



Portland Area Comprehensive Transportation System (PACTS)

Transportation Improvement Program (TIP)

2022-2025

Adopted by PACTS Policy Board on March 24, 2022

Table of Contents

| | |
|---|----|
| Table of Contents..... | 2 |
| Program of Projects (POP) Public Notice | 3 |
| Non-Discrimination Policy Statement | 3 |
| Metropolitan Planning Organization (MPO) Certification Statement | 3 |
| Introduction..... | 4 |
| Purpose | 6 |
| Public Involvement and Comment Process | 7 |
| Public Involvement for the PACTS TIP..... | 7 |
| PACTS Policies and Procedures and Project Selection Processes..... | 7 |
| Performance-based Planning..... | 9 |
| PACTS Roadway Safety Performance Measures Targets | 9 |
| Transit Safety Performance Targets | 12 |
| FHWA Pavement and Bridge Performance Measures | 16 |
| FHWA System Performance and Freight Performance Measures | 19 |
| FTA Transit Performance Measures | 21 |
| Public Transit Planning Efforts for Elderly and Residents with Disabilities | 22 |
| Financial Capacity of Public Transit Operators..... | 24 |
| Financial Tables..... | 24 |
| Air Quality Conformity | 24 |
| Appendices | 26 |

Program of Projects (POP) Public Notice

This document was prepared under contract with the Maine Department of Transportation (MaineDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the U.S. Department of Transportation (USDOT). The contents of this document reflect the views of the Portland Area Comprehensive Transportation System (PACTS) which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views of MaineDOT, FHWA, FTA or USDOT. This document does not constitute a standard, specification or regulation. Public notice of public involvement activities and time established for public review and comment on the Transportation Improvement Program (TIP) will satisfy the POP requirements of the Federal Transit Administration (FTA) Section (§) 5307 Program.

Non-Discrimination Policy Statement

The Portland Area Comprehensive Transportation System (PACTS), as a recipient of Federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes and regulations, is committed to ensuring that no person shall, on the grounds of race, color, national origin, gender, age, disability, income, or limited English proficiency, be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination under any program or activity conducted by PACTS, regardless of whether programs and activities are federally funded or not. For more information about these protections or to file a complaint, please contact PACTS.

Metropolitan Planning Organization (MPO) Certification Statement

The Maine Department of Transportation has conducted statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events per the requirements of 23 CFR § 667. As a result of this evaluation, it can be certified that there are no locations meeting these parameters within the metropolitan planning boundaries. No further action is required at this time but if this statute is triggered in the future, all appropriate steps will be taken to develop reasonable alternatives to address the problem areas.

Introduction

The Portland Area Comprehensive Transportation System (PACTS) is the state's largest Metropolitan Planning Organization (MPO), encompassing 18 communities with an urbanized area population of over 200,000. Pursuant to federal statute, PACTS was established in 1964 as a collaborative effort of municipal, regional, state and federal representatives responding to the transportation-related goals and objectives of the Greater Portland region and its citizens. PACTS' core functions center on allocating Federal and State transportation funding, planning for the future, and implementing transportation plans through projects, programs, and policies. These collective actions, among other things, help analyze travel patterns in the area, forecast future needs, and develop plans for improvements necessary to maintain a transportation system that will provide for the safe and efficient movement of goods and people in the Greater Portland region. Public engagement and input are foundational to the work at PACTS and the Greater Portland Council of Governments (GPCOG).

Main functions of PACTS



**Allocate
funding**



Plan future



**Implement
plans**

Public engagement

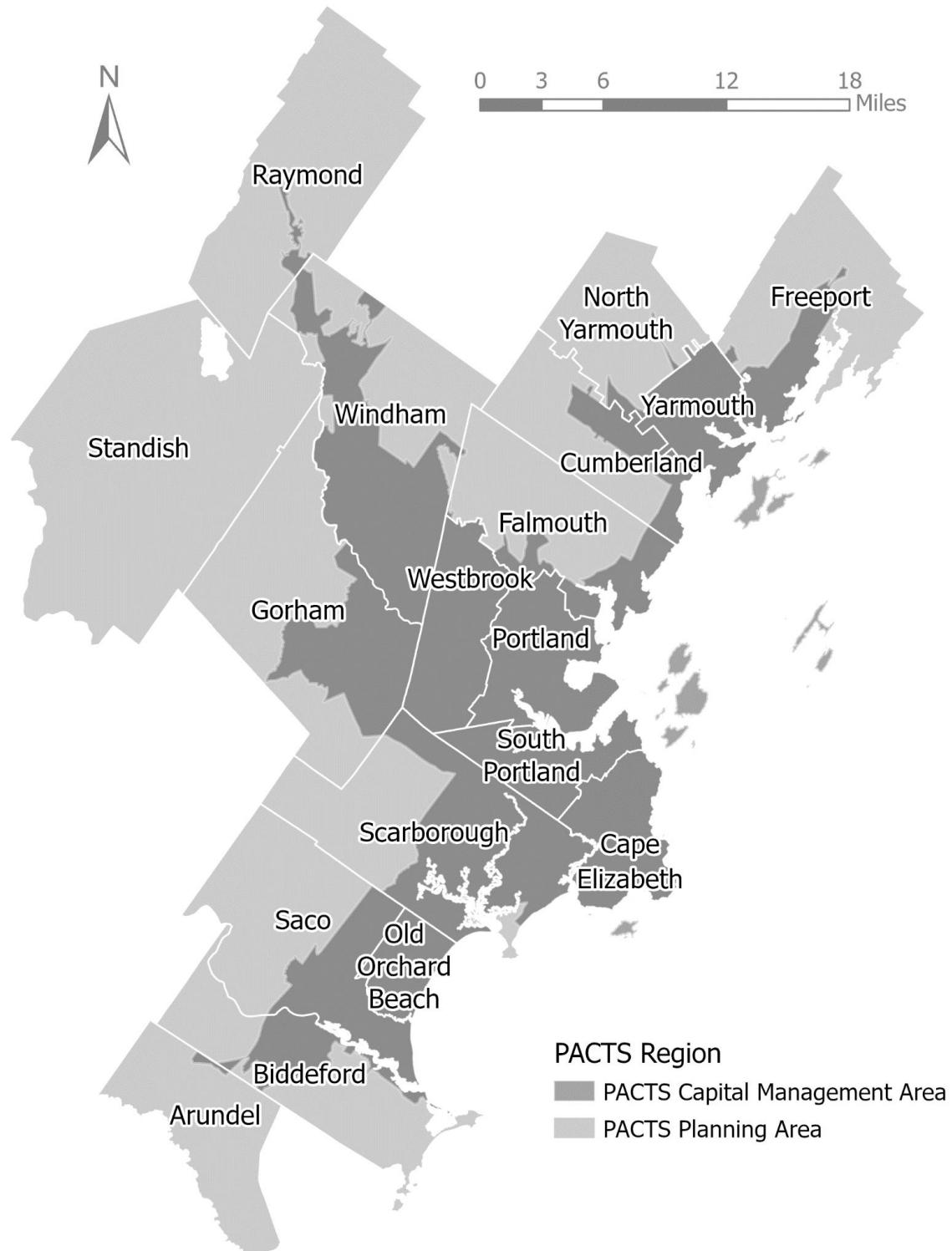
The PACTS area includes 18 member communities with 7 public transportation providers and engages and serves public and private transportation organizations, and the region's residents. The member communities are Arundel, Biddeford, Cape Elizabeth, Cumberland, Falmouth, Freeport, Gorham, North Yarmouth, Old Orchard Beach, Portland, Raymond, Saco, Scarborough, South Portland, Standish, Westbrook, Windham and Yarmouth (Figure 1).

The public transportation providers include:

- Biddeford Saco Old Orchard Beach Transit
- Casco Bay Island Transit District
- Greater Portland Transit District (METRO)
- Northern New England Passenger Rail Authority
- Regional Transportation Program
- City of South Portland Bus Service
- York County Community Action Corporation

The PACTS “Planning Area” is the entire 18-municipality region (Figure 1). This geographical area determines eligible locations for transportation planning studies, projects, and programs through the Unified Planning Work Program (UPWP).

Figure 1: PACTS Planning Area and Capital Management Area



The PACTS Capital Management Area (also shown in Figure 1) is the Federally designated urbanized area, a regional subset of the “Planning Area.” This geographic area determines eligible locations for transportation capital investments (e.g. design, engineering, and construction projects). **Appendix B** includes additional maps, including: population and employment density; the regional transit network; transit-reliant populations; and regional transit demand score, which considers multiple demographic characteristics that influence transit ridership, such as population and job density, the size of youth and senior populations, the percentage of the population living below poverty level, the percentage of minority populations, and the percentage of households with limited vehicle access.

PACTS is governed by the Policy Board (formerly referred to as the “Policy Committee”), which is composed of municipal officials from member communities, transit agency representatives, designated community representatives, and officials from state and federal transportation agencies. The PACTS Policy Board has responsibility for planning and prioritizing transportation improvement projects funded in part by the U.S. Department of Transportation (USDOT). The USDOT funds are provided through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In 2018, PACTS and the Greater Portland Council of Governments (GPCOG)—a regional planning agency and economic development district—voted to combine their staffs to better serve the region. The agreement was approved by the governing boards of both organizations. On February 11, 2020, PACTS and GPCOG fully merged. As an entity within GPCOG, PACTS continues to act as the region’s MPO and administer federal highway and transit funds.

Purpose

The Transportation Improvement Program (TIP) for fiscal years 2022 to 2025 is the four-year assessment of priorities for federally funded transportation project implementation in the PACTS metropolitan area, as required by the 2015 federal legislation, Fixing America’s Surface Transportation (FAST). It is required, as a condition of the receipt of federal capital or operating assistance, to maintain the transportation system covered by the continuing, cooperative and comprehensive transportation planning process. The TIP serves as a link between project planning and implementation. The TIP is an integral part of the transportation planning process in the metropolitan area. All projects included in the TIP are consistent with Destination 2040, the PACTS Metropolitan Transportation Plan (MTP). TIP projects may be proposed or developed by PACTS representatives, or by state, regional, or local officials.

The TIP development process is governed by the joint FHWA and FTA regulations for urban transportation planning (23 CFR 450 subpart B). These regulations require that the TIP meet the following criteria:

1. Include improvements selected from the urbanized area's transportation plan.
2. Cover a period of not less than four (4) years.
3. Indicate the area's priorities.
4. Include realistic estimates of the total costs and revenues for the program period.
5. Identify proposed sources of funding and implementing agencies.
6. Identify funding sources that are reasonably consistent with the amount of Federal funds expected to be available in that area.

Appendices D, E, and F provide detailed information about projects, including the location, improvement type, estimated costs, annual activities, sources of funding, and the agency responsible for project implementation.

Public Involvement and Comment Process

Under the United States Department of Transportation's (USDOT's) Metropolitan Planning Regulations (23 CFR 450), all Metropolitan Planning Organizations (MPO's) are required to develop a Public Involvement Process for the development and update of Transportation Plans and Transportation Improvement Programs (TIP's). The process shall include a proactive approach to public involvement that provides complete information, timely public notice, full access to decisions, and supports early and continuing involvement in the development of the TIP. The PACTS Public Involvement Policies and Practices can be found at www.qpcog.org.

The Federal Transit Administration (FTA) requires that each recipient of a Section 5307 grant shall develop, publish, afford an opportunity for a public hearing on, and submit for approval a Program of Projects (POP). FTA allows a grantee to rely on the locally adopted public participation requirements for the PACTS Transportation Improvement Program (TIP) in lieu of the process required in the development of the POP if the grantee has coordinated with the MPO and ensured that the public is aware that the TIP development process is being used to satisfy the POP Public Participation requirements.

The PACTS public participation process satisfies the POP participation process requirements for the following FTA Direct Recipients in the PACTS region:

- Biddeford Saco Old Orchard Beach Transit Committee
- Casco Bay Island Transit District
- Greater Portland Transit District
- Maine Department of Transportation
- Northern New England Passenger Rail Authority
- South Portland Bus Service

PACTS' public notices for the TIP have an explicit statement that public notice of public involvement activities and time established for public review of any comments on the TIP will satisfy the POP requirements.

Public Involvement for the PACTS TIP

A notice, along with a link to the draft TIP was posted to the PACTS website on March 11, 2022 and subsequently emailed to the PACTS Interested Parties Notification List, as well as PACTS committee and board members. The Interested Parties list is made up of local citizens, media outlets and non-governmental organizations.

All PACTS Committee and Board meetings are open to the public. At these meetings the public are afforded the opportunity to speak on all projects.

PACTS Policies and Procedures and Project Selection Processes

While the existing [PACTS' Policies and Procedures](#) describes the current process for selecting PACTS-funded projects, several of the PACTS funding programs have stand-alone policies (discussed below).

On April 6, 2021, the PACTS Executive Committee (the predecessor to the Executive Board) approved a new [Transportation Funding Framework](#). This framework was developed to ensure funding is allocated to projects in a way that is consistent, data-driven, more transparent to the public, and aligned with regional goals. Funding allocations for "Complex Projects" were informed by this document

beginning in 2021. Transit investments will also be informed by the “Funding Framework” beginning in 2023.

In addition, PACTS recently updated several other funding policies, including the [PACTS Municipal Partnership Initiative \(MPI\) policy](#) and the [PACTS Collector Paving Program policy](#). These new policies will be incorporated in the TIP Policies and Procedures. Finally, in October 2021, PACTS convened a “Complex Projects Task Force” to recommend revisions to the policies for selecting and funding complex projects, focusing on the policies related to project selection in PACTS’ financially constrained environment.

Following recommendations and actions by the PACTS Policy Board, the TIP Policies and Procedures document will be updated to reflect changes to PACTS’ various funding programs.

Municipal Financial Capacity and Planning

The FAST Act requires the TIP to be financially constrained by reflecting realistic assumptions of capital improvement, operational and maintenance costs. Only projects for which construction and operating funds can reasonably be expected to be available may be included. Funding estimates in the TIP are based on past funding levels and reasonable projections of expected new funding sources. Table 1 indicates the funding sources for the TIP and the percentages that federal, state, and local organizations are responsible for.

Table 1: TIP Funding Sources

| Funding Source | Federal Share | State Share | Local Share |
|---|------------------|-------------|-------------|
| National Highway System | 75% | 0% | 25% |
| Surface Transportation Program | 75% | 0% | 25% |
| Transportation Alternatives | 75% | 0% | 25% |
| Congestion Mitigation Air Quality Program | 80% (up to 100%) | Varies | Varies |
| Interstate Maintenance | 80% | 20% | 0% |
| FTA Urban Formula | 80% | 0% | 20% |

Municipalities participating in the TIP have agreed to provide the local match. Payment of the local match is worked out directly between MaineDOT and the municipality when a project's status becomes "active".

All of the funds for the 2022-2025 TIP are reasonably expected to be available based on both past funding and agreements with the MaineDOT for the federal and state funds and the local communities for their share of projects. The 2022-2025 PACTS TIP is therefore fiscally constrained.

Performance-based Planning

PACTS, (Portland Area Transportation System) the state's largest MPO (Metropolitan Planning Organization) encompassing 18 communities with an urbanized area population of over 200,000, realizes the importance of safety for all users of our transportation system.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) transformed the Federal-aid highway program by establishing new performance management requirements to ensure that StateDOTs and MPOs choose the most efficient investments for Federal transportation funds. State DOTs and MPOs are now required to establish performance targets and assess performance in 12 areas, including Safety Performance Management as described in [23 CFR 490 – Subpart B](#).

Roadway Safety Performance Measures Targets

Historic Data

Nationally, over 20,000 people died in traffic-related crashes in the first six months of 2021, the largest six-month increase ever recorded in the history of National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System and the largest six-month total since 2006.¹ The 2021 fatality rate—1.34 fatalities per 100 million vehicle miles traveled (VMT)—was also the largest since 2011. NHTSA conducted behavioral research into the contributing factors, showing that incidents of speeding, even as VMT returned to near pre-pandemic levels, and traveling without a seatbelt remain higher than during pre-pandemic times. National research also suggests higher rates of distracted driving during the pandemic compared to before the start of the public health emergency.

In Maine, 149 people died in vehicle crashes in 2021, down from 165 in 2020 and below the 10-year average of 152 fatalities. Twenty pedestrians died in vehicle crashes on Maine roads in 2021, the highest in two decades—tying 2017—and up from 9 fatalities in 2020.²

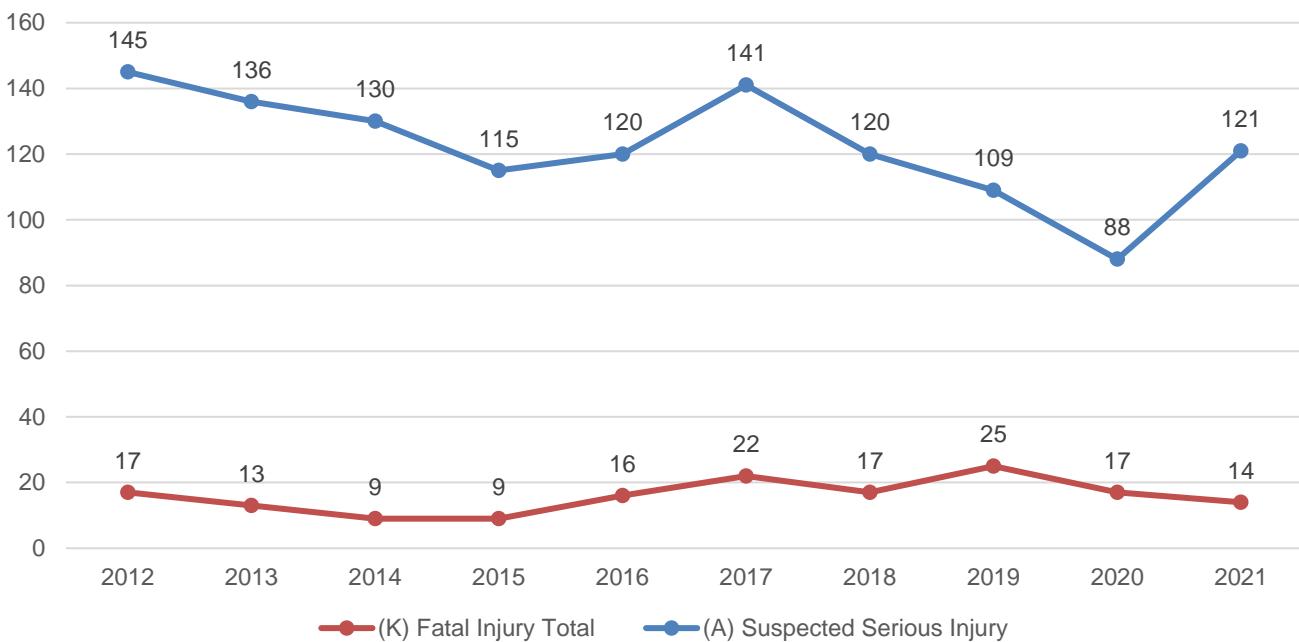
GPCOG conducted a preliminary analysis of crashes in the PACTS region from 2011 to 2021, including those crashes resulting in fatalities and injuries for non-motorized transportation users (cyclists and pedestrians). While traffic fatalities in the PACTS region are expected to hit a three-year low in 2021, serious injuries are expected to hit a four-year high. Additional analysis is provided below, comparing 2021 crash rates to historic data and to PACTS' 2021 safety targets as adopted in Spring 2021. Figure 2 and Figure 3 show historic trends.

- All traffic crashes in 2021
 - Fatalities: 6-year low (14), met PACTS' 2021 target (15).
 - Serious injuries: 4-year high (128), met PACTS' 2021 target (122).
- Non-motorized crashes in 2021
 - Fatalities: 2-year high (4) and the fourth most since 2012. There were 20 pedestrian fatalities in Maine in 2021, tying 2017 for the deadliest year on record.
 - Serious Injuries: 7-year high (27), more-than-doubling the number in 2020.
 - Together, did not meet PACTS' 2021 target for non-motorized fatalities and serious injuries (27).

¹ National data projections from the National Highway Traffic Safety Administration (NHTSA).

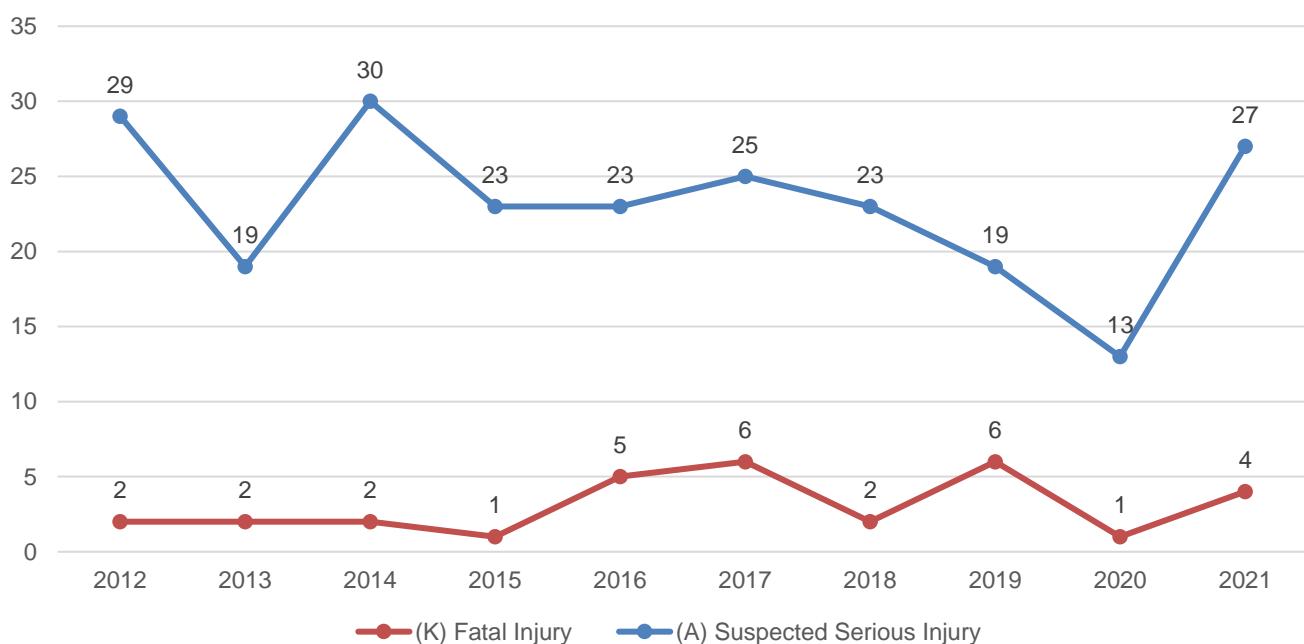
² Source: Portland Press Herald. pressherald.com/2021/12/14/maine-on-track-to-record-another-deadly-year-for-pedestrians

Figure 2: Traffic Fatalities and Suspected Serious Injuries in the PACTS Region (2012–2021)



Note: 2021 includes data through December 31, 2021.

Figure 3: Non-Motorized Fatalities and Suspected Serious Injuries in the PACTS Region (2012–2021)



Note: 2021 includes data through December 31, 2021.

Statewide Targets

MaineDOT established and reported their annual statewide safety targets earlier this year. As part of Safety Performance Management, MPO's are required to either, a. adopt the state's targets, b. develop their own targets or c. decide to use a combination of both, within 180 days after the state has established and reported their targets.

States and MPOs must develop target rates and numbers for five (5) safety measures (below). The rates are based on injuries and fatalities per 1,000,000 VMT (vehicle miles traveled) from 2010 to 2018 (with 2018 being the most recent FARS data available). Non-motorized targets are based on numbers, not rates, because of the lack of data on statewide non-motorized volumes.

1. Number of Fatalities
2. Rate of Fatalities
3. Number of Serious Injuries
4. Rate of Serious Injuries
5. Number of Non-Motorized Fatalities and Serious Injuries

Table 2 shows the categories, numbers and rates which are the *State's* targets and the FHWA safety related Performance Measures for 2022 and provides a comparison to the most recent data available.

Table 2: Maine 2021 Five-Year Average Safety Targets

| Metric | 2016-2020 Baseline | 2018 -2022 Target |
|--|-----------------------|----------------------|
| Number of Fatalities | 158.20 | 160 |
| Rate of Fatalities | 1.08 | 715 |
| Number of Serious Injuries | 691.60 | 1.12 |
| Rate of Serious Injuries | 4.72 | 4.90 |
| Number of Non- Motorized Fatalities and Serious Injuries | 81.8 | 87 |

PACTS Regional Targets

Traditionally, MaineDOT has provided historic safety data and suggested safety targets for the upcoming year. Last year, the PACTS Policy Committee (the predecessor to the Policy Board) elected to revise MaineDOT's suggested targets to the five-year averages, rounded down to the nearest whole number. MaineDOT's suggested CY 2022 safety targets for PACTS are summarized in Table 3. Based on last year's Policy Committee discussion, GPCOG staff recommend adjustments (also in Table 3) to several of MaineDOT's suggested CY 2022 targets. The PACTS Policy Board approved these targets at its March 24, 2022 meeting.

Table 3: PACTS Area Safety Targets

| Metric | 2016-2020 Benchmark (5-year avg.) | 2022 MaineDOT Suggested Targets | Recommended Targets for PACTS Policy Board (3/24/22) ¹ |
|---|-----------------------------------|---------------------------------|---|
| Number of Fatalities | 19.4 | 16.0 | 16.0 |
| Number of Serious Injuries | 115.6 | 120.0 | 115.0 |
| Rate of Fatalities | 0.64 | 0.53 | 0.53 |
| Rate of Serious Injuries | 3.81 | 3.96 | 3.81 |
| Number of Non-Motorized Fatalities and Serious Injuries | 24.6 | 25.6 | 24.0 |

¹ Targets approved by PACTS Policy Board at its March 24, 2022 meeting.

Transit Safety Performance Targets

The Federal Transit Administration's (FTA) [National Public Transportation Safety Plan](#)³ requires that a public transit agency's Agency Safety Plan include safety performance targets based on the following safety performance measures:

- Total fatalities
- Fatalities per 100,000 vehicle revenue-miles (VRM)⁴
- Total injuries
- Injuries per 100,000 VRM
- Total safety events
- Safety events per 100,000 VRM
- System reliability⁵

FTA's [Public Transportation Agency Safety Program](#)⁶ requires that a metropolitan planning organization (MPO) integrate performance measures and targets from their state and local transit agencies' plans into their planning process by developing regional safety performance targets.

PACTS develops regional transit safety performance targets by applying a factor to the five-year average—based on data reported to the National Transit Database (NTD)—of each performance measure. The target for measures that should reduce over time (for example, fatalities and injuries) is developed by reducing the five-year average by 10 percent. The target for measures that should increase over time (for example, system reliability) is developed by increasing the five-year average by 10 percent.

³ See transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan.

⁴ Fatality, injury, and safety event rates are typically reported per 100,000 VRM.

⁵ Mean VRM between major mechanical failures.

⁶ See transit.dot.gov/PTASP.

Table 4 and Table 5 show safety performance outcomes for these measures by agency and by mode for 2017 through 2021. Table 6 shows the regional safety performance targets based on the five-year averages for each measure.

Table 4: Safety Performance by Agency

| | 2017 | 2018 | 2019 | 2020 | 2021 | 5-Yr Avg |
|--------------------------------------|--------------------------|------|------|------|------|----------|
| Total Fatalities | | | | | | |
| Biddeford-Saco-OOB Transit | No data | | 0 | 0 | 0 | 0.00 |
| Casco Bay Lines | 0 | 0 | 0 | 0 | 0 | 0.00 |
| METRO | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Northern NE Passenger Rail Authority | No data | | | 2 | 2 | 2.00 |
| Regional Transportation Program | 0 | 0 | 0 | 0 | 0 | 0.00 |
| South Portland Bus Service | 0 | 0 | 0 | 0 | 0 | 0.00 |
| York County Comm. Action Corp. | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Rate of Fatalities | | | | | | |
| Biddeford-Saco-OOB Transit | No data | | 0 | 0 | 0 | 0.00 |
| Casco Bay Lines | 0 | 0 | 0 | 0 | 0 | 0.00 |
| METRO | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Northern NE Passenger Rail Authority | Not calculated - No data | | | 0.10 | 0.09 | |
| Regional Transportation Program | 0 | 0 | 0 | 0 | 0 | 0.00 |
| South Portland Bus Service | 0 | 0 | 0 | 0 | 0 | 0.00 |
| York County Comm. Action Corp. | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Total Injuries | | | | | | |
| Biddeford-Saco-OOB Transit | No data | | 0 | 0 | 0 | 0.00 |
| Casco Bay Lines | 1 | 5 | 7 | 2 | 0 | 3.00 |
| METRO | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Northern NE Passenger Rail Authority | No data | | | 0 | 0 | 0.00 |
| Regional Transportation Program | 0 | 0 | 0 | 0 | 0 | 0.00 |
| South Portland Bus Service | 0 | 0 | 0 | 0 | 0 | 0.00 |
| York County Comm. Action Corp. | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Rate of Injuries | | | | | | |
| Biddeford-Saco-OOB Transit | No data | | 0 | 0 | 0 | 0.00 |
| Casco Bay Lines | 1.18 | 5.85 | 8.21 | 2.80 | 0 | 3.61 |
| METRO | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Northern NE Passenger Rail Authority | Not calculated - No data | | | 0 | 0 | 0.00 |
| Regional Transportation Program | 0 | 0 | 0 | 0 | 0 | 0.00 |
| South Portland Bus Service | 0 | 0 | 0 | 0 | 0 | 0.00 |
| York County Comm. Action Corp. | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Total Safety Events | | | | | | |
| Biddeford-Saco-OOB Transit | No data | | 1 | 0 | 0 | 0.33 |
| Casco Bay Lines | 1 | 5 | 7 | 2 | 5 | 4.00 |

| | 2017 | 2018 | 2019 | 2020 | 2021 | 5-Yr Avg |
|--------------------------------------|---|----------------|-----------|-----------|----------------|-----------|
| METRO | 0 | 0 | 0 | 1 | 1 | 0.40 |
| Northern NE Passenger Rail Authority | | <i>No data</i> | | | 2 | 2.00 |
| Regional Transportation Program | 0 | 0 | 0 | 0 | 0 | 0.00 |
| South Portland Bus Service | 0 | 0 | 0 | 0 | 0 | 0.00 |
| York County Comm. Action Corp. | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Rate of Safety Events | | | | | | |
| Biddeford-Saco-OOB Transit | <i>No data</i> | | 0.18 | 0 | 0 | 0.06 |
| Casco Bay Lines | 1.18 | 5.85 | 8.21 | 2.80 | 7.01 | 5.01 |
| METRO | 0 | 0 | 0 | 0.08 | 0.07 | 0.03 |
| Northern NE Passenger Rail Authority | <i>Not calculated - No data</i> | | | | 0.10 | 0.10 |
| Regional Transportation Program | 0 | 0 | 0 | 0 | 0 | 0.00 |
| South Portland Bus Service | 0 | 0 | 0 | 0 | 0 | 0.00 |
| York County Comm. Action Corp. | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Major Mechanical Failures | | | | | | |
| Biddeford-Saco-OOB Transit | <i>Reduced reporter - Major mechanical failures not reported to NTD</i> | | | | | |
| Casco Bay Lines | 4 | 4 | 1 | 6 | 3 | 3.60 |
| METRO | 54 | 94 | 71 | 46 | 36 | 60.20 |
| Northern NE Passenger Rail Authority | 0 | 0 | 0 | 4 | <i>No data</i> | 1.00 |
| Regional Transportation Program | 7 | 16 | 4 | 2 | 0 | 5.80 |
| South Portland Bus Service | <i>Reduced reporter - Major mechanical failures not reported to NTD</i> | | | | | |
| York County Comm. Action Corp. | <i>Reduced reporter - Major mechanical failures not reported to NTD</i> | | | | | |
| System Reliability | | | | | | |
| Biddeford-Saco-OOB Transit | <i>Not calculated - Major mechanical failures not reported to NTD</i> | | | | | |
| Casco Bay Lines | 21,225 | 21,374 | 85,249 | 11,884 | 23,767 | 32,700 |
| METRO | 18,983 | 12,229 | 21,101 | 27,735 | 38,441 | 23,698 |
| Northern NE Passenger Rail Authority | - | - | - | 490,539 | <i>No data</i> | 490,539 |
| Regional Transportation Program | 85,880 | 37,786 | 136,109 | 197,461 | - | 114,309 |
| South Portland Bus Service | <i>Not calculated - Major mechanical failures not reported to NTD</i> | | | | | |
| York County Comm. Action Corp. | <i>Not calculated - Major mechanical failures not reported to NTD</i> | | | | | |
| Vehicle Revenue Miles | | | | | | |
| Biddeford-Saco-OOB Transit | 412,695 | 565,021 | 570,791 | 421,580 | 422,567 | 478,531 |
| Casco Bay Lines | 84,899 | 85,496 | 85,249 | 71,302 | 71,302 | 79,650 |
| METRO | 1,025,084 | 1,149,490 | 1,498,206 | 1,275,811 | 1,383,889 | 1,266,496 |
| Northern NE Passenger Rail Authority | 2,144,482 | 2,340,372 | 2,413,224 | 1,962,156 | 2,105,053 | 2,193,057 |
| Regional Transportation Program | 601,163 | 604,582 | 544,435 | 394,921 | 678,244 | 564,669 |
| South Portland Bus Service | 209,286 | 218,885 | 226,251 | 162,768 | 162,768 | 195,992 |
| York County Comm. Action Corp. | 478,142 | 488,875 | 463,377 | 345,322 | 333,770 | 421,897 |

