



# Portland Area Comprehensive Transportation System (PACTS)

## Transportation Improvement Program (TIP)

2022-2025

*Adopted by PACTS Policy Board on March 24, 2022*

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## **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**

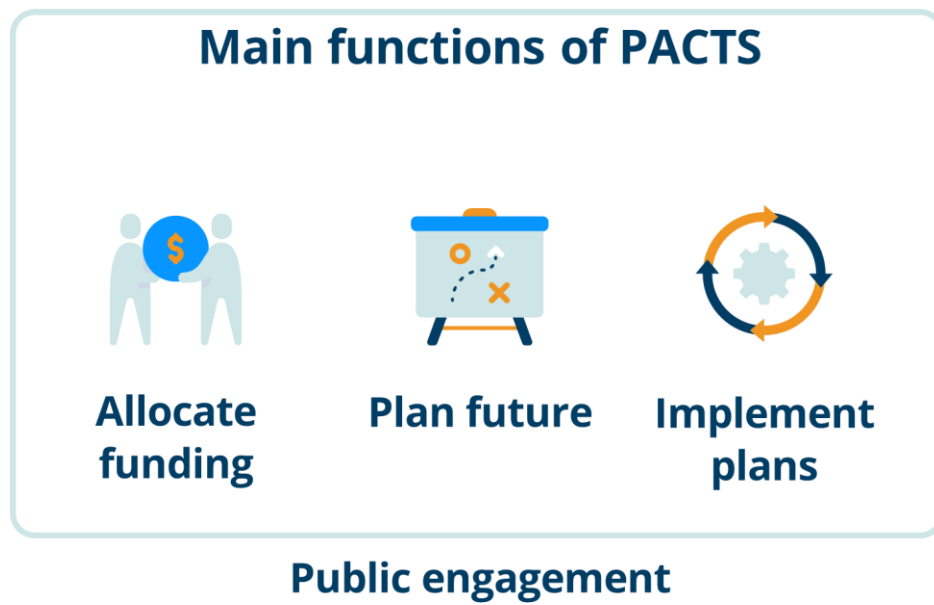
The Portland Area Comprehensive Transportation System (PACTS), as a recipient of Federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes and regulations, is committed to ensuring that no person shall, on the grounds of race, color, national origin, gender, 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).



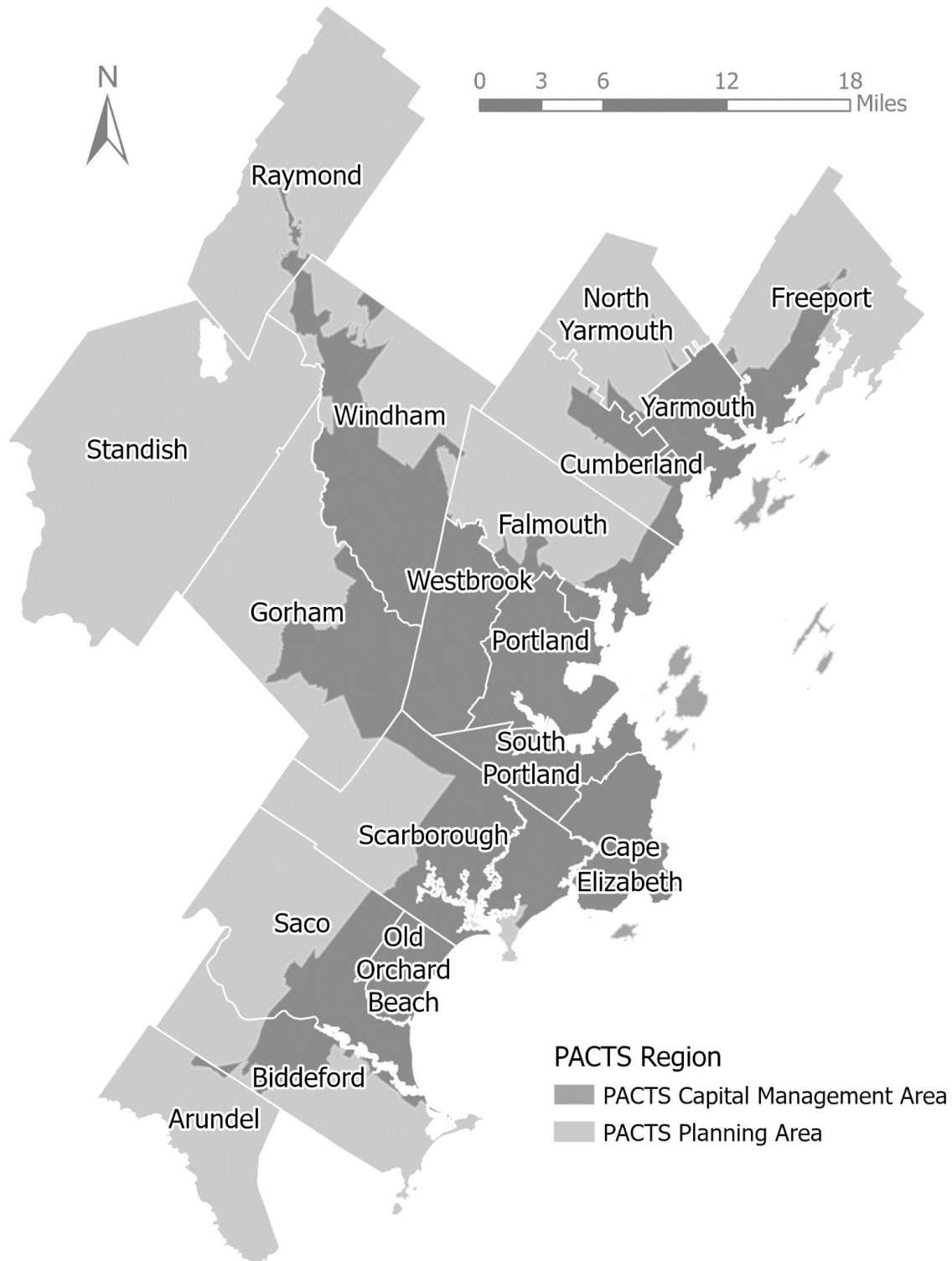
The PACTS area includes 18 member communities with 7 public transportation providers and engages and serves public and private transportation organizations, and the region's residents. The member communities are Arundel, Biddeford, Cape Elizabeth, Cumberland, Falmouth, Freeport, Gorham, North Yarmouth, 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.gpcog.org](http://www.gpcog.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.<sup>1</sup> 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.<sup>2</sup>

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.

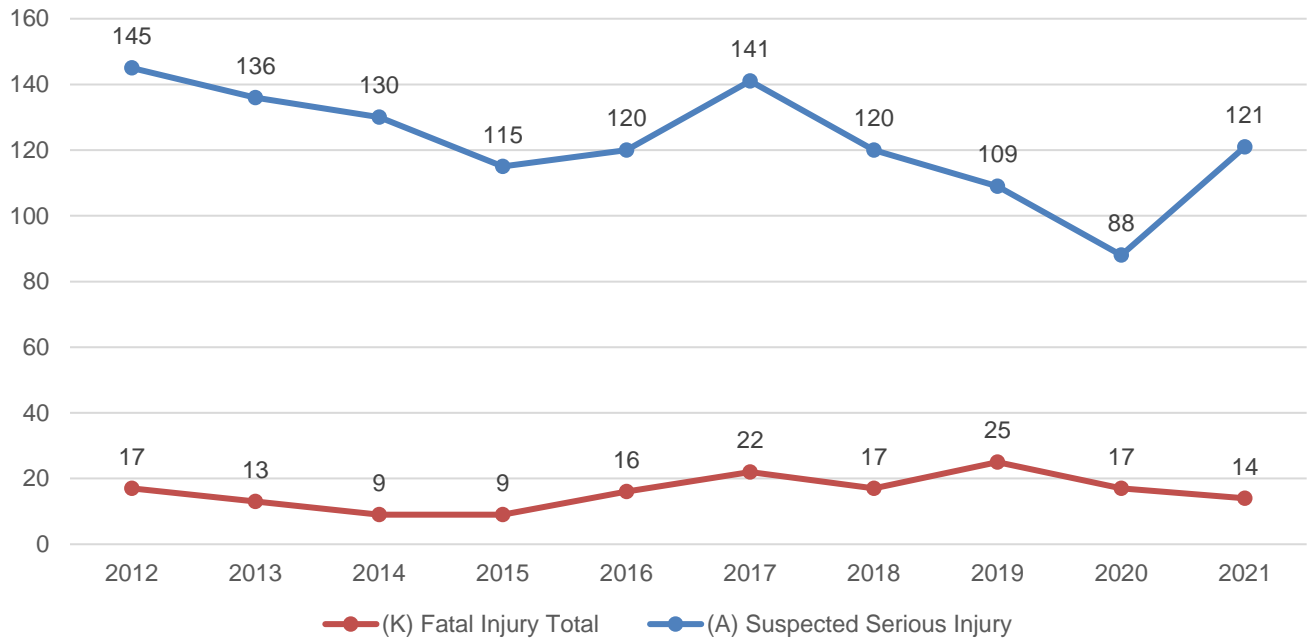
- All traffic crashes in 2021
  - Fatalities: 6-year low (14), met PACTS' 2021 target (15).
  - Serious injuries: 4-year high (128), met PACTS' 2021 target (122).
- Non-motorized crashes in 2021
  - Fatalities: 2-year high (4) and the fourth most since 2012. There were 20 pedestrian fatalities in Maine 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).

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<sup>1</sup> National data projections from the National Highway Traffic Safety Administration (NHTSA).

