	X
5) Modeling Activities	X		XX	XX	X	X	X	X
6) Signal Improvement Activities	XX	XX		XX	X		XX	XX
7) Promotion of Alternative Transportation Modes	X	X		XX	XX	X	XX	XX
8) Bicycle and Pedestrian Planning	XX	XX		XX	XX	XX	XX	X
9) Transportation Safety	XX	XX	X		X		X	X
10) Transportation Security	XX	X	XX		X			X
11) Freight Planning	XX	XX	X	XX	X	X	X	X
12) Transportation Improvement Program (TIP) Development	XX	XX	XX	XX	XX	XX	XX	XX
13) Transit Planning	XX	X	XX	XX	XX	XX	XX	XX

XX - Highly related

X - Related