Table 5: Safety Performance by Mode

| | 2017 | 2018 | 2019 | 2020 | 2021 | 5-Yr Avg |
|----------------------------------|--------------------------|--------|---------|---------|---------|----------|
| Total Fatalities | | | | | | |
| Motor Bus | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Demand Response | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Ferry Boat | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Commuter Rail | No data | | | | 2 | 2.00 |
| Rate of Fatalities | | | | | | |
| Motor Bus | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Demand Response | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Ferry Boat | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Commuter Rail | Not calculated - No data | | | | 0.10 | 0.10 |
| Total Injuries | | | | | | |
| Motor Bus | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Demand Response | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Ferry Boat | 1 | 5 | 7 | 2 | 0 | 3.00 |
| Commuter Rail | No data | | | | 0 | 0.00 |
| Rate of Injuries | | | | | | |
| Motor Bus | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Demand Response | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Ferry Boat | 1.18 | 5.85 | 8.21 | 2.80 | 0 | 3.61 |
| Commuter Rail | Not calculated - No data | | | | 0 | 0.00 |
| Total Safety Events | | | | | | |
| Motor Bus | 0 | 0 | 1 | 1 | 1 | 0.60 |
| Demand Response | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Ferry Boat | 1 | 5 | 7 | 2 | 5 | 4.00 |
| Commuter Rail | No data | | | | 2 | 2.00 |
| Rate of Safety Events | | | | | | |
| Motor Bus | 0 | 0 | 0.04 | 0.05 | 0.05 | 0.03 |
| Demand Response | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Ferry Boat | 1.18 | 5.85 | 8.21 | 2.80 | 7.01 | 5.01 |
| Commuter Rail | Not calculated - No data | | | | 0.10 | 0.10 |
| Major Mechanical Failures | | | | | | |
| Motor Bus | 54 | 94 | 71 | 46 | 36 | 60.20 |
| Demand Response | 7 | 16 | 4 | 2 | 0 | 5.80 |
| Ferry Boat | 4 | 4 | 1 | 6 | 3 | 3.60 |
| Commuter Rail | 0 | 0 | 0 | 4 | No data | 1.00 |
| System Reliability | | | | | | |
| Motor Bus | 30,501 | 20,568 | 32,327 | 40,438 | 54,701 | 35,707 |
| Demand Response | 154,186 | 68,341 | 251,953 | 370,122 | - | 211,150 |

| | 2017 | 2018 | 2019 | 2020 | 2021 | 5-Yr Avg |
|------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Ferry Boat | 21,225 | 21,374 | 85,249 | 11,884 | 23,767 | 32,700 |
| Commuter Rail | - | - | - | 490,539 | No data | 490,539 |
| Vehicle Revenue Miles | | | | | | |
| Motor Bus | 1,647,065 | 1,933,396 | 2,295,248 | 1,860,159 | 1,969,224 | 1,941,018 |
| Demand Response | 1,079,305 | 1,093,457 | 1,007,812 | 740,243 | 1,012,014 | 986,566 |
| Ferry Boat | 84,899 | 85,496 | 85,249 | 71,302 | 71,302 | 79,650 |
| Commuter Rail | 2,144,482 | 2,340,372 | 2,413,224 | 1,962,156 | 2,105,053 | 2,193,057 |

Table 6: Regional Safety Targets (2022)

| | Total Fatalities | Rate of Fatalities | Total Injuries | Rate of Injuries | Total Safety Events | Rate of Safety Events | System Reliability ¹ |
|-----------------|--|--------------------|----------------|------------------|---------------------|-----------------------|---------------------------------|
| Motor Bus | 0.00 | 0.00 | 0.00 | 0.00 | 0.54 | 0.03 | 39,278 |
| Demand Response | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 232,266 |
| Ferry Boat | Exempt from FTA's Public Transportation Agency Safety Program ² | | | | | | |
| Commuter Rail | Exempt from FTA's Public Transportation Agency Safety Program ³ | | | | | | |

¹ Vehicle revenue miles (VRM) between major mechanical failures

² Casco Bay Lines safety performance targets are overseen by the United States Coast Guard

³ Northern NE Passenger Rail Authority safety performance targets are overseen by Amtrak and the Federal Railroad Administration

Moving Towards Vision Zero

In January 2022, the PACTS Policy Board directed GPCOG staff to develop a Vision Zero policy, which, if adopted, would establish a goal of reducing traffic fatalities and serious injuries to zero, typically by a specific target date (for example, 2035). Vision Zero policies assert that surface transportation fatalities and injuries are preventable—in other words, traffic crashes aren't accidents, but are the result of poor behavior combined with unforgiving roadway designs.

FHWA Pavement and Bridge Performance Measures

The Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141) and subsequent federal rulemaking established six performance measures related to Bridge and Pavement Condition. The measures are:

1. Percentage of Interstate pavements in Good condition
2. Percentage of Interstate pavements in Poor condition
3. Percentage of non-Interstate NHS pavements in Good condition
4. Percentage of non-Interstate NHS pavements in Poor condition
5. Percentage of NHS bridges by deck area in Good condition
6. Percentage of NHS bridges by deck area in Poor condition

Federal regulations required PACTS to establish initial bridge and pavement condition performance targets on or before November 16, 2018, and requires targets to be established every four years thereafter, related to each of these six performance measures by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT target for that performance measure; or
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

Maine is somewhat unique in that Maine DOT owns the entire NHS system in Maine except for the Maine Turnpike. Maine DOT collects 100% of the pavement data for the NHS system (including the Turnpike) and inspects all non-Turnpike bridges. Maine NHS pavement data is collected annually by a single collection vehicle and a single Maine DOT crew; therefore, maximizing the potential for consistent data collection. Maine DOT inspects NHS bridges on a 24-month cycle using both above and underwater inspection teams. As Maine DOT has responsibility and authority for planning and programming all projects for the Interstate and major bridge planning activities, the PACTS Policy Committee voted (as recorded in meeting minutes of September 18, 2018) to support the relevant Maine DOT established 4-year pavement and bridge condition performance targets by supporting the planning and programming of projects that contribute to the State's goals as shown below in Table 7.

Table 7: MaineDOT Pavement and Bridge Condition Performance Targets

| Maine PM2 Targets | | | | | |
|--------------------------------|------|---------------------|---------------|---------------|-------|
| Asset | | Existing Conditions | 2-Year Target | 4-Year Target | SOGR |
| Interstate Pavement | | | | | |
| | Good | 36.3% | 38.0% | 40.0% | 40.0% |
| | Fair | 62.5% | 60.5% | 58.5% | 57.0% |
| | Poor | 1.2% | 1.5% | 1.5% | 3.0% |
| Non-Interstate Pavement | | | | | |
| | Good | 31.2% | 32.0% | 34.0% | 35.0% |
| | Fair | 63.3% | 63.0% | 61.0% | 55.0% |
| | Poor | 5.5% | 5.0% | 5.0% | 10.0% |
| NHS Bridges | | | | | |
| | Good | 30.0% | 32.0% | 34.0% | 40.0% |
| | Fair | 66.3% | 64.0% | 62.0% | 53.0% |
| | Poor | 3.8% | 4.0% | 4.0% | 7.0% |

The Maine DOT Results and Information Office has provided PACTS with region specific pavement and bridge condition data as shown below in Table 8.

Table 8: PACTS Pavement and Bridge Condition Performance Targets

| NHS System | Rating | Existing Conditions | 2-Year Target | 4-Year Target |
|--------------------------------|---------------|----------------------------|----------------------|----------------------|
| Interstate Pavement | Good | 67.0% | 38.0% | 40.0% |
| | Fair | 32.1% | 60.5% | 58.5% |
| | Poor | 0.9% | 1.5% | 1.5% |
| Non-Interstate Pavement | Good | 19.0% | 32.0% | 34.0% |
| | Fair | 72.5% | 63.0% | 61.0% |
| | Poor | 8.5% | 5.0% | 5.0% |

Minimum acceptable pavement conditions require that not more than five percent of Interstate pavements be in poor condition. FHWA will make yearly determinations of minimum pavement conditions and if it is determined that the Interstate pavement condition falls below the minimum level for any given year, Maine DOT will be required to obligate the National Highway Performance Program (NHPP) and transfer a portion of its Surface Transportation Program (STP) funds to adequately address pavement conditions.

Minimum acceptable conditions for NHS bridges that require that not more than ten percent of the total deck area of a State's NHS bridges are classified as structurally deficient for three consecutive years. FHWA will make a yearly determination for the minimum bridge condition and if that minimum is not met for three consecutive years, Maine DOT will be required to obligate NHPP funds and reserve funds for eligible bridge projects.

Table 9 represents the performance measure targets for Maine NHS Bridges.

Table 9: Maine NHS Bridge Measures

| Metric | Datapoint |
|----------------------------|-----------|
| SD Deck Area | 240,844 |
| Total Deck Area | 5,983,104 |
| % of SD Deck Area | 4.0% |
| % of Good Deck Area | 36.2% |
| % of Poor Deck Area | 4.0% |

Table 10 represents the performance measure targets for PACTS NHS Bridges.

Table 10: PACTS Region NHS Bridge Measures

| Metric | Datapoint |
|----------------------------|-----------|
| SD Deck Area | 28,571 |
| Total Deck Area | 836,336 |
| % of SD Deck Area | 3.4% |
| % of Good Deck Area | 24.8% |
| % of Poor Deck Area | 3.4% |

Additional information about Maine DOT's pavement and bridge condition performance measures, performance target methodology and implementation strategies are referenced in the following document:

MaineDOT Transportation Asset Management Plan:

https://www.maine.gov/mdot/publications/docs/plansreports/MaineDOT_Transportation_Asset_MPlan.pdf

FHWA System Performance and Freight Performance Measures

The Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141) and subsequent federal rulemaking established six performance measures to carry out the National Highway Performance Program (NHPP); the National Highway Freight Program (NHFP); and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). The measures are:

1. Two measures to assess reliability of system performance:
 - a. Percent of reliable person-miles traveled on the Interstate.
 - b. Percent of reliable person-miles traveled on the non-Interstate NHS.
2. A measure that will assess freight movement on the Interstate by the percentage of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index).
3. A measure that will assess total emissions reductions by applicable pollutants under the CMAQ program.
4. Two measures that will assess traffic congestion under the CMAQ program:
 - a. A measure that will assess annual hours of peak hour excessive delay per capita.
 - b. A measure that will assess modal share; specifically, the percent of non-single occupancy vehicle travel which includes travel avoided by telecommuting.

Federal regulations required PACTS to establish initial System Performance and Freight reliability performance targets on or before November 16, 2018, and every four years thereafter, related to each of these performance measures by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT targets for system performance and freight reliability performance measure; or
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

At their November 6, 2018 meeting, the PACTS Executive Committee endorsed the performance measures. PACTS has agreed to plan and program projects to contribute toward the accomplishment of the relevant Maine DOT established 4- year System Performance and Freight Reliability performance targets as shown below. The Maine DOT Results and Information Office has also provided PACTS with region specific system performance and freight reliability condition data as shown below in Table 11 specific to the PACTS region.

Table 11: PACTS System Performance and Freight Reliability Performance Metrics: Maine PM3 Performance on NHS

| | Statewide Target | 2017 Performance (Baseline) | 2018 Performance | 2019 Performance | 2020 Performance | 2021 Performance |
|---|------------------|-----------------------------|------------------|------------------|------------------|------------------|
| Truck Travel Time Reliability Index (TTTR) | | (95th%TTT/50th%TTT) | | | | |
| ATRC | | 1.22 | 1.20 | 1.23 | 1.21 | 1.20 |
| BACTS | | 1.26 | 1.29 | 1.31 | 1.28 | 1.32 |
| KACTS | | 1.47 | 1.30 | 1.50 | 1.26 | 1.41 |
| PACTS | | 1.30 | 1.28 | 1.31 | 1.19 | 1.25 |
| Statewide | < 1.50 | 1.23 | 1.24 | 1.27 | 1.20 | 1.24 |
| % PMT Reliable on Interstate | | (%PMTw/LOTTR<1.50) | | | | |
| ATRC | | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| BACTS | | 100.0% | 100.0% | 99.5% | 100.0% | 100.0% |
| KACTS | | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| PACTS | | 100.0% | 100.0% | 100.0% | 100.0% | 99.9% |
| Statewide | >= 95% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| % PMT Reliable on Non-Interstate NHS | | (%PMTw/LOTTR<1.50) | | | | |
| ATRC | | 94.9% | 93.5% | 91.6% | 92.7% | 86.9% |
| BACTS | | 92.0% | 85.5% | 91.1% | 91.2% | 90.0% |
| KACTS | | 86.9% | 87.6% | 96.1% | 98.4% | 95.0% |
| PACTS | | 77.6% | 76.4% | 82.4% | 88.2% | 82.5% |
| Statewide | >= 90% | 91.3% | 91.5% | 91.5% | 94.9% | 93.1% |

NHS (National Highway System)

TTT (Truck Travel Time)

TTTR for Interstate only

PMT (Person-Miles Traveled)

LOTTR (Level of Travel Time Reliability) = 80th%TT/50th%TT

Legend:

| |
|-----------------|
| trending better |
| steady |
| trending worse |
| target met |
| target not met |

PACTS will track and monitor non-interstate NHS performance to determine if decline in performance is related to any specific area, related to weather events, construction events or other non-traffic related issues. PACTS will continue to support local, regional and state-wide efforts to improve system performance and reliability.

Additional information about Maine DOT's system performance and reliability performance measures, performance target methodology and implementation strategies are referenced in the following document:

MaineDOT Transportation Asset Management Plan:

https://www.maine.gov/mdot/publications/docs/plansreports/MaineDOT_Transportation_Asset_M_Plan.pdf

FTA Transit Performance Measures

The Moving Ahead for Progress in the 21st Century Act and subsequent federal rulemaking established four state of good repair performance measures under the transit asset management (TAM) rule for a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle.

In 2019, the transit agencies operating in the PACTS region agreed to adopt the National Transit Database (NTD) data as a starting point, with the understanding that measures may be eliminated, and others added. These metrics include the following and are evaluated in Table 9 and Table 10.

- Transit Asset Management (TAM) measure for the percentage of a fleet exceeding useful life (*see NTD note below)
- Operating expenses per vehicle revenue hour
- Operating expenses per unlinked passenger trip
- Unlinked trips per vehicle revenue hour
- Fare recovery (fare revenue divided by total operating expenses)
- Safety and security (as reported to the NTD based on Safety and Security Reporting Manual requirements)

*Transit agencies are responsible for reporting their Transit Asset Management Plans (TAMs) to the National Transit Database (NTD), pursuant to federal guidance: "each entity developing a TAM Plan must report annually to FTA's National Transit Database (NTD). These submissions include: asset inventory data; condition assessments and performance results; projected targets for the next fiscal year; and a narrative report on changes in transit system conditions and the progress toward achieving previous performance targets."

Although public transit agencies are required to set and report transit state of good repair targets annually, MPOs are not required to set planning area targets annually. MPOs may choose to set targets more often, however, state of good repair targets are required to be revisited and updated when updating the Metropolitan Transportation Plan. PACTS will continue revisiting the topic of performance measures with the regions' transit agencies in the future, with the expectation that more robust metrics and targets will be adopted in future TIPs.

Table 12: Transit Performance Metrics (2019) – see legend below

| Metric | BSOOB | CBITD | METRO | NNEPRA | RTP | SPBS | YCCAC |
|---|---------|--------|---------|---------|-------|--------|-------|
| Fare Recovery (fare revenues divided by operating expenses) | 17% | 38% | 23% | 46% | 63% | 14% | 6% |
| Operating Expenses per Vehicle Revenue Hour | \$83.54 | 38.59 | \$96.06 | 280.54 | 63.45 | 78.99 | 86.80 |
| Operating Expenses per Unlinked Passenger Trip | \$8.17 | \$6.51 | \$5.04 | \$42.13 | 26.21 | \$5.90 | 20.23 |
| Unlinked Trips per Vehicle Revenue Hour | 10.2 | 67.4 | 19.1 | 6.7 | 2.4 | 13.4 | 4.3 |
| Percentage of Fleet Beyond Useful Life | 76% | 25% | 13% | - | 7% | 0% | 27% |

Table 13: Transit Performance Metrics (2020) – see legend below

| Metric | BSOOB | CBITD | METRO | NNEPRA | RTP | SPBS | YCCAC |
|---|----------|----------|----------|----------|---------|---------|----------|
| Fare Recovery (fare revenues divided by operating expenses) | 10% | 20% | 7% | 39% | 46% | 12% | 2% |
| Operating Expenses per Vehicle Revenue Hour | \$132.44 | \$506.47 | \$111.00 | \$316.30 | \$98.65 | \$96.54 | \$132.35 |
| Operating Expenses per Unlinked Passenger Trip | \$13.37 | \$11.04 | \$10.11 | \$48.44 | \$45.54 | \$6.60 | \$46.43 |
| Unlinked Trips per Vehicle Revenue Hour | 9.9 | 45.9 | 11.0 | 6.5 | 2.2 | 14.6 | 2.9 |
| Percentage of Fleet Beyond Useful Life | 70% | 25% | 9% | - | 4% | 0% | 25% |

Table legend (above):

- BSOOB – Biddeford Saco Old Orchard Beach Transit
- CBITD – Casco Bay Island Transit District
- METRO – Greater Portland Transit District
- NNEPRA – Northern New England Passenger Rail Authority
- RTP – Regional Transportation Program
- SPBS – South Portland Bus Service
- YCCAC – York County Community Action Corporation

Public Transit Planning Efforts for Elderly and Residents with Disabilities

Joint FHWA and FTA regulations require that the planning, programming, and implementation of public transit projects include and address the special public interest needs of elderly and disabled transit users, particularly those users who use wheelchairs or have a mental or physical disability. It is the goal of these agencies that equal opportunity for accessing transit services, as much as practicable, be provided to all residents of the urbanized area. Three key policies exist:

- Better coordination of social service agencies offering accessible transportation in the region to make this service more efficient and effective.
- Coordination of services with social services, fixed route and demand-response providers in and contiguous to the paratransit operating area.

- Expanding accessible and elderly service to ensure that all of the area's residents have access to public transportation.

With these general policies in mind, several measures to improve PACTS area public transportation access to disabled and elderly citizens have been taken. These measures, which are not intended to be an exhaustive list, are presented below.

- Regional buses have "Stop Requested" signs in addition to the bell that sounds and lets hearing-impaired persons know that the driver has been notified of a stop by a passenger. MaineDOT and area transit providers have systematically upgraded all buses and vans so that now most of the area fleet is lift- equipped.
- In 1993, METRO, SPBS and the Cities of Portland, South Portland and Westbrook contracted with Regional Transportation Program (RTP) to provide Complementary Paratransit Services as required by the Americans with Disabilities Act of 1990. This service continues today.
- Both METRO and the Regional Transportation Program (RTP) have adopted "504" plans for handicapped accessibility. These plans provide the two systems with policy and procedural guidance for addressing the needs of Americans with disabilities. An ADA Paratransit Advisory Committee (ADAPT), representing clients and members from social service and organizations serving clients with disabilities, has met to review the plan and provide input into its implementation.
- The BSOOB Transit provides regular fixed route public transportation in Biddeford, Saco and Old Orchard Beach. This includes a local fixed route bus serving the three municipalities. BSOOB Transit also operates the Biddeford to Portland Intercity Bus Service, and the ZOOM Commuter Express Bus Service from Biddeford to Portland on the Maine Turnpike. The Intercity Service deviates from its route to serve persons with disabilities. The ZOOM Bus is a lift-equipped over-the-road coach.
- The York County Community Action Corporation (YCCAC) operate connecting services with flex routes and Demand Response within Arundel, Biddeford, Old Orchard Beach and Saco. All buses and trolleys are equipped with a ramp or lift to assist those using mobility devices or request to use.
- Several area private operators have also utilized FTA funds to purchase new lifts or retrofit existing over- the-road coaches with lifts to serve persons with disabilities. These include Concord Coach, Vermont Transit and VIP Tour and Charter Bus Company.
- METRO, South Portland Bus and RTP continue to place a high priority on accessibility. In addition to the procurement and maintenance of the fleet of accessible buses and vans, all three organizations provide regular sensitivity training sessions to their drivers. METRO, South Portland and BSOOB Transit also designed new bus shelters that do not have barriers to persons with disabilities.
- The Mill Creek Transit Hub in South Portland and Metro's Downtown Transportation Center (completed in 2007) are fully accessible. Similarly, the recent improvements to the Casco Bay Island Transit District ferry terminal and the BSOOB Transit office and garage all involved accessibility improvements.
- METRO also works closely with Catholic Charities and with the United Way to reach out to new Mainers from different cultures and countries. A quarterly "introduction to the bus training" is conducted with Catholic Charities to help persons with difficulty interpreting or understanding bus policies and schedules.
- The region's Dirigo Touchpass, a universal fare collection platform, is a collaborative effort on behalf of the Greater Portland METRO, Biddeford Saco Old Orchard Beach Transit, and the South Portland Bus Service. Furthermore, the Transit Stop Access project, which is in design, aims to make transit more accessible to all users.

- Several new transit services in the region enhance the ability of elderly and disabled persons to access public transportation. They include the Lakes Region Explorer, the addition of Sunday service in South Portland, Metro's "Breez" service from Portland to Brunswick. In addition, Metro's "Transit West" service extends transit service to Gorham, creating a direct connection between downtown Westbrook and the Maine Mall in South Portland, and implement speed and frequency improvements to routes serving Portland and Westbrook.

GPCOG and PACTS created a Mobility for All Program, which engages a broad range of community members and organizations in improving transportation access for people who experience barriers. Mobility for All initiatives use inclusive practices to involve older adults, people with disabilities, people of color, and other underserved communities in transportation planning and decision-making. GPCOG and PACTS' Community Transportation Leaders program, in many ways, serves as the cornerstone for the region's "mobility for all" work. Specifically, the program is a gateway to meaningful involvement by underrepresented communities in decision-making about the transportation system. The success of the program in Greater Portland, Maine – demonstrated through policy, systems, and environmental changes – is the result of an intentional approach that is equal parts skill-building, relationship building and opportunity-creation. In early 2022, GPCOG convened its second cohort of Community Transportation Leaders, which includes individuals with disabilities, older adults, and residents whose primary language is not English. To learn more about the program and GPCOG's broader Mobility for All initiative, visit <https://www.gpcog.org/159/Mobility-for-All>.

Financial Capacity of Public Transit Operators

Public transit operators in the PACTS area include the Greater Portland Transit District (METRO), Casco Bay Island Transit District (CBITD), Regional Transportation Program (RTP), the South Portland Bus Service (SPBS), Biddeford-Saco-Old Orchard Beach Transit Committee (BSOOB Transit), the Northern New England Passenger Rail Authority (NNEPRA) and York County Community Action Corporation (YCCAC). Based on a review of audited financial reports, monthly financial statements, operating budgets, and other short-range financial information, the ability of public transit operators to operate and maintain their individual transit systems at present levels of service is barely adequate.

Additional review and documentation of these systems' financial capacity will be provided as part of the individual self-certification required as part of FTA's grant acceptance. Proposed projects included in this TIP appear to have sufficient resources to cover the total operating and capital costs during the course of the projects.

Financial Tables

Appendix C tabulates the scheduled funding obligations of *federal funds only* by federal fiscal year. This includes PACTS-sponsored projects, MaineDOT-sponsored projects, and FTA projects.

Air Quality Conformity

Transportation conformity is required under the Clean Air Act (CAA) and the Clean Air Act Amendments of 1990 (CAAA). The purpose of the transportation conformity process is to ensure that federally funded or approved transportation projects, programs and plans are reviewed and evaluated for their impacts on air quality. Specifically, the projects and other federally funded activities contained in the Long-Range Transportation Plan (LRTP) or STIP may not cause or contribute to new violations, exacerbate existing violations, or interfere with the timely attainment of air quality standards. The transportation conformity process requires the active participation of all agencies (federal, state, and local) that implement federally funded transportation projects and programs within the Portland and Midcoast areas. The most recent Air Quality Analysis is included as Appendix G. This report documents the air

quality conformity determination for the 2022-2025 Statewide Transportation Improvement Program (STIP).

Appendices

- A. MPO Self-Certification
- B. Regional Maps
- C. PACTS Financial Tables
- D. PACTS-sponsored Projects (FHWA)
- E. MaineDOT-sponsored Projects (FHWA)
- F. PACTS-sponsored Projects (FTA)
- G. Air Quality Conformity Analysis
- H. Public Comments

Appendix A

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

(To be submitted with the Statewide Transportation Improvement Program)

The Metropolitan Planning Organization, PACTS, in accordance to Title 23 §450.336 and 23 CFR Part 450 hereby certifies that the transportation improvement process is addressing major issues facing the MPO, and is being carried out in accordance with the following requirements:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, 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;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) 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;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature:



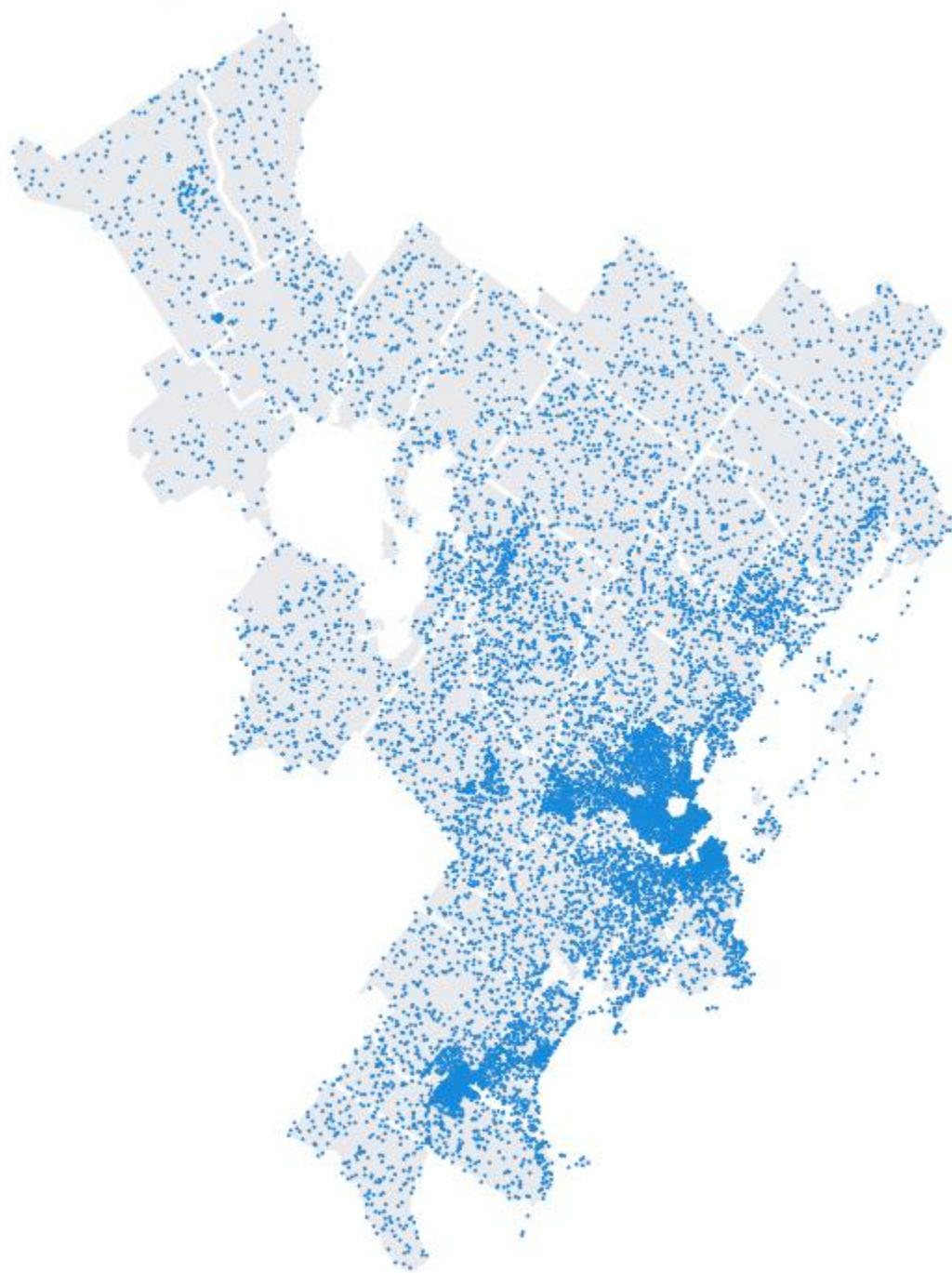
Printed Name: Christopher W. Chop

Title: Transportation Director

Date: March 4, 2022

Figure B-1: Population Density

1 dot = 25 people

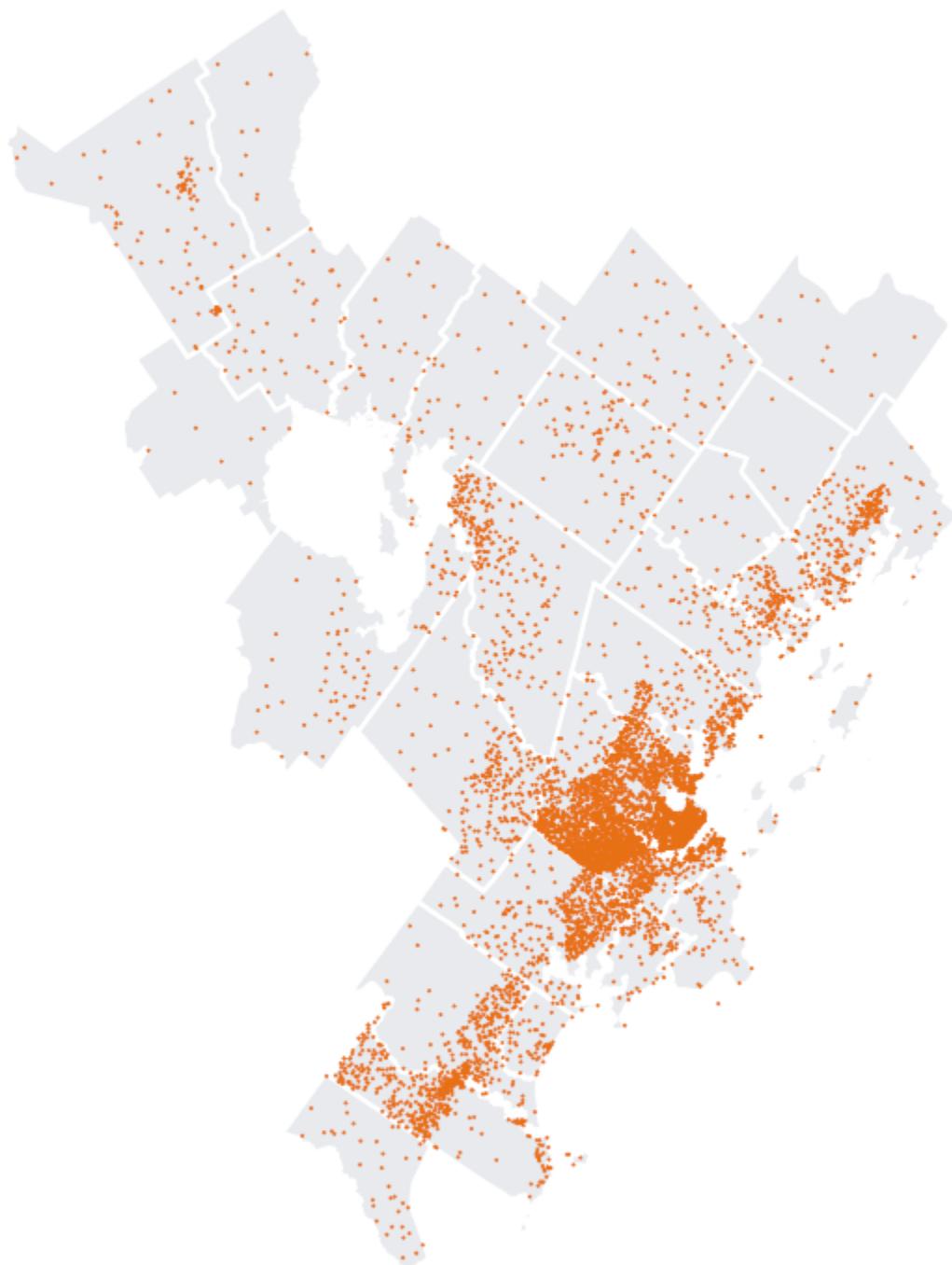


Source: American Community Survey 2014-2018 5yr Estimate
Geography: Census block group