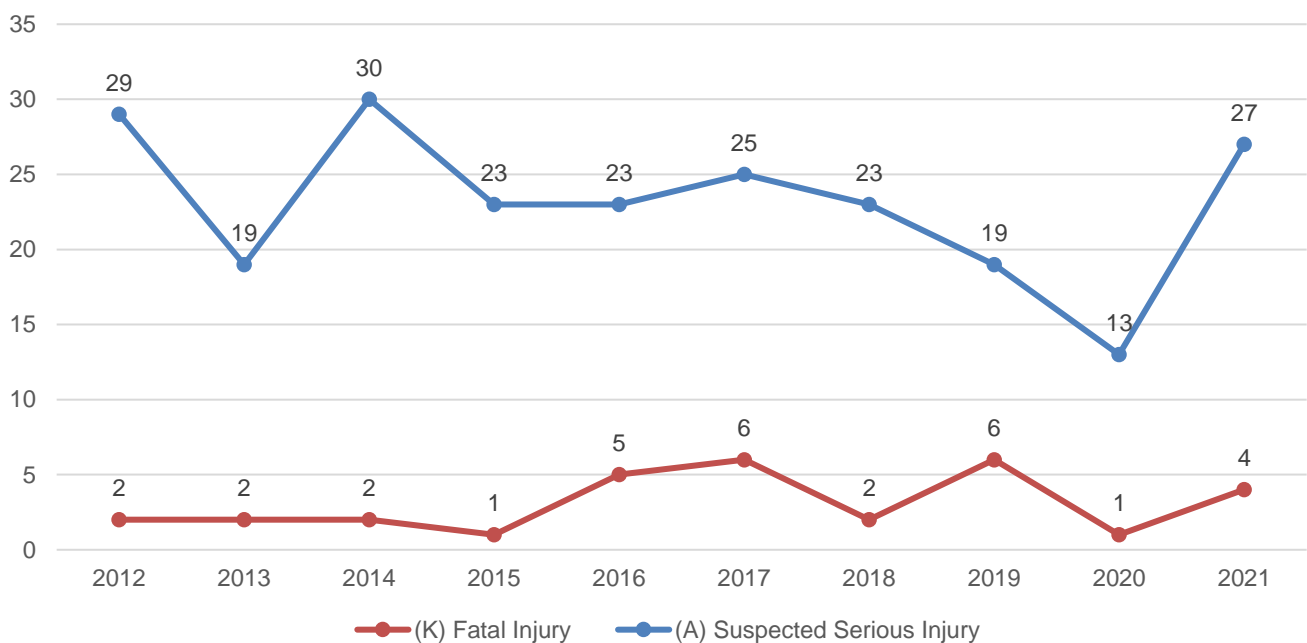
<sup>2</sup> Source: Portland Press Herald. [pressherald.com/2021/12/14/maine-on-track-to-record-another-deadly-year-for-pedestrians](https://www.pressherald.com/2021/12/14/maine-on-track-to-record-another-deadly-year-for-pedestrians)

**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) <sup>1</sup>
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

<sup>1</sup> 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](#)<sup>3</sup> 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)<sup>4</sup>
- Total injuries
- Injuries per 100,000 VRM
- Total safety events
- Safety events per 100,000 VRM
- System reliability<sup>5</sup>

FTA's [Public Transportation Agency Safety Program](#)<sup>6</sup> 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.

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<sup>3</sup> See [transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan](https://transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan).

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

<sup>5</sup> Mean VRM between major mechanical failures.

<sup>6</sup> See [transit.dot.gov/PTASP](https://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
<b>Total Fatalities</b>						
Biddeford-Saco-OOB Transit	<i>No data</i>		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	<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
<b>Rate of Fatalities</b>						
Biddeford-Saco-OOB Transit	<i>No data</i>		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	<i>Not calculated - No data</i>				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
<b>Total Injuries</b>						
Biddeford-Saco-OOB Transit	<i>No data</i>		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	<i>No data</i>				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
<b>Rate of Injuries</b>						
Biddeford-Saco-OOB Transit	<i>No data</i>		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	<i>Not calculated - No data</i>				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
<b>Total Safety Events</b>						
Biddeford-Saco-OOB Transit	<i>No data</i>		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	No data				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	No data		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	Not calculated - No data				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	Reduced reporter - Major mechanical failures not reported to NTD					
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	No data	1.00
Regional Transportation Program	7	16	4	2	0	5.80
South Portland Bus Service	Reduced reporter - Major mechanical failures not reported to NTD					
York County Comm. Action Corp.	Reduced reporter - Major mechanical failures not reported to NTD					
System Reliability						
Biddeford-Saco-OOB Transit	Not calculated - Major mechanical failures not reported to NTD					
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	No data	490,539
Regional Transportation Program	85,880	37,786	136,109	197,461	-	114,309
South Portland Bus Service	Not calculated - Major mechanical failures not reported to NTD					
York County Comm. Action Corp.	Not calculated - Major mechanical failures not reported to NTD					
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
<b>Vehicle Revenue Miles</b>						
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 <sup>1</sup>
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 <sup>2</sup>						
Commuter Rail	Exempt from FTA's Public Transportation Agency Safety Program <sup>3</sup>						

<sup>1</sup> Vehicle revenue miles (VRM) between major mechanical failures

<sup>2</sup> Casco Bay Lines safety performance targets are overseen by the United States Coast Guard

<sup>3</sup> 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**

<i>Maine PM2 Targets</i>					
<i>Asset</i>		<i>Existing Conditions</i>	<i>2-Year Target</i>	<i>4-Year Target</i>	<i>SOG</i>
<b>Interstate Pavement</b>					
	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%
<b>Non-Interstate Pavement</b>					
	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%
<b>NHS Bridges</b>	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**

<i>NHS System</i>	<i>Rating</i>	<i>Existing Conditions</i>	<i>2-Year Target</i>	<i>4-Year Target</i>
<b>Interstate Pavement</b>	Good	67.0%	38.0%	40.0%
	Fair	32.1%	60.5%	58.5%
	Poor	0.9%	1.5%	1.5%
<b>Non-Interstate Pavement</b>	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
<b>SD Deck Area</b>	240,844
<b>Total Deck Area</b>	5,983,104
<b>% of SD Deck Area</b>	4.0%
<b>% of Good Deck Area</b>	36.2%
<b>% of Poor Deck Area</b>	4.0%

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

**Table 10: PACTS Region NHS Bridge Measures**

Metric	Datapoint
<b>SD Deck Area</b>	28,571
<b>Total Deck Area</b>	836,336
<b>% of SD Deck Area</b>	3.4%
<b>% of Good Deck Area</b>	24.8%
<b>% of Poor Deck Area</b>	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\\_M\\_Plan.pdf](https://www.maine.gov/mdot/publications/docs/plansreports/MaineDOT_Transportation_Asset_M_Plan.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
<b>Truck Travel Time Reliability Index (TTTR)</b>		(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
<b>Statewide</b>	<b>&lt; 1.50</b>	<b>1.23</b>	<b>1.24</b>	<b>1.27</b>	<b>1.20</b>	<b>1.24</b>
<b>% PMT Reliable on Interstate</b>		(%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%
<b>Statewide</b>	<b>&gt;= 95%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>% PMT Reliable on Non-Interstate NHS</b>		(%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%
<b>Statewide</b>	<b>&gt;= 90%</b>	<b>91.3%</b>	<b>91.5%</b>	<b>91.5%</b>	<b>94.9%</b>	<b>93.1%</b>

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\\_Management\\_Plan.pdf](https://www.maine.gov/mdot/publications/docs/plansreports/MaineDOT_Transportation_Asset_Management_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:



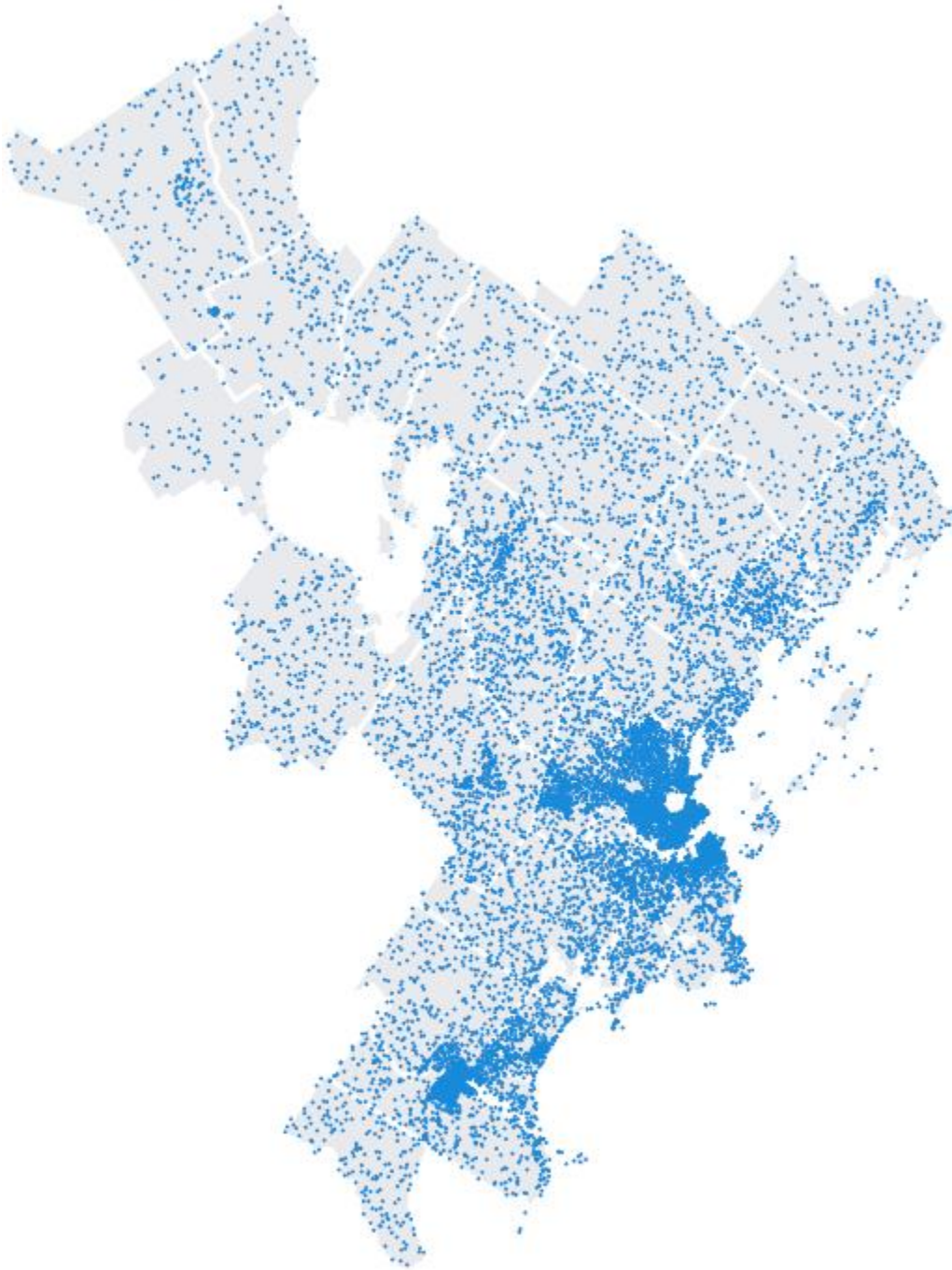
Printed Name: Christopher W. Chop

Title: Transportation Director

Date: March 4, 2022

**Figure B-1: Population Density**

1 dot = 25 people

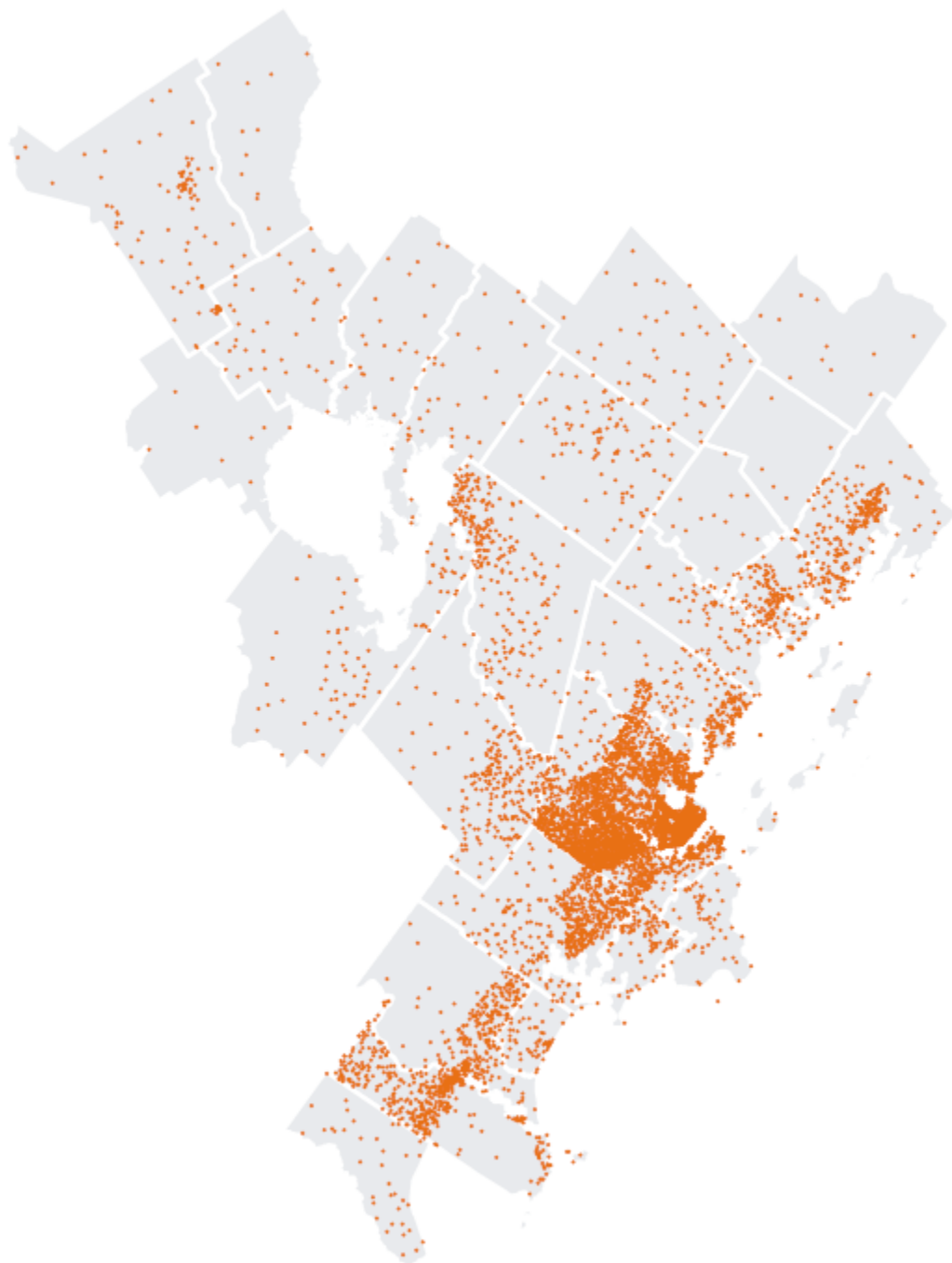


*Source: American Community Survey 2014-2018 5yr Estimate  
Geography: Census block group*

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

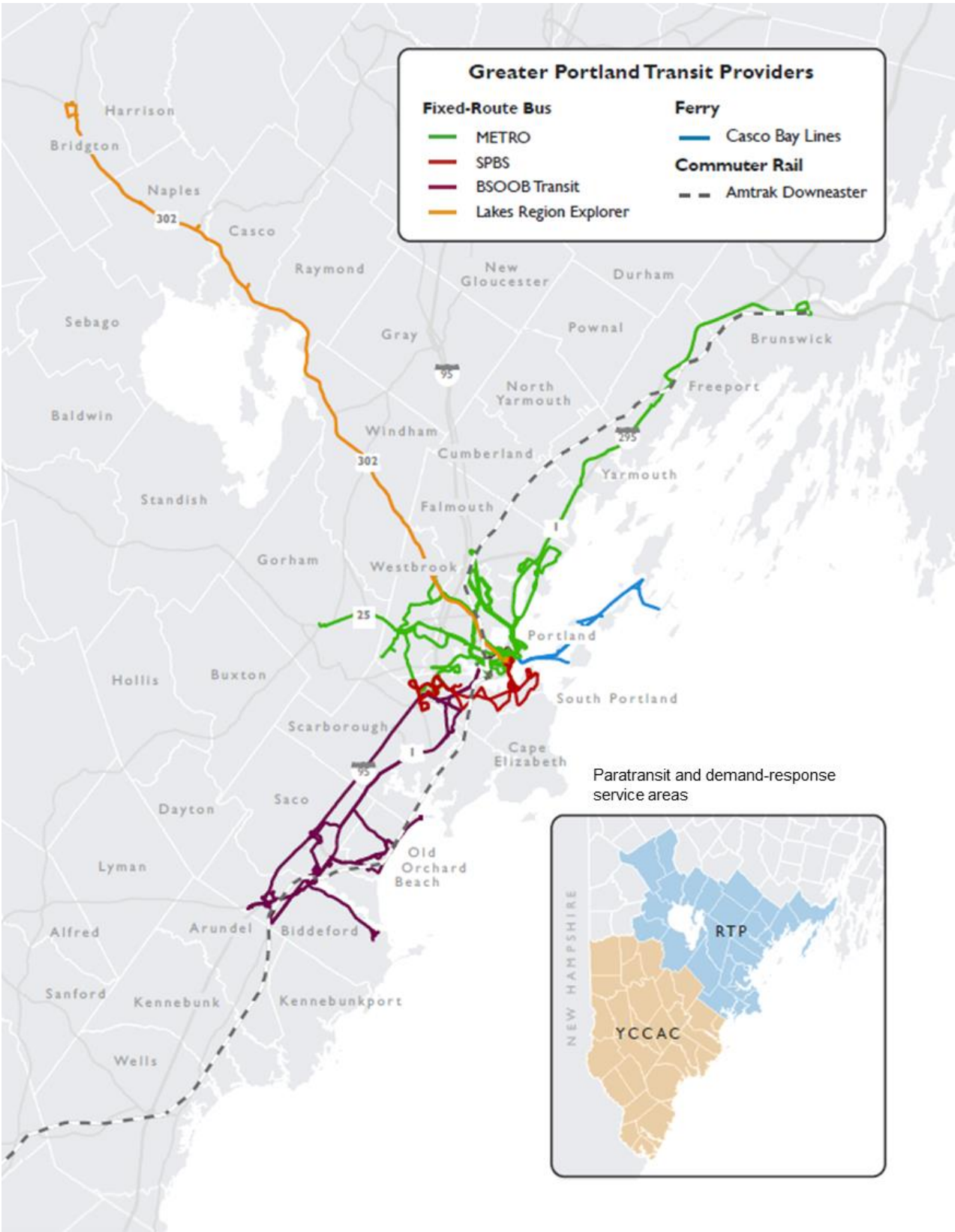
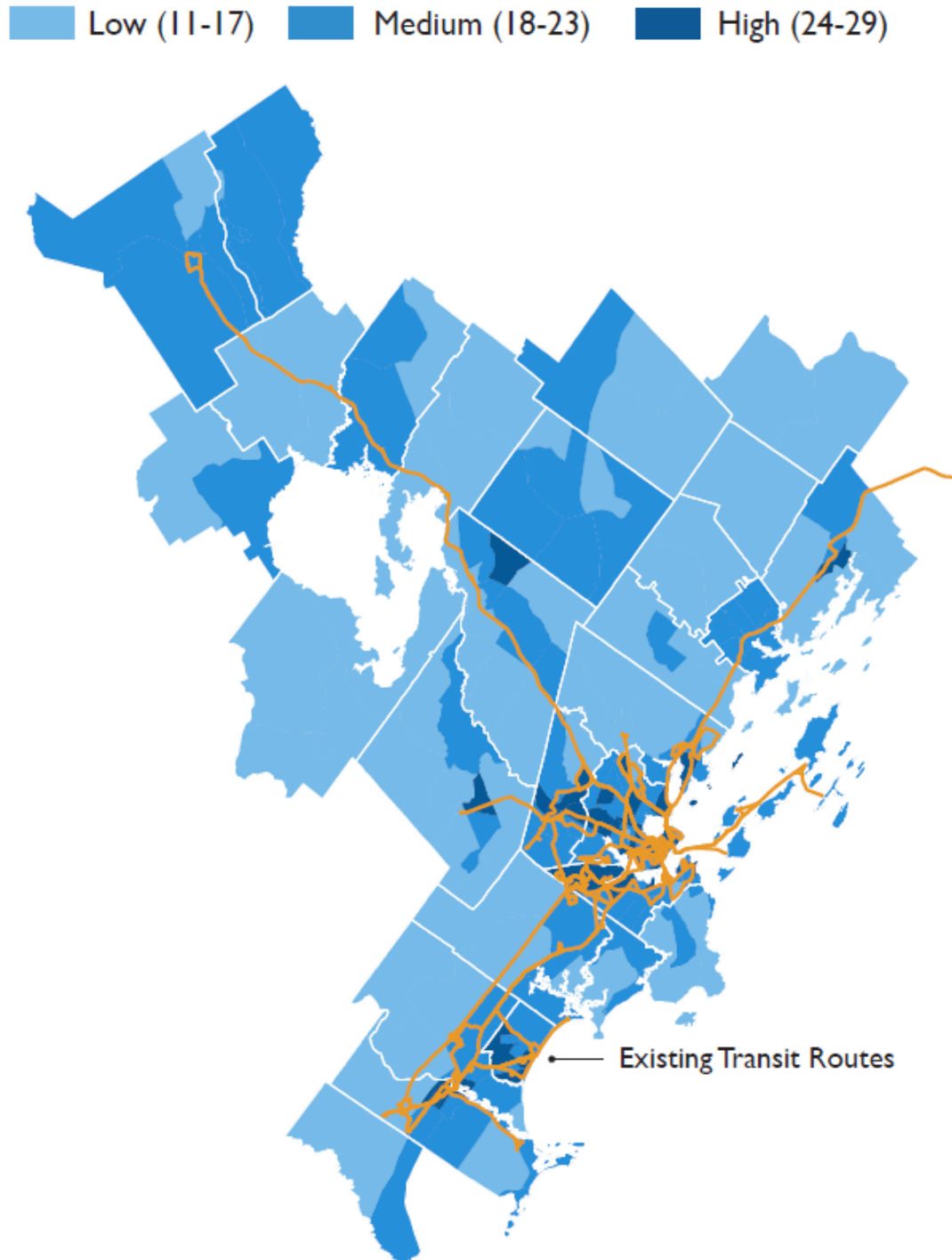