Figure B-2: Employment Density

Employment Density

1 dot = 25 jobs



Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics Dataset, 2017
Geography: Census block group

Figure B-3: Regional Transit Network

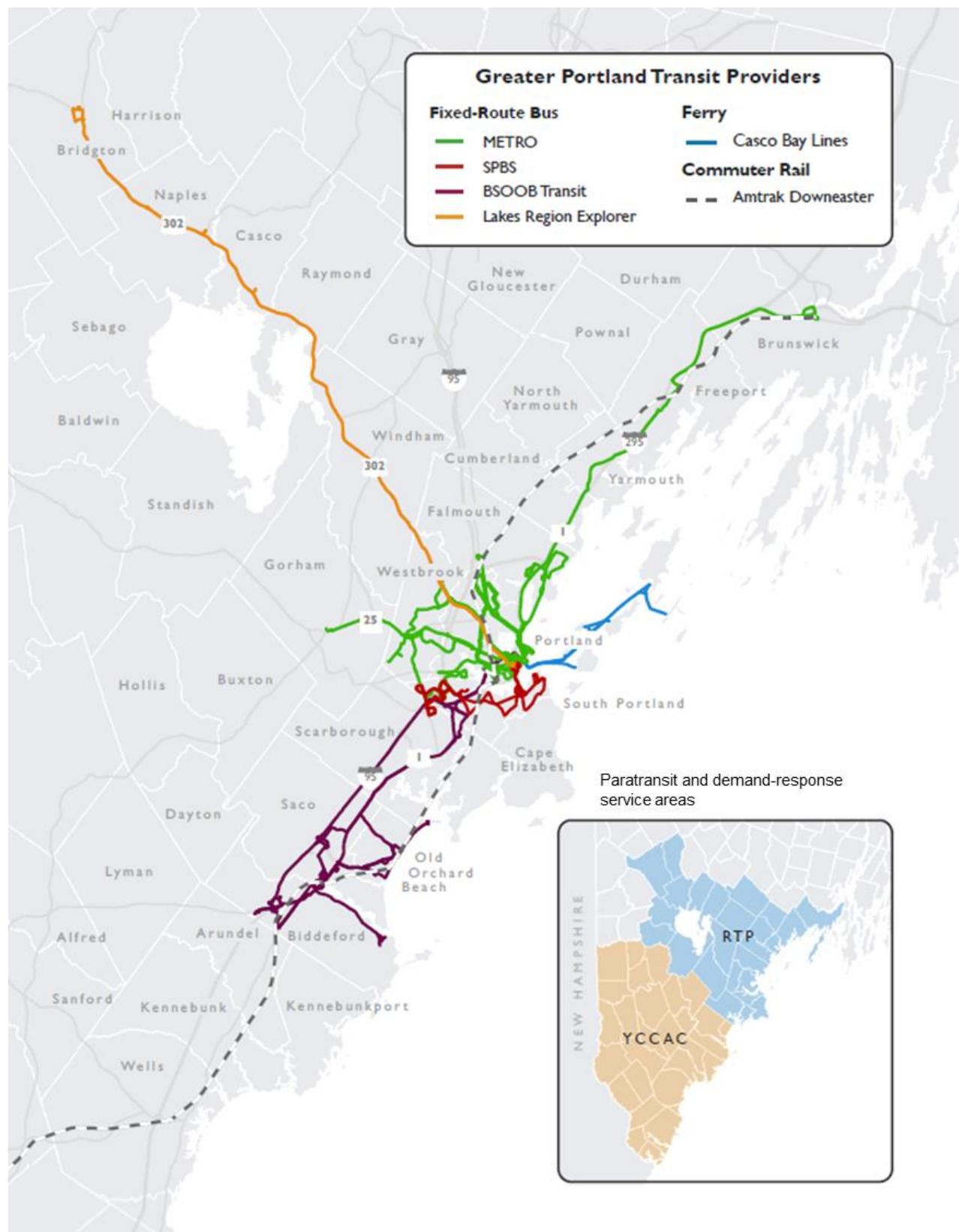
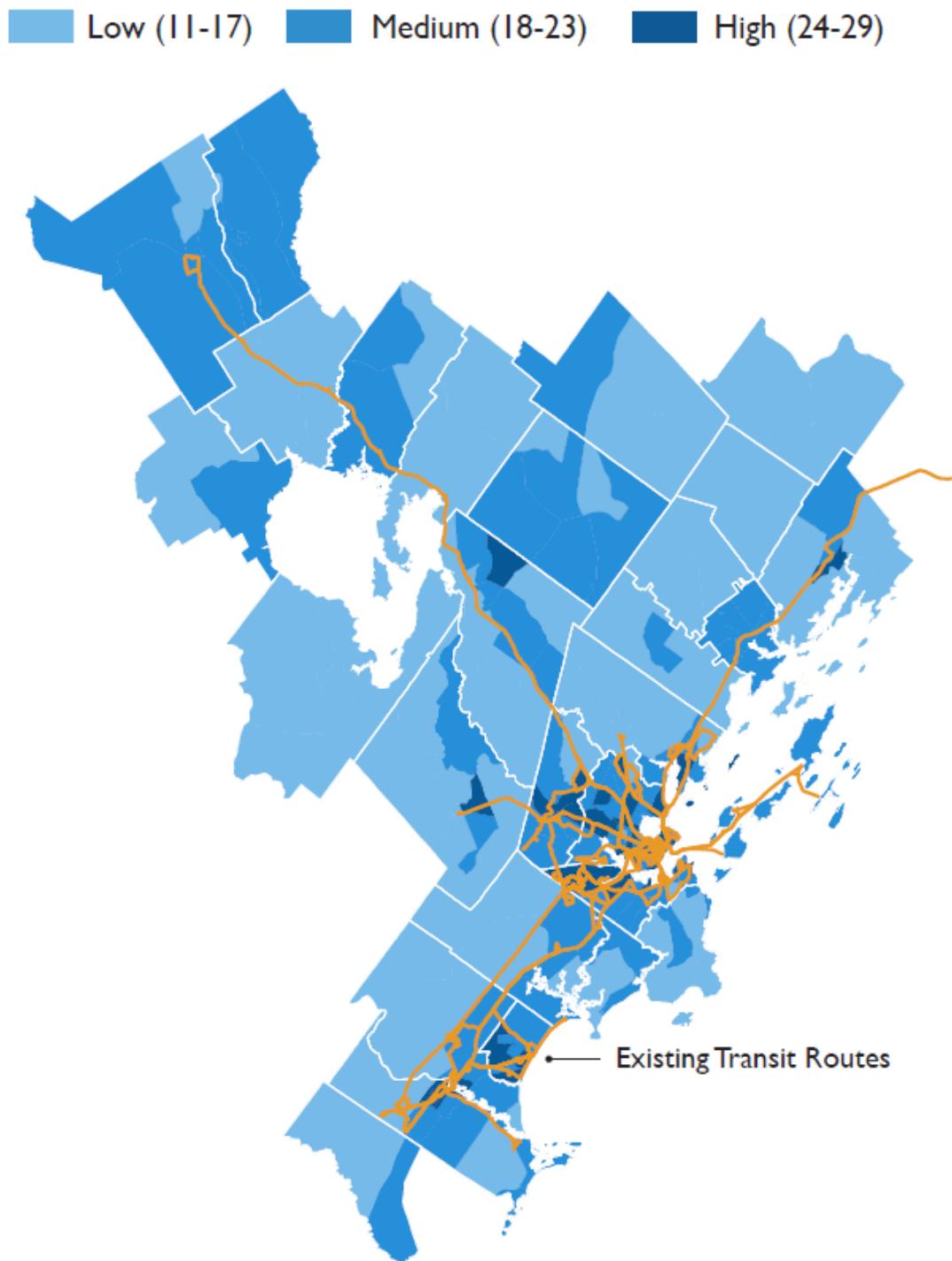


Figure B-4: Transit Demand Score and Transit Routes



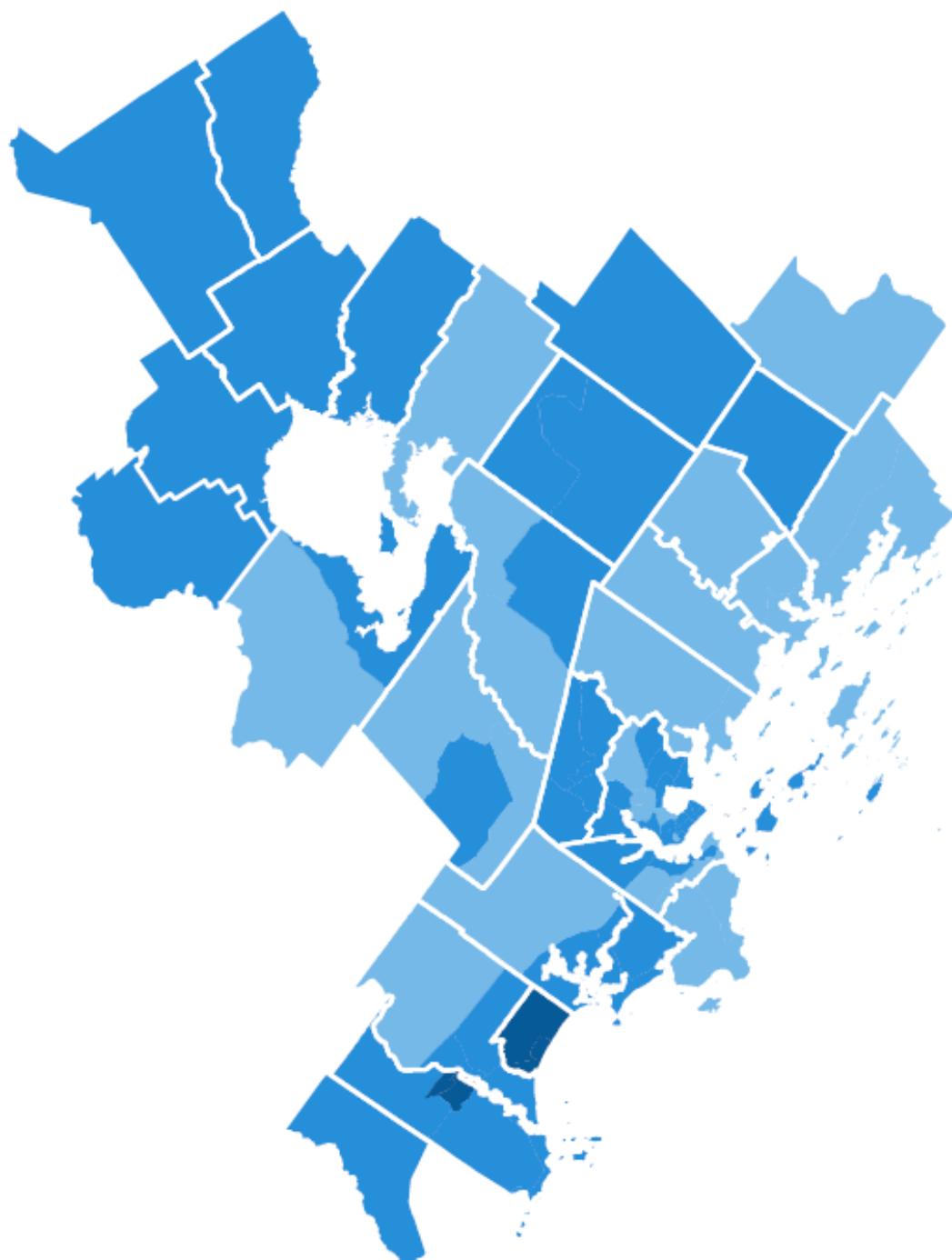
Source: American Community Survey 2014-2018 5yr Estimate | Geography: Census Block Group

Regional transit demand score considers multiple demographic characteristics that influence transit ridership, such as population and job density, the size of youth and senior populations, the percentage of the population living below poverty level, the percentage of minority populations, and the percentage of households with limited vehicle access.

Figure B-5: People with Disabilities

Percent of population with a disability

< 10% 10% - 20% 20.1% - 30%

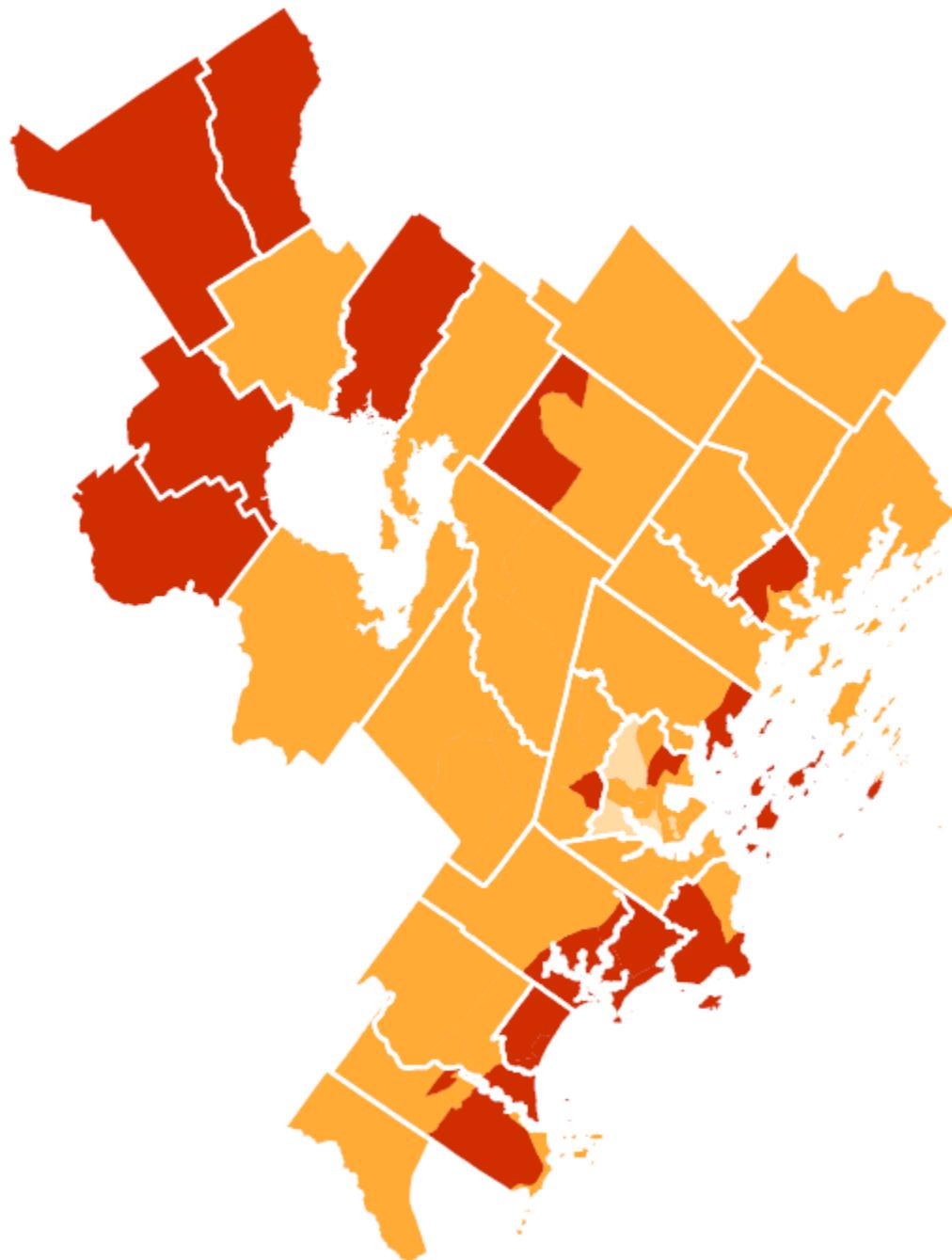


Source: American Community Survey 2014-2018 5yr Estimate | Geography: Census Tract

Figure B-6: People over Age 65

Percent of population over age 65

| | |
|---|-------------|
|  | < 10% |
|  | 10% - 20% |
|  | 20.1% - 30% |



Source: American Community Survey 2014-2018 5yr Estimate | Geography: Census Tract

Appendix C

| PACTS Region | | | | FHWA | | | | |
|-----------------------------------|--------------------|-------------------------|---------------------|----------------------|---------------------|---------------------|---------------------|---------------------|
| PACTS Region FHWA | | | | | | | | |
| Type | Source | Available | Obligated to Date | Rem to Obligate | 2022 | 2023 | 2024 | 2025 |
| MPO Sponsored | Federal | Federal CMAQ | \$345,496 | \$45,475 | \$300,021 | \$150,010 | \$150,010 | \$0 |
| | | Federal HSIP | \$878,050 | \$319,061 | \$558,989 | \$212,489 | \$9,000 | \$118,500 |
| | | Federal LHIP | \$1,164,127 | \$1,164,127 | \$0 | \$0 | \$0 | \$0 |
| | | Federal MPP | \$1,661,322 | \$0 | \$1,661,322 | \$0 | \$0 | \$553,774 |
| | | Federal NHS | \$146,250 | \$0 | \$146,250 | \$48,750 | \$48,750 | \$0 |
| | | Federal Planning | \$1,661,322 | \$0 | \$1,661,322 | \$553,774 | \$553,774 | \$0 |
| | | Federal STP | \$25,238,241 | \$1,689,146 | \$23,549,095 | \$7,481,977 | \$6,984,490 | \$4,129,545 |
| | | Federal Safety | \$379,991 | \$0 | \$379,991 | \$189,995 | \$189,995 | \$0 |
| | | Federal TAP | \$475,322 | \$293,365 | \$181,957 | \$45,841 | \$45,841 | \$45,138 |
| Highway and Bridge | Highway and Bridge | \$3,119,278 | \$766,437 | \$2,352,841 | \$703,136 | \$393,199 | \$658,142 | \$299,182 |
| Local | Local | \$10,869,501 | \$5,070,058 | \$5,799,443 | \$1,497,838 | \$1,506,452 | \$1,273,547 | \$899,236 |
| Other | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Private | Private | \$24,700 | \$24,700 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MPO Sponsored Totals: | | \$45,963,598 | \$9,372,369 | \$36,591,229 | \$10,883,810 | \$9,881,511 | \$7,381,170 | \$4,843,440 |
| MaineDOT Sponsored | Federal | Federal CMAQ | \$729,500 | \$94,000 | \$635,500 | \$234,250 | \$139,917 | \$130,667 |
| | | Federal FBP | \$1,431,771 | \$80,000 | \$1,351,771 | \$251,827 | \$253,319 | \$406,818 |
| | | Federal Federal Grants | \$20,194,359 | \$18,938,000 | \$1,256,359 | \$409,071 | \$409,071 | \$29,145 |
| | | Federal HPP | \$432,439 | \$312,439 | \$120,000 | \$60,000 | \$60,000 | \$0 |
| | | Federal HSIP | \$8,169,498 | \$1,214,319 | \$6,955,178 | \$1,850,378 | \$1,672,800 | \$1,715,550 |
| | | Federal IM | \$339,203 | \$339,203 | \$0 | \$0 | \$0 | \$0 |
| | | Federal LHIP | \$4,535,599 | \$4,535,599 | \$0 | \$0 | \$0 | \$0 |
| | | Federal NHFP | \$8,139,444 | \$8,111,150 | \$28,293 | \$14,147 | \$14,147 | \$0 |
| | | Federal NHPP | \$70,277,576 | \$4,469,209 | \$65,808,367 | \$5,100,783 | \$13,289,848 | \$20,968,705 |
| | | Federal NHS | \$27,165,421 | \$0 | \$27,165,421 | \$9,856,813 | \$9,811,813 | \$5,620,088 |
| | | Federal Planning | \$200,712 | \$72,953 | \$127,759 | \$107,759 | \$10,000 | \$10,000 |
| | | Federal RH Xing Program | \$630,100 | \$0 | \$630,100 | \$105,576 | \$105,576 | \$210,033 |
| | | Federal Rail | \$4,500 | \$0 | \$4,500 | \$4,500 | \$0 | \$0 |
| | | Federal STP | \$48,911,294 | \$6,228,827 | \$42,682,467 | \$9,866,310 | \$11,518,941 | \$11,697,072 |
| | | Federal Safety | \$1,389,350 | \$0 | \$1,389,350 | \$1,277,250 | \$105,600 | \$6,500 |
| | | Federal TAP | \$792,018 | \$77,862 | \$714,156 | \$254,052 | \$230,052 | \$0 |
| GARVEE | GARVEE | \$4,116,000 | \$0 | \$4,116,000 | \$0 | \$1,372,000 | \$1,372,000 | \$1,372,000 |
| Highway and Bridge | Highway and Bridge | \$48,476,058 | \$21,581,069 | \$26,894,989 | \$5,139,207 | \$6,361,335 | \$8,183,271 | \$5,260,711 |
| Local | Local | \$5,173,004 | \$2,823,316 | \$2,349,688 | \$689,123 | \$477,123 | \$563,448 | \$389,247 |
| MM Bond | MM Bond | \$180,764 | \$0 | \$180,764 | \$30,127 | \$60,255 | \$60,255 | \$30,127 |
| MM Trans | MM Trans | \$2,888,382 | \$0 | \$2,888,382 | \$0 | \$0 | \$962,794 | \$962,794 |
| Other | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Private | Private | \$1,131,786 | \$986,650 | \$145,136 | \$37,106 | \$37,106 | \$48,379 | \$11,273 |
| MaineDOT Sponsored Totals: | | \$255,308,775 | \$69,864,596 | \$185,444,179 | \$35,288,278 | \$45,928,901 | \$52,594,701 | \$36,775,885 |
| Totals: | | \$301,272,373 | \$79,236,965 | \$222,035,408 | \$46,172,088 | \$55,810,413 | \$59,975,871 | \$41,619,325 |

| PACTS Region | | | | | | | FTA | | | | |
|----------------------------|-------------------------------------|---------------|---------|---------------|-------------------|-----------------|--------------|--------------|--------------|--------------|--|
| PACTS Region FTA | | | | | | | | | | | |
| | Fed Srce | Type | Source | Available | Obligated to Date | Rem to Obligate | 2022 | 2023 | 2024 | 2025 | |
| MaineDOT Sponsored | 5337 State of Good Repair | Federal | Federal | \$2,356,465 | \$0 | \$2,356,465 | \$299,491 | \$720,000 | \$636,974 | \$700,000 | |
| | | Local | Local | \$1,696,450 | \$0 | \$1,696,450 | \$1,197,962 | \$180,000 | \$159,244 | \$159,244 | |
| | | Source Total: | | \$4,052,915 | \$0 | \$4,052,915 | \$1,497,453 | \$900,000 | \$796,218 | \$859,244 | |
| | CONGESTION MITIGATION & AIR QUALITY | Federal | Federal | \$31,246,014 | \$0 | \$31,246,014 | \$10,415,338 | \$10,415,338 | \$10,415,338 | \$0 | |
| | | Local | Local | \$1,658,766 | \$0 | \$1,658,766 | \$552,922 | \$552,922 | \$552,922 | \$0 | |
| | | State | State | \$6,000,000 | \$0 | \$6,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$0 | |
| | Source Total: | | | \$38,904,780 | \$0 | \$38,904,780 | \$12,968,260 | \$12,968,260 | \$12,968,260 | \$0 | |
| | FTA / 5339 | Federal | Federal | \$3,589,536 | \$0 | \$3,589,536 | \$2,664,537 | \$300,000 | \$300,000 | \$325,000 | |
| | | Local | Local | \$633,448 | \$0 | \$633,448 | \$470,212 | \$52,941 | \$52,941 | \$57,353 | |
| | Source Total: | | | \$4,222,984 | \$0 | \$4,222,984 | \$3,134,749 | \$352,941 | \$352,941 | \$382,353 | |
| | FTA SECTION 16 / 5310 | Federal | Federal | \$72,881 | \$0 | \$72,881 | \$72,881 | \$0 | \$0 | \$0 | |
| | Source Total: | | | \$72,881 | \$0 | \$72,881 | \$72,881 | \$0 | \$0 | \$0 | |
| | FTA SECTION 18 / 5311 | Federal | Federal | \$168,000 | \$0 | \$168,000 | \$0 | \$168,000 | \$0 | \$0 | |
| | | Local | Local | \$144,750 | \$0 | \$144,750 | \$0 | \$144,750 | \$0 | \$0 | |
| | Source Total: | | | \$312,750 | \$0 | \$312,750 | \$0 | \$312,750 | \$0 | \$0 | |
| | FTA SECTION 8 / 5303 | Federal | Federal | \$1,094,000 | \$0 | \$1,094,000 | \$270,000 | \$272,000 | \$272,000 | \$280,000 | |
| | | Local | Local | \$273,500 | \$0 | \$273,500 | \$67,500 | \$68,000 | \$68,000 | \$70,000 | |
| | Source Total: | | | \$1,367,500 | \$0 | \$1,367,500 | \$337,500 | \$340,000 | \$340,000 | \$350,000 | |
| | FTA SECTION 9 / 5307 | Federal | Federal | \$63,332,726 | \$0 | \$63,332,726 | \$33,026,589 | \$11,328,550 | \$10,151,382 | \$8,826,205 | |
| | | Local | Local | \$28,342,435 | \$0 | \$28,342,435 | \$10,582,815 | \$6,065,982 | \$5,947,572 | \$5,746,066 | |
| | | Private | Private | \$270,000 | \$0 | \$270,000 | \$180,000 | \$90,000 | \$0 | \$0 | |
| | | State | State | \$4,365,576 | \$2,839,412 | \$1,526,164 | \$426,247 | \$426,247 | \$336,835 | \$336,835 | |
| Source Total: | | | | \$96,310,737 | \$2,839,412 | \$93,471,325 | \$44,215,651 | \$17,910,779 | \$16,435,789 | \$14,909,106 | |
| MaineDOT Sponsored Totals: | | | | \$145,244,547 | \$2,839,412 | \$142,405,135 | \$62,226,494 | \$32,784,730 | \$30,893,208 | \$16,500,703 | |

Appendix D

PACTS Region FHWA MPO Sponsored

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|---|---|------------|---|---|---|---|---|--------------------------------------|---------------------------------|
| | | | | | 2022 | | | | |
| Biddeford, Old Orchard Beach, Scarborough 025967.00 Bicycle/Pedestrian Rehabilitation | PE: \$12,200 ROW: \$0 CON: \$304,600 CE: \$24,400 Other: \$0 | | Federal STP Highway and Bridge Local | \$255,900 \$0 \$85,300 | \$0 \$0 \$0 | \$3,050 \$0 \$1,017 | \$3,050 \$0 \$1,017 | \$85,300 \$0 \$28,433 | \$82,250 \$0 \$27,417 |
| | | | Totals: | \$341,200 | \$0 | \$4,067 | \$4,067 | \$113,733 | \$109,667 |
| Various Locations ADA improvements for Collector Road paving projects. PACTS Sponsored. | | | | | | | | | |
| Biddeford 1857400 Highways Intersection Improvements W/ Signal | PE: \$182,500 ROW: \$10,000 CON: \$1,450,500 CE: \$144,000 Other: \$0 | | Federal STP Highway and Bridge Local Other | \$1,340,250 \$154,750 \$292,000 \$0 | \$144,375 \$154,750 \$0 \$0 | \$597,938 \$0 \$0 \$0 | \$597,938 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 |
| | | | Totals: | \$1,787,000 | \$591,125 | \$597,938 | \$597,938 | \$0 | \$0 |
| Route 9 Located at the intersections of Main Street, Water Street, Hill Road, and Pepperell Mill Campus entrance. PACTS Sponsored. | | | | | | | | | |
| Biddeford 2397700 Highways 1 1/4" Overlay | PE: \$17,000 ROW: \$0 CON: \$230,913 CE: \$21,464 Other: \$0 | | Federal STP Federal Safety Highway and Bridge Local Other | \$56,056 \$145,977 \$0 \$67,344 \$0 | \$11,250 \$0 \$0 \$52,909 \$0 | \$22,403 \$72,989 \$0 \$7,218 \$0 | \$22,403 \$72,989 \$0 \$7,218 \$0 | \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 |
| | | | Totals: | \$269,377 | \$64,159 | \$102,609 | \$102,609 | \$0 | \$0 |
| Precourt Street Beginning at Route 1 and extending southeast 0.32 of a mile to Landry Street. PACTS Sponsored. | | | | | | | | | |
| Biddeford 2458300 Highways Mill And Fill | PE: \$39,120 ROW: \$0 CON: \$541,160 CE: \$71,720 Other: \$0 | | Federal STP Highway and Bridge Local Other | \$489,000 \$0 \$163,000 \$0 | \$22,500 \$0 \$152,286 \$0 | \$233,250 \$0 \$5,357 \$0 | \$233,250 \$0 \$5,357 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 |
| | | | Totals: | \$652,000 | \$174,786 | \$238,607 | \$238,607 | \$0 | \$0 |
| Route 9 Beginning at Marblehead Lane and extending north 0.85 of a mile to Decary Road. PACTS Sponsored. | | | | | | | | | |
| Biddeford 2501700 Highways Mill And Fill | PE: \$6,200 ROW: \$0 CON: \$156,800 CE: \$12,500 Other: \$0 | | Federal STP Highway and Bridge Local Other | \$131,625 \$0 \$43,875 \$0 | \$0 \$0 \$1,550 \$0 | \$46,975 \$0 \$14,108 \$0 | \$42,325 \$0 \$14,108 \$0 | \$42,325 \$0 \$14,108 \$0 | \$0 \$0 \$0 \$0 |
| | | | Totals: | \$175,500 | \$1,550 | \$61,083 | \$56,433 | \$56,433 | \$0 |
| South Street Beginning at Main Street and extending west 0.34 of a mile to 0.12 of a mile west of Cathedral Oaks Drive. PACTS Sponsored. | | | | | | | | | |
| Biddeford 2565300 Highways Intersection Reconstruction | PE: \$195,000 ROW: \$5,000 CON: \$0 CE: \$0 Other: \$0 | | Federal STP Highway and Bridge Local Other | \$150,000 \$0 \$50,000 \$0 | \$0 \$0 \$50,000 \$0 | \$50,000 \$0 \$0 \$0 | \$50,000 \$0 \$0 \$0 | \$50,000 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 |
| | | | Totals: | \$200,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$0 |
| Elm Street Beginning at St. Mary Street and extending northeast 0.12 of a mile to Lincoln Street. PACTS Sponsored | | | | | | | | | |
| Biddeford 025959.00 Highways Mill And Fill | PE: \$8,600 ROW: \$0 CON: \$216,300 CE: \$17,300 Other: \$0 | | Federal STP Highway and Bridge Local | \$181,650 \$0 \$60,550 | \$0 \$0 \$0 | \$2,150 \$0 \$717 | \$2,150 \$0 \$717 | \$60,550 \$0 \$20,183 | \$58,400 \$0 \$19,467 |
| | | | Totals: | \$242,200 | \$0 | \$2,867 | \$2,867 | \$80,733 | \$77,867 |
| Hill Street/Landry Street Beginning at West Street and extending south 0.25 of a mile on Hill Street. Beginning at Precourt Street and extending east 0.17 of a mile to Hill Street. PACTS Sponsored. | | | | | | | | | |
| Biddeford 025963.00 Highways Mill And Fill | PE: \$13,000 ROW: \$0 CON: \$326,600 CE: \$26,100 Other: \$0 | | Federal STP Highway and Bridge Local | \$274,275 \$0 \$91,425 | \$0 \$0 \$0 | \$3,250 \$0 \$1,083 | \$3,250 \$0 \$1,083 | \$91,425 \$0 \$30,475 | \$88,175 \$0 \$29,392 |
| | | | Totals: | \$365,700 | \$0 | \$4,333 | \$4,333 | \$121,900 | \$117,567 |
| Route 111 Beginning at Pool Street and extending west 0.20 of a mile to Birch Street. Beginning at Graham Street and extending west 0.22 of a mile to Route 1. PACTS Sponsored. | | | | | | | | | |
| Cape Elizabeth 024103.00 Bicycle/Pedestrian Multimodal Improvements | PE: \$75,000 ROW: \$25,000 CON: \$0 CE: \$0 Other: \$0 | | Federal STP Federal TAP Highway and Bridge Local Other | \$44,600 \$30,400 \$0 \$25,000 \$0 | \$0 \$30,400 \$0 \$0 \$0 | \$14,867 \$0 \$0 \$0 \$0 | \$14,867 \$0 \$0 \$0 \$0 | \$14,867 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 |
| | | | Totals: | \$100,000 | \$55,400 | \$14,867 | \$14,867 | \$14,867 | \$0 |
| Ocean Road Beginning at Shore Road and extending south 0.45 of a mile to Fowler Road. PACTS Sponsored. | | | | | | | | | |
| Falmouth 024587.00 Highways Mill And Fill | PE: \$21,000 ROW: \$0 CON: \$227,694 CE: \$20,000 Other: \$0 | | Federal STP Highway and Bridge Local Other Private | \$183,140 \$0 \$77,754 \$0 \$7,800 | \$15,000 \$0 \$50,427 \$0 \$7,800 | \$84,070 \$0 \$13,664 \$0 \$0 | \$84,070 \$0 \$13,664 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 |
| | | | Totals: | \$268,694 | \$73,227 | \$97,734 | \$97,734 | \$0 | \$0 |
| Lunt Road Beginning at Falmouth Road and extending east 0.33 of a mile to the I-295 Overpass. PACTS Sponsored. | | | | | | | | | |
| Gorham 025983.00 Highways Intelligent Transportation Systems | PE: \$18,500 ROW: \$500 CON: \$0 CE: \$0 Other: \$0 | | Federal STP Local | \$14,250 \$4,750 | \$0 \$0 | \$14,250 \$4,750 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| | | | Totals: | \$19,000 | \$0 | \$19,000 | \$0 | \$0 | \$0 |
| Various Locations Add traffic adaptive signal operations to the four traffic signals on Main Street. PACTS Sponsored. | | | | | | | | | |

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|--|---|---|---|--|---|---|---|---------------------------------------|------------------|
| | | | | | | 2022 | 2023 | 2024 | 2025 |
| Old Orchard Beach 025961.00 Highways Mill And Fill | PE: \$16,600 ROW: \$0 CON: \$415,800 CE: \$33,200 Other: \$0 | Federal STP Highway and Bridge Local | \$349,200 \$0 \$116,400 | \$0 \$0 \$0 | \$4,150 \$0 \$1,383 | \$4,150 \$0 \$1,383 | \$116,400 \$0 \$38,800 | \$112,250 \$0 \$37,417 | |
| Totals: | | | | \$465,600 | \$0 | \$5,533 | \$5,533 | \$155,200 | \$149,667 |
| Union Avenue Beginning at Saco Avenue and extending east 0.60 of a mile to West Grand Avenue. PACTS Sponsored. | | | | | | | | | |
| Old Orchard Beach 025965.00 Highways Mill And Fill | PE: \$9,500 ROW: \$0 CON: \$239,400 CE: \$19,100 Other: \$0 | Federal STP Highway and Bridge Local | \$201,000 \$0 \$67,000 | \$0 \$0 \$0 | \$2,375 \$0 \$792 | \$2,375 \$0 \$792 | \$67,000 \$0 \$22,333 | \$64,625 \$0 \$21,542 | |
| Totals: | | | | \$268,000 | \$0 | \$3,167 | \$3,167 | \$89,333 | \$86,167 |
| Route 5 Beginning at Washington Avenue and extending east 0.30 of a mile to Old Orchard Street. PACTS Sponsored. | | | | | | | | | |
| Portland, Westbrook, Windham 026242.00 Highways Safety Improvements | PE: \$30,000 ROW: \$0 CON: \$335,000 CE: \$30,000 Other: \$0 | Federal HSIP Highway and Bridge Local | \$355,500 \$39,500 \$103,833 | \$0 \$0 \$0 | \$9,000 \$1,000 \$1,000 | \$9,000 \$1,000 \$1,000 | \$118,500 \$13,167 \$13,167 | \$109,500 \$12,167 \$12,167 | |
| Totals: | | | | \$395,000 | \$0 | \$10,000 | \$10,000 | \$131,667 | \$121,667 |
| Route 302 Install Backplates with Yellow Reflective Strips and Supplemental Signal Heads. | | | | | | | | | |
| Portland 0214222 002142.22 Production Support And Administration Mpo Program Management | PE: \$0 ROW: \$0 CON: \$0 CE: \$0 Other: \$2,076,652 | Federal MPP Federal Planning Highway and Bridge Local | \$0 \$1,661,322 \$311,498 \$103,833 | \$0 \$553,774 \$0 \$0 | \$0 \$553,774 \$0 \$0 | \$0 \$553,774 \$0 \$0 | \$0 \$553,774 \$0 \$0 | \$0 \$553,774 \$0 \$0 | \$0 |
| Totals: | | | | \$2,076,652 | \$415,330 | \$553,774 | \$553,774 | \$553,774 | \$0 |
| PACTS Planning Portland Area Comprehensive Transportation System (PACTS) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Portland region. Years 2022-2023. | | | | | | | | | |
| Portland 002142.24 Production Support And Administration Mpo Program Management | PE: \$0 ROW: \$0 CON: \$0 CE: \$0 Other: \$2,076,652 | Federal MPP Highway and Bridge Local | \$1,661,322 \$311,498 \$103,833 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$553,774 \$103,833 \$34,611 | \$553,774 \$103,833 \$34,611 | |
| Totals: | | | | \$2,076,652 | \$0 | \$0 | \$0 | \$692,217 | \$692,217 |
| PACTS Planning Portland Area Comprehensive Transportation System (PACTS) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Portland region. Years 2024-2025. | | | | | | | | | |
| Portland 1481500 014815.00 Production Support And Administration Enhanced Project Scoping | PE: \$746,000 ROW: \$500 CON: \$0 CE: \$0 Other: \$0 | Federal HSIP Highway and Bridge Local Other | \$522,550 \$34,800 \$189,150 \$0 | \$319,061 \$22,740 \$114,000 \$0 | \$203,489 \$12,060 \$75,150 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 |
| Totals: | | | | \$746,500 | \$455,801 | \$290,699 | \$0 | \$0 | \$0 |
| Franklin Street Feasibility study and preliminary engineering for intersection improvements beginning at Marginal Way and extending southeast 0.74 of a mile to Commercial Street. PACTS Sponsored. | | | | | | | | | |
| Portland 1862400 018624.00 Highways Roundabout Construction | PE: \$22,622 ROW: \$92,566 CON: \$3,634,241 CE: \$364,694 Other: \$0 | Federal LHIP Federal STP Highway and Bridge Local Other | \$1,164,127 \$1,921,465 \$0 \$1,028,531 \$0 | \$1,164,127 \$35,000 \$0 \$1,028,531 \$0 | \$0 \$943,233 \$0 \$0 \$0 | \$0 \$943,233 \$0 \$0 \$0 | \$0 \$943,233 \$0 \$0 \$0 | \$0 \$943,233 \$0 \$0 \$0 | \$0 |
| Totals: | | | | \$4,114,123 | \$2,227,658 | \$943,233 | \$943,233 | \$0 | \$0 |
| Brighton Avenue, Deering Avenue Beginning at Bedford Street and extending west 0.09 of a mile. PACTS Sponsored. | | | | | | | | | |
| Portland 1866400 018664.00 Highways Install Or Replace Traffic Signals | PE: \$105,396 ROW: \$32,990 CON: \$1,208,253 CE: \$85,000 Other: \$0 | Federal STP Highway and Bridge Local Other | \$540,750 \$15,000 \$875,889 \$0 | \$91,518 \$0 \$271,006 \$0 | \$224,616 \$7,500 \$302,441 \$0 | \$224,616 \$7,500 \$302,441 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 |
| Totals: | | | | \$1,431,639 | \$362,524 | \$534,557 | \$534,557 | \$0 | \$0 |
| Congress Street Connection between Congress Street signals via overhead hardwire to existing signals on Brighton Avenue at Stevens Avenue intersection and the city's streetwise Advanced Traffic Management System (ATMS). PACTS Sponsored. | | | | | | | | | |
| Portland 2054700 020547.00 Bicycle/Pedestrian New Construction | PE: \$100,000 ROW: \$500 CON: \$293,807 CE: \$37,563 Other: \$0 | Federal CMAQ Highway and Bridge Local Other | \$345,496 \$43,187 \$43,187 \$0 | \$45,475 \$36,084 \$36,084 \$0 | \$150,010 \$3,551 \$3,551 \$0 | \$150,010 \$3,551 \$3,551 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 |
| Totals: | | | | \$431,870 | \$117,644 | \$157,113 | \$157,113 | \$0 | \$0 |
| Neighborhood Byway Beginning at Route 25 and extending south 1.14 miles. PACTS Sponsored. | | | | | | | | | |
| Portland 2213000 022130.00 Production Support And Administration Performance Reporting | PE: \$130,000 ROW: \$0 CON: \$0 CE: \$0 Other: \$0 | Federal STP Highway and Bridge Other Private | \$97,500 \$32,500 \$0 \$0 | \$0 \$25,000 \$0 \$0 | \$97,500 \$7,500 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 |
| Totals: | | | | \$130,000 | \$25,000 | \$105,000 | \$0 | \$0 | \$0 |
| High Accident Locations High Crash Locations Review and Recommendations throughout the PACTS region. PACTS Sponsored. | | | | | | | | | |
| Portland 2213400 022134.00 Highways Highway Rehabilitation | PE: \$120,000 ROW: \$80,600 CON: \$1,227,465 CE: \$140,000 Other: \$0 | Federal STP Highway and Bridge Local Other Private | \$1,176,049 \$0 \$392,016 \$0 \$0 | \$13,170 \$0 \$43,900 \$0 \$0 | \$479,146 \$0 \$120,205 \$0 \$0 | \$341,866 \$0 \$113,955 \$0 \$0 | \$341,866 \$0 \$113,955 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 | \$0 |
| Totals: | | | | \$1,568,065 | \$57,070 | \$599,352 | \$455,822 | \$455,822 | \$0 |
| Washington Avenue/Route 26 Beginning at Congress Street and extending north 0.06 of a mile to Cumberland Avenue. Continuing on Route 26, beginning at Cumberland Avenue and extending north 0.10 of a mile to E Oxford Street. PACTS Sponsored. | | | | | | | | | |

| | WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|---|--|---|--|---|---|---|---|---|---|------------------|
| | | | | | | | 2022 | 2023 | 2024 | 2025 |
| Portland 2327200 | 023272.00 Highways Planning Studies | PE: \$210,000 ROW: \$0 CON: \$0 CE: \$0 Other: \$0 | Federal STP Highway and Bridge Local Other | \$122,369 \$35,131 \$52,500 \$0 | \$50,000 \$35,131 \$52,500 \$0 | \$72,369 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | |
| Totals: | | | | | | \$210,000 | \$137,631 | \$72,369 | \$0 | \$0 |
| PACTS Transportation Improvement Plan | | | | | | | | | | |
| Transportation Improvement Plan for PACTS to conduct a full condition assessment of 226 miles of collector roads. PACTS Sponsored | | | | | | | | | | |
| Portland 2371500 | 023715.00 Highways Intersection Improvements W/ Signal | PE: \$190,000 ROW: \$5,000 CON: \$0 CE: \$0 Other: \$0 | Federal NHS Federal STP Local Other | \$146,250 \$0 \$48,750 \$0 | \$0 \$0 \$48,750 \$0 | \$48,750 \$0 \$0 \$0 | \$48,750 \$0 \$0 \$0 | \$48,750 \$0 \$0 \$0 | \$48,750 \$0 \$0 \$0 | |
| Totals: | | | | | | \$195,000 | \$48,750 | \$48,750 | \$48,750 | \$48,750 |
| Route 25 | | | | | | | | | | |
| Beginning at Dartmouth Street and extending northwest 1.85 miles to Rowe Avenue. PACTS Sponsored. | | | | | | | | | | |
| Portland 2410500 | 024105.00 Bicycle/Pedestrian Multimodal Improvements | PE: \$75,000 ROW: \$25,000 CON: \$0 CE: \$0 Other: \$0 | Federal STP Federal TAP Highway and Bridge Local Other | \$75,000 \$0 \$0 \$25,000 \$0 | \$0 \$0 \$0 \$0 \$0 | \$25,000 \$0 \$0 \$0 \$0 | \$25,000 \$0 \$0 \$0 \$0 | \$25,000 \$0 \$0 \$0 \$0 | \$25,000 \$0 \$0 \$0 \$0 | |
| Totals: | | | | | | \$100,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 |
| York Street/High Street | | | | | | | | | | |
| Beginning at State Street and extending north 0.16 of a mile to High Street. Beginning at Commercial Street and extending northwest 0.05 of a mile to York Street. PACTS Sponsored. | | | | | | | | | | |
| Portland 2499700 | 024997.00 Highways Mill And Fill | PE: \$9,300 ROW: \$0 CON: \$234,300 CE: \$18,700 Other: \$0 | Federal STP Highway and Bridge Local Other | \$196,725 \$0 \$65,575 \$0 | \$0 \$0 \$2,325 \$0 | \$70,225 \$0 \$21,083 \$0 | \$63,250 \$0 \$21,083 \$0 | \$63,250 \$0 \$0 \$0 | \$63,250 \$0 \$0 \$0 | |
| Totals: | | | | | | \$262,300 | \$2,325 | \$91,308 | \$84,333 | \$84,333 |
| Forest Avenue | | | | | | | | | | |
| Beginning at Congress Street and extending north 0.28 of a mile to Park Avenue. PACTS Sponsored. | | | | | | | | | | |
| Portland 2506500 | 025065.00 Highways Intersection Reconstruction | PE: \$195,000 ROW: \$5,000 CON: \$0 CE: \$0 Other: \$0 | Federal STP Highway and Bridge Local Other | \$150,000 \$0 \$50,000 \$0 | \$0 \$0 \$0 \$0 | \$50,000 \$0 \$0 \$0 | \$50,000 \$0 \$0 \$0 | \$50,000 \$0 \$0 \$0 | \$50,000 \$0 \$0 \$0 | |
| Totals: | | | | | | \$200,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 |
| Forest Avenue | | | | | | | | | | |
| Beginning at Marginal Way and extending southeast 0.20 of a mile to Park Avenue. PACTS Sponsored. | | | | | | | | | | |
| Portland | 025253.00 Highways Highway Rehabilitation | PE: \$517,300 ROW: \$180,300 CON: \$1,309,600 CE: \$0 Other: \$0 | Federal STP Highway and Bridge Local | \$1,505,400 \$0 \$501,800 | \$0 \$0 \$0 | \$261,600 \$0 \$87,200 | \$589,000 \$0 \$196,333 | \$327,400 \$0 \$109,133 | \$327,400 \$0 \$109,133 | |
| Totals: | | | | | | \$2,007,200 | \$0 | \$348,800 | \$785,333 | \$436,533 |
| Brighton Avenue | | | | | | | | | | |
| PACTS 2023 Allocation for future design and construction of Brighton Avenue. PACTS Sponsored. | | | | | | | | | | |
| Portland | 025971.00 Highways Intelligent Transportation Systems | PE: \$13,000 ROW: \$0 CON: \$163,500 CE: \$13,000 Other: \$0 | Federal STP Highway and Bridge Local | \$142,125 \$0 \$47,375 | \$0 \$0 \$0 | \$142,125 \$0 \$47,375 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | |
| Totals: | | | | | | \$189,500 | \$0 | \$189,500 | \$0 | \$0 |
| Software Upgrade | | | | | | | | | | |
| Upgrade the server and switch the software to an NCTIP system for PACTS RTMS. | | | | | | | | | | |
| Portland | 026005.00 Highways Highway Rehabilitation | PE: \$0 ROW: \$0 CON: \$2,198,192 CE: \$0 Other: \$0 | Federal STP Highway and Bridge | \$1,648,644 \$549,548 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$549,548 \$183,183 | \$549,548 \$183,183 | |
| Totals: | | | | | | \$2,198,192 | \$0 | \$0 | \$0 | \$732,731 |
| Various Locations | | | | | | | | | | |
| Collector Road Paving for the PACTS area. PACTS Sponsored. | | | | | | | | | | |
| Portland | 026009.00 Highways Highway Improvement | PE: \$0 ROW: \$0 CON: \$472,750 CE: \$0 Other: \$0 | Federal STP | \$472,750 | \$0 | \$0 | \$0 | \$157,583 | \$157,583 | |
| Totals: | | | | | | \$472,750 | \$0 | \$0 | \$0 | \$157,583 |
| PACTS Allocation | | | | | | | | | | |
| Portland Area Comprehensive Transportation System (PACTS) Capital Improvement funding remaining allocation. Calendar Year 2024. | | | | | | | | | | |
| Portland 2605500 | 026055.00 Production Support And Administration Enhanced Project Scoping | PE: \$259,500 ROW: \$500 CON: \$0 CE: \$0 Other: \$0 | Federal STP Highway and Bridge | \$195,000 \$65,000 | \$0 \$65,000 | \$195,000 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | |
| Totals: | | | | | | \$260,000 | \$65,000 | \$195,000 | \$0 | \$0 |
| Park Avenue/Congress Street | | | | | | | | | | |
| Located on Congress Street and Park Avenue, including ramps. PACTS Sponsored | | | | | | | | | | |
| Saco 2458100 | 024581.00 Highways Mill And Fill | PE: \$25,000 ROW: \$0 CON: \$234,420 CE: \$30,580 Other: \$0 | Federal STP Highway and Bridge Local Other | \$208,500 \$0 \$81,500 \$0 | \$18,750 \$0 \$62,677 \$0 | \$94,875 \$0 \$9,412 \$0 | \$94,875 \$0 \$9,412 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | |
| Totals: | | | | | | \$290,000 | \$81,427 | \$104,287 | \$104,287 | \$0 |
| Route 112 | | | | | | | | | | |
| Beginning at Industrial Park Road and extending north 0.36 of a mile to 750 feet north of Lund Road. PACTS Sponsored. | | | | | | | | | | |
| Scarborough, South Portland 1942600 | 019426.00 Bicycle/Pedestrian New Construction | PE: \$230,000 ROW: \$115,000 CON: \$1,147,862 CE: \$31,750 Other: \$0 | Federal STP Highway and Bridge Local Other | \$59,400 \$1,258,536 \$206,676 \$0 | \$9,900 \$1,350 \$3,750 \$0 | \$36,300 \$541,265 \$145,639 \$0 | \$6,600 \$357,960 \$28,644 \$0 | \$6,600 \$357,960 \$28,644 \$0 | \$6,600 \$357,960 \$28,644 \$0 | |
| Totals: | | | | | | \$1,524,612 | \$15,000 | \$723,204 | \$393,204 | \$393,204 |
| Eastern Trail | | | | | | | | | | |

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|--|--|--|---|--|---|--|--|--|--|
| <i>Beginning at Wainwright Field in South Portland and extending south 0.80 of a mile to Pleasant Hill Road in Scarborough. PACTS Sponsored.</i> | | | | | | | | | |
| Scarborough 2499100 Highways 1 1/4" Overlay | 024991.00 | PE: \$12,800 ROW: \$0 CON: \$322,200 CE: \$25,700 Other: \$0 | Federal STP Highway and Bridge Local Other | \$270,525 \$0 \$90,175 \$0 | \$0 \$0 \$3,200 \$0 | \$96,575 \$0 \$28,992 \$0 | \$86,975 \$0 \$28,992 \$0 | \$86,975 \$0 \$28,992 \$0 | \$0 \$0 \$0 \$0 |
| <i>Totals: \$360,700 \$3,200 \$125,567 \$115,967 \$115,967 \$0</i> | | | | | | | | | |
| <i>Highland Avenue</i> | | | | | | | | | |
| <i>Beginning at Black Point Road and extending east 0.96 of a mile to Chamberland Road. PACTS Sponsored.</i> | | | | | | | | | |
| Scarborough 2499300 Highways 1 1/4" Overlay | 024993.00 | PE: \$22,000 ROW: \$0 CON: \$550,400 CE: \$44,000 Other: \$0 | Federal STP Highway and Bridge Local Other | \$462,300 \$0 \$154,100 \$0 | \$0 \$0 \$5,500 \$0 | \$165,100 \$0 \$49,533 \$0 | \$148,600 \$0 \$49,533 \$0 | \$148,600 \$0 \$49,533 \$0 | \$0 \$0 \$0 \$0 |
| <i>Totals: \$616,400 \$5,500 \$214,633 \$198,133 \$198,133 \$0</i> | | | | | | | | | |
| <i>Route 207</i> | | | | | | | | | |
| <i>Beginning at Roundabout Lane and extending south 1.01 miles. PACTS Sponsored.</i> | | | | | | | | | |
| Scarborough | 025969.00 Highways Mill And Fill | PE: \$18,500 ROW: \$0 CON: \$463,100 CE: \$37,000 Other: \$0 | Federal STP Highway and Bridge Local | \$388,950 \$0 \$129,650 | \$0 \$0 \$0 | \$4,625 \$0 \$1,542 | \$4,625 \$0 \$1,542 | \$129,650 \$0 \$43,217 | \$125,025 \$0 \$41,675 |
| <i>Totals: \$518,600 \$0 \$6,167 \$6,167 \$172,867 \$166,700</i> | | | | | | | | | |
| <i>Route 9</i> | | | | | | | | | |
| <i>Beginning at Pine Point Road and extending east 0.61 of a mile to Old Orchard Beach town line. PACTS Sponsored.</i> | | | | | | | | | |
| South Portland 1863800 | 018638.00 Highways Highway Rehabilitation | PE: \$200,000 ROW: \$125,000 CON: \$1,625,000 CE: \$175,000 Other: \$0 | Federal STP Highway and Bridge Local Other | \$1,593,750 \$0 \$531,250 \$0 | \$22,500 \$0 \$50,000 \$0 | \$110,625 \$0 \$15,625 \$0 | \$560,625 \$0 \$165,625 \$0 | \$450,000 \$0 \$150,000 \$0 | \$450,000 \$0 \$150,000 \$0 |
| <i>Totals: \$2,125,000 \$72,500 \$126,250 \$726,250 \$600,000 \$600,000</i> | | | | | | | | | |
| <i>Lincoln Street</i> | | | | | | | | | |
| <i>Beginning at Greenbelt Pathway near Evans Street and extending west 0.17 of a mile to Lincoln Street and extending west on Lincoln Street 0.55 of a mile to Billy Vachon Drive and extending west 0.24 of a mile. PACTS Sponsored.</i> | | | | | | | | | |
| South Portland 1866500 | 018665.00 Highways Install Or Replace Traffic Signals | PE: \$133,129 ROW: \$10,961 CON: \$538,000 CE: \$52,910 Other: \$0 | Federal STP Highway and Bridge Local Other | \$435,495 \$65,900 \$233,605 \$0 | \$108,067 \$65,900 \$224,907 \$0 | \$163,714 \$0 \$4,349 \$0 | \$163,714 \$0 \$4,349 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 |
| <i>Totals: \$735,000 \$398,875 \$168,063 \$168,063 \$0 \$0</i> | | | | | | | | | |
| <i>Route 77</i> | | | | | | | | | |
| <i>Multifaceted approach to corridor improvements to address traffic, safety, and bicycle/pedestrian needs and deficiencies on/off Route 77. PACTS Sponsored.</i> | | | | | | | | | |
| South Portland 2213800 | 022138.00 Bicycle/Pedestrian Multimodal Improvements | PE: \$94,405 ROW: \$90,000 CON: \$502,492 CE: \$50,000 Other: \$0 | Federal STP Federal TAP Highway and Bridge Local Other Private | \$407,492 \$138,370 \$380 \$190,655 \$0 \$0 | \$0 \$702 \$0 \$0 \$0 \$0 | \$203,746 \$702 \$0 \$0 \$0 \$0 | \$203,746 \$702 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 \$0 |
| <i>Totals: \$736,896 \$328,000 \$204,448 \$204,448 \$0 \$0</i> | | | | | | | | | |
| <i>Route 1</i> | | | | | | | | | |
| <i>Multiusue path extension. Beginning 350 feet north of the Broadway intersection, including a 200-foot path connection to Cash Street. Signal upgrades on Route 1 at Broadway and Rumery Street to facilitate pedestrian movements. PACTS Sponsored.</i> | | | | | | | | | |
| South Portland 2397900 | 023979.00 Highways Mill And Fill | PE: \$27,316 ROW: \$0 CON: \$825,332 CE: \$84,632 Other: \$0 | Federal STP Highway and Bridge Local Other | \$702,960 \$0 \$234,320 \$0 | \$653,553 \$0 \$217,851 \$0 | \$24,703 \$0 \$8,234 \$0 | \$24,703 \$0 \$8,234 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 |
| <i>Totals: \$937,280 \$871,404 \$32,938 \$32,938 \$0 \$0</i> | | | | | | | | | |
| <i>Highland Avenue</i> | | | | | | | | | |
| <i>Beginning at the Scarborough town line and extending north 1.29 miles to Alfred Street. PACTS Sponsored.</i> | | | | | | | | | |
| South Portland 2398100 | 023981.00 Highways Mill And Fill | PE: \$20,745 ROW: \$0 CON: \$378,223 CE: \$30,000 Other: \$0 | Federal STP Highway and Bridge Local Other | \$318,426 \$0 \$110,542 \$0 | \$11,250 \$0 \$110,542 \$0 | \$153,588 \$0 \$0 \$0 | \$153,588 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 |
| <i>Totals: \$428,968 \$121,792 \$153,588 \$153,588 \$0 \$0</i> | | | | | | | | | |
| <i>Waterman Drive</i> | | | | | | | | | |
| <i>Beginning at Ocean Street and extending south 0.49 of a mile to Broadway. PACTS Sponsored.</i> | | | | | | | | | |
| South Portland 2410100 | 024101.00 Bicycle/Pedestrian Multimodal Improvements | PE: \$95,000 ROW: \$155,000 CON: \$0 CE: \$0 Other: \$0 | Federal STP Highway and Bridge Local Other | \$187,500 \$0 \$62,500 \$0 | \$72,000 \$0 \$30,000 \$0 | \$38,500 \$0 \$10,833 \$0 | \$38,500 \$0 \$10,833 \$0 | \$38,500 \$0 \$10,833 \$0 | \$0 \$0 \$0 \$0 |
| <i>Totals: \$250,000 \$102,000 \$49,333 \$49,333 \$0 \$0</i> | | | | | | | | | |
| <i>Cottage Road</i> | | | | | | | | | |
| <i>Beginning at Angell Avenue and extending west 0.33 of a mile to Sawyer Street. PACTS Sponsored.</i> | | | | | | | | | |
| South Portland 2458500 | 024585.00 Highways Mill And Fill | PE: \$41,760 ROW: \$0 CON: \$577,680 CE: \$76,560 Other: \$0 | Federal STP Local Other | \$522,000 \$174,000 \$0 | \$0 \$10,440 \$0 | \$194,880 \$54,520 \$0 | \$163,560 \$54,520 \$0 | \$163,560 \$54,520 \$0 | \$0 \$0 \$0 |
| <i>Totals: \$696,000 \$10,440 \$249,400 \$218,080 \$218,080 \$0</i> | | | | | | | | | |
| <i>Cottage Road</i> | | | | | | | | | |
| <i>Beginning at the Cape Elizabeth town line and extending west 0.98 of a mile to Highland Avenue. PACTS Sponsored.</i> | | | | | | | | | |
| Statewide 1310300 | 013103.00 Production Support And Administration Mpo Program Management | PE: \$0 ROW: \$0 CON: \$613,589 CE: \$0 Other: \$0 | Federal HSIP Federal NHS Federal STP Highway and Bridge Private | \$0 \$0 \$506,518 \$107,072 \$0 | \$0 \$0 \$506,518 \$107,072 \$0 | \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 |
| <i>Totals: \$613,589 \$0 \$613,589 \$0 \$0 \$0</i> | | | | | | | | | |
| <i>Remaining Allocation</i> | | | | | | | | | |
| <i>Transfer WIN for unprogrammed federal and state funding allocated to the Portland Area Comprehensive Transportation System (PACTS).</i> | | | | | | | | | |

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 | |
|--|---|------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--|
| | | | | | | 2022 | 2023 | 2024 | 2025 | |
| Westbrook 1863700 | 018637.00 Highways Intersection Improvements W/ Signal | PE: \$294,000 | Federal STP | \$1,657,500 | \$179,250 | \$739,125 | \$739,125 | \$0 | \$0 | |
| | | ROW: \$65,000 | Highway and Bridge | \$94,978 | \$48,603 | \$23,188 | \$23,188 | \$0 | \$0 | |
| | | CON: \$2,248,968 | Local | \$1,079,490 | \$396,797 | \$341,346 | \$341,346 | \$0 | \$0 | |
| | | CE: \$224,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | Other: \$0 | | | | | | | | |
| | | | Totals: | \$2,831,968 | \$624,650 | \$1,103,659 | \$1,103,659 | \$0 | \$0 | |
| Route 25B "Rotary" area intersections of Harnois Street/Main Street/Cumberland Street; Main Street/Warren Avenue; and Main Street/Forest Street. PACTS Sponsored. | | | | | | | | | | |
| Westbrook 2379700 | 023797.00 Highways Intersection Improvements W/ Signal | PE: \$245,000 | Federal STP | \$2,205,791 | \$221,250 | \$992,270 | \$992,270 | \$0 | \$0 | |
| | | ROW: \$50,000 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | CON: \$2,725,000 | Local | \$1,024,306 | \$1,024,306 | \$0 | \$0 | \$0 | \$0 | |
| | | CE: \$210,096 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | Other: \$0 | | | | | | | | |
| | | | Totals: | \$3,230,096 | \$1,245,556 | \$992,270 | \$992,270 | \$0 | \$0 | |
| Route 25 Beginning at Mechanic Street and extending west 0.28 of a mile. PACTS Sponsored. | | | | | | | | | | |
| Westbrook 2499500 | 024995.00 Highways Mill And Fill | PE: \$14,800 | Federal STP | \$310,800 | \$0 | \$111,000 | \$99,900 | \$99,900 | \$0 | |
| | | ROW: \$0 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | CON: \$370,000 | Local | \$103,600 | \$3,700 | \$33,300 | \$33,300 | \$33,300 | \$0 | |
| | | CE: \$29,600 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | Other: \$0 | | | | | | | | |
| | | | Totals: | \$414,400 | \$3,700 | \$144,300 | \$133,200 | \$133,200 | \$0 | |
| Brook Street Beginning at Virginia Street and extending north 0.56 of a mile to the Falmouth town line. PACTS Sponsored. | | | | | | | | | | |
| Windham | 026003.00 Bicycle/Pedestrian New Construction | PE: \$0 | Federal STP | \$1,984,000 | \$0 | \$600 | \$600 | \$372,000 | \$371,400 | |
| | | ROW: \$5,000 | | | | | | | | |
| | | CON: \$2,820,000 | Local | \$1,984,000 | \$0 | \$1,067 | \$1,067 | \$661,333 | \$660,267 | |
| | | CE: \$275,000 | | | | | | | | |
| | | Other: \$0 | | | | | | | | |
| | | | Totals: | \$3,100,000 | \$0 | \$1,667 | \$1,667 | \$1,033,333 | \$1,031,667 | |
| Route 302 Construction of new sidewalk on west side of Route 302. Beginning at Shaws Access Drive and extending north 0.48 of a mile to Amato Drive. PACTS Sponsored | | | | | | | | | | |
| Yarmouth 2382500 | 023825.00 Bicycle/Pedestrian New Construction | PE: \$131,750 | Federal STP | \$570,948 | \$0 | \$142,737 | \$142,737 | \$142,737 | \$142,737 | |
| | | ROW: \$4,000 | Federal TAP | \$306,552 | \$126,000 | \$45,138 | \$45,138 | \$45,138 | \$45,138 | |
| | | CON: \$955,200 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | CE: \$95,000 | Local | \$303,250 | \$232,316 | \$17,734 | \$17,734 | \$17,734 | \$17,734 | |
| | | Other: \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | | Private | \$5,200 | \$5,200 | \$0 | \$0 | \$0 | \$0 | |
| Totals: | | | | | | | | | | |
| Beth Condon Shared Use Path Beginning 0.06 of a mile southwest of Spring Street and extending north 0.50 of a mile to the State of Maine Visitor Information Center building. PACTS Sponsored. | | | | | | | | | | |
| Yarmouth 2398700 | 023987.00 Highways Mill And Fill | PE: \$29,000 | Federal STP | \$53,139 | \$9,812 | \$21,664 | \$21,664 | \$0 | \$0 | |
| | | ROW: \$0 | Federal Safety | \$234,014 | \$0 | \$117,007 | \$117,007 | \$0 | \$0 | |
| | | CON: \$457,725 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | CE: \$25,000 | Local | \$212,872 | \$99,118 | \$56,877 | \$56,877 | \$0 | \$0 | |
| | | Other: \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | | Private | \$11,700 | \$11,700 | \$0 | \$0 | \$0 | \$0 | |
| Totals: | | | | | | | | | | |
| Route 115 Beginning at West Elm Street and extending east 0.38 of a mile. PACTS Sponsored. | | | | | | | | | | |
| Yarmouth 2499900 | 024999.00 Highways Mill And Fill | PE: \$16,800 | Federal STP | \$367,650 | \$0 | \$4,200 | \$4,200 | \$122,550 | \$118,350 | |
| | | ROW: \$0 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | CON: \$439,800 | Local | \$122,550 | \$4,200 | \$0 | \$0 | \$39,450 | \$39,450 | |
| | | CE: \$33,600 | | | | | | | | |
| | | Other: \$0 | | | | | | | | |
| | | | Totals: | \$490,200 | \$4,200 | \$4,200 | \$4,200 | \$162,000 | \$157,800 | |
| Route 88 Beginning at Princes Point Road and extending 0.79 of a mile north to Falls Bridge over the Royal River. PACTS Sponsored. | | | | | | | | | | |
| Yarmouth | 025981.00 Bicycle/Pedestrian Reconstruction | PE: \$77,000 | Federal STP | \$58,125 | \$0 | \$19,375 | \$19,375 | \$19,375 | \$0 | |
| | | ROW: \$500 | | | | | | | | |
| | | CON: \$0 | Local | \$19,375 | \$0 | \$6,458 | \$6,458 | \$6,458 | \$0 | |
| | | CE: \$0 | | | | | | | | |
| | | Other: \$0 | | | | | | | | |
| | | | Totals: | \$77,500 | \$0 | \$25,833 | \$25,833 | \$25,833 | \$0 | |
| Route 115 Reconstruction of sidewalk. Beginning at Center Street and extending east 0.12 of a mile to Railroad Square. PACTS Sponsored. | | | | | | | | | | |
| Yarmouth | 025985.00 Bicycle/Pedestrian New Construction | PE: \$68,500 | Federal STP | \$51,750 | \$0 | \$17,250 | \$17,250 | \$17,250 | \$0 | |
| | | ROW: \$500 | | | | | | | | |
| | | CON: \$0 | Local | \$17,250 | \$0 | \$5,750 | \$5,750 | \$5,750 | \$0 | |
| | | CE: \$0 | | | | | | | | |
| | | Other: \$0 | | | | | | | | |
| | | | Totals: | \$69,000 | \$0 | \$23,000 | \$23,000 | \$23,000 | \$0 | |
| Beth Condon Trail Shared Use Path Beginning at I-295 Exit 17 and extending 0.57 of a mile to the Cousins River Bridge. PACTS Sponsored. | | | | | | | | | | |