Figure B-4: Transit Demand Score and Transit Routes

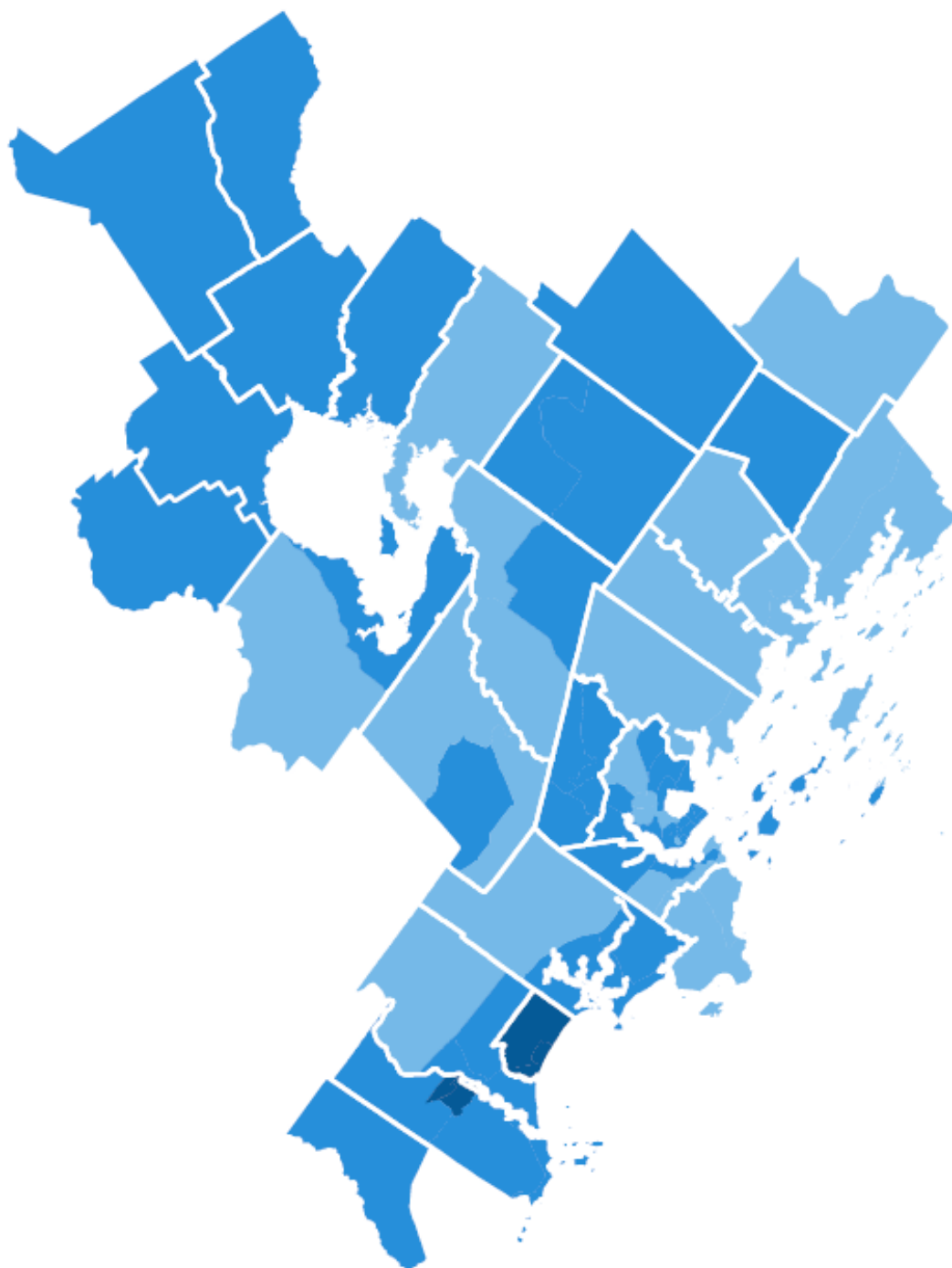
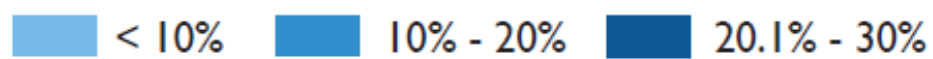


Source: American Community Survey 2014-2018 5yr Estimate | Geography: Census Block Group

*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

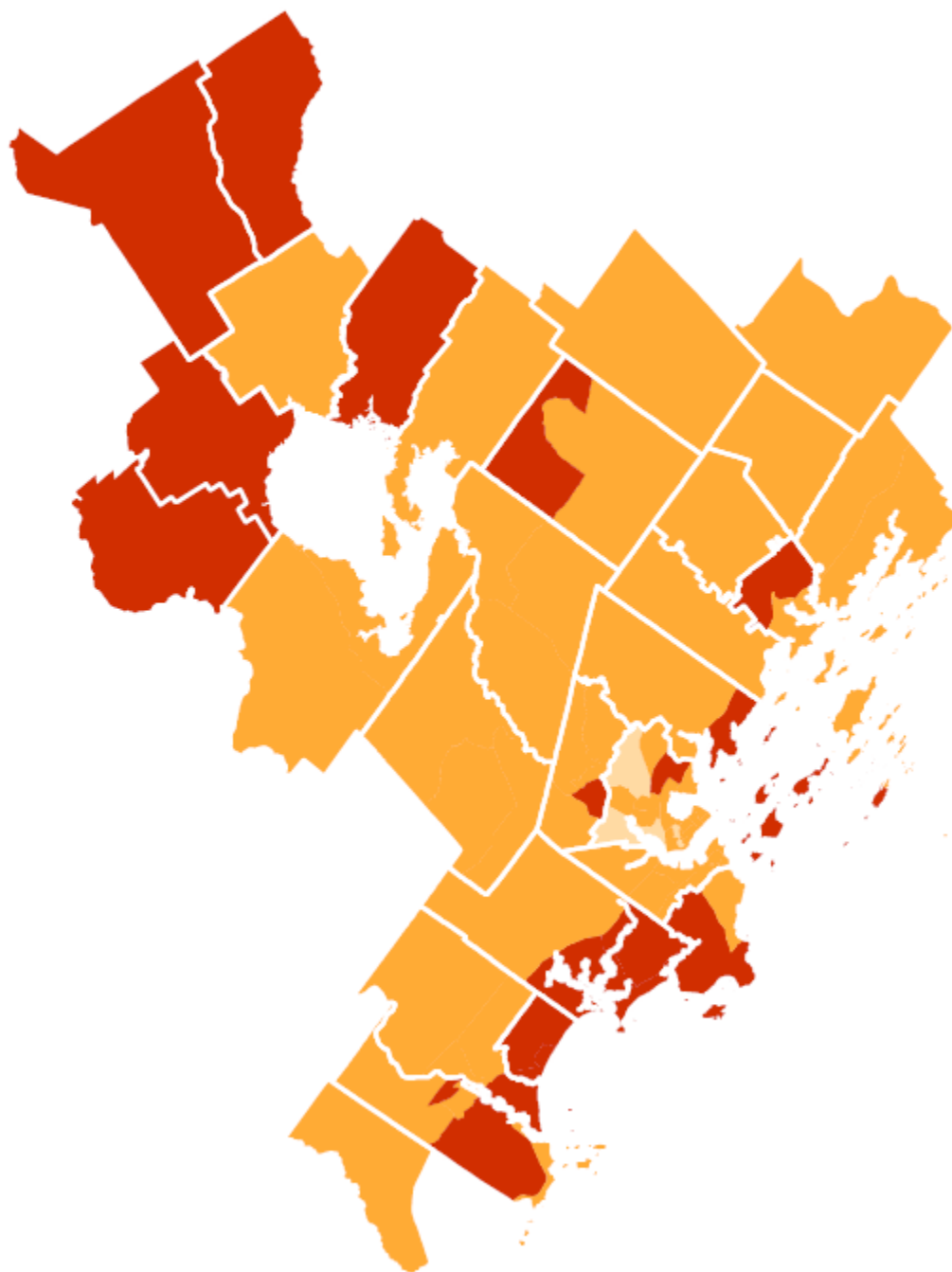


Source: American Community Survey 2014-2018 5yr Estimate | Geography: Census Tract