Appendix E

PACTS Region FHWA MaineDOT Sponsored

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|--|---|------------------|--------------------|-----------------|--------------------|------------------|------------------|--------------------|------------------|
| | | | | | 2022 | | | | |
| Arundel, Lyman 2024900 | 020249.00 Highways Highway Improvement | PE: \$200,000 | Federal NHPP | \$96,000 | \$96,000 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: \$250,000 | Federal NHS | \$264,000 | \$0 | \$88,000 | \$88,000 | \$88,000 | \$0 |
| | | CON: \$0 | Highway and Bridge | \$90,000 | \$90,000 | \$0 | \$0 | \$0 | \$0 |
| | | CE: \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: \$0 | | | | | | | |
| | | | Totals: | | \$450,000 | \$186,000 | \$88,000 | \$88,000 | \$0 |
| Route 111 Beginning at Route 35 and extending east 1.00 mile to Thompson Road. | | | | | | | | | |
| Arundel 2282300 | 022823.00 Highways Install Or Replace Traffic Signals | PE: \$40,000 | Federal HSIP | \$363,150 | \$0 | \$6,075 | \$123,075 | \$117,000 | \$117,000 |
| | | ROW: \$5,000 | Federal Safety | \$28,350 | \$0 | \$14,175 | \$14,175 | \$0 | \$0 |
| | | CON: \$360,000 | Highway and Bridge | \$43,500 | \$3,150 | \$675 | \$13,675 | \$13,000 | \$13,000 |
| | | CE: \$30,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: \$0 | | | | | | | |
| | | | Totals: | | \$435,000 | \$3,150 | \$20,925 | \$150,925 | \$130,000 |
| Route 1 Located at the intersection of Route 1 and Log Cabin Road. | | | | | | | | | |
| Arundel 2350900 | 023509.00 Highways Install Or Replace Traffic Signals | PE: \$40,000 | Federal HSIP | \$345,150 | \$0 | \$10,575 | \$118,575 | \$108,000 | \$108,000 |
| | | ROW: \$15,000 | Federal Safety | \$28,350 | \$0 | \$14,175 | \$14,175 | \$0 | \$0 |
| | | CON: \$330,000 | Highway and Bridge | \$41,500 | \$3,150 | \$1,175 | \$13,175 | \$12,000 | \$12,000 |
| | | CE: \$30,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: \$0 | | | | | | | |
| | | | Totals: | | \$415,000 | \$3,150 | \$25,925 | \$145,925 | \$120,000 |
| Route 1 Beginning at River Road and extending north 0.03 of a mile to Limerick Road. | | | | | | | | | |
| Benedicta Twp, Benton, Crystal, Fairfield, Herseytown Twp, I 1876922 | 018769.22 Highways Striping | PE: \$15,000 | Federal HSIP | \$1,485,000 | \$0 | \$1,485,000 | \$0 | \$0 | \$0 |
| | | ROW: \$0 | Federal Safety | \$15,000 | \$0 | \$15,000 | \$0 | \$0 | \$0 |
| | | CON: \$1,450,000 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: \$35,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: \$0 | | | | | | | |
| | | | Totals: | | \$1,500,000 | | \$0 | \$1,500,000 | \$0 |
| Interstate Striping Polyurea striping for the interstate. | | | | | | | | | |
| Benton, Burnham, Clinton, Cumberland, Dyer Brook, Falmouth, 1876921 | 018769.21 Highways Striping | PE: \$3,278 | Federal HSIP | \$25,228 | \$5,000 | \$20,228 | \$0 | \$0 | \$0 |
| | | ROW: \$0 | Federal Safety | \$931,650 | \$0 | \$931,650 | \$0 | \$0 | \$0 |
| | | CON: \$933,600 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: \$20,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: \$0 | | | | | | | |
| | | | Totals: | | \$956,878 | \$5,000 | \$951,878 | \$0 | \$0 |
| Interstate Striping Polyurea striping for the interstate. | | | | | | | | | |
| Brunswick, Cumberland, Falmouth, Freeport, Portland, Scarbor 2522822 | 025228.22 Highways Emergency Response | PE: \$0 | Federal HSIP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: \$0 | Federal Safety | \$225,000 | \$0 | \$225,000 | \$0 | \$0 | \$0 |
| | | CON: \$250,000 | Highway and Bridge | \$25,000 | \$25,000 | \$0 | \$0 | \$0 | \$0 |
| | | CE: \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: \$0 | | | | | | | |
| | | | Totals: | | \$250,000 | \$25,000 | \$225,000 | \$0 | \$0 |
| Interstate 295 Service Patrol - a MaineDOT sponsored service that aids stranded motorists, clears debris and other hazards from the roadway, and provides temporary traffic control at minor accident scenes to help keep customers safe and traffic flowing smoothly. | | | | | | | | | |
| Brunswick, Cumberland, Falmouth, Freeport, Portland, Scarbor | 025228.23 Highways Emergency Response | PE: \$0 | Federal HSIP | \$225,000 | \$0 | \$0 | \$225,000 | \$0 | \$0 |
| | | ROW: \$0 | Highway and Bridge | \$25,000 | \$0 | \$0 | \$25,000 | \$0 | \$0 |
| | | CON: \$250,000 | Other | \$0 | \$0 | \$0 | \$250,000 | \$0 | \$0 |
| | | CE: \$0 | | | | | | | |
| | | Other: \$0 | | | | | | | |
| | | | Totals: | | \$250,000 | \$0 | \$0 | \$250,000 | \$0 |
| Interstate 295 Service Patrol - a MaineDOT sponsored service that aids stranded motorists, clears debris and other hazards from the roadway, and provides temporary traffic control at minor accident scenes to help keep customers safe and traffic flowing smoothly. | | | | | | | | | |
| Brunswick, Cumberland, Falmouth, Freeport, Portland, Topsham | 026338.00 Highways Ultra-Thin Bonded Wearing Course | PE: \$0 | Federal HSIP | \$225,000 | \$0 | \$0 | \$225,000 | \$0 | \$0 |
| | | ROW: \$0 | Highway and Bridge | \$25,000 | \$0 | \$0 | \$25,000 | \$0 | \$0 |
| | | CON: \$250,000 | Other | \$0 | \$0 | \$0 | \$250,000 | \$0 | \$0 |
| | | CE: \$0 | | | | | | | |
| | | Other: \$0 | | | | | | | |
| | | | Totals: | | \$250,000 | \$0 | \$0 | \$250,000 | \$0 |
| Interstate 295 Southbound Beginning at the Topsham town line and extending south 21.63 miles. | | | | | | | | | |
| Brunswick, Cumberland, Falmouth, Freeport, Yarmouth | 026344.00 Highways Ultra-Thin Bonded Wearing Course | PE: \$25,000 | Federal NHPP | \$5,175,000 | \$0 | \$7,500 | \$7,500 | \$1,725,000 | \$1,717,500 |
| | | ROW: \$0 | Highway and Bridge | \$575,000 | \$0 | \$833 | \$833 | \$191,667 | \$190,833 |
| | | CON: \$5,500,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: \$225,000 | | | | | | | |
| | | Other: \$0 | | | | | | | |
| | | | Totals: | | \$5,750,000 | | \$0 | \$8,333 | \$8,333 |
| Interstate 295 Northbound Beginning at the Portland town line and extending north 21.45 miles. | | | | | | | | | |
| Brunswick, Freeport 2435900 | 024359.00 Highways Lighting | PE: \$96,000 | Federal HSIP | \$87,900 | \$87,900 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: \$0 | Federal NHPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CON: \$2,000,000 | Federal NHS | \$1,890,000 | \$0 | \$945,000 | \$945,000 | \$0 | \$0 |
| | | CE: \$100,000 | Highway and Bridge | \$218,100 | \$218,100 | \$0 | \$0 | \$0 | \$0 |
| | | Other: \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | Totals: | | \$2,196,000 | \$306,000 | \$945,000 | \$945,000 | \$0 |
| Interstate 295 Located at Exit 22 in Freeport and Exit 28 in Brunswick. | | | | | | | | | |
| Buxton, Gorham, Hollis, Lyman 2264100 | 022641.00 Highways Reconstruction | PE: \$725,000 | Federal NHPP | \$7,019,962 | \$919,962 | \$70,000 | \$2,056,667 | \$1,986,667 | \$1,986,667 |
| | | ROW: \$600,000 | Highway and Bridge | \$1,755,038</td | | | | | |

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|--|--|--|---|-------------------------------------|--|--|--|--|------|
| Buxton, Gorham 026264.00 Highways 1 1/4" Overlay | PE: \$49,333 ROW: \$0 CON: \$2,466,627 CE: \$197,330 Other: \$0 | Federal NHPP Highway and Bridge | \$2,170,632 \$542,658 | \$0 \$0 | \$13,155 \$3,289 | \$13,155 \$3,289 | \$723,544 \$180,886 | \$710,389 \$177,597 | |
| Totals: \$2,713,290 \$0 \$16,444 \$16,444 \$904,430 \$887,986 | | | | | | | | | |
| Route 202 Beginning 0.17 of a mile northwest of Pennell Road and extending northeast 4.16 miles. | | | | | | | | | |
| Buxton, Scarborough 022837.00 Highways Intersection Reconstruction | PE: \$200,000 ROW: \$50,000 CON: \$2,200,000 CE: \$150,000 Other: \$0 | Federal HSIP Federal Safety Highway and Bridge Other | \$2,252,000 \$88,000 \$260,000 \$0 | \$101,000 \$0 \$21,000 \$0 | \$18,000 \$44,000 \$2,000 \$0 | \$723,000 \$44,000 \$80,333 \$0 | \$705,000 \$0 \$78,333 \$0 | \$705,000 \$0 \$78,333 \$0 | |
| Totals: \$2,600,000 \$122,000 \$64,000 \$847,333 \$783,333 \$783,333 | | | | | | | | | |
| Route 22 Located at the intersection of Broadturn Road and Route 22. | | | | | | | | | |
| Cumberland, Falmouth, Gray, Mechanic Falls, New Gloucester, 026244.00 Highways Safety Improvements | PE: \$30,000 ROW: \$0 CON: \$275,000 CE: \$30,000 Other: \$0 | Federal HSIP Highway and Bridge | \$301,500 \$33,500 | \$0 \$0 | \$9,000 \$1,000 | \$9,000 \$1,000 | \$100,500 \$11,167 | \$91,500 \$10,167 | |
| Totals: \$335,000 \$0 \$10,000 \$10,000 \$111,667 \$101,667 | | | | | | | | | |
| Route 26 Install backplates with yellow reflective strips and supplemental signal heads. | | | | | | | | | |
| Cumberland 025161.00 Highways Bridge Replacement | PE: \$1,500,001 ROW: \$15,000 CON: \$15,300,000 CE: \$1,500,000 Other: \$0 | Federal NHPP Federal STP Highway and Bridge Other | \$15,120,001 \$1,363,500 \$1,831,500 \$0 | \$0 \$0 \$151,500 \$0 | \$1 \$681,750 \$0 \$0 | \$5,040,001 \$681,750 \$560,000 \$0 | \$5,040,000 \$0 \$560,000 \$0 | \$5,040,000 \$0 \$560,000 \$0 | |
| Totals: \$18,315,001 \$151,500 \$681,751 \$6,281,751 \$5,600,000 \$5,600,000 | | | | | | | | | |
| Tuttle Road Tuttle Road / I-295 Bridge (#5801) over Interstate 295 and Route US 1 and MCRR. Located 1.64 miles north of the Falmouth town line. | | | | | | | | | |
| Cumberland 026180.00 Highways Bridge Replacement | PE: \$100,000 ROW: \$15,000 CON: \$785,000 CE: \$100,000 Other: \$0 | Federal STP Highway and Bridge | \$800,000 \$200,000 | \$0 \$0 | \$30,667 \$7,667 | \$30,667 \$7,667 | \$266,667 \$66,667 | \$236,000 \$59,000 | |
| Totals: \$1,000,000 \$0 \$38,333 \$38,333 \$333,333 \$295,000 | | | | | | | | | |
| Route 9 Noyes Bridge (#5932) over Mill Brook. Located 0.18 of a mile north of Cross Road. | | | | | | | | | |
| Falmouth 021720.00 Highways Bridge Replacement | PE: \$545,000 ROW: \$15,000 CON: \$9,680,000 CE: \$400,000 Other: \$0 | Federal STP Highway and Bridge Other | \$8,064,000 \$2,576,000 \$0 | \$0 \$0 \$0 | \$2,688,000 \$1,232,000 \$0 | \$2,688,000 \$672,000 \$0 | \$2,688,000 \$672,000 \$0 | \$0 \$0 \$0 | |
| Totals: \$10,640,000 \$0 \$3,920,000 \$3,360,000 \$3,360,000 \$0 | | | | | | | | | |
| Bucknam Road Bucknam Road / I-295 Bridge (#5830) over Interstate 295. Located 0.30 of a mile northwest of Route 1. | | | | | | | | | |
| Falmouth 021721.00 Highways Bridge Replacement | PE: \$445,000 ROW: \$15,000 CON: \$7,100,000 CE: \$450,000 Other: \$0 | Federal STP Highway and Bridge | \$6,040,000 \$1,970,000 | \$0 \$0 | \$2,013,333 \$963,333 | \$2,013,333 \$503,333 | \$2,013,333 \$503,333 | \$0 \$0 | |
| Totals: \$8,010,000 \$0 \$2,976,667 \$2,516,667 \$2,516,667 \$0 | | | | | | | | | |
| Johnson Road Johnson Road / I-295 Bridge (#5792) over Interstate 295. Located 0.25 of a mile west of Route 1. | | | | | | | | | |
| Falmouth 022672.00 Highways Safety Improvements | PE: \$100,000 ROW: \$5,000 CON: \$900,000 CE: \$90,000 Other: \$0 | Federal HSIP Highway and Bridge Other | \$985,500 \$109,500 \$0 | \$94,500 \$10,500 \$0 | \$297,000 \$33,000 \$0 | \$297,000 \$33,000 \$0 | \$297,000 \$33,000 \$0 | \$0 \$0 \$0 | |
| Totals: \$1,095,000 \$105,000 \$330,000 \$330,000 \$330,000 \$0 | | | | | | | | | |
| Bucknam Road Installing signal with turn lanes at Interstate 295 northbound off-ramp. | | | | | | | | | |
| Falmouth 026178.00 Highways Bridge Painting | PE: \$60,000 ROW: \$5,000 CON: \$475,000 CE: \$60,000 Other: \$0 | Federal NHPP Highway and Bridge | \$540,000 \$60,000 | \$0 \$0 | \$19,500 \$2,167 | \$19,500 \$2,167 | \$180,000 \$20,000 | \$160,500 \$17,833 | |
| Totals: \$600,000 \$0 \$21,667 \$21,667 \$200,000 \$178,333 | | | | | | | | | |
| Interstate 295 Northbound I-295 NB/Presumpscot River Bridge (#5828) over Presumpscot River. Located 0.98 of a mile north of Portland town line. | | | | | | | | | |
| Freeport, Yarmouth 021725.00 Highways Bridge Replacement | PE: \$460,000 ROW: \$30,000 CON: \$5,145,000 CE: \$460,000 Other: \$0 | Federal STP GARVEE Highway and Bridge Other | \$760,000 \$4,116,000 \$1,219,000 \$0 | \$283,000 \$0 \$73,000 \$0 | \$54,500 \$0 \$12,500 \$0 | \$177,167 \$1,372,000 \$386,167 \$0 | \$122,667 \$1,372,000 \$373,667 \$0 | \$122,667 \$1,372,000 \$373,667 \$0 | |
| Totals: \$6,095,000 \$356,000 \$67,000 \$1,935,333 \$1,868,333 \$1,868,333 | | | | | | | | | |
| Route 1 Route 1/Cousins River Bridge (#2183) over Cousins River. Located on the Freeport-Yarmouth town line. | | | | | | | | | |
| Freeport, Yarmouth 026462.00 Highways Bridge Superstructure Rehabilitation | PE: \$50,000 ROW: \$5,000 CON: \$345,000 CE: \$50,000 Other: \$0 | Federal NHPP Highway and Bridge | \$405,000 \$45,000 | \$0 \$0 | \$16,500 \$1,833 | \$16,500 \$1,833 | \$135,000 \$15,000 | \$118,500 \$13,167 | |
| Totals: \$450,000 \$0 \$18,333 \$18,333 \$150,000 \$131,667 | | | | | | | | | |
| Interstate 295 Northbound I-295 NB/Cousins River Bridge (#1137) over Cousins River. Located on the Freeport-Yarmouth town line. | | | | | | | | | |
| Freeport 021726.00 Highways Bridge Replacement | PE: \$650,000 ROW: \$5,000 CON: \$0 CE: \$0 Other: \$0 | Federal Federal Grants Federal STP Highway and Bridge Other | \$175,931 \$141,669 \$337,400 \$0 | \$0 \$0 \$0 \$0 | \$58,644 \$47,223 \$112,467 \$0 | \$58,644 \$47,223 \$112,467 \$0 | \$58,644 \$47,223 \$112,467 \$0 | \$58,644 \$47,223 \$112,467 \$0 | |
| Totals: \$655,000 \$0 \$218,333 \$218,333 \$218,333 \$0 | | | | | | | | | |
| Route 125 Approach Road Interchange Bridge (#5721) over Interstate 295. Located 0.44 of a mile northwest of Route 1. Work includes new signals for interstate interchanges. FHWA CHBP Grant recipient. | | | | | | | | | |

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 | |
|---|---|-------------------|------------------------|---------------------|---------------------|--------------------|--------------------|--------------------|--------------------|--|
| | | | | | 2022 | 2023 | 2024 | 2025 | | |
| Freeport 2172601 | 021726.01 Highways Bridge Replacement | PE: \$0 | Federal Federal Grants | \$6,498,329 | \$6,498,329 | \$0 | \$0 | \$0 | \$0 | |
| | | ROW: \$0 | Federal NHPP | \$6,795,113 | \$0 | \$1,698,778 | \$1,698,778 | \$1,698,778 | \$1,698,778 | |
| | | CON: \$26,220,500 | Federal NHS | \$4,385,890 | \$0 | \$1,096,472 | \$1,096,472 | \$1,096,472 | \$1,096,472 | |
| | | CE: \$1,510,000 | Federal STP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | Other: \$0 | Highway and Bridge | \$9,417,168 | \$7,492,703 | \$481,116 | \$481,116 | \$481,116 | \$481,116 | |
| | | | Local | \$634,000 | \$0 | \$158,500 | \$158,500 | \$158,500 | \$158,500 | |
| | | | Totals: | \$27,730,500 | \$13,991,032 | \$3,434,867 | \$3,434,867 | \$3,434,867 | \$3,434,867 | |
| Desert Road and Route 125 | | | | | | | | | | |
| Merrill Road Bridge (#5720) in Freeport. Approach Road Interchange Bridge (#5721) in Freeport. Work includes new/updated signals for interstate interchanges and the intersection of Desert Road and Route 1. CHBP Grant recipient. | | | | | | | | | | |
| Freeport 2287100 | 022871.00 Highways Lighting | PE: \$60,360 | Federal HSIP | \$947,619 | \$917,919 | \$0 | \$0 | \$9,900 | \$9,900 | |
| | | ROW: \$0 | Federal NHPP | \$99,000 | \$58,500 | \$0 | \$0 | \$13,500 | \$13,500 | |
| | | CON: \$972,578 | Highway and Bridge | \$116,319 | \$108,519 | \$0 | \$0 | \$2,600 | \$2,600 | |
| | | CE: \$130,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | Other: \$0 | | | | | | | | |
| | | | Totals: | \$1,162,938 | \$1,084,938 | \$0 | \$0 | \$26,000 | \$26,000 | |
| | | | | | | | | | | |
| Interstate 295 NB | | | | | | | | | | |
| Replace lighting at Interstate 295 Exit #22. | | | | | | | | | | |
| Freeport 2313400 | 023134.00 Highways Bridge Improvements | PE: \$350,000 | Federal STP | \$2,800,000 | \$110,000 | \$60,667 | \$60,667 | \$896,667 | \$836,000 | |
| | | ROW: \$15,000 | | | | | | | | |
| | | CON: \$2,785,000 | Highway and Bridge | \$700,000 | \$50,000 | \$7,667 | \$7,667 | \$216,667 | \$209,000 | |
| | | CE: \$350,000 | Other | \$0 | \$0 | \$0 | \$0 | | | |
| | | Other: \$0 | | | | | | | | |
| | | | Totals: | \$3,500,000 | \$160,000 | \$68,333 | \$68,333 | \$1,113,333 | \$1,045,000 | |
| | | | | | | | | | | |
| Route 1 | | | | | | | | | | |
| Railroad Crossing Bridge (#3172) over MCRR. Located 0.05 of a mile south of Summer Street. | | | | | | | | | | |
| Freeport 2362700 | 023627.00 Highways Bridge Replacement | PE: \$746,400 | Federal Federal Grants | \$143,420 | \$0 | \$47,807 | \$47,807 | \$47,807 | \$0 | |
| | | ROW: \$5,000 | Federal STP | \$403,300 | \$0 | \$134,433 | \$134,433 | \$134,433 | \$0 | |
| | | CON: \$0 | Highway and Bridge | \$204,680 | \$40,000 | \$54,893 | \$54,893 | \$54,893 | \$0 | |
| | | CE: \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | Other: \$0 | | | | | | | | |
| | | | Totals: | \$751,400 | \$40,000 | \$237,133 | \$237,133 | \$237,133 | \$0 | |
| | | | | | | | | | | |
| Desert Road | | | | | | | | | | |
| Merrill Road Bridge (#5720) over Interstate 295. Located 0.14 of a mile southeast of Hunter Road. Work includes new/updated signals for interstate interchanges and the intersection of Desert Road and Route 1. FHWA CHBP Grant recipient. | | | | | | | | | | |
| Freeport 2421500 | 024215.00 Highways Safety Improvements | PE: \$40,000 | Federal HSIP | \$414,500 | \$5,000 | \$0 | \$136,500 | \$136,500 | \$136,500 | |
| | | ROW: \$0 | Federal Safety | \$31,000 | \$0 | \$15,500 | \$15,500 | \$0 | \$0 | |
| | | CON: \$445,000 | | | | | | | | |
| | | CE: \$10,000 | Highway and Bridge | \$49,500 | \$4,000 | \$0 | \$15,167 | \$15,167 | \$15,167 | |
| | | Other: \$0 | | | | | | | | |
| | | | Totals: | \$495,000 | \$9,000 | \$15,500 | \$167,167 | \$151,667 | \$151,667 | |
| | | | | | | | | | | |
| Interstate 295 Northbound | | | | | | | | | | |
| Beginning 0.41 of a mile north of the Yarmouth town line and extending north 2.19 miles. | | | | | | | | | | |
| Freeport | 025291.00 Highways Bridge Wearing Surface Replacement | PE: \$40,000 | Federal NHPP | \$315,000 | \$0 | \$20,250 | \$111,750 | \$91,500 | \$91,500 | |
| | | ROW: \$5,000 | | | | | | | | |
| | | CON: \$265,000 | Highway and Bridge | \$35,000 | \$0 | \$2,250 | \$12,417 | \$10,167 | \$10,167 | |
| | | CE: \$40,000 | | | | | | | | |
| | | Other: \$0 | | | | | | | | |
| | | | Totals: | \$350,000 | \$0 | \$22,500 | \$124,167 | \$101,667 | \$101,667 | |
| | | | | | | | | | | |
| Old County Road | | | | | | | | | | |
| County Road / I-295 Bridge (#0585) over Interstate 295. Located 0.56 of a mile east of Webster Road. | | | | | | | | | | |
| Freeport | 026292.00 Bicycle/Pedestrian New Construction | PE: \$200,000 | Federal TAP | \$200,000 | \$0 | \$66,667 | \$66,667 | \$66,667 | \$0 | |
| | | ROW: \$50,000 | | | | | | | | |
| | | CON: \$0 | Highway and Bridge | \$50,000 | \$0 | \$16,667 | \$16,667 | \$16,667 | \$0 | |
| | | CE: \$0 | | | | | | | | |
| | | Other: \$0 | | | | | | | | |
| | | | Totals: | \$250,000 | \$0 | \$83,333 | \$83,333 | \$83,333 | \$0 | |
| | | | | | | | | | | |
| Route 125 | | | | | | | | | | |
| Beginning at Route 1 and extending north 0.38 of a mile. | | | | | | | | | | |
| Frye Island, Raymond | 024415.20 Ferry Route General Program Administration | PE: \$0 | Federal FBP | \$131,318 | \$0 | \$131,318 | \$0 | \$0 | \$0 | |
| | | ROW: \$0 | | | | | | | | |
| | | CON: \$131,318 | | | | | | | | |
| | | CE: \$0 | | | | | | | | |
| | | Other: \$0 | | | | | | | | |
| | | | Totals: | \$131,318 | \$0 | \$131,318 | \$0 | \$0 | \$0 | |
| | | | | | | | | | | |
| Frye Island | | | | | | | | | | |
| Capital improvements to the Frye Island Ferry Service between Raymond and Frye Island. | | | | | | | | | | |
| Frye Island, Raymond | 024415.23 Ferry Route Multimodal Improvements | PE: \$0 | Federal FBP | \$36,904 | \$0 | \$0 | \$12,301 | \$12,301 | \$12,301 | |
| | | ROW: \$0 | | | | | | | | |
| | | CON: \$36,904 | Local | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | CE: \$0 | | | | | | | | |
| | | Other: \$0 | </ | | | | | | | |