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
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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	\$0
		Federal HSIP	\$878,050	\$319,061	\$558,989	\$212,489	\$9,000	\$118,500	\$109,500
		Federal LHIP	\$1,164,127	\$1,164,127	\$0	\$0	\$0	\$0	\$0
		Federal MPP	\$1,661,322	\$0	\$1,661,322	\$0	\$0	\$553,774	\$553,774
		Federal NHS	\$146,250	\$0	\$146,250	\$48,750	\$48,750	\$48,750	\$0
		Federal Planning	\$1,661,322	\$0	\$1,661,322	\$553,774	\$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	\$2,936,610
		Federal Safety	\$379,991	\$0	\$379,991	\$189,995	\$189,995	\$0	\$0
		Federal TAP	\$475,322	\$293,365	\$181,957	\$45,841	\$45,841	\$45,138	\$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	\$130,667
		Federal FBP	\$1,431,771	\$80,000	\$1,351,771	\$251,827	\$253,319	\$406,818	\$286,309
		Federal Federal Grants	\$20,194,359	\$18,938,000	\$1,256,359	\$409,071	\$409,071	\$409,071	\$29,145
		Federal HPP	\$432,439	\$312,439	\$120,000	\$60,000	\$60,000	\$0	\$0
		Federal HSIP	\$8,169,498	\$1,214,319	\$6,955,178	\$1,850,378	\$1,672,800	\$1,715,550	\$1,409,550
		Federal IM	\$339,203	\$339,203	\$0	\$0	\$0	\$0	\$0
		Federal LHIP	\$4,535,599	\$4,535,599	\$0	\$0	\$0	\$0	\$0
		Federal NHFP	\$8,139,444	\$8,111,150	\$28,293	\$14,147	\$14,147	\$0	\$0
		Federal NHPP	\$70,277,576	\$4,469,209	\$65,808,367	\$5,100,783	\$13,289,848	\$20,968,705	\$18,613,873
		Federal NHS	\$27,165,421	\$0	\$27,165,421	\$9,856,813	\$9,811,813	\$5,620,088	\$1,876,708
		Federal Planning	\$200,712	\$72,953	\$127,759	\$107,759	\$10,000	\$10,000	\$0
		Federal RH Xing Program	\$630,100	\$0	\$630,100	\$105,576	\$105,576	\$210,033	\$104,457
		Federal Rail	\$4,500	\$0	\$4,500	\$4,500	\$0	\$0	\$0
		Federal STP	\$48,911,294	\$6,228,827	\$42,682,467	\$9,866,310	\$11,518,941	\$11,697,072	\$6,299,023
		Federal Safety	\$1,389,350	\$0	\$1,389,350	\$1,277,250	\$105,600	\$6,500	\$0
		Federal TAP	\$792,018	\$77,862	\$714,156	\$254,052	\$230,052	\$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
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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
Biddeford, Old Orchard Beach, Scarborough	025967.00 Bicycle/Pedestrian Rehabilitation	PE:	\$12,200	Federal STP	\$255,900	\$0	\$3,050	\$3,050	\$85,300	\$82,250
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$304,600							
		CE:	\$24,400	Local	\$85,300	\$0	\$1,017	\$1,017	\$28,433	\$27,417
		Other:	\$0							
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	018574.00 Highways Intersection Improvements W/ Signal	PE:	\$182,500	Federal STP	\$1,340,250	\$144,375	\$597,938	\$597,938	\$0	\$0
		ROW:	\$10,000	Highway and Bridge	\$154,750	\$154,750	\$0	\$0	\$0	\$0
		CON:	\$1,450,500	Local	\$292,000	\$292,000	\$0	\$0	\$0	\$0
		CE:	\$144,000							
		Other:	\$0	Other	\$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	023977.00 Highways 1 1/4" Overlay	PE:	\$17,000	Federal STP	\$56,056	\$11,250	\$22,403	\$22,403	\$0	\$0
		ROW:	\$0	Federal Safety	\$145,977	\$0	\$72,989	\$72,989	\$0	\$0
		CON:	\$230,913	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$21,464	Local	\$67,344	\$52,909	\$7,218	\$7,218	\$0	\$0
		Other:	\$0	Other	\$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	024583.00 Highways Mill And Fill	PE:	\$39,120	Federal STP	\$489,000	\$22,500	\$233,250	\$233,250	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$541,160	Local	\$163,000	\$152,286	\$5,357	\$5,357	\$0	\$0
		CE:	\$71,720							
		Other:	\$0	Other	\$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	025017.00 Highways Mill And Fill	PE:	\$6,200	Federal STP	\$131,625	\$0	\$46,975	\$42,325	\$42,325	\$0
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$156,800	Local	\$43,875	\$1,550	\$14,108	\$14,108	\$14,108	\$0
		CE:	\$12,500							
		Other:	\$0	Other	\$0	\$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	025653.00 Highways Intersection Reconstruction	PE:	\$195,000	Federal STP	\$150,000	\$0	\$50,000	\$50,000	\$50,000	\$0
		ROW:	\$5,000	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$0	Local	\$50,000	\$50,000	\$0	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$0	Other	\$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	Federal STP	\$181,650	\$0	\$2,150	\$2,150	\$60,550	\$58,400
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$216,300							
		CE:	\$17,300	Local	\$60,550	\$0	\$717	\$717	\$20,183	\$19,467
		Other:	\$0							
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	Federal STP	\$274,275	\$0	\$3,250	\$3,250	\$91,425	\$88,175
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$326,600							
		CE:	\$26,100	Local	\$91,425	\$0	\$1,083	\$1,083	\$30,475	\$29,392
		Other:	\$0							
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 2410300	024103.00 Bicycle/Pedestrian Multimodal Improvements	PE:	\$75,000	Federal STP	\$44,600	\$0	\$14,867	\$14,867	\$14,867	\$0
		ROW:	\$25,000	Federal TAP	\$30,400	\$30,400	\$0	\$0	\$0	\$0
		CON:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$0	Local	\$25,000	\$25,000	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$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 2458700	024587.00 Highways Mill And Fill	PE:	\$21,000	Federal STP	\$183,140	\$15,000	\$84,070	\$84,070	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$227,694	Local	\$77,754	\$50,427	\$13,664	\$13,664	\$0	\$0
		CE:	\$20,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Private	\$7,800	\$7,800	\$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	Federal STP	\$14,250	\$0	\$14,250	\$0	\$0	\$0
		ROW:	\$500							
		CON:	\$0	Local	\$4,750	\$0	\$4,750	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$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
Old Orchard Beach	025961.00 Highways Mill And Fill	PE:	\$16,600	Federal STP	\$349,200	\$0	\$4,150	\$4,150	\$116,400	\$112,250
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$415,800							
		CE:	\$33,200	Local	\$116,400	\$0	\$1,383	\$1,383	\$38,800	\$37,417
		Other:	\$0							
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	Federal STP	\$201,000	\$0	\$2,375	\$2,375	\$67,000	\$64,625
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$239,400							
		CE:	\$19,100	Local	\$67,000	\$0	\$792	\$792	\$22,333	\$21,542
		Other:	\$0							
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	Federal HSIP	\$355,500	\$0	\$9,000	\$9,000	\$118,500	\$109,500
		ROW:	\$0							
		CON:	\$335,000	Highway and Bridge	\$39,500	\$0	\$1,000	\$1,000	\$13,167	\$12,167
		CE:	\$30,000							
		Other:	\$0							
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	Federal MPP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal Planning	\$1,661,322	\$0	\$553,774	\$553,774	\$553,774	\$0
		CON:	\$0	Highway and Bridge	\$311,498	\$311,498	\$0	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$2,076,652	Local	\$103,833	\$103,833	\$0	\$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	Federal MPP	\$1,661,322	\$0	\$0	\$0	\$553,774	\$553,774
		ROW:	\$0	Highway and Bridge	\$311,498	\$0	\$0	\$0	\$103,833	\$103,833
		CON:	\$0							
		CE:	\$0	Local	\$103,833	\$0	\$0	\$0	\$34,611	\$34,611
		Other:	\$2,076,652							
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	Federal HSIP	\$522,550	\$319,061	\$203,489	\$0	\$0	\$0
		ROW:	\$500	Highway and Bridge	\$34,800	\$22,740	\$12,060	\$0	\$0	\$0
		CON:	\$0							
		CE:	\$0	Local	\$189,150	\$114,000	\$75,150	\$0	\$0	\$0
		Other:	\$0	Other	\$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	Federal LHIP	\$1,164,127	\$1,164,127	\$0	\$0	\$0	\$0
		ROW:	\$92,566	Federal STP	\$1,921,465	\$35,000	\$943,233	\$943,233	\$0	\$0
		CON:	\$3,634,241	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$364,694	Local	\$1,028,531	\$1,028,531	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$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	Federal STP	\$540,750	\$91,518	\$224,616	\$224,616	\$0	\$0
		ROW:	\$32,990	Highway and Bridge	\$15,000	\$0	\$7,500	\$7,500	\$0	\$0
		CON:	\$1,208,253	Local	\$875,889	\$271,006	\$302,441	\$302,441	\$0	\$0
		CE:	\$85,000							
		Other:	\$0	Other	\$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	Federal CMAQ	\$345,496	\$45,475	\$150,010	\$150,010	\$0	\$0
		ROW:	\$500	Highway and Bridge	\$43,187	\$36,084	\$3,551	\$3,551	\$0	\$0
		CON:	\$293,807	Local	\$43,187	\$36,084	\$3,551	\$3,551	\$0	\$0
		CE:	\$37,563							
		Other:	\$0	Other	\$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	Federal STP	\$97,500	\$0	\$97,500	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$32,500	\$25,000	\$7,500	\$0	\$0	\$0
		CON:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$0	Private	\$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	Federal STP	\$1,176,049	\$13,170	\$479,146	\$341,866	\$341,866	\$0
		ROW:	\$80,600	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$1,227,465	Local	\$392,016	\$43,900	\$120,205	\$113,955	\$113,955	\$0
		CE:	\$140,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Private	\$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
Portland 2327200	023272.00 Highways Planning Studies	PE:	\$210,000	Federal STP	\$122,369	\$50,000	\$72,369	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$35,131	\$35,131	\$0	\$0	\$0	\$0
		CON:	\$0	Local	\$52,500	\$52,500	\$0	\$0	\$0	\$0
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$210,000	\$137,631	\$72,369	\$0	\$0	\$0
PACTS Transportation Improvement Plan										
Transportation Improvent 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	Federal NHS	\$146,250	\$0	\$48,750	\$48,750	\$48,750	\$0
		ROW:	\$5,000	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$0	Local	\$48,750	\$48,750	\$0	\$0	\$0	\$0
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$195,000	\$48,750	\$48,750	\$48,750	\$48,750	\$0
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	Federal STP	\$75,000	\$0	\$25,000	\$25,000	\$25,000	\$0
		ROW:	\$25,000	Federal TAP	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$0	Local	\$25,000	\$25,000	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:					\$100,000	\$25,000	\$25,000	\$25,000	\$25,000	\$0
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	Federal STP	\$196,725	\$0	\$70,225	\$63,250	\$63,250	\$0
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$234,300	Local	\$65,575	\$2,325	\$21,083	\$21,083	\$21,083	\$0
		CE:	\$18,700	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$262,300	\$2,325	\$91,308	\$84,333	\$84,333	\$0
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	Federal STP	\$150,000	\$0	\$50,000	\$50,000	\$50,000	\$0
		ROW:	\$5,000	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$0	Local	\$50,000	\$50,000	\$0	\$0	\$0	\$0
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$200,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0
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	Federal STP	\$1,505,400	\$0	\$261,600	\$589,000	\$327,400	\$327,400
		ROW:	\$180,300	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$1,309,600	Local	\$501,800	\$0	\$87,200	\$196,333	\$109,133	\$109,133
		CE:	\$0							
		Other:	\$0							
Totals:					\$2,007,200	\$0	\$348,800	\$785,333	\$436,533	\$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	Federal STP	\$142,125	\$0	\$142,125	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$163,500	Local	\$47,375	\$0	\$47,375	\$0	\$0	\$0
		CE:	\$13,000							
		Other:	\$0							
Totals:					\$189,500	\$0	\$189,500	\$0	\$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	Federal STP	\$1,648,644	\$0	\$0	\$0	\$549,548	\$549,548
		ROW:	\$0	Highway and Bridge	\$549,548	\$0	\$0	\$0	\$183,183	\$183,183
		CON:	\$2,198,192							
		CE:	\$0							
		Other:	\$0							
Totals:					\$2,198,192	\$0	\$0	\$0	\$732,731	\$732,731
Various Locations										
Collector Road Paving for the PACTS area. PACTS Sponsored.										
Portland	026009.00 Highways Highway Improvement	PE:	\$0	Federal STP	\$472,750	\$0	\$0	\$0	\$157,583	\$157,583
		ROW:	\$0							
		CON:	\$472,750							
		CE:	\$0							
		Other:	\$0							
Totals:					\$472,750	\$0	\$0	\$0	\$157,583	\$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	Federal STP	\$195,000	\$0	\$195,000	\$0	\$0	\$0
		ROW:	\$500	Highway and Bridge	\$65,000	\$65,000	\$0	\$0	\$0	\$0
		CON:	\$0							
		CE:	\$0							
		Other:	\$0							
Totals:					\$260,000	\$65,000	\$195,000	\$0	\$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	Federal STP	\$208,500	\$18,750	\$94,875	\$94,875	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$234,420	Local	\$81,500	\$62,677	\$9,412	\$9,412	\$0	\$0
		CE:	\$30,580	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$290,000	\$81,427	\$104,287	\$104,287	\$0	\$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	Federal STP	\$59,400	\$9,900	\$36,300	\$6,600	\$6,600	\$0
		ROW:	\$115,000	Highway and Bridge	\$1,258,536	\$1,350	\$541,265	\$357,960	\$357,960	\$0
		CON:	\$1,147,862	Local	\$206,676	\$3,750	\$145,639	\$28,644	\$28,644	\$0
		CE:	\$31,750	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:					\$1,524,612	\$15,000	\$723,204	\$393,204	\$393,204	\$0
Eastern Trail										