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|--|---|---|--|--|--|--|---|---|---|
| | | | | | 2022 | 2023 | 2024 | 2025 | |
| Gorham, Windham 2416500 024165.00 Highways Mill And Fill | PE: \$66,189 ROW: \$0 CON: \$1,752,298 CE: \$136,089 Other: \$0 | Federal STP Highway and Bridge Other Private | \$1,536,061 \$384,015 \$0 \$34,500 | \$41,600 \$384,015 \$0 \$34,500 | \$747,230 \$0 \$0 \$0 | \$747,230 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 |
| Totals: | | | | \$1,954,576 | \$460,115 | \$747,230 | \$747,230 | \$0 | \$0 |
| Route 202 Beginning at Route 25 and extending north 3.76 miles, not including Deguio Mill Bridge (#3762). | | | | | | | | | |
| Gorham 2223800 022238.00 Highways Bridge Replacement | PE: \$120,000 ROW: \$15,000 CON: \$1,000,000 CE: \$110,000 Other: \$0 | Federal STP Highway and Bridge Other | \$996,000 \$249,000 \$0 | \$97,200 \$27,000 \$0 | \$5,400 \$0 \$0 | \$301,400 \$74,000 \$0 | \$296,000 \$74,000 \$0 | \$296,000 \$74,000 \$0 | \$296,000 \$74,000 \$0 |
| Totals: | | | | \$1,245,000 | \$124,200 | \$5,400 | \$375,400 | \$370,000 | \$370,000 |
| Mitchell Hill Road Mitchell Bridge (#0216) over Nonesuch River. Located 0.04 of a mile northwest of the Scarborough town line. | | | | | | | | | |
| North Yarmouth 2233800 022338.00 Highways Bridge Substructure Rehabilitation | PE: \$60,000 ROW: \$5,000 CON: \$415,000 CE: \$60,000 Other: \$0 | Federal STP Highway and Bridge Other | \$432,000 \$108,000 \$0 | \$52,000 \$13,000 \$0 | \$0 \$0 \$0 | \$126,667 \$31,667 \$0 | \$126,667 \$31,667 \$0 | \$126,667 \$31,667 \$0 | \$126,667 \$31,667 \$0 |
| Totals: | | | | \$540,000 | \$65,000 | \$0 | \$158,333 | \$158,333 | \$158,333 |
| Route 9 Walnut Hill Bridge (#0188) over MCRR. Located 0.14 of a mile north of Hazel Lane. | | | | | | | | | |
| Old Orchard Beach 2294800 022948.00 Production Support And Administration Planning Studies | PE: \$0 ROW: \$0 CON: \$0 CE: \$0 Other: \$50,000 | Federal STP Highway and Bridge Other | \$40,000 \$10,000 \$0 | \$10,000 \$10,000 \$0 | \$30,000 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| Totals: | | | | \$50,000 | \$20,000 | \$30,000 | \$0 | \$0 | \$0 |
| Route 98 Located at the intersection of Route 98 and Ross Road. | | | | | | | | | |
| Old Orchard Beach 2590300 025903.00 Railroad Signal Improvements (Rail/Highway Xing) | PE: \$5,000 ROW: \$0 CON: \$336,920 CE: \$10,000 Other: \$0 | Federal RH Xing Program Federal Rail Highway and Bridge Other Private | \$312,228 \$4,500 \$1,500 \$0 \$33,692 | \$0 \$0 \$500 \$0 \$0 | \$104,076 \$4,500 \$333 \$0 \$11,231 | \$104,076 \$0 \$333 \$0 \$11,231 | \$104,076 \$0 \$333 \$0 \$11,231 | \$104,076 \$0 \$333 \$0 \$11,231 | \$104,076 \$0 \$333 \$0 \$0 |
| Totals: | | | | \$351,920 | \$500 | \$120,140 | \$115,640 | \$115,640 | \$0 |
| Walnut Street Railroad crossing (#053204H) located 0.03 of a mile north of Route 9. | | | | | | | | | |
| Portland, South Portland 2242000 022420.00 Highways Mill And Fill | PE: \$50,000 ROW: \$0 CON: \$9,916,387 CE: \$415,295 Other: \$0 | Federal LHIP Federal NHFP Highway and Bridge Other | \$1,204,070 \$8,139,444 \$1,038,168 \$0 | \$1,204,070 \$8,111,150 \$1,035,024 \$0 | \$0 \$14,147 \$1,572 \$0 | \$0 \$14,147 \$1,572 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 |
| Totals: | | | | \$10,381,682 | \$10,350,244 | \$15,719 | \$15,719 | \$0 | \$0 |
| Interstate 295 Southbound Beginning at the Falmouth town line and extending south 7.59 miles to the Scarborough town line. | | | | | | | | | |
| Portland, South Portland 2242001 022420.01 Highways Mill And Fill | PE: \$50,000 ROW: \$0 CON: \$13,264,650 CE: \$706,000 Other: \$0 | Federal NHPP Federal NHS Highway and Bridge Other | \$6,104,048 \$6,514,538 \$1,402,065 \$0 | \$0 \$0 \$51,539 \$0 | \$2,034,683 \$2,201,513 \$51,539 \$0 | \$2,034,683 \$2,156,513 \$51,539 \$0 | \$2,034,683 \$2,156,513 \$51,539 \$0 | \$2,034,683 \$2,156,513 \$51,539 \$0 | \$0 \$0 \$0 \$0 |
| Totals: | | | | \$14,020,650 | \$1,247,448 | \$4,287,734 | \$4,242,734 | \$4,242,734 | \$0 |
| Interstate 295 Northbound / Route 26 Beginning at the Scarborough town line and extending north 7.56 miles to the Falmouth town line. Beginning at Garsoe Drive and extending north 0.08 of a mile. Route 26 South: Beginning at Anderson Street and extending south 0.10 of a mile. | | | | | | | | | |
| Portland, South Portland 023002.01 Production Support And Administration Planning Studies | PE: \$174,215 ROW: \$0 CON: \$0 CE: \$0 Other: \$0 | Federal NHPP Highway and Bridge | \$139,372 \$34,843 | \$0 \$0 | \$139,372 \$34,843 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| Totals: | | | | \$174,215 | \$0 | \$174,215 | \$0 | \$0 | \$0 |
| Interstate 295 Planning Study Analysis to identify a package of transportation improvement actions to accommodate future traffic demands into and out of Portland along the Interstate 295 corridor. | | | | | | | | | |
| Portland, South Portland 026280.00 Highways Mill And Fill | PE: \$59,887 ROW: \$0 CON: \$2,595,119 CE: \$159,700 Other: \$0 | Federal STP Highway and Bridge | \$2,251,765 \$562,941 | \$0 \$0 | \$15,970 \$3,992 | \$15,970 \$3,992 | \$750,588 \$187,647 | \$734,618 \$183,655 | \$734,618 \$183,655 |
| Totals: | | | | \$2,814,706 | \$0 | \$19,962 | \$19,962 | \$938,235 | \$918,273 |
| Route 77 Beginning at Broadway and extending north 1.28 miles. Broadway: Beginning at Route 77 and extending east 0.06 of a mile. Work to include ramps and Casco Bay Bridge (#5900). | | | | | | | | | |
| Portland, Westbrook 2370900 023709.00 Highways Mill And Fill | PE: \$59,110 ROW: \$0 CON: \$1,734,291 CE: \$155,981 Other: \$0 | Federal NHPP Federal STP Highway and Bridge Local Other | \$0 \$1,534,905 \$383,726 \$30,750 \$0 | \$0 \$38,400 \$286,594 \$4,125 \$0 | \$0 \$748,252 \$48,566 \$4,125 \$0 | \$0 \$748,252 \$48,566 \$4,125 \$0 | \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 |
| Totals: | | | | \$1,949,381 | \$347,494 | \$800,943 | \$800,943 | \$0 | \$0 |
| Route 25 Beginning 0.08 of a mile east of Pine Tree Industrial Parkway and extending southwest 0.93 of a mile to Larrabee Road. Continuing north 0.91 of a mile to Riverside Street. Plus various divided sections. | | | | | | | | | |
| Portland 1480020 014846.20 Production Support And Administration Statewide Program Development | PE: \$0 ROW: \$0 CON: \$0 CE: \$0 Other: \$73,500 | Federal Planning Highway and Bridge Other | \$56,600 \$16,900 \$0 | \$10,873 \$2,718 \$0 | \$45,727 \$14,182 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| Totals: | | | | \$73,500 | \$13,591 | \$59,909 | \$0 | \$0 | \$0 |
| GPCOG RPO Support Greater Portland Council of Governments (GPCOG) Regional Planning Organization support. | | | | | | | | | |

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|--|---|--|---|---|---|---|---|--|--|
| | | | | | | 2022 | 2023 | 2024 | 2025 |
| Portland 1480021 | 014846.21 Production Support And Administration Statewide Program Development | PE: \$0 ROW: \$0 CON: \$0 CE: \$0 Other: \$77,600 | Federal Planning Highway and Bridge Other | \$62,080 \$15,520 \$0 | \$62,080 \$15,520 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| Totals: | | | | \$77,600 | \$77,600 | \$0 | \$0 | \$0 | \$0 |
| GPCOG RPO Support Greater Portland Council Of Governments (GPCOG) Regional Planning Organization support. | | | | | | | | | |
| Portland 1480022 | 014846.22 Production Support And Administration Statewide Program Development | PE: \$0 ROW: \$0 CON: \$0 CE: \$0 Other: \$77,540 | Federal Planning Highway and Bridge | \$62,032 \$15,508 | \$0 \$2,500 | \$62,032 \$13,008 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| Totals: | | | | \$77,540 | \$2,500 | \$75,040 | \$0 | \$0 | \$0 |
| GPCOG RPO Support Greater Portland Council Of Governments (GPCOG) Regional Planning Organization support. | | | | | | | | | |
| Portland | 014846.23 Production Support And Administration Statewide Program Development | PE: \$0 ROW: \$0 CON: \$0 CE: \$0 Other: \$12,500 | Federal Planning Highway and Bridge | \$10,000 \$2,500 | \$0 \$0 | \$0 \$2,500 | \$10,000 \$0 | \$0 \$0 | \$0 \$0 |
| Totals: | | | | \$12,500 | \$0 | \$0 | \$12,500 | \$0 | \$0 |
| GPCOG RPO Support Greater Portland Council Of Governments (GPCOG) Regional Planning Organization support. | | | | | | | | | |
| Portland | 014846.24 Production Support And Administration Statewide Program Development | PE: \$0 ROW: \$0 CON: \$0 CE: \$0 Other: \$12,500 | Federal Planning Highway and Bridge | \$10,000 \$2,500 | \$0 \$0 | \$0 \$0 | \$0 \$2,500 | \$10,000 \$0 | \$0 \$0 |
| Totals: | | | | \$12,500 | \$0 | \$0 | \$0 | \$12,500 | \$0 |
| GPCOG RPO Support Greater Portland Council Of Governments (GPCOG) Regional Planning Organization support. | | | | | | | | | |
| Portland 1762800 | 017628.00 Highways Reconstruction | PE: \$259,668 ROW: \$150 CON: \$959,580 CE: \$75,000 Other: \$0 | Federal HPP Highway and Bridge Local | \$432,439 \$0 \$861,960 | \$312,439 \$0 \$861,960 | \$60,000 \$0 \$0 | \$60,000 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| Totals: | | | | \$1,294,398 | \$1,174,398 | \$60,000 | \$60,000 | \$0 | \$0 |
| Somerset Street Beginning at Elm Street and extending 0.26 of a mile to Hanover Street, including part of the Bayside Trail. | | | | | | | | | |
| Portland 1846900 | 018469.00 Bicycle/Pedestrian New Construction | PE: \$250,000 ROW: \$20,000 CON: \$2,553,000 CE: \$245,000 Other: \$0 | Federal STP Federal TAP Highway and Bridge Local MM Trans | \$111,582 \$96,418 \$0 \$62,000 \$2,798,000 | \$0 \$37,062 \$0 \$47,161 \$0 | \$37,194 \$19,785 \$0 \$4,946 \$0 | \$37,194 \$19,785 \$0 \$4,946 \$0 | \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 |
| Totals: | | | | \$3,068,000 | \$84,223 | \$61,926 | \$61,926 | \$994,592 | \$932,667 |
| Union Branch Trail Multiuse trail along the abandoned Union Branch railway extending from Park Avenue to Forest Avenue. | | | | | | | | | |
| Portland | 018469.10 Bicycle/Pedestrian New Construction | PE: \$40,000 ROW: \$500 CON: \$0 CE: \$0 Other: \$0 | Federal TAP Highway and Bridge Local | \$32,400 \$0 \$8,100 | \$0 \$0 \$0 | \$10,800 \$0 \$2,700 | \$10,800 \$0 \$2,700 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| Totals: | | | | \$40,500 | \$0 | \$13,500 | \$13,500 | \$13,500 | \$0 |
| Union Branch Trail Connector Multiuse trail along the abandoned Union Branch railway extending from Park Avenue to Fore River Parkway, ending at the Portland Transportation Center. | | | | | | | | | |
| Portland 1886500 | 018865.00 Bicycle/Pedestrian New Construction | PE: \$80,000 ROW: \$10,000 CON: \$448,000 CE: \$50,000 Other: \$0 | Federal STP Federal TAP Highway and Bridge Local Other | \$7,200 \$463,200 \$0 \$117,600 \$0 | \$0 \$40,800 \$0 \$12,000 \$0 | \$7,200 \$156,800 \$0 \$39,200 \$0 | \$0 \$132,800 \$0 \$33,200 \$0 | \$0 \$132,800 \$0 \$33,200 \$0 | \$0 \$0 \$0 \$0 \$0 |
| Totals: | | | | \$588,000 | \$52,800 | \$203,200 | \$166,000 | \$166,000 | \$0 |
| Route 1A Beginning at Beach Street and extending west 0.57 of a mile. | | | | | | | | | |
| Portland 2174500 | 021745.00 Highways Bridge Replacement | PE: \$1,756,197 ROW: \$92,000 CON: \$17,950,000 CE: \$1,000,000 Other: \$0 | Federal LHIP Federal NHPP Federal NHS Federal STP Highway and Bridge Local Other Private | \$3,331,529 \$3,062,247 \$5,868,375 \$5,612,730 \$1,992,298 \$72,868 \$0 \$858,150 | \$0 \$0 \$0 \$49,826 \$5,536 \$0 \$0 \$0 | \$0 \$0 \$2,934,187 \$49,826 \$5,536 \$0 \$0 \$0 | \$0 \$0 \$2,934,187 \$49,826 \$5,536 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 |
| Totals: | | | | \$20,798,197 | \$14,819,099 | \$2,989,549 | \$2,989,549 | \$0 | \$0 |
| Interstate 295 Veranda Street Bridge (#5933) over Veranda Street. Located 0.15 of a mile south of Route 1. | | | | | | | | | |
| Portland 2239400 | 022394.00 Highways Safety Improvements | PE: \$250,000 ROW: \$0 CON: \$4,000,000 CE: \$250,000 Other: \$0 | Federal NHPP Federal NHS Highway and Bridge Other | \$326,205 \$3,723,795 \$450,000 \$0 | \$157,500 \$0 \$431,255 \$0 | \$101,235 \$1,241,265 \$11,248 \$0 | \$33,735 \$1,241,265 \$3,748 \$0 | \$33,735 \$1,241,265 \$3,748 \$0 | \$0 \$0 \$0 \$0 |
| Totals: | | | | \$4,500,000 | \$588,755 | \$1,353,748 | \$1,278,748 | \$1,278,748 | \$0 |
| Interstate 295 Beginning 0.16 of a mile south of Washington Avenue northbound and extending north 1.25 miles. | | | | | | | | | |
| Portland | 022705.22 Ferry Route Multimodal Improvements | PE: \$0 ROW: \$0 CON: \$451,909 CE: \$0 Other: \$0 | Federal FBP MM Bond | \$361,527 \$90,382 | \$0 \$0 | \$120,509 \$30,127 | \$120,509 \$30,127 | \$120,509 \$30,127 | \$0 \$0 |
| Totals: | | | | \$451,909 | \$0 | \$150,636 | \$150,636 | \$150,636 | \$0 |
| Casco Bay Island Transit District Passenger Ferry Program. Allocation for capital improvements. | | | | | | | | | |

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|---|--|--|--|--|---|---|---|---|---|
| | | | | | | 2022 | 2023 | 2024 | 2025 |
| Portland 022705.23 Ferry Route Multimodal Improvements | PE: \$0 ROW: \$0 CON: \$451,909 CE: \$0 Other: \$0 | Federal FBP MM Bond | \$361,527 \$90,382 | \$0 \$0 | \$0 \$0 | \$120,509 \$30,127 | \$120,509 \$30,127 | \$120,509 \$30,127 | \$120,509 \$30,127 |
| Totals: | | | | \$451,909 | \$0 | \$0 | \$150,636 | \$150,636 | \$150,636 |
| Casco Bay Island Transit District Passenger Ferry Program. Allocation for capital improvements. | | | | | | | | | |
| Portland 022705.24 Ferry Route Multimodal Improvements | PE: \$0 ROW: \$0 CON: \$451,909 CE: \$0 Other: \$0 | Federal FBP MM Trans | \$361,527 \$90,382 | \$0 \$0 | \$0 \$0 | \$120,509 \$30,127 | \$120,509 \$30,127 | \$120,509 \$30,127 | \$120,509 \$30,127 |
| Totals: | | | | \$451,909 | \$0 | \$0 | \$150,636 | \$150,636 | \$150,636 |
| Casco Bay Island Transit District Passenger Ferry Program. Allocation for capital improvements. | | | | | | | | | |
| Portland 2354500 023545.00 Highways Bridge Substructure Rehabilitation | PE: \$133,185 ROW: \$0 CON: \$597,891 CE: \$100,000 Other: \$0 | Federal NHPP Federal NHS Federal STP Highway and Bridge Other | \$119,866 \$628,101 \$0 \$83,108 \$0 | \$117,000 \$0 \$0 \$0 \$0 | \$955 \$209,367 \$0 \$0 \$0 | \$955 \$209,367 \$0 \$0 \$0 | \$955 \$209,367 \$0 \$0 \$0 | \$955 \$209,367 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 |
| Totals: | | | | \$831,075 | \$200,108 | \$210,323 | \$210,323 | \$210,323 | \$0 |
| Interstate 295 CNRR Crossing Bridge (#5616) under Interstate 295. Located 1.45 miles south of the Falmouth town line. | | | | | | | | | |
| Portland 2361503 023615.03 Highways Bridge Joint Replacement | PE: \$0 ROW: \$0 CON: \$428,750 CE: \$50,000 Other: \$0 | Federal NHPP Federal NHS Highway and Bridge Other | \$48,746 \$382,129 \$47,875 \$0 | \$0 \$0 \$42,459 \$0 | \$24,373 \$191,064 \$2,708 \$0 | \$24,373 \$191,064 \$2,708 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 |
| Totals: | | | | \$478,750 | \$42,459 | \$218,146 | \$218,146 | \$0 | \$0 |
| Interstate 295 Southbound Portland Interstate 295 southbound bridge joints. | | | | | | | | | |
| Portland 2371300 023713.00 Highways Reconstruction | PE: \$98,381 ROW: \$5,000 CON: \$0 CE: \$0 Other: \$0 | Federal NHPP Federal NHS Federal STP Highway and Bridge Local Other | \$0 \$82,705 \$0 \$20,676 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 \$0 | \$0 \$27,568 \$0 \$0 \$0 \$0 | \$0 \$27,568 \$0 \$0 \$0 \$0 | \$0 \$27,568 \$0 \$0 \$0 \$0 | \$0 \$27,568 \$0 \$0 \$0 \$0 | \$0 \$27,568 \$0 \$0 \$0 \$0 |
| Totals: | | | | \$103,381 | \$20,676 | \$27,568 | \$27,568 | \$27,568 | \$0 |
| Route 1A Beginning 0.19 of a mile north of Fox Street and extending north 0.15 of a mile to Interstate 295 northbound Exit 7. Includes 0.03 of a mile north of Marginal Way extending north 0.02 of a mile, both northbound and southbound lanes. | | | | | | | | | |
| Portland 023717.00 Highways Reconstruction | PE: \$200,000 ROW: \$10,000 CON: \$0 CE: \$0 Other: \$0 | Federal STP Highway and Bridge Other | \$168,000 \$42,000 \$0 | \$0 \$0 \$0 | \$56,000 \$14,000 \$0 | \$56,000 \$14,000 \$0 | \$56,000 \$14,000 \$0 | \$56,000 \$14,000 \$0 | \$0 \$0 \$0 |
| Totals: | | | | \$210,000 | \$0 | \$70,000 | \$70,000 | \$70,000 | \$0 |
| Route 302 (Forest Avenue) Beginning at Morrill's Corner and extending north 0.08 of mile. | | | | | | | | | |
| Portland 2429300 024293.00 Highways Intersection Reconstruction | PE: \$158,000 ROW: \$4,500 CON: \$2,592,233 CE: \$180,000 Other: \$0 | Federal STP Highway and Bridge Local | \$1,000,000 \$0 \$1,934,733 | \$38,462 \$0 \$1,654,138 | \$480,769 \$0 \$140,298 | \$480,769 \$0 \$140,298 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| Totals: | | | | \$2,934,733 | \$1,692,600 | \$621,067 | \$621,067 | \$0 | \$0 |
| Congress Square Located at the intersection of Congress Square including all approaches. | | | | | | | | | |
| Portland 2468500 024685.00 Ferry Route Rehabilitation | PE: \$100,000 ROW: \$0 CON: \$0 CE: \$0 Other: \$0 | Federal FBP Highway and Bridge Other | \$80,000 \$20,000 \$0 | \$80,000 \$20,000 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| Totals: | | | | \$100,000 | \$100,000 | \$0 | \$0 | \$0 | \$0 |
| Casco Bay Island Transit District Casco Bay Ferry Service improvements to state owned assets serving the ferry. | | | | | | | | | |
| Portland 2508900 025089.00 Highways Intersection Improvements W/ Signal | PE: \$15,000 ROW: \$5,000 CON: \$290,000 CE: \$50,000 Other: \$0 | Federal NHPP Federal NHS Highway and Bridge Other | \$308,700 \$15,300 \$36,000 \$0 | \$0 \$0 \$0 \$0 | \$1,350 \$7,650 \$11,333 \$0 | \$103,350 \$7,650 \$11,333 \$0 | \$102,000 \$0 \$11,333 \$0 | \$102,000 \$0 \$11,333 \$0 | \$102,000 \$0 \$11,333 \$0 |
| Totals: | | | | \$360,000 | \$3,700 | \$9,000 | \$122,333 | \$113,333 | \$113,333 |
| Franklin Street/Marginal Way Located at the intersection of Franklin Street and Marginal Way. | | | | | | | | | |
| Portland 026148.00 Highways System Operations | PE: \$187,500 ROW: \$0 CON: \$0 CE: \$0 Other: \$0 | Federal STP Highway and Bridge | \$150,000 \$37,500 | \$0 \$0 | \$150,000 \$37,500 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| Totals: | | | | \$187,500 | \$0 | \$187,500 | \$0 | \$0 | \$0 |
| Various Locations Pilot project for Traffic Signal Operations. | | | | | | | | | |
| Portland 026176.00 Highways Bridge Painting | PE: \$400,000 ROW: \$5,000 CON: \$3,395,000 CE: \$400,000 Other: \$0 | Federal NHPP Highway and Bridge | \$3,780,000 \$420,000 | \$0 \$0 | \$121,500 \$13,500 | \$121,500 \$13,500 | \$1,260,000 \$140,000 | \$1,138,500 \$126,500 | \$1,138,500 \$126,500 |
| Totals: | | | | \$4,200,000 | \$0 | \$135,000 | \$135,000 | \$1,400,000 | \$1,265,000 |
| I-295/Route 1A Tukey Bridge (#3088) over Back Bay. Located 0.49 of a mile north of Mountfort Street. | | | | | | | | | |

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|--|--|---|---|---|--|---|---|---|---|
| | | | | | | 2022 | 2023 | 2024 | 2025 |
| Portland 026262.00 Highways Mill And Fill | PE: \$25,054 ROW: \$0 CON: \$446,074 CE: \$29,738 Other: \$0 | Federal STP Highway and Bridge | \$400,693 \$100,173 | \$0 \$0 | \$6,681 \$1,670 | \$6,681 \$1,670 | \$133,564 \$33,391 | \$126,883 \$31,721 | |
| Totals: | | | | \$500,866 | \$0 | \$8,351 | \$8,351 | \$166,955 | \$158,604 |
| Stevens Avenue Beginning at Woodfords Street and extending north 0.36 of a mile. | | | | | | | | | |
| Portland 026278.00 Highways Mill And Fill | PE: \$26,129 ROW: \$0 CON: \$1,132,238 CE: \$69,676 Other: \$0 | Federal STP Highway and Bridge | \$982,434 \$245,609 | \$0 \$0 | \$6,968 \$1,742 | \$6,968 \$1,742 | \$327,478 \$81,870 | \$320,510 \$80,128 | |
| Totals: | | | | \$1,228,043 | \$0 | \$8,710 | \$8,710 | \$409,348 | \$400,638 |
| Route 22/Fore River Parkway Beginning at Interstate 295 Exit 5B southbound off-ramp and extending west 0.51 of a mile on Route 22. Beginning at Route 22 and extending south 0.21 of a mile on Fore River Parkway. | | | | | | | | | |
| Portland 026446.00 Highways Bridge Painting | PE: \$50,000 ROW: \$5,000 CON: \$345,000 CE: \$50,000 Other: \$0 | Federal NHPP Highway and Bridge | \$405,000 \$45,000 | \$0 \$0 | \$16,500 \$1,833 | \$16,500 \$1,833 | \$135,000 \$15,000 | \$118,500 \$13,167 | |
| Totals: | | | | \$450,000 | \$0 | \$18,333 | \$18,333 | \$150,000 | \$131,667 |
| Interstate 295 Southbound I-295 SB/Franklin Street Bridge (#6541) over Franklin Street. Located 0.25 of a mile south of Route 1A exit. | | | | | | | | | |
| Portland 026448.00 Highways Bridge Painting | PE: \$70,000 ROW: \$5,000 CON: \$455,000 CE: \$70,000 Other: \$0 | Federal NHPP Highway and Bridge | \$540,000 \$60,000 | \$0 \$0 | \$22,500 \$2,500 | \$22,500 \$2,500 | \$180,000 \$20,000 | \$157,500 \$17,500 | |
| Totals: | | | | \$600,000 | \$0 | \$25,000 | \$25,000 | \$200,000 | \$175,000 |
| Interstate 295 Northbound Franklin Street Bridge (#6300) over Franklin Street. Located 0.34 of a mile north of Preble Street Extension. | | | | | | | | | |
| Portland 026450.00 Highways Bridge Painting | PE: \$50,000 ROW: \$5,000 CON: \$295,000 CE: \$50,000 Other: \$0 | Federal NHPP Highway and Bridge | \$320,000 \$80,000 | \$0 \$0 | \$14,667 \$3,667 | \$14,667 \$3,667 | \$106,667 \$26,667 | \$92,000 \$23,000 | |
| Totals: | | | | \$400,000 | \$0 | \$18,333 | \$18,333 | \$133,333 | \$115,000 |
| Interstate 295 Northbound St. John Street Bridge (#6297) over St. John Street. Located 0.12 of a mile north of Park Avenue. | | | | | | | | | |
| Portland 026452.00 Highways Bridge Painting | PE: \$100,000 ROW: \$5,000 CON: \$695,000 CE: \$100,000 Other: \$0 | Federal NHPP Highway and Bridge | \$720,000 \$180,000 | \$0 \$0 | \$28,000 \$7,000 | \$28,000 \$7,000 | \$240,000 \$60,000 | \$212,000 \$53,000 | |
| Totals: | | | | \$900,000 | \$0 | \$35,000 | \$35,000 | \$300,000 | \$265,000 |
| Interstate 295 Northbound I-295 Over Fore River Parkway Bridge (#6292) over Fore River Parkway. Located 0.24 of a mile north of Route 1A including two ramps. | | | | | | | | | |
| Saco 018531.00 Production Support And Administration Feasibility Studies | PE: \$199,000 ROW: \$1,000 CON: \$0 CE: \$0 Other: \$0 | Federal STP Highway and Bridge Local Other Private | \$0 \$66,000 \$40,000 \$0 \$94,000 | \$0 \$66,000 \$40,000 \$0 \$94,000 | \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 |
| Totals: | | | | \$200,000 | \$200,000 | \$0 | \$0 | \$0 | \$0 |
| Interstate 95 Maine Turnpike Authority and MaineDOT scoping evaluation of existing traffic conditions and deficiencies at the Route 112 Interchange with particular attention to Route 1, Route 112, I-195, Broadturn Road, Flag Pond Road and Haigis Parkway. | | | | | | | | | |
| Saco 2327400 | 023274.00 Transit Service Area Rehabilitation | PE: \$35,000 ROW: \$2,500 CON: \$362,000 CE: \$30,000 Other: \$0 | Federal CMAQ Highway and Bridge Other | \$429,500 \$0 \$0 | \$19,000 \$0 \$0 | \$9,250 \$0 \$0 | \$139,917 \$0 \$0 | \$130,667 \$0 \$0 | \$130,667 \$0 \$0 |
| Totals: | | | | \$429,500 | \$19,000 | \$9,250 | \$139,917 | \$130,667 | \$130,667 |
| Park and Ride Lot Located 0.60 of a mile north of North Street. | | | | | | | | | |
| Saco 2416300 | 024163.00 Highways Mill And Fill | PE: \$39,519 ROW: \$0 CON: \$1,524,383 CE: \$105,385 Other: \$0 | Federal STP Highway and Bridge Other | \$1,335,430 \$333,857 \$0 | \$0 \$7,904 \$0 | \$15,808 \$108,651 \$0 | \$450,412 \$108,651 \$0 | \$434,605 \$108,651 \$0 | \$434,605 \$108,651 \$0 |
| Totals: | | | | \$1,669,287 | \$7,904 | \$15,808 | \$559,064 | \$543,256 | \$543,256 |
| Route 1 Beginning 0.02 of a mile south of Cascade Road and extending north 1.06 miles. | | | | | | | | | |
| Scarborough, South Portland 1942610 | 019426.10 Bicycle/Pedestrian New Construction | PE: \$300,000 ROW: \$75,000 CON: \$3,997,000 CE: \$150,000 Other: \$0 | Federal CMAQ Highway and Bridge Local Private | \$300,000 \$3,751,813 \$392,562 \$77,625 | \$75,000 \$1,250,604 \$105,854 \$25,875 | \$225,000 \$1,250,604 \$105,854 \$25,875 | \$0 \$1,250,604 \$105,854 \$25,875 | \$0 \$1,250,604 \$105,854 \$25,875 | \$0 \$1,250,604 \$105,854 \$25,875 |
| Totals: | | | | \$4,522,000 | \$150,000 | \$1,607,333 | \$1,382,333 | \$1,382,333 | \$0 |
| Eastern Trail Eastern Trail bicycle and pedestrian connection. Beginning at Nonesuch River and extending 0.60 of a mile to Pleasant Hill Road. | | | | | | | | | |
| Scarborough | 025895.00 Railroad Signal Improvements (Rail/Highway Xing) | PE: \$5,000 ROW: \$0 CON: \$338,191 CE: \$10,000 Other: \$0 | Federal RH Xing Program Highway and Bridge Private | \$317,872 \$1,500 \$33,819 | \$0 \$0 \$0 | \$1,500 \$167 \$0 | \$1,500 \$167 \$0 | \$105,957 \$500 \$11,273 | \$104,457 \$333 \$11,273 |
| Totals: | | | | \$353,191 | \$0 | \$1,667 | \$1,667 | \$117,730 | \$116,064 |
| Winnocks Neck Road Railroad Crossing (#053207D) located 0.20 of a mile southeast of Orchard Hill Road. | | | | | | | | | |
| South Portland, Westbrook | 025833.00 Highways Highway Cyclical Pavement Resurfacing | PE: \$20,400 ROW: \$0 CON: \$1,102,620 CE: \$40,800 Other: \$0 | Federal STP Highway and Bridge | \$931,056 \$232,764 | \$0 \$0 | \$8,160 \$2,040 | \$313,072 \$78,268 | \$304,912 \$76,228 | \$304,912 \$76,228 |
| Totals: | | | | \$1,163,820 | \$0 | \$10,200 | \$391,340 | \$381,140 | \$381,140 |

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|---|---------------|------------------|--------------------|--------------------|-------------------|------------------|--------------------|--------------------|--------------------|
| Spring Street/Cummings Road Beginning at Main Street and extending south 3.12 miles. | | | | | | | | | |
| South Portland 1280030 | | | | | | | | | |
| 012800.30 Highways Reconstruction | | | | | | | | | |
| PE: \$330,000 | ROW: \$46,892 | CON: \$1,797,106 | Federal IM | \$339,203 | \$339,203 | \$0 | \$0 | \$0 | \$0 |
| CE: \$220,000 | Other: \$0 | | Federal NHPP | \$1,815,395 | \$0 | \$0 | \$0 | \$605,132 | \$605,132 |
| | | | Highway and Bridge | \$201,711 | \$0 | \$0 | \$0 | \$67,237 | \$67,237 |
| | | | Local | \$37,689 | \$37,689 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | \$2,393,998 | \$376,892 | \$0 | \$0 | \$672,369 | \$672,369 |
| Interstate 295 Southbound New access on Interstate 295 at Exit 4. Project is a partnership with South Portland. | | | | | | | | | |
| South Portland 2053500 | | | | | | | | | |
| 020535.00 Highways Bridge Culvert Rehabilitation | | | | | | | | | |
| PE: \$15,000 | ROW: \$1,000 | CON: \$490,000 | Federal NHPP | \$12,000 | \$12,000 | \$0 | \$0 | \$0 | \$0 |
| CE: \$5,000 | Other: \$0 | | Federal NHS | \$800 | \$0 | \$400 | \$400 | \$0 | \$0 |
| | | | Federal STP | \$396,000 | \$0 | \$0 | \$132,000 | \$132,000 | \$132,000 |
| | | | Highway and Bridge | \$102,200 | \$3,200 | \$0 | \$33,000 | \$33,000 | \$33,000 |
| | | | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | \$511,000 | \$15,200 | \$400 | \$165,400 | \$165,000 | \$165,000 |
| Interstate 295 Restore Aquatic Organism passage in Red Brook at I-295 Ramp 5/Red Brook Bridge (#6284) located on the Maine Turnpike Approach off-ramp, and at Long Creek # 2 Bridge (#6219) located on Route 1. | | | | | | | | | |
| South Portland 2225800 | | | | | | | | | |
| 022258.00 Highways Bridge Deck Replacement | | | | | | | | | |
| PE: \$300,000 | ROW: \$15,000 | CON: \$4,500,000 | Federal NHPP | \$3,852,000 | \$40,000 | \$26,000 | \$1,279,333 | \$1,253,333 | \$1,253,333 |
| CE: \$200,000 | Other: \$0 | | Federal NHS | \$160,000 | \$0 | \$80,000 | \$80,000 | \$0 | \$0 |
| | | | Federal STP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | Highway and Bridge | \$1,003,000 | \$50,000 | \$6,500 | \$319,833 | \$313,333 | \$313,333 |
| | | | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | \$5,015,000 | \$90,000 | \$112,500 | \$1,679,167 | \$1,566,667 | \$1,566,667 |
| Route 1 Southbound Ramp SP4 Bridge (#1376) over northbound ramp of Interstate 295 to Route 1. Located off Exit 4 on Interstate 295 southbound. | | | | | | | | | |
| South Portland 2359900 | | | | | | | | | |
| 023599.00 Highways Bridge Painting | | | | | | | | | |
| PE: \$35,000 | ROW: \$5,000 | CON: \$275,000 | Federal NHPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CE: \$35,000 | Other: \$0 | | Federal STP | \$315,000 | \$4,500 | \$155,250 | \$155,250 | \$0 | \$0 |
| | | | Highway and Bridge | \$35,000 | \$35,000 | \$0 | \$0 | \$0 | \$0 |
| | | | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | \$350,000 | \$39,500 | \$155,250 | \$155,250 | \$0 | \$0 |
| Interstate 295 I-295/ Westbrook Street Bridge (#6249) over Route 9. Located 0.47 of a mile north of Route 701. | | | | | | | | | |
| South Portland 2360100 | | | | | | | | | |
| 023601.00 Highways Bridge Culvert Rehabilitation | | | | | | | | | |
| PE: \$60,000 | ROW: \$15,000 | CON: \$398,125 | Federal NHPP | \$430,313 | \$0 | \$13,500 | \$147,938 | \$134,438 | \$134,438 |
| CE: \$50,000 | Other: \$0 | | Federal NHS | \$40,500 | \$0 | \$20,250 | \$20,250 | \$0 | \$0 |
| | | | Highway and Bridge | \$52,313 | \$4,500 | \$1,500 | \$16,438 | \$14,938 | \$14,938 |
| | | | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | \$523,125 | \$4,500 | \$35,250 | \$184,625 | \$149,375 | \$149,375 |
| Interstate 295 I-295 NB/ Red Brook Bridge (#6285) over Red Brook. Located 0.93 of a mile north of the Portland town line. | | | | | | | | | |
| South Portland 2360500 | | | | | | | | | |
| 023605.00 Highways Bridge Painting | | | | | | | | | |
| PE: \$35,000 | ROW: \$5,000 | CON: \$275,000 | Federal NHPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CE: \$35,000 | Other: \$0 | | Federal STP | \$315,000 | \$4,500 | \$155,250 | \$155,250 | \$0 | \$0 |
| | | | Highway and Bridge | \$35,000 | \$35,000 | \$0 | \$0 | \$0 | \$0 |
| | | | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | \$350,000 | \$39,500 | \$155,250 | \$155,250 | \$0 | \$0 |
| Interstate 295 I-295 SB/ Westbrook Street Bridge (#6532) over Route 9. Located 0.11 of a mile northeast of Interstate 295 Exit 3. | | | | | | | | | |
| South Portland 2436300 | | | | | | | | | |
| 024363.00 Highways Lighting | | | | | | | | | |
| PE: \$25,000 | ROW: \$0 | CON: \$765,625 | Federal HSIP | \$619,500 | \$3,000 | \$0 | \$0 | \$205,500 | \$205,500 |
| CE: \$60,000 | Other: \$0 | | Federal STP | \$112,500 | \$0 | \$0 | \$0 | \$37,500 | \$37,500 |
| | | | Federal Safety | \$19,500 | \$0 | \$6,500 | \$6,500 | \$6,500 | \$0 |
| | | | Highway and Bridge | \$99,125 | \$2,500 | \$0 | \$0 | \$32,208 | \$32,208 |
| Totals: | | | | \$850,625 | \$5,500 | \$6,500 | \$6,500 | \$281,708 | \$275,208 |
| Interstate 295 Located at Interstate 295 Exit 4. | | | | | | | | | |
| South Portland | | | | | | | | | |
| 026272.00 Highways Mill And Fill | | | | | | | | | |
| PE: \$25,001 | ROW: \$0 | CON: \$1,058,671 | Federal STP | \$919,057 | \$0 | \$6,667 | \$6,667 | \$306,352 | \$299,685 |
| CE: \$65,149 | Other: \$0 | | Highway and Bridge | \$229,764 | \$0 | \$1,667 | \$1,667 | \$76,588 | \$74,921 |
| | | | | | | | | | |
| Totals: | | | | \$1,148,821 | \$0 | \$8,334 | \$8,334 | \$382,940 | \$374,607 |
| Running Hill Road Beginning at Maine Mall Road and extending west 0.83 of a mile to Cummings Road. | | | | | | | | | |
| Southern Region 1935721 | | | | | | | | | |
| 019357.21 Production Support And Administration Natural Resource Mitigation | | | | | | | | | |
| PE: \$73,743 | ROW: \$0 | CON: \$0 | Federal STP | \$58,994 | \$0 | \$58,994 | \$0 | \$0 | \$0 |
| CE: \$0 | Other: \$0 | | Highway and Bridge | \$14,749 | \$5,549 | \$9,200 | \$0 | \$0 | \$0 |
| | | | | | | | | | |
| Totals: | | | | \$73,74 | | | | | |

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|-----------------------------|--|---|---|---|--------------------------------------|---------------------------------------|---|--------------------------------------|--------------------------------------|
| | | | | | | 2022 | 2023 | 2024 | 2025 |
| Southern Region | 019357.24 Production Support And Administration Natural Resource Investigation | PE: \$186,000 ROW: \$0 CON: \$0 CE: \$0 Other: \$0 | Federal STP Highway and Bridge | \$148,800 \$37,200 | \$0 \$0 \$0 \$37,200 \$0 | \$0 \$0 \$0 \$148,800 \$0 | \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 |
| | | Totals: | | \$186,000 | \$0 | \$0 | \$0 | \$186,000 | \$0 |
| Long Creek Watershed | <i>Long Creek Watershed Management District assessment; to monitor stormwater quantity and quality from MaineDOT porous pavement project(s).</i> | | | | | | | | |
| Standish 2511700 | 025117.00 Highways Mill And Fill | PE: \$51,988 ROW: \$0 CON: \$1,743,771 CE: \$138,635 Other: \$0 | Federal STP Highway and Bridge Other | \$1,547,515 \$386,879 \$0 | \$0 \$10,398 \$0 | \$20,795 \$0 \$0 | \$522,770 \$125,494 \$0 | \$501,975 \$125,494 \$0 | \$501,975 \$125,494 \$0 |
| | | Totals: | | \$1,934,394 | \$10,398 | \$20,795 | \$648,264 | \$627,469 | \$627,469 |
| Route 25 | <i>Beginning 0.12 of a mile west of Route 113 and extending west 1.86 miles. Continuing 0.09 of a mile west of Saco Road and extending west 1.00 mile.</i> | | | | | | | | |
| Westbrook 1159500 | 011595.00 Highways Intersection Improvements W/O Signal | PE: \$45,108 ROW: \$0 CON: \$0 CE: \$0 Other: \$0 | Federal STP Highway and Bridge Local Other | \$36,086 \$9,022 \$0 \$0 | \$36,086 \$9,022 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 |
| | | Totals: | | \$45,108 | \$45,108 | \$0 | \$0 | \$0 | \$0 |
| Cumberland Street | <i>Intersection Improvement: Located at the intersection of Warren Avenue and Cumberland Street.</i> | | | | | | | | |
| Westbrook 2427500 | 024275.00 Highways Large Culvert Replacement | PE: \$50,000 ROW: \$10,000 CON: \$0 CE: \$0 Other: \$0 | Federal NHPP Federal NHS Highway and Bridge | \$4,000 \$44,000 \$12,000 | \$4,000 \$0 \$12,000 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| | | Totals: | | \$60,000 | \$16,000 | \$14,667 | \$14,667 | \$14,667 | \$0 |
| Route 302 | <i>Large culvert (#114090) located 0.08 of a mile south of Royal Grant Way.</i> | | | | | | | | |
| Westbrook 2549100 | 025491.00 Highways Mill And Fill | PE: \$35,000 ROW: \$0 CON: \$1,670,000 CE: \$100,000 Other: \$0 | Federal NHPP Federal NHS Highway and Bridge Other | \$1,417,654 \$26,346 \$361,000 \$0 | \$0 \$0 \$6,587 \$0 | \$827 \$13,173 \$207 \$0 | \$472,827 \$13,173 \$118,207 \$0 | \$472,000 \$0 \$118,000 \$0 | \$472,000 \$0 \$118,000 \$0 |
| | | Totals: | | \$1,805,000 | \$6,587 | \$14,207 | \$604,207 | \$590,000 | \$590,000 |
| Route 25 | <i>Beginning at Larrabee Road and extending northwest 1.09 miles. Including all ramps and approaches.</i> | | | | | | | | |
| Westbrook | 026266.00 Highways Mill And Fill | PE: \$25,003 ROW: \$0 CON: \$643,253 CE: \$39,585 Other: \$0 | Federal STP Highway and Bridge | \$566,273 \$141,568 | \$0 \$0 | \$6,667 \$1,667 | \$6,667 \$1,667 | \$188,758 \$47,189 | \$182,090 \$45,523 |
| | | Totals: | | \$707,841 | \$0 | \$8,334 | \$8,334 | \$235,947 | \$227,613 |
| Route 25B | <i>Beginning at Larrabee Road and extending west 0.56 of a mile.</i> | | | | | | | | |
| Windham 2434100 | 024341.00 Highways Intersection Reconstruction | PE: \$15,000 ROW: \$10,000 CON: \$545,000 CE: \$15,000 Other: \$0 | Federal NHPP Federal NHS Highway and Bridge | \$450,000 \$18,000 \$117,000 | \$2,000 \$0 \$5,000 | \$0 \$6,000 \$0 | \$0 \$6,000 \$0 | \$149,333 \$6,000 \$37,333 | \$149,333 \$0 \$37,333 |
| | | Totals: | | \$585,000 | \$7,000 | \$6,000 | \$6,000 | \$192,667 | \$186,667 |
| Route 302 | <i>Beginning 0.45 of a mile west of Outpost Drive and extending west 0.14 of a mile, including the roundabout intersection with Route 202.</i> | | | | | | | | |
| Windham 2507300 | 025073.00 Production Support And Administration Municipal/Public Outreach | PE: \$20,000 ROW: \$5,000 CON: \$0 CE: \$0 Other: \$0 | Federal STP Highway and Bridge | \$20,000 \$5,000 | \$0 \$0 | \$20,000 \$5,000 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| | | Totals: | | \$25,000 | \$0 | \$25,000 | \$0 | \$0 | \$0 |
| William Knight Road | <i>Varney's Bridge (#0257) over Pleasant River. Located 0.44 of a mile northwest of Route 4.</i> | | | | | | | | |
| Windham 2526500 | 025265.00 Highways Safety Improvements | PE: \$30,000 ROW: \$5,000 CON: \$110,500 CE: \$10,000 Other: \$0 | Federal HSIP Federal Safety Highway and Bridge Other | \$117,450 \$22,500 \$15,550 \$0 | \$0 \$0 \$2,500 \$0 | \$4,500 \$11,250 \$500 \$0 | \$40,650 \$11,250 \$4,517 \$0 | \$36,150 \$0 \$4,017 \$0 | \$36,150 \$0 \$4,017 \$0 |
| | | Totals: | | \$155,500 | \$2,500 | \$16,250 | \$56,417 | \$40,167 | \$40,167 |
| Route 302 | <i>Located at the intersection of Route 302 and Albion Road.</i> | | | | | | | | |
| Windham | 025997.00 Highways Mill And Fill | PE: \$68,014 ROW: \$0 CON: \$2,947,269 CE: \$181,370 Other: \$0 | Federal NHPP Highway and Bridge | \$2,557,322 \$639,331 | \$0 \$0 | \$18,137 \$4,534 | \$18,137 \$4,534 | \$852,441 \$213,110 | \$834,304 \$208,576 |
| | | Totals: | | \$3,196,653 | \$0 | \$22,671 | \$22,671 | \$1,065,551 | \$1,042,880 |
| Route 302 | <i>Beginning at Route 202 and extending north 2.85 miles.</i> | | | | | | | | |
| Windham | 026126.00 Highways System Operations | PE: \$100,000 ROW: \$5,000 CON: \$600,000 CE: \$150,000 Other: \$0 | Federal NHPP Highway and Bridge | \$684,000 \$171,000 | \$0 \$0 | \$684,000 \$171,000 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| | | Totals: | | \$855,000 | \$0 | \$855,000 | \$0 | \$0 | \$0 |
| Route 302 | <i>Traffic signal modifications on Route 302.</i> | | | | | | | | |
| Windham | 026190.00 Highways Bridge Deck Replacement | PE: \$100,000 ROW: \$15,000 CON: \$785,000 CE: \$100,000 Other: \$0 | Federal STP Highway and Bridge | \$800,000 \$200,000 | \$0 \$0 | \$30,667 \$7,667 | \$30,667 \$7,667 | \$266,667 \$66,667 | \$236,000 \$59,000 |
| | | Totals: | | \$1,000,000 | \$0 | \$38,333 | \$38,333 | \$333,333 | \$295,000 |
| River Road | <i>Loveitt Bridge (#3018) over Pleasant River. Located 0.13 of a mile north of Laskey Road.</i> | | | | | | | | |

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|--|---|--|--|--|--|--|--|--|--------------------|
| | | | | | 2022 | 2023 | 2024 | 2025 | |
| Windham 026240.00 Highways Bridge Replacement | PE: \$150,000 ROW: \$15,000 CON: \$1,185,000 CE: \$150,000 Other: \$0 | Federal STP Local | \$750,000 \$750,000 | \$0 \$0 | \$27,500 \$27,500 | \$27,500 \$27,500 | \$250,000 \$250,000 | \$222,500 \$222,500 | |
| Totals: | | | | \$1,500,000 | \$0 | \$55,000 | \$55,000 | \$500,000 | \$445,000 |
| Williams Knight Road Varney's Bridge (#0257) over Pleasant River. Located 0.43 of a mile from Route 4. | | | | | | | | | |
| Yarmouth 023106.00 Highways Bridge Replacement | PE: \$650,000 ROW: \$1,800 CON: \$0 CE: \$0 Other: \$0 | Federal Federal Grants Federal STP Highway and Bridge Other | \$433,815 \$80,835 \$137,150 \$0 | \$0 \$0 \$0 \$0 | \$144,605 \$26,945 \$45,717 \$0 | \$144,605 \$26,945 \$45,717 \$0 | \$144,605 \$26,945 \$45,717 \$0 | \$0 \$0 \$0 \$0 | |
| Totals: | | | | \$651,800 | \$0 | \$217,267 | \$217,267 | \$217,267 | \$0 |
| Interstate 295 I-295 NB/Route 1 Bridge (#5833) over Route 1. Located 0.35 of a mile north of Bayview Street. FHWA CHBP Grant recipient. | | | | | | | | | |
| Yarmouth 2310601 023106.01 Highways Bridge Replacement | PE: \$0 ROW: \$0 CON: \$26,945,890 CE: \$1,640,000 Other: \$0 | Federal Federal Grants Federal NHPP Federal NHS Federal STP Highway and Bridge | \$12,556,251 \$0 \$3,120,942 \$4,316,310 \$8,592,387 | \$12,439,671 \$0 \$780,236 \$0 \$7,161,310 | \$29,145 \$0 \$780,236 \$1,079,077 \$357,769 | \$29,145 \$0 \$780,236 \$1,079,077 \$357,769 | \$29,145 \$0 \$780,236 \$1,079,077 \$357,769 | \$29,145 \$0 \$780,236 \$1,079,077 \$357,769 | |
| Totals: | | | | \$28,585,890 | \$19,600,980 | \$2,246,227 | \$2,246,227 | \$2,246,227 | \$2,246,227 |
| Interstate 295 I-295 SB/Route 1 Bridge (#1509) over Route 1 in Yarmouth. I-295 NB/Route 1 Bridge (#5833) over Route 1 in Yarmouth. CHBP Grant recipient. | | | | | | | | | |
| Yarmouth 023110.00 Highways Bridge Replacement | PE: \$650,000 ROW: \$600 CON: \$0 CE: \$0 Other: \$0 | Federal Federal Grants Federal STP Highway and Bridge Other | \$386,612 \$128,999 \$134,988 \$0 | \$0 \$0 \$0 \$0 | \$128,871 \$43,000 \$44,996 \$0 | \$128,871 \$43,000 \$44,996 \$0 | \$128,871 \$43,000 \$44,996 \$0 | \$0 \$0 \$0 \$0 | |
| Totals: | | | | \$650,600 | \$0 | \$216,867 | \$216,867 | \$216,867 | \$0 |
| Interstate 295 I-295 SB/Route 1 Bridge (#1509) over Route 1. Located 0.32 of a mile north of Bayview Street. FHWA CHBP Grant recipient. | | | | | | | | | |
| Yarmouth 026472.00 Highways Bridge Painting | PE: \$35,000 ROW: \$5,000 CON: \$225,000 CE: \$35,000 Other: \$0 | Federal STP Highway and Bridge | \$240,000 \$60,000 | \$0 \$0 | \$10,667 \$2,667 | \$10,667 \$2,667 | \$80,000 \$20,000 | \$69,333 \$17,333 | |
| Totals: | | | | \$300,000 | \$0 | \$13,333 | \$13,333 | \$100,000 | \$86,667 |
| Bridge Street Cotton Mill Bridge (#3983) over Royal River. Located 0.16 of a mile north of Main Street. | | | | | | | | | |

Appendix F

PACTS Region FTA 5337 State of Good Repair MaineDOT Sponsored

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|--|---|---|------------------|--------------------------|-------------------|--------------------------|------------|------------------------|------------------------|
| Portland 020625.22 Transit Service Area Capital Equipment Purchase | Cap Equip: Contractual: RTAP: Admin: Ops: | \$1,497,453 \$0 \$0 \$0 \$0 | Federal Local | \$299,491 \$1,197,962 | \$0 \$0 | \$299,491 \$1,197,962 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| Totals: \$1,497,453 \$0 \$1,497,453 \$0 \$0 \$0 | | | | | | | | | |
| Urban Transit Capital FTA Section 5337 for Capital Assistance - Portland UZA Fixed Guideway for Casco Bay Lines. | | | | | | | | | |
| Portland 024747.00 Transit Service Area Capital-Eligible Maintenance | Cap Equip: Contractual: RTAP: Admin: Ops: | \$900,000 \$0 \$0 \$0 \$0 | Federal Local | \$720,000 \$180,000 | \$0 \$0 | \$0 \$180,000 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| Totals: \$900,000 \$0 \$0 \$900,000 \$0 \$0 | | | | | | | | | |
| Urban Transit Capital FTA Section 5337 for Capital Assistance - Portland UZA Fixed Guideway for Casco Bay Lines- will apply to FTA directly. | | | | | | | | | |
| Portland 025555.00 Transit Service Area Capital Equipment Purchase | Cap Equip: Contractual: RTAP: Admin: Ops: | \$796,218 \$0 \$0 \$0 \$0 | Federal Local | \$636,974 \$159,244 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$636,974 \$159,244 | \$0 \$0 |
| Totals: \$796,218 \$0 \$0 \$796,218 \$0 \$0 | | | | | | | | | |
| Urban Transit Capital FTA Section 5337 for Capital Assistance - Portland UZA Fixed Guideway for Casco Bay Lines. | | | | | | | | | |
| Portland 026534.00 Transit Service Area Capital-Eligible Maintenance | Cap Equip: Contractual: RTAP: Admin: Ops: | \$859,244 | Federal Local | \$700,000 \$159,244 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$700,000 \$159,244 |
| Totals: \$859,244 \$0 \$0 \$0 \$859,244 | | | | | | | | | |
| Urban Transit Capital FTA Section 5337 for Capital Assistance - Portland UZA Fixed Guideway for Casco Bay Lines- will apply to FTA directly. | | | | | | | | | |

PACTS Region FTA CONGESTION MITIGATION & AIR QUALITY MaineDOT Sponsored

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|--|--|------------|---------------------------|--|----------------------|--|-------------------|--|-------------------|
| | | | | | 2022 | 2023 | 2024 | 2025 | |
| Statewide 022046.22 Transit Service Area Operating Assistance | Cap Equip: Contractual: RTAP: Admin: Ops: \$12,968,260 | | Federal Local State | \$10,415,338 \$552,922 \$2,000,000 | \$0 \$0 \$0 | \$10,415,338 \$552,922 \$2,000,000 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| Totals: | | | | \$12,968,260 | \$0 | \$12,968,260 | \$0 | \$0 | \$0 |
| NNEPRA Operations Northern New England Passenger Rail Authority operating assistance, SGR/CMAQ-FTA Transfer. | | | | | | | | | |
| Statewide 022046.23 Transit Service Area Operating Assistance | Cap Equip: Contractual: RTAP: Admin: Ops: \$12,968,260 | | Federal Local State | \$10,415,338 \$552,922 \$2,000,000 | \$0 \$0 \$0 | \$10,415,338 \$552,922 \$2,000,000 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| Totals: | | | | \$12,968,260 | \$0 | \$12,968,260 | \$0 | \$0 | \$0 |
| NNEPRA Operations Northern New England Passenger Rail Authority operating assistance, SGR/CMAQ-FTA Transfer. | | | | | | | | | |
| Statewide 022046.24 Transit Service Area Operating Assistance | Cap Equip: Contractual: RTAP: Admin: Ops: \$12,968,260 | | Federal Local State | \$10,415,338 \$552,922 \$2,000,000 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$10,415,338 \$552,922 \$2,000,000 | \$0 \$0 \$0 |
| Totals: | | | | \$12,968,260 | \$0 | \$0 | \$0 | \$12,968,260 | \$0 |
| NNEPRA Operating Northern New England Passenger Rail Authority operating assistance, SGR/CMAQ-FTA Transfer. | | | | | | | | | |

PACTS Region FTA FTA / 5339 MaineDOT Sponsored

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|--|--|---|---|------------------|--------------------------|------------|--------------------------|-----------------------|-----------------------|
| | | | | | 2022 | 2023 | 2024 | 2025 | |
| Biddeford, Portland | 024331.00 Transit Service Area Capital Equipment Purchase | Cap Equip: Contractual: RTAP: Admin: Ops: | \$2,694,118 \$0 \$0 \$0 \$0 | Federal Local | \$2,290,000 \$404,118 | \$0 \$0 | \$2,290,000 \$404,118 | \$0 \$0 | \$0 \$0 |
| Totals: \$2,694,118 \$0 \$2,694,118 \$0 \$0 \$0 \$0 | | | | | | | | | |
| Urban Transit Capital Transit capital assistance for Portland- Area Transit Agencies, Federal Transit Administration §5339 Bus and Bus Facilities for urbanized area transit, Fiscal Year 2019. Discretionary Low-No Grant Award will apply to FTA directly. | | | | | | | | | |
| Portland | 020634.01 Transit Service Area Capital Equipment Purchase | Cap Equip: Contractual: RTAP: Admin: Ops: | \$99,455 \$0 \$0 \$0 \$0 | Federal Local | \$84,537 \$14,918 | \$0 \$0 | \$84,537 \$14,918 | \$0 \$0 | \$0 \$0 |
| Totals: \$99,455 \$0 \$99,455 \$0 \$0 \$0 \$0 | | | | | | | | | |
| Urban Transit Capital FTA Section 5339 Capital Assistance Portland UZA, Carryover balance from FFY2021 | | | | | | | | | |
| Portland | 024735.00 Transit Service Area Capital Equipment Purchase | Cap Equip: Contractual: RTAP: Admin: Ops: | \$352,941 \$0 \$0 \$0 \$0 | Federal Local | \$300,000 \$52,941 | \$0 \$0 | \$300,000 \$52,941 | \$0 \$0 | \$0 \$0 |
| Totals: \$352,941 \$0 \$0 \$352,941 \$0 \$0 \$0 | | | | | | | | | |
| Urban Transit Capital FTA Section 5339 Capital Assistance - Portland UZA projects. | | | | | | | | | |
| Portland | 025421.00 Transit Service Area Capital Equipment Purchase | Cap Equip: Contractual: RTAP: Admin: Ops: | \$341,176 \$0 \$0 \$0 \$0 | Federal Local | \$290,000 \$51,176 | \$0 \$0 | \$290,000 \$51,176 | \$0 \$0 | \$0 \$0 |
| Totals: \$341,176 \$0 \$341,176 \$0 \$0 \$0 \$0 | | | | | | | | | |
| Urban Transit Capital FTA Section 5339 Capital Assistance - Portland UZA projects. | | | | | | | | | |
| Portland | 025549.00 Transit Service Area Capital Equipment Purchase | Cap Equip: Contractual: RTAP: Admin: Ops: | \$352,941 \$0 \$0 \$0 \$0 | Federal Local | \$300,000 \$52,941 | \$0 \$0 | \$0 \$0 | \$300,000 \$52,941 | \$0 \$0 |
| Totals: \$352,941 \$0 \$0 \$0 \$352,941 \$0 | | | | | | | | | |
| Urban Transit Capital FTA Section 5339 Capital Assistance - Portland UZA projects. | | | | | | | | | |
| Portland | 026528.00 Transit Service Area Capital Equipment Purchase | Cap Equip: Contractual: RTAP: Admin: Ops: | \$382,353 \$382,353 | Federal Local | \$325,000 \$57,353 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$325,000 \$57,353 |
| Totals: \$382,353 \$0 \$0 \$0 \$0 \$0 \$0 | | | | | | | | | |
| Urban Transit Capital FTA Section 5339 for Capital Assistance - Portland area transit agencies. | | | | | | | | | |

PACTS Region FTA FTA SECTION 16 / 5310 MaineDOT Sponsored

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|---|------------|--|---------|-----------|----------------------|----------|------|------|------|
| | | | | | 2022 | 2023 | 2024 | 2025 | |
| Portland 024843.13 Transit Service Area Capital Equipment Purchase | | Cap Equip: \$36,440 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$0 | Federal | \$36,440 | \$0 | \$36,440 | \$0 | \$0 | \$0 |
| Totals: \$36,440 \$0 \$36,440 \$0 \$0 \$0 \$0 | | | | | | | | | |
| Urban Transit Capital Transit Capital Assistance from Federal Transit Administration § 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities. CRRSAA ? Portland UZA apportionment. | | | | | | | | | |
| Portland 024843.18 Transit Service Area System Operations | | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$36,441 | Federal | \$36,441 | \$0 | \$36,441 | \$0 | \$0 | \$0 |
| Totals: \$36,441 \$0 \$36,441 \$0 \$0 \$0 \$0 \$0 | | | | | | | | | |
| Urban Transit Operating Transit Operating Assistance from Federal Transit Administration § 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities. ARP ? Portland UZA apportionment. | | | | | | | | | |

PACTS Region FTA FTA SECTION 18 / 5311 MaineDOT Sponsored

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|--|---|--|------------------|------------------------|-------------------|------------|------------------------|------------|------------|
| Biddeford 025243.00 Transit Service Area Operating Assistance | Cap Equip: Contractual: RTAP: Admin: Ops: | \$38,750 \$0 \$0 \$0 \$274,000 | Federal Local | \$168,000 \$144,750 | \$0 \$0 | \$0 \$0 | \$168,000 \$144,750 | \$0 \$0 | \$0 \$0 |
| | Totals: | | | \$312,750 | \$0 | \$0 | \$312,750 | \$0 | \$0 |

Rural Transit Operations/ Preventive Maintenance

Transit Operating Assistance for Federal Transit Administration §5311 for non-urbanized transit. Biddeford, Saco, Old Orchard Beach (BSOOB) Transit.

PACTS Region FTA FTA SECTION 8 / 5303 MaineDOT Sponsored

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | | | | 2023 | | 2024 | | 2025 | |
|--|------------|---|---------------------------------------|------------------|-----------------------|------------|-----------------------|-----------------------|------------|------------|------------|------------|------------|------------|------------|
| | | | | | | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 | 2024 | 2025 | 2022 | 2023 |
| Portland 023344.22 Transit Service Area Administrative Assistance | | Cap Equip: Contractual: RTAP: Admin: Ops: | \$0 \$0 \$0 \$0 \$0 | Federal Local | \$270,000 \$67,500 | \$0 \$0 | \$270,000 \$67,500 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| Urban Transit Planning Portland Area Comprehensive Transportation System (PACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2022. | | | | | | | | | | | | | | | |
| Portland 024691.00 Transit Service Area Planning Studies | | Cap Equip: Contractual: RTAP: Admin: Ops: | \$0 \$0 \$0 \$340,000 \$0 | Federal Local | \$272,000 \$68,000 | \$0 \$0 | \$0 \$0 | \$272,000 \$68,000 | \$0 \$0 |
| Urban Transit Planning Portland Area Comprehensive Transportation System (PACTS), Federal Transit Administration §5303 for metropolitan planning, Fiscal Year 2023. Funds are transferred to FHWA. | | | | | | | | | | | | | | | |
| Portland 025605.00 Transit Service Area Planning Studies | | Cap Equip: Contractual: RTAP: Admin: Ops: | \$0 \$0 \$0 \$340,000 \$0 | Federal Local | \$272,000 \$68,000 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| Urban Transit Planning Portland Area Comprehensive Transportation System (PACTS), Federal Transit Administration §5303 for metropolitan planning Fiscal Year 2024. Funds are transferred to FHWA. | | | | | | | | | | | | | | | |
| Portland 026562.00 Transit Service Area Planning Studies | | Cap Equip: Contractual: RTAP: Admin: Ops: | \$0 \$0 \$0 \$350,000 \$0 | Federal Local | \$280,000 \$70,000 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| Urban Transit Planning Portland Area Comprehensive Transportation System (PACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2025. Funds are transferred to FHWA. | | | | | | | | | | | | | | | |

PACTS Region FTA FTA SECTION 9 / 5307 MaineDOT Sponsored

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|--|--|------------|-----------------------------|---|---------------------------|---|-------------------|-------------------|-------------------|
| Biddeford 025049.00 Transit Service Area Operating Assistance | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$358,824 | | Federal Private State | \$179,412 \$90,000 \$89,412 | \$0 \$0 \$89,412 | \$179,412 \$90,000 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| Urban Transit Operations Biddeford Downtown Circulator Project. | | | | | | | | | |
| Biddeford 025051.00 Transit Service Area Operating Assistance | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$358,824 | | Federal Private State | \$179,412 \$90,000 \$89,412 | \$0 \$0 \$0 | \$179,412 \$90,000 \$89,412 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| Urban Transit Operations Biddeford Downtown Circulator Project. | | | | | | | | | |
| Biddeford 025053.00 Transit Service Area Operating Assistance | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$358,824 | | Federal Private State | \$179,412 \$90,000 \$89,412 | \$0 \$0 \$0 | \$179,412 \$90,000 \$89,412 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| Urban Transit Operations Biddeford Downtown Circulator Project. | | | | | | | | | |
| Portland 018869.22 Transit Service Area Operating Assistance | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$611,814 | | Federal Local | \$489,451 \$122,363 | \$0 \$0 | \$489,451 \$122,363 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| Urban Transit ADA Operations FTA Section 5307 for ADA Operating - Portland Transit Agencies. | | | | | | | | | |
| Portland 018870.21 Transit Service Area Administrative Assistance | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$102,008 Ops: \$0 | | Federal Local | \$81,606 \$20,402 | \$0 \$0 | \$81,606 \$20,402 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| Urban Transit Planning Transit Planning Assistance for Portland Area Transit Agencies, Federal Transit Administration §5307 for urbanized area transit. | | | | | | | | | |
| Portland 018870.22 Transit Service Area Administrative Assistance | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$141,659 Ops: \$0 | | Federal Local | \$113,327 \$28,332 | \$0 \$0 | \$113,327 \$28,332 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| Urban Transit Planning Transit Planning Assistance for Portland Area Transit Agencies, Federal Transit Administration §5307 for urbanized area transit. | | | | | | | | | |
| Portland 020646.22 Transit Service Area Administrative Assistance | Cap Equip: \$13,495,092 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$0 | | Federal Local | \$11,287,348 \$2,207,744 | \$0 \$0 | \$11,287,348 \$2,207,744 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| Urban Transit Capital Transit Capital Assistance for Portland-Area Transit Agencies, Federal Transit Administration §5307 for urbanized area transit. | | | | | | | | | |
| Portland 022762.22 Transit Service Area Operating Assistance | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$9,740,726 | | Federal Local State | \$4,870,363 \$4,533,528 \$336,835 | \$0 \$0 \$0 | \$4,870,363 \$4,533,528 \$336,835 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| Urban Transit Operations FTA Section 5307 for Operating Assistance - Portland Transit Agencies. | | | | | | | | | |
| Portland 023468.00 Ferry Route New Construction | Cap Equip: \$0 Contractual: \$12,000,000 RTAP: \$0 Admin: \$0 Ops: \$0 | | Federal Local State | \$6,000,000 \$3,250,000 \$2,750,000 | \$0 \$0 \$2,750,000 | \$6,000,000 \$3,250,000 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| Casco Bay Island Transit District Construction of new ferry for Casco Bay Island Transit District (CBITD) to serve the Peaks Island Ferry Route. | | | | | | | | | |
| Portland 024843.14 Transit Service Area System Operations | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$8,143,886 | | Federal | \$8,143,886 | \$0 | \$8,143,886 | \$0 | \$0 | \$0 |
| Urban Transit Operations Transit Capital and Operating Assistance from Federal Transit Administration § 5307 - Urban Program. American Rescue Plan ? Portland UZA apportionment. | | | | | | | | | |
| Portland 025341.00 Transit Service Area Capital Equipment Purchase | Cap Equip: \$6,755,923 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$0 | | Federal Local | \$5,492,974 \$1,262,949 | \$0 \$0 | \$5,492,974 \$1,262,949 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| Urban Transit Capital Transit Capital Assistance for Portland-Area Transit Agencies, Federal Transit Administration §5307 for urbanized area transit. | | | | | | | | | |
| Portland 025343.00 Transit Service Area Administrative Assistance | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$236,442 Ops: \$0 | | Federal Local | \$189,154 \$47,288 | \$0 \$0 | \$189,154 \$47,288 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| Totals: \$358,824 \$358,824 \$358,824 \$358,824 \$358,824 \$358,824 \$358,824 \$358,824 \$358,824 \$358,824 | | | | | | | | | |