WIN-Scope	Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025			
Beginning at Wainwright Field in South Portland and extending south 0.80 of a mile to Pleasant Hill Road in Scarborough. PACTS Sponsored.												
Scarborough 2499100	024991.00 Highways 1 1/4" Overlay	PE:	\$12,800	Federal STP	\$270,525	\$0	\$96,575	\$86,975	\$86,975	\$0		
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0		
		CON:	\$322,200	Local	\$90,175	\$3,200	\$28,992	\$28,992	\$28,992	\$0		
		CE:	\$25,700	Other	\$0	\$0	\$0	\$0	\$0	\$0		
		Other:	\$0									
Totals:			\$360,700	\$3,200	\$125,567	\$115,967	\$115,967	\$0				
Highland Avenue Beginning at Black Point Road and extending east 0.96 of a mile to Chamberland Road. PACTS Sponsored.												
Scarborough 2499300	024993.00 Highways 1 1/4" Overlay	PE:	\$22,000	Federal STP	\$462,300	\$0	\$165,100	\$148,600	\$148,600	\$0		
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0		
		CON:	\$550,400	Local	\$154,100	\$5,500	\$49,533	\$49,533	\$49,533	\$0		
		CE:	\$44,000	Other	\$0	\$0	\$0	\$0	\$0	\$0		
		Other:	\$0									
Totals:			\$616,400	\$5,500	\$214,633	\$198,133	\$198,133	\$0				
Route 207 Beginning at Roundabout Lane and extending south 1.01 miles. PACTS Sponsored.												
Scarborough	025969.00 Highways Mill And Fill	PE:	\$18,500	Federal STP	\$388,950	\$0	\$4,625	\$4,625	\$129,650	\$125,025		
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0		
		CON:	\$463,100	Local	\$129,650	\$0	\$1,542	\$1,542	\$43,217	\$41,675		
		CE:	\$37,000									
		Other:	\$0									
Totals:			\$518,600	\$0	\$6,167	\$6,167	\$172,867	\$166,700				
Route 9 Beginning at Pine Point Road and extending east 0.61 of a mile to Old Orchard Beach town line. PACTS Sponsored.												
South Portland 1863800	018638.00 Highways Highway Rehabilitation	PE:	\$200,000	Federal STP	\$1,593,750	\$22,500	\$110,625	\$560,625	\$450,000	\$450,000		
		ROW:	\$125,000	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0		
		CON:	\$1,625,000	Local	\$531,250	\$50,000	\$15,625	\$165,625	\$150,000	\$150,000		
		CE:	\$175,000	Other	\$0	\$0	\$0	\$0	\$0	\$0		
		Other:	\$0									
Totals:			\$2,125,000	\$72,500	\$126,250	\$726,250	\$600,000	\$600,000				
Lincoln Street 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.												
South Portland 1866500	018665.00 Highways Install Or Replace Traffic Signals	PE:	\$133,129	Federal STP	\$435,495	\$108,067	\$163,714	\$163,714	\$0	\$0		
		ROW:	\$10,961	Highway and Bridge	\$65,900	\$65,900	\$0	\$0	\$0	\$0		
		CON:	\$538,000	Local	\$233,605	\$224,907	\$4,349	\$4,349	\$0	\$0		
		CE:	\$52,910	Other	\$0	\$0	\$0	\$0	\$0	\$0		
		Other:	\$0									
Totals:			\$735,000	\$398,875	\$168,063	\$168,063	\$0	\$0				
Route 77 Multifaceted approach to corridor improvements to address traffic, safety, and bicycle/pedestrian needs and deficiencies on/off Route 77. PACTS Sponsored.												
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	\$407,492	\$0	\$203,746	\$203,746	\$0	\$0			
			Federal TAP	\$138,370	\$136,965	\$702	\$702	\$0	\$0			
			Highway and Bridge	\$380	\$380	\$0	\$0	\$0	\$0			
			Local	\$190,655	\$190,655	\$0	\$0	\$0	\$0			
			Other	\$0	\$0	\$0	\$0	\$0	\$0			
			Private	\$0	\$0	\$0	\$0	\$0	\$0			
			Totals:				\$736,896	\$328,000	\$204,448	\$204,448	\$0	\$0
			Route 1 Multiuse 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.									
South Portland 2397900	023979.00 Highways Mill And Fill	PE:	\$27,316	Federal STP	\$702,960	\$653,553	\$24,703	\$24,703	\$0	\$0		
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0		
		CON:	\$825,332	Local	\$234,320	\$217,851	\$8,234	\$8,234	\$0	\$0		
		CE:	\$84,632	Other	\$0	\$0	\$0	\$0	\$0	\$0		
		Other:	\$0									
Totals:			\$937,280	\$871,404	\$32,938	\$32,938	\$0	\$0				
Highland Avenue Beginning at the Scarborough town line and extending north 1.29 miles to Alfred Street. PACTS Sponsored.												
South Portland 2398100	023981.00 Highways Mill And Fill	PE:	\$20,745	Federal STP	\$318,426	\$11,250	\$153,588	\$153,588	\$0	\$0		
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0		
		CON:	\$378,223	Local	\$110,542	\$110,542	\$0	\$0	\$0	\$0		
		CE:	\$30,000	Other	\$0	\$0	\$0	\$0	\$0	\$0		
		Other:	\$0									
Totals:			\$428,968	\$121,792	\$153,588	\$153,588	\$0	\$0				
Waterman Drive Beginning at Ocean Street and extending south 0.49 of a mile to Broadway. PACTS Sponsored.												
South Portland 2410100	024101.00 Bicycle/Pedestrian Multimodal Improvements	PE:	\$95,000	Federal STP	\$187,500	\$72,000	\$38,500	\$38,500	\$38,500	\$0		
		ROW:	\$155,000	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0		
		CON:	\$0	Local	\$62,500	\$30,000	\$10,833	\$10,833	\$10,833	\$0		
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0		
		Other:	\$0									
Totals:			\$250,000	\$102,000	\$49,333	\$49,333	\$49,333	\$0				
Cottage Road Beginning at Angell Avenue and extending west 0.33 of a mile to Sawyer Street. PACTS Sponsored.												
South Portland 2458500	024585.00 Highways Mill And Fill	PE:	\$41,760	Federal STP	\$522,000	\$0	\$194,880	\$163,560	\$163,560	\$0		
		ROW:	\$0	Local	\$174,000	\$10,440	\$54,520	\$54,520	\$54,520	\$0		
		CON:	\$577,680	Other	\$0	\$0	\$0	\$0	\$0	\$0		
		CE:	\$76,560									
		Other:	\$0									
Totals:			\$696,000	\$10,440	\$249,400	\$218,080	\$218,080	\$0				
Cottage Road Beginning at the Cape Elizabeth town line and extending west 0.98 of a mile to Highland Avenue. PACTS Sponsored.												
Statewide 1310300	013103.00 Production Support And Administration Mpo Program Management	PE:	\$0	Federal HSIP	\$0	\$0	\$0	\$0	\$0	\$0		
		ROW:	\$0	Federal NHS	\$0	\$0	\$0	\$0	\$0	\$0		
		CON:	\$613,589	Federal STP	\$506,518	\$0	\$506,518	\$0	\$0	\$0		
		CE:	\$0	Highway and Bridge	\$107,072	\$0	\$107,072	\$0	\$0	\$0		
		Other:	\$0	Private	\$0	\$0	\$0	\$0	\$0	\$0		
Totals:			\$613,589	\$0	\$613,589	\$0	\$0	\$0	\$0			
Remaining Allocation Transfer WIN for unprogrammed federal and state funding allocated to the Portland Area Comprehensive Transportation System (PACTS).												

WIN-Scope		Fund Stage	Fund Stage	Source	Available	Obligated to Date	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	Other	\$0	\$0	\$0	\$0	\$0	\$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	Other	\$0	\$0	\$0	\$0	\$0	\$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	Other	\$0	\$0	\$0	\$0	\$0	\$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			Federal STP	\$570,948	\$0	\$142,737	\$142,737	\$142,737	\$142,737
		PE:	\$131,750	Federal TAP	\$306,552	\$126,000	\$45,138	\$45,138	\$45,138	\$45,138
		ROW:	\$4,000	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$955,200	Local	\$303,250	\$232,316	\$17,734	\$17,734	\$17,734	\$17,734
		CE:	\$95,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Private	\$5,200	\$5,200	\$0	\$0	\$0	\$0
Totals:					\$1,185,950	\$363,516	\$205,609	\$205,609	\$205,609	\$205,609
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			Federal STP	\$53,139	\$9,812	\$21,664	\$21,664	\$0	\$0
		PE:	\$29,000	Federal Safety	\$234,014	\$0	\$117,007	\$117,007	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$457,725	Local	\$212,872	\$99,118	\$56,877	\$56,877	\$0	\$0
		CE:	\$25,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Private	\$11,700	\$11,700	\$0	\$0	\$0	\$0
Totals:					\$511,725	\$120,630	\$195,547	\$195,547	\$0	\$0
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							
		CE:	\$33,600	Local	\$122,550	\$4,200	\$0	\$0	\$39,450	\$39,450
		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
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		\$0	\$0	\$0	\$0	\$0	
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Totals:			\$450,000	\$186,000	\$88,000	\$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	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Totals:			\$435,000	\$3,150	\$20,925	\$150,925	\$130,000	\$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	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Totals:			\$415,000	\$3,150	\$25,925	\$145,925	\$120,000	\$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	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Totals:			\$1,500,000	\$0	\$1,500,000	\$0	\$0	\$0
Interstate Striping Polyurea striping for the interstate.										
Benton, Burnham, Clinton, Cumberland, Dyer Brook, Falmouth, I 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	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Totals:			\$956,878	\$5,000	\$951,878	\$0	\$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							
		Totals:			\$250,000	\$25,000	\$225,000	\$0	\$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							
		CE:	\$0							
		Other:	\$0							
		Totals:			\$250,000	\$0	\$0	\$250,000	\$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, Topsham	026338.00 Highways Ultra-Thin Bonded Wearing Course	PE:	\$25,000	Federal NHPP	\$5,445,000	\$0	\$7,500	\$7,500	\$1,815,000	\$1,807,500
		ROW:	\$0	Highway and Bridge	\$605,000	\$0	\$833	\$833	\$201,667	\$200,833
		CON:	\$5,800,000							
		CE:	\$225,000							
		Other:	\$0							
		Totals:			\$6,050,000	\$0	\$8,333	\$8,333	\$2,016,667	\$2,008,333
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							
		CE:	\$225,000							
		Other:	\$0							
		Totals:			\$5,750,000	\$0	\$8,333	\$8,333	\$1,916,667	\$1,908,333
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
		Totals:			\$2,196,000	\$306,000	\$945,000	\$945,000	\$0	\$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	\$230,038	\$17,500	\$514,167	\$496,667	\$496,667
		CON:	\$7,000,000							
		CE:	\$450,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
		Totals:			\$8,775,000	\$1,150,000	\$87,500	\$2,570,833	\$2,483,333	\$2,483,333
Route 202 Beginning 0.13 of a mile north of Route 5 extending north 2.16 miles. Beginning 0.16 of a mile north of Main Street extending north 0.20 of a mile. Beginning 0.62 of a mile north of Osborne Road extending north 0.56 of a mile.										

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	Federal NHPP	\$2,170,632	\$0	\$13,155	\$13,155	\$723,544	\$710,389
		ROW:	\$0	Highway and Bridge	\$542,658	\$0	\$3,289	\$3,289	\$180,886	\$177,597
		CON:	\$2,466,627							
		CE:	\$197,330							
		Other:	\$0							
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 2283700	022837.00 Highways Intersection Reconstruction	PE:	\$200,000	Federal HSIP	\$2,252,000	\$101,000	\$18,000	\$723,000	\$705,000	\$705,000
		ROW:	\$50,000	Federal Safety	\$88,000	\$0	\$44,000	\$44,000	\$0	\$0
		CON:	\$2,200,000	Highway and Bridge	\$260,000	\$21,000	\$2,000	\$80,333	\$78,333	\$78,333
		CE:	\$150,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Totals:		\$2,600,000	\$122,000	\$64,000	\$847,333	\$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	Federal HSIP	\$301,500	\$0	\$9,000	\$9,000	\$100,500	\$91,500
		ROW:	\$0	Highway and Bridge	\$33,500	\$0	\$1,000	\$1,000	\$11,167	\$10,167
		CON:	\$275,000							
		CE:	\$30,000							
		Other:	\$0							
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 2516100	025161.00 Highways Bridge Replacement	PE:	\$1,500,001	Federal NHPP	\$15,120,001	\$0	\$1	\$5,040,001	\$5,040,000	\$5,040,000
		ROW:	\$15,000	Federal STP	\$1,363,500	\$0	\$681,750	\$681,750	\$0	\$0
		CON:	\$15,300,000	Highway and Bridge	\$1,831,500	\$151,500	\$0	\$560,000	\$560,000	\$560,000
		CE:	\$1,500,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Totals:		\$18,315,001	\$151,500	\$681,751	\$6,281,751	\$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	Federal STP	\$800,000	\$0	\$30,667	\$30,667	\$266,667	\$236,000
		ROW:	\$15,000	Highway and Bridge	\$200,000	\$0	\$7,667	\$7,667	\$66,667	\$59,000
		CON:	\$785,000							
		CE:	\$100,000							
		Other:	\$0							
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	Federal STP	\$8,064,000	\$0	\$2,688,000	\$2,688,000	\$2,688,000	\$0
		ROW:	\$15,000	Highway and Bridge	\$2,576,000	\$0	\$1,232,000	\$672,000	\$672,000	\$0
		CON:	\$9,680,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$400,000							
		Other:	\$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	Federal STP	\$6,040,000	\$0	\$2,013,333	\$2,013,333	\$2,013,333	\$0
		ROW:	\$15,000	Highway and Bridge	\$1,970,000	\$0	\$963,333	\$503,333	\$503,333	\$0
		CON:	\$7,100,000							
		CE:	\$450,000							
		Other:	\$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 2267200	022672.00 Highways Safety Improvements	PE:	\$100,000	Federal HSIP	\$985,500	\$94,500	\$297,000	\$297,000	\$297,000	\$0
		ROW:	\$5,000	Highway and Bridge	\$109,500	\$10,500	\$33,000	\$33,000	\$33,000	\$0
		CON:	\$900,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$90,000							
		Other:	\$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	Federal NHPP	\$540,000	\$0	\$19,500	\$19,500	\$180,000	\$160,500
		ROW:	\$5,000	Highway and Bridge	\$60,000	\$0	\$2,167	\$2,167	\$20,000	\$17,833
		CON:	\$475,000							
		CE:	\$60,000							
		Other:	\$0							
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 2172500	021725.00 Highways Bridge Replacement	PE:	\$460,000	Federal STP	\$760,000	\$283,000	\$54,500	\$177,167	\$122,667	\$122,667
		ROW:	\$30,000	GARVEE	\$4,116,000	\$0	\$0	\$1,372,000	\$1,372,000	\$1,372,000
		CON:	\$5,145,000	Highway and Bridge	\$1,219,000	\$73,000	\$12,500	\$386,167	\$373,667	\$373,667
		CE:	\$460,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Totals:		\$6,095,000	\$356,000	\$67,000	\$1,935,333	\$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	Federal NHPP	\$405,000	\$0	\$16,500	\$16,500	\$135,000	\$118,500
		ROW:	\$5,000	Highway and Bridge	\$45,000	\$0	\$1,833	\$1,833	\$15,000	\$13,167
		CON:	\$345,000							
		CE:	\$50,000							
		Other:	\$0							
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	Federal Federal Grants	\$175,931	\$0	\$58,644	\$58,644	\$58,644	\$0
		ROW:	\$5,000	Federal STP	\$141,669	\$0	\$47,223	\$47,223	\$47,223	\$0
		CON:	\$0	Highway and Bridge	\$337,400	\$0	\$112,467	\$112,467	\$112,467	\$0
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Totals:		\$655,000	\$0	\$218,333	\$218,333	\$218,333
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
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							
				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	Highway and Bridge	\$49,500	\$4,000	\$0	\$15,167	\$15,167	\$15,167
		CE:	\$10,000							
		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							
		ROW:	\$0	Federal FBP	\$131,318	\$0	\$131,318	\$0	\$0	\$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							
				Totals:	\$36,904	\$0	\$0	\$12,301	\$12,301	\$12,301
Frye Island Ferry Service Capital improvements to the Frye Island Ferry Service between Raymond and Frye Island.										
Frye Island, Raymond	024415.24 Ferry Route Multimodal Improvements	PE:	\$0	Federal FBP	\$98,968	\$0	\$0	\$0	\$32,989	\$32,989
		ROW:	\$0							
		CON:	\$123,710	Local	\$24,742	\$0	\$0	\$0	\$8,247	\$8,247
		CE:	\$0							
		Other:	\$0							
				Totals:	\$123,710	\$0	\$0	\$0	\$41,237	\$41,237
Frye Island Ferry Service Capital improvements to the Frye Island Ferry Service between Raymond and Frye Island.										
Gorham, Portland, South Portland, Westbrook	022328.20 Transit Service Area Operating Assistance	PE:	\$0	Federal CMAQ	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$0							
		CON:	\$0	Local	\$206,000	\$0	\$206,000	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$206,000							
				Totals:	\$206,000	\$0	\$206,000	\$0	\$0	\$0
Metro/Husky Line Greater Portland Transit District, Metro, core service frequency improvements and system expansion in the communities of Gorham, Westbrook, Portland and South Portland in partnership with the University of Southern Maine. Year 2-FTA Transfer.										