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|---|---|--|---------------------------|---|---------------------|--------------------------|---|--------------------|---|
| Urban Transit Planning | | | | | | | | | |
| Transit Planning Assistance for Portland-Area Transit Agencies, Federal Transit Administration §5307 for urbanized area transit. | | | | | | | | | |
| Portland | 025345.00 Transit Service Area Operating Assistance | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$9,935,540 | Federal Local State | \$4,967,770 \$4,630,935 \$336,835 | \$0 \$0 \$0 | \$0 \$0 \$336,835 | \$4,967,770 \$4,630,935 \$0 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| | | | | Totals: | \$9,935,540 | \$0 | \$0 | \$9,935,540 | \$0 |
| Urban Transit Operations | | | | | | | | | |
| Transit Operating Assistance for Portland-Area Transit Agencies, Federal Transit Administration §5307 for urbanized area transit. | | | | | | | | | |
| Portland | 025347.00 Transit Service Area Operating Assistance | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$624,050 | Federal Local | \$499,240 \$124,810 | \$0 \$0 | \$0 \$0 | \$499,240 \$124,810 | \$0 \$0 | \$0 \$0 |
| | | | | Totals: | \$624,050 | \$0 | \$0 | \$624,050 | \$0 |
| Urban Transit Operations | | | | | | | | | |
| Transit ADA Operating Assistance for Portland-Area Transit Agencies, Federal Transit Administration §5307 for urbanized area transit. | | | | | | | | | |
| Portland | 025579.00 Transit Service Area Capital-Eligible Maintenance | Cap Equip: \$7,254,153 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$0 | Federal Local | \$4,538,215 \$1,134,554 | \$0 \$0 | \$0 \$0 | \$4,538,215 \$1,134,554 | \$0 \$0 | \$0 \$0 |
| | | | | Totals: | \$5,672,769 | \$0 | \$0 | \$5,672,769 | \$0 |
| Urban Transit Capital | | | | | | | | | |
| FTA Section 5307 for capital projects - Portland Transit Agencies. | | | | | | | | | |
| Portland | 025581.00 Transit Service Area Administrative Assistance | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$141,364 Ops: \$0 | Federal Local | \$93,091 \$23,273 | \$0 \$0 | \$0 \$0 | \$93,091 \$23,273 | \$0 \$0 | \$0 \$0 |
| | | | | Totals: | \$116,364 | \$0 | \$0 | \$116,364 | \$0 |
| Urban Transit Planning | | | | | | | | | |
| Transit Planning Assistance for Portland Area Transit Agencies, Federal Transit Administration §5307 for urbanized area transit. | | | | | | | | | |
| Portland | 025583.00 Transit Service Area Operating Assistance | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$10,134,250 | Federal Local State | \$4,995,416 \$4,658,581 \$336,835 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$4,995,416 \$4,658,581 \$336,835 | \$0 \$0 \$0 | \$0 \$0 \$0 |
| | | | | Totals: | \$9,990,832 | \$0 | \$0 | \$9,990,832 | \$0 |
| Urban Transit Operating | | | | | | | | | |
| FTA Section 5307 for Operating Assistance - Portland Transit Agencies. | | | | | | | | | |
| Portland | 025585.00 Transit Service Area Operating Assistance | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$636,531 | Federal Local | \$524,659 \$131,165 | \$0 \$0 | \$0 \$0 | \$524,659 \$131,165 | \$0 \$0 | \$0 \$0 |
| | | | | Totals: | \$655,824 | \$0 | \$0 | \$655,824 | \$0 |
| Urban Transit ADA Operations | | | | | | | | | |
| FTA Section 5307 for ADA Operating - Portland Transit Agencies. | | | | | | | | | |
| Portland | 026362.00 Transit Service Area Planning Studies | Cap Equip: \$0 Contractual: \$0 RTAP: \$0 Admin: \$103,491 Ops: \$0 | Federal Local | \$82,793 \$20,698 | \$0 \$0 | \$82,793 \$20,698 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| | | | | Totals: | \$103,491 | \$0 | \$103,491 | \$0 | \$0 |
| Urban Transit Planning | | | | | | | | | |
| FTA Section 5307 for Planning Assistance - Casco Bay Lines - will apply to FTA directly. | | | | | | | | | |
| Portland | 026364.00 Transit Service Area Capital Equipment Purchase | Cap Equip: \$1,998,739 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$0 | Federal Local | \$1,598,991 \$399,748 | \$0 \$0 | \$1,598,991 \$399,748 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| | | | | Totals: | \$1,998,739 | \$0 | \$1,998,739 | \$0 | \$0 |
| Urban Transit Capital | | | | | | | | | |
| FTA Section 5307 for Capital Assistance - Casco Bay Lines - will apply to FTA directly. | | | | | | | | | |
| Portland | 026504.00 Transit Service Area Capital Equipment Purchase | Cap Equip: \$3,776,477 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$0 | Federal Local | \$3,021,182 \$755,295 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$3,021,182 \$755,295 |
| | | | | Totals: | \$3,776,477 | \$0 | \$0 | \$0 | \$3,776,477 |
| Urban Transit Capital | | | | | | | | | |
| FTA Section 5307 for capital projects - Portland Transit Agencies. | | | | | | | | | |
| Portland | 026506.00 Transit Service Area Planning Studies | Cap Equip: \$146,432 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$0 | Federal Local | \$117,146 \$29,286 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$117,146 \$29,286 |
| | | | | Totals: | \$146,432 | \$0 | \$0 | \$0 | \$146,432 |
| Urban Transit Planning | | | | | | | | | |
| FTA Section 5307 for Planning Assistance - Portland Transit Agencies. | | | | | | | | | |
| Portland | 026508.00 Transit Service Area Operating Assistance | Cap Equip: \$10,336,936 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$0 | Federal Local State | \$5,168,468 \$4,831,633 \$336,835 | \$0 \$0 \$0 | \$0 \$0 \$0 | \$5,168,468 \$4,831,633 \$336,835 | \$0 \$0 \$0 | \$5,168,468 \$4,831,633 \$336,835 |
| | | | | Totals: | \$10,336,936 | \$0 | \$0 | \$0 | \$10,336,936 |
| Urban Transit Operations | | | | | | | | | |
| FTA Section 5307 for Operating Assistance - Portland Transit Agencies. | | | | | | | | | |
| Portland | 026510.00 Transit Service Area Operating Assistance | Cap Equip: \$649,261 Contractual: \$0 RTAP: \$0 Admin: \$0 Ops: \$0 | Federal Local | \$519,409 \$129,852 | \$0 \$0 | \$0 \$0 | \$519,409 \$129,852 | \$0 \$0 | \$519,409 \$129,852 |
| | | | | Totals: | \$649,261 | \$0 | \$0 | \$0 | \$649,261 |

| WIN-Scope | Fund Stage | Fund Stage | Source | Available | Obligated to Date | 2022 | 2023 | 2024 | 2025 |
|---|------------|------------|--------|-----------|-------------------|------|------|------|------|
| <i>Urban Transit ADA Operating</i> <i>FTA Section 5307 for ADA Operating - Portland Transit Agencies.</i> | | | | | | | | | |

Air Quality Conformity Analysis

Introduction

This report documents the air quality conformity determination for the 2022-2025 Statewide Transportation Improvement Program (STIP). The report was prepared by the Maine Department of Transportation (MaineDOT) in coordination with the Maine Department of Environmental Protection (DEP), Portland Area Comprehensive Transportation Committee (PACTS) Metropolitan Planning Organization (MPO) and Kittery Area Comprehensive Transportation System (KACTS) Metropolitan Planning Organization.

Transportation conformity is required under the Clean Air Act (CAA) and the Clean Air Act Amendments of 1990 (CAAA). The purpose of the transportation conformity process is to ensure that federally funded or approved transportation projects, programs and plans are reviewed and evaluated for their impacts on air quality. Specifically, the projects and other federally funded activities contained in the Long-Range Transportation Plan (LRTP) or STIP may not cause or contribute to new violations, exacerbate existing violations, or interfere with the timely attainment of air quality standards. The transportation conformity process requires the active participation of all agencies (federal, state, and local) that implement federally funded transportation projects and programs within the Portland and Midcoast areas.

This report demonstrates transportation conformity to the 8-hour ozone National Ambient Air Quality Standards (NAAQS) for Maine's two ozone maintenance areas. This analysis has been prepared in accordance with U.S. Environmental Protection Agency's (EPA) final conformity rule. The following sections of this report briefly discuss Maine's air quality designations, identify the applicable transportation plans/program in the conformity analysis, describe the interagency consultation process, highlight the methodology used to perform the current analysis, and present the final conformity determination.

Maine's Air Quality Designations

The CAA requires EPA to set NAAQS for pollutants considered harmful to public health and the environment. The CAA established two types of national air quality standards. Primary air quality standards set limits to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly. Secondary air quality standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings.

The EPA Office of Air Quality Planning and Standards (OAQPS) has set NAAQS for six principal pollutants, which are called "criteria" pollutants. The six criteria pollutants are carbon monoxide, lead, nitrogen oxides, particulate matter, ozone, and sulfur dioxides. Areas that do not meet the NAAQS are designated as nonattainment areas and, as a result, are subject to transportation conformity. Maintenance areas are geographic regions that were previously designated as nonattainment, but are now consistently meeting the NAAQS. Transportation conformity requires nonattainment and maintenance areas to

demonstrate that all future transportation projects will not hinder the area from reaching and maintaining its attainment goals.

Maine previously had two regions (Portland and Midcoast) designated as maintenance areas for the 8-hour ozone standard and one small area (downtown Presque Isle) was designated as a maintenance area for PM₁₀. The 20-year maintenance period for the Presque Isle PM₁₀ maintenance area expired on October 30, 2015. Therefore, Maine is no longer required to demonstrate transportation conformity for the Presque Isle PM₁₀ maintenance area. No carbon monoxide, lead, nitrogen oxides, or sulfur dioxide nonattainment areas have been identified in Maine.

On February 16, 2018, the U.S. Court of Appeals for the District of Columbia vacated major portions of the 2015 rule that established procedures for transitioning from the 1997 ozone NAAQS to the 2008 ozone NAAQS. As a result of this decision, the State of Maine is once again subject to transportation conformity requirements for the Portland and Midcoast 8-hour ozone maintenance areas established under the 1997 ozone NAAQS. Orphan maintenance areas were defined in the court decision as areas that were maintenance areas for the 1997 ozone NAAQS at the time of its revocation and were designated attainment for the 2008 ozone NAAQS in EPA's original designations. The Portland and Midcoast areas of Maine fall into the category of orphan areas.

Figure 1 shows the boundaries of Maine's two 8-hour ozone maintenance areas and their relationship to the two metropolitan planning areas. The Portland 8-hour ozone maintenance area encompasses portions of four counties, and includes 55 municipalities. The Portland ozone maintenance area also encompasses the transportation planning jurisdictions of the KACTS and PACTS MPOs. The Midcoast 8-hour ozone maintenance area encompasses portions of four counties and includes 54 municipalities. Table 1 describes each ozone maintenance area by county and municipality.

Figure 1: Maine's Ozone Maintenance Areas

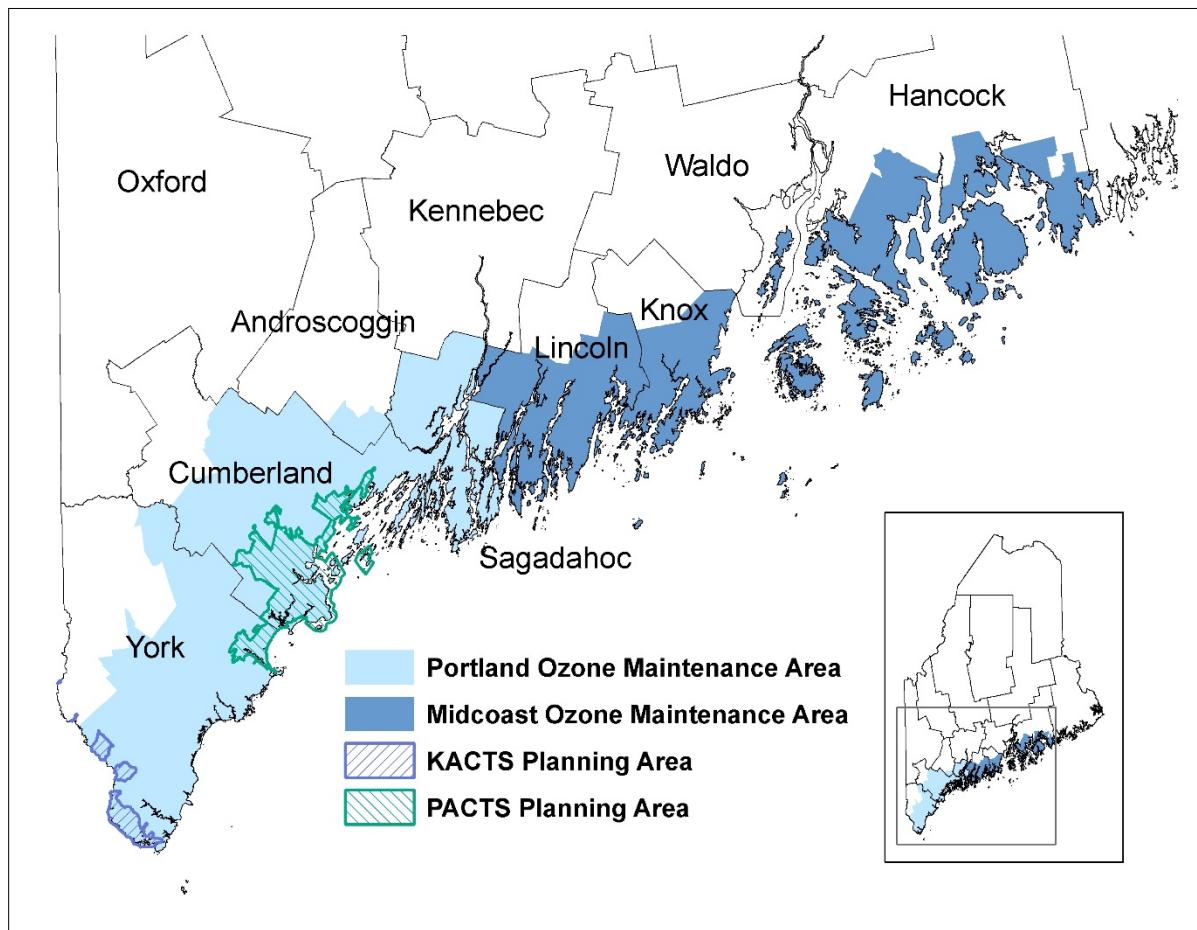


Table 1: Maine's Ozone Maintenance Areas by County and Municipality

| Area | County | Towns |
|----------|--------------|---|
| Portland | York | Alfred, Arundel, Berwick, Biddeford, Buxton, Dayton, Eliot, Hollis, Kennebunk, Kennebunkport, Kittery, Limington, Lyman, North Berwick, Ogunquit, Old Orchard Beach, Saco, Sanford, South Berwick, Wells, and York |
| Portland | Cumberland | Brunswick, Cape Elizabeth, Casco, Cumberland, Falmouth, Freeport, Frye Island, Gorham, Gray, Harpswell, Long Island, New Gloucester, North Yarmouth, Portland, Pownal, Raymond, Scarborough, South Portland, Standish, Westbrook, Windham, and Yarmouth |
| Portland | Androscoggin | Durham |
| Portland | Sagadahoc | Arrowsic, Bath, Bowdoin, Bowdoinham, Georgetown, Perkins Twp, Phippsburg, Richmond, Topsham, West Bath, and Woolwich. |
| Midcoast | Lincoln | Alna, Boothbay, Boothbay Harbor, Bremen, Bristol, Damariscotta, Dresden, Edgecomb, Monhegan Island Plt, Newcastle, Nobleboro, South Bristol, Southport, Waldoboro, Westport, and Wiscasset |
| Midcoast | Knox | Camden, Cushing, Criehaven Twp, Friendship, Isle Au Haut, Matinicus Isle Plt, Muscle Ridge Shoals Twp, North Haven, Owls Head, Rockland, Rockport, South Thomaston, St. George, Thomaston, Vinalhaven, and Warren |
| Midcoast | Waldo | Isleboro |
| Midcoast | Hancock | Bar Harbor, Blue Hill, Brooklin, Brooksville, Cranberry Isles, Deer Isle, Frenchboro, Gouldsboro, Hancock, Lamoine, Mt. Desert, Sedgwick, Sorrento, Southwest Harbor, Stonington, Sullivan, Surry, Swans Island, Tremont, Trenton, and Winter Harbor |

Conformity Analysis

Based on EPA's "Transportation Conformity Guidance for the *South Coast II* Court Decision" (EPA-420-B-18-050, November 2018), transportation conformity for the 1997 ozone NAAQS can be demonstrated for a non-exempt FHWA/FTA project in an orphan area by showing that the following criteria have been met:

- **Use of the latest planning assumptions.**

Use of the latest planning assumptions, per 40 CFR 93.110. These criteria generally apply to regional emissions analyses. In orphan areas, ensuring the latest planning assumptions are used applies to information about TCMs in an approved State Implementation Plan (SIP) (40 CFR 93.113); at this time, no TCMs are specifically identified in Maine's SIP. Therefore, this condition is met and will not be addressed further.

- **Interagency consultation requirements.**

Transportation conformity is a collaborative process among federal, state, and local agencies. Every three months, MaineDOT convenes an interagency consultation committee meeting with representatives from the following agencies:

- MaineDOT
- Maine DEP
- Maine Turnpike Authority (MTA)
- PACTS
- KACTS
- Androscoggin Transportation Resource Center (ATRC)
- Greater Portland Council of Governments (GPCOG)
- Southern Maine Regional Planning Commission (SMRPC)
- FHWA
- FTA
- EPA

The meetings are generally well attended by all parties and are conducted by teleconference. The consultation meetings have been held regularly since 1992. The general purposes of the interagency consultation meetings are to:

- Provide a forum for discussion and decision making regarding all areas of transportation conformity including, but not limited to, the development of the SIP, MVEBs, transportation plans, STIPS/TIPs and associated conformity documents
- Evaluate events that will trigger new conformity determinations
- Determine latest planning assumptions and emission models
- Identify projects requiring a regional emissions or hot-spot analysis
- Develop a format for presenting the transportation conformity determination
- Establish a public participation process for the conformity determination

The conformity analysis is prepared by MaineDOT with assistance from DEP under the guidance of the interagency consultation committee. The decisions made by the consultation committee serve as the basis for the conformity analysis and the ultimate conformity determination. The conformity analysis and the applicable transportation plans and programs are made available for public review and comment.

The specific purposes of the interagency consultation meetings and the roles and responsibilities for the agencies (DEP, MaineDOT, PACTS, and KACTS) responsible for performing the conformity analysis are established in Section 4 of Maine's transportation conformity regulation. As part of the SIP, the interagency consultation procedures contained in Maine's transportation conformity regulation are federally enforceable.

- **Timely implementation of any approved SIP transportation control measures (TCMs).**

The plan or program must provide for the timely implementation of any transportation control measures (TCM) specifically identified in the State Implementation Plan (SIP) (40 CFR 93.113). At this time no TCMs are specifically identified in Maine's SIP. Therefore, this condition is met and will not be addressed further.

- **Fiscal constraint.**

Transportation plans and TIPs must demonstrate fiscal constraint consistent with DOT's metropolitan planning regulations. For more information on fiscal constraint please see the introduction section of the STIP.

Conclusion

The preceding pages demonstrate that all the required conformity tests were satisfied in the Portland and Midcoast maintenance areas. A regional emissions analysis is not required in the orphan areas so the remaining criteria were evaluated and satisfied. Since a PM₁₀ hot-spot determination is no longer required, the conditions for the Presque Isle PM₁₀ maintenance area have also been satisfied. Therefore, the 2022-2025 STIP, and the 2022-2025 PACTS and KACTS TIPs, conform to the current SIP and satisfy the conformity requirements of the Clean Air Act Amendments of 1990.

Non-Exempt Projects in the 2022-2025 STIP/TIPs

The following projects listed in the 2022-2025 MaineDOT STIP and if applicable, the PACTS or KACTS TIPs, have been determined to be non-exempt based on the criteria set forth in § 93.126 of EPA's document *Transportation Conformity Regulations as of April 2012*:

STIP Non-Exempt Projects

| MPO | WIN | County | Towns | Title | Scope Description | Work Plan Description |
|-------|----------|------------|----------------|--|--------------------------------------|--|
| KACTS | 01942900 | York | Eliot | ELIOT, ROUTE 236 | INTERSECTION IMPROVEMENTS W/ SIGNAL | Located at the intersection of Route 236 and Depot Road. |
| | 02165100 | York | York | YORK, ROUTE 1A. PHASE 1 | INTERSECTION RECONSTRUCTION | Beginning 0.04 of a mile south of Lindsay Road extending north 0.15 of a mile then northeast 0.17 of a mile on Long Sands Road. Also includes 0.29 of a mile of Route 1A from intersection to Moulton Lane; construction in WIN 21651.01. KACTS Sponsored. |
| | 02182900 | York | South Berwick | SOUTH BERWICK, ROUTE 236 | INTERSECTION IMPROVEMENTS W/ SIGNAL | Located at the intersection of Routes 236 and 91. |
| | 02464700 | York | Berwick | BERWICK, ROUTE 9/SAW MILL ROAD | INTERSECTION IMPROVEMENTS W/O SIGNAL | Located at the intersection of Saw Mill Hill Road and Route 9/School Street. KACTS Sponsored. |
| | 02543300 | York | Kittery | KITTERY, ROUTE 1 BYPASS | INSTALL OR REPLACE TRAFFIC SIGNALS | Located at the Intersection or Route 1 Bypass and Gorges Road. |
| | 02543500 | York | Kittery | KITTERY, ROUTE 1 | INSTALL OR REPLACE TRAFFIC SIGNALS | Located at the intersections of Routes 1 and 101 and Route 1 and Haley Drive, as well as the entrances to the Kittery Outlet Centers both north and south of Dexter Lane. |
| PACTS | 01280030 | Cumberland | South Portland | I-295 EXIT 4 SOUTH BOUND ACCESS | RECONSTRUCTION | New access on Interstate 295 at Exit 4. Project is a partnership with South Portland. |
| | 02172000 | Cumberland | Falmouth | FALMOUTH, BUCKNAM RD BR #5830 | BRIDGE REPLACEMENT | Bucknam Road/ I-295 Bridge (#5830) over Interstate 295. Located 0.30 of a mile northwest of Route 1. |
| | 02172100 | Cumberland | Falmouth | FALMOUTH, JOHNSON RD BR #5792 | BRIDGE REPLACEMENT | Johnson Road/ I-295 Bridge (#5792) over Interstate 295. Located 0.25 of a mile west of Route 1. |
| | 02223800 | Cumberland | Gorham | GORHAM, MITCHELL BR #0216 | BRIDGE REPLACEMENT | Mitchell Bridge (#0216) over Nonesuch River. Located 0.04 of a mile northwest of the Scarborough town line. |
| | 02282300 | York | Arundel | ARUNDEL- SIGNAL | INSTALL OR REPLACE TRAFFIC SIGNALS | Located at the intersection of Route 1 and Log Cabin Road. |
| | 02350900 | York | Arundel | ARUNDEL, ROUTE 1 | INSTALL OR REPLACE TRAFFIC SIGNALS | Beginning at River Road and extending north 0.03 of a mile to Limerick Road. |
| | 02371300 | Cumberland | Portland | PORTLAND, ROUTE 1A | RECONSTRUCTION | Beginning 0.19 of a mile north of Fox Street and extending north 0.15 of a mile to Interstate 295 northbound Exit 7. Includes 0.03 of a mile north of Marginal Way extending north 0.02 of a mile, both northbound and southbound lanes. |
| | 02371500 | Cumberland | Portland | PORTLAND, ROUTE 25 | INTERSECTION IMPROVEMENTS W/ SIGNAL | Beginning at Dartmouth Street and extending northwest 1.85 miles to Rowe Avenue. PACTS Sponsored. |
| | 02371700 | Cumberland | Portland | PORTLAND, ROUTE 302 MORRILL'S CORNER | RECONSTRUCTION | Beginning at Morrill's Corner and extending north 0.08 of mile. |
| | 02434100 | Cumberland | Windham | WINDHAM, ROUTE 302 | INTERSECTION RECONSTRUCTION | Beginning 0.45 of a mile west of Outpost Drive and extending west 0.14 of a mile, including the roundabout intersection with Route 202. |
| | 02506500 | Cumberland | Portland | PORTLAND, FOREST AVENUE | INTERSECTION RECONSTRUCTION | Beginning at Marginal Way and extending southeast 0.20 of a mile to Park Avenue. PACTS Sponsored. |
| | 02508900 | Cumberland | Portland | PORTLAND, FRANKLIN STREET AND MARGINAL WAY | INTERSECTION IMPROVEMENTS W/ SIGNAL | Located at the intersection of Franklin Street and Marginal Way. |
| | 02516100 | Cumberland | Cumberland | CUMBERLAND, TUTTLE ROAD /I295 BRIDGE #5801 | BRIDGE REPLACEMENT | Tuttle Road / I-295 Bridge (#5801) over Interstate 295 and Route US 1 and MCRR. Located 1.64 miles north of the Falmouth town line. |
| | 02565300 | York | Biddeford | BIDDEFORD, ELM STREET | INTERSECTION RECONSTRUCTION | Beginning at St. Mary Street and extending northeast 0.12 of a mile to Lincoln Street. PACTS Sponsored |
| | 02597100 | | Portland | SOFTWARE UPGRADE TO NCTIP SYSTEM HOLDING WIN | INTELLIGENT TRANSPORTATION SYSTEMS | Upgrade the server and switch the software to an NCTIP system for PACTS RTMS. |
| | 02598300 | Cumberland | Gorham | GORHAM, MAIN ST., | INTELLIGENT TRANSPORTATION SYSTEMS | Add traffic adaptive signal operations to the four traffic signals on Main Street. PACTS Sponsored. |
| | 02605500 | Cumberland | Portland | PORTLAND, PARK AVENUE/CONGRESS STREET | ENHANCED PROJECT SCOPING | Located on Congress Street and Park Avenue, including ramps. PACTS Sponsored |
| | 02618000 | Cumberland | Cumberland | CUMBERLAND, NOYES BRIDGE (#5932) | BRIDGE REPLACEMENT | Noyes Bridge (#5932) over Mill Brook. Located 0.18 of a mile north of Cross Road. |

| MPO | WIN | County | Towns | Title | Scope Description | Work Plan Description |
|---------|----------|--------------|----------------|--|-------------------------------------|---|
| 4-PACTS | 02624000 | Cumberland | Windham | WINDHAM, VARNEY'S #0257 | BRIDGE REPLACEMENT | Varney's Bridge (#0257) over Pleasant River. Located 0.43 of a mile from Route 4. |
| Non-MPO | 01872800 | Hancock | Blue Hill | BLUE HILL, VILLAGE BR #2893 | BRIDGE SUPERSTRUCTURE REPLACEMENT | Village Bridge (#2893) over Mill Stream. Located 0.04 of a mile northeast of Water Street. |
| | 01900100 | York | Sanford | SANFORD, ALFRED & SCHOOL ST | INTERSECTION IMPROVEMENTS W/ SIGNAL | Located at the intersection of Route 4 and School Street. |
| | 02166400 | Sagadahoc | Bath | BATH, ROUTE 1/STATE ROAD | INTERSECTION RECONSTRUCTION | Beginning 0.08 of a mile southeast of Richardson Street and extending northwest 0.15 of a mile, including 0.02 of a mile on Richardson Street. |
| | 02191000 | Cumberland | Brunswick | BRUNSWICK, ROUTE 1/MILL STREET/STANWOOD STREET | INTERSECTION IMPROVEMENTS W/ SIGNAL | Located at the intersection of Route 1, Mill Street, and Stanwood Street. |
| | 02263000 | Hancock | Stonington | STONINGTON, OCEANVILLE BR#3696 | BRIDGE REPLACEMENT | Oceanville Bridge (#3696) over Oceanville Thoroughfare. Located 0.38 of a mile west of Hatchs Cove Road. |
| | 02264200 | York | Sanford | SANFORD, ROUTE 202 | RECONSTRUCTION | Beginning at River Street and extending north 0.72 of a mile. |
| | 02267800 | York | Sanford | SANFORD - REPLACE SIGNALS | INTERSECTION IMPROVEMENTS W/ SIGNAL | Intersections of Route 109/ Emery Street, Washington Street, Lebanon/Winter Street, Route 11A /224, Route 4 and Cottage Street, Route 109 at Walmart, Jagger Mill at Shaw's, Westview at Mardens, Route 4A and Route 224, Route 224 and River Street. |
| | 02289500 | York | Lyman | LYMAN, ROUTE 35 | FLASHING BEACON | Located at the intersection of Route 35 and South Street. |
| | 02313200 | Lincoln | Dresden | DRESDEN, MIDDLE BRIDGE #3341 | BRIDGE REPLACEMENT | Middle Bridge (#3341) over Eastern River. Located 0.28 of a mile west of Route 127. |
| | 02323000 | Knox | Warren | WARREN, FULLER BR#3784 | BRIDGE REPLACEMENT | Fuller Bridge (#3784) over Fuller Brook. Located 0.25 of a mile north of the North Pond Road. |
| | 02353500 | York | Wells | WELLS, BUFFAM BR #2107 | BRIDGE REPLACEMENT | Buffam Bridge (#2107) over Webhannet River. Located 0.02 of a mile south of Falls Park. |
| | 02365700 | Androscoggin | Durham | DURHAM, TRACY BROOK BRIDGE #2852 | BRIDGE REPLACEMENT | Tracy Brook Bridge (#2852) over Meadow Brook. Located 0.17 of a mile east of Brickyard Hill Road. |
| | 02378300 | Sagadahoc | Topsham | TOPSHAM - MODIFY SIGNAL | INTERSECTION IMPROVEMENTS W/ SIGNAL | Located at the intersection of Route 201 and Route 24. |
| | 02509500 | Knox | Camden | CAMDEN RAWSON AVE BRIDGE #3173 | BRIDGE REMOVAL | Rawson Avenue Bridge (#3173) over Megunticook River. Located 0.05 of a mile southwest of Washington Street. |
| | 02531700 | York | Sanford | SANFORD, POWERS BRIDGE #3827 | BRIDGE REPLACEMENT | Powers Bridge (#3827) over Mousam River. Located 0.12 of a mile southwest of Gavel Road. |
| | 02531900 | Cumberland | Brunswick | BRUNSWICK, ROUTE 1 | INTELLIGENT TRANSPORTATION SYSTEMS | Route 1: Located 1.36 miles southeast of the Coastal Connector Bypass. Route 1S: Located 0.22 of a mile northeast of Route 24. Route 24: Located 0.02 of a mile north of Route 24B. |
| | 02544900 | Lincoln | Newcastle | NEWCASTLE, MEADOW BROOK BRIDGE #2535 | BRIDGE REPLACEMENT | Meadow Brook Bridge (#2535) over Deer Meadow Brook. Located 4.09 miles west of Bunker Hill Road. |
| | 02594900 | Cumberland | Brunswick | BRUNSWICK, ROUTE 1 | INTERSECTION IMPROVEMENTS W/ SIGNAL | Located at the intersection of Route 1 and River Road. |
| | 02595503 | Knox | Rockport | ROCKPORT, ROUTE 17 | INTERSECTION IMPROVEMENTS W/ SIGNAL | Located at the intersection of Route 17 and Route 90. |
| | 02603700 | Cumberland | Brunswick | BRUNSWICK, ROUTE 1 | INTERSECTION IMPROVEMENTS W/ SIGNAL | Located at the intersection of Route 1 and Church Road. |
| | 02616000 | Sagadahoc | Bowdoin | BOWDOIN, LEWIS BRIDGE (#5396) | BRIDGE REPLACEMENT | Lewis Bridge (#5396) over West Cathance Stream. Located 0.41 of a mile west of Deer Run Road. |
| | 02619200 | Cumberland | New Gloucester | NEW GLOUCESTER, ROYAL RIVER BRIDGE #2729 | BRIDGE REPLACEMENT | Royal River Bridge (#2729) over Royal River. Located 0.04 of a mile south of the Auburn town line. |

Appendix H

Public Comments and PACTS Responses

This appendix blank until comments received and responded to.