WIN-Scope		Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025
Gorham, Windham 2416500	024165.00 Highways Mill And Fill	PE:	\$66,189	Federal STP	\$1,536,061	\$41,600	\$747,230	\$747,230	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$384,015	\$384,015	\$0	\$0	\$0	\$0
		CON:	\$1,752,298	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$136,089	Private	\$34,500	\$34,500	\$0	\$0	\$0	\$0
		Other:	\$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 Deguo Mill Bridge (#3762).										
Gorham 2223800	022238.00 Highways Bridge Replacement	PE:	\$120,000	Federal STP	\$996,000	\$97,200	\$5,400	\$301,400	\$296,000	\$296,000
		ROW:	\$15,000	Highway and Bridge	\$249,000	\$27,000	\$0	\$74,000	\$74,000	\$74,000
		CON:	\$1,000,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$110,000							
		Other:	\$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	Federal STP	\$432,000	\$52,000	\$0	\$126,667	\$126,667	\$126,667
		ROW:	\$5,000	Highway and Bridge	\$108,000	\$13,000	\$0	\$31,667	\$31,667	\$31,667
		CON:	\$415,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$60,000							
		Other:	\$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	Federal STP	\$40,000	\$10,000	\$30,000	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$10,000	\$10,000	\$0	\$0	\$0	\$0
		CON:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$50,000							
		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	Federal RH Xing Program	\$312,228	\$0	\$104,076	\$104,076	\$104,076	\$0
		ROW:	\$0	Federal Rail	\$4,500	\$0	\$4,500	\$0	\$0	\$0
		CON:	\$336,920	Highway and Bridge	\$1,500	\$500	\$333	\$333	\$333	\$0
		CE:	\$10,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Private	\$33,692	\$0	\$11,231	\$11,231	\$11,231	\$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	Federal LHIP	\$1,204,070	\$1,204,070	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal NHFP	\$8,139,444	\$8,111,150	\$14,147	\$14,147	\$0	\$0
		CON:	\$9,916,387	Highway and Bridge	\$1,038,168	\$1,035,024	\$1,572	\$1,572	\$0	\$0
		CE:	\$415,295	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$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	Federal NHPP	\$6,104,048	\$0	\$2,034,683	\$2,034,683	\$2,034,683	\$0
		ROW:	\$0	Federal NHS	\$6,514,538	\$0	\$2,201,513	\$2,156,513	\$2,156,513	\$0
		CON:	\$13,264,650	Highway and Bridge	\$1,402,065	\$1,247,448	\$51,539	\$51,539	\$51,539	\$0
		CE:	\$706,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$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	Federal NHPP	\$139,372	\$0	\$139,372	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$34,843	\$0	\$34,843	\$0	\$0	\$0
		CON:	\$0							
		CE:	\$0							
		Other:	\$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	Federal STP	\$2,251,765	\$0	\$15,970	\$15,970	\$750,588	\$734,618
		ROW:	\$0	Highway and Bridge	\$562,941	\$0	\$3,992	\$3,992	\$187,647	\$183,655
		CON:	\$2,595,119							
		CE:	\$159,700							
		Other:	\$0							
		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	Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal STP	\$1,534,905	\$38,400	\$748,252	\$748,252	\$0	\$0
		CON:	\$1,734,291	Highway and Bridge	\$383,726	\$286,594	\$48,566	\$48,566	\$0	\$0
		CE:	\$155,981	Local	\$30,750	\$22,500	\$4,125	\$4,125	\$0	\$0
		Other:	\$0	Other	\$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	Federal Planning	\$56,600	\$10,873	\$45,727	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$16,900	\$2,718	\$14,182	\$0	\$0	\$0
		CON:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$73,500							
		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
Portland 1480021	014846.21 Production Support And Administration Statewide Program Development	PE:	\$0	Federal Planning	\$62,080	\$62,080	\$0	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$15,520	\$15,520	\$0	\$0	\$0	\$0
		CON:	\$0							
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$77,600							
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	Federal Planning	\$62,032	\$0	\$62,032	\$0	\$0	\$0
		ROW:	\$0							
		CON:	\$0	Highway and Bridge	\$15,508	\$2,500	\$13,008	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$77,540							
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	Federal Planning	\$10,000	\$0	\$0	\$10,000	\$0	\$0
		ROW:	\$0							
		CON:	\$0	Highway and Bridge	\$2,500	\$0	\$0	\$2,500	\$0	\$0
		CE:	\$0							
		Other:	\$12,500							
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	Federal Planning	\$10,000	\$0	\$0	\$0	\$10,000	\$0
		ROW:	\$0							
		CON:	\$0	Highway and Bridge	\$2,500	\$0	\$0	\$0	\$2,500	\$0
		CE:	\$0							
		Other:	\$12,500							
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	Federal HPP	\$432,439	\$312,439	\$60,000	\$60,000	\$0	\$0
		ROW:	\$150	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$959,580							
		CE:	\$75,000	Local	\$861,960	\$861,960	\$0	\$0	\$0	\$0
		Other:	\$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	Federal STP	\$111,582	\$0	\$37,194	\$37,194	\$37,194	\$0
		ROW:	\$20,000	Federal TAP	\$96,418	\$37,062	\$19,785	\$19,785	\$19,785	\$0
		CON:	\$2,553,000	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$245,000	Local	\$62,000	\$47,161	\$4,946	\$4,946	\$4,946	\$0
		Other:	\$0	MM Trans	\$2,798,000	\$0	\$0	\$0	\$932,667	\$932,667
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	Federal TAP	\$32,400	\$0	\$10,800	\$10,800	\$10,800	\$0
		ROW:	\$500	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$0							
		CE:	\$0	Local	\$8,100	\$0	\$2,700	\$2,700	\$2,700	\$0
		Other:	\$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	Federal STP	\$7,200	\$0	\$7,200	\$0	\$0	\$0
		ROW:	\$10,000	Federal TAP	\$463,200	\$40,800	\$156,800	\$132,800	\$132,800	\$0
		CON:	\$448,000	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$50,000	Local	\$117,600	\$12,000	\$39,200	\$33,200	\$33,200	\$0
		Other:	\$0	Other	\$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			Federal LHIP	\$3,331,529	\$3,331,529	\$0	\$0	\$0	\$0
				Federal NHPP	\$3,062,247	\$3,062,247	\$0	\$0	\$0	\$0
		PE:	\$1,756,197	Federal NHS	\$5,868,375	\$0	\$2,934,187	\$2,934,187	\$0	\$0
		ROW:	\$92,000	Federal STP	\$5,612,730	\$5,513,079	\$49,826	\$49,826	\$0	\$0
		CON:	\$17,950,000	Highway and Bridge	\$1,992,298	\$1,981,226	\$5,536	\$5,536	\$0	\$0
		CE:	\$1,000,000	Local	\$72,868	\$72,868	\$0	\$0	\$0	\$0
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
				Private	\$858,150	\$858,150	\$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	Federal NHPP	\$326,205	\$157,500	\$101,235	\$33,735	\$33,735	\$0
		ROW:	\$0	Federal NHS	\$3,723,795	\$0	\$1,241,265	\$1,241,265	\$1,241,265	\$0
		CON:	\$4,000,000	Highway and Bridge	\$450,000	\$431,255	\$11,248	\$3,748	\$3,748	\$0
		CE:	\$250,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$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	Federal FBP	\$361,527	\$0	\$120,509	\$120,509	\$120,509	\$0
		ROW:	\$0							
		CON:	\$451,909	MM Bond	\$90,382	\$0	\$30,127	\$30,127	\$30,127	\$0
		CE:	\$0							
		Other:	\$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	
Portland	022705.23 Ferry Route Multimodal Improvements	PE:	\$0	Federal FBP	\$361,527	\$0	\$0	\$120,509	\$120,509	\$120,509	
		ROW:	\$0	MM Bond	\$90,382	\$0	\$0	\$30,127	\$30,127	\$30,127	
		CON:	\$451,909								
		CE:	\$0								
		Other:	\$0								
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	Federal FBP	\$361,527	\$0	\$0	\$0	\$120,509	\$120,509	
		ROW:	\$0	MM Trans	\$90,382	\$0	\$0	\$0	\$30,127	\$30,127	
		CON:	\$451,909								
		CE:	\$0								
		Other:	\$0								
Totals:				\$451,909	\$0	\$0	\$0	\$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	Federal NHPP	\$119,866	\$117,000	\$955	\$955	\$955	\$0	
		ROW:	\$0	Federal NHS	\$628,101	\$0	\$209,367	\$209,367	\$209,367	\$0	
		CON:	\$597,891	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0	
		CE:	\$100,000	Highway and Bridge	\$83,108	\$83,108	\$0	\$0	\$0	\$0	
		Other:	\$0	Other	\$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	Federal NHPP	\$48,746	\$0	\$24,373	\$24,373	\$0	\$0	
		ROW:	\$0	Federal NHS	\$382,129	\$0	\$191,064	\$191,064	\$0	\$0	
		CON:	\$428,750	Highway and Bridge	\$47,875	\$42,459	\$2,708	\$2,708	\$0	\$0	
		CE:	\$50,000	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		Other:	\$0	Totals:				\$478,750	\$42,459	\$218,146	\$218,146
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Federal NHS	\$82,705	\$0	\$27,568	\$27,568	\$27,568	\$0		
			Federal STP	\$0	\$0	\$0	\$0	\$0	\$0		
			Highway and Bridge	\$20,676	\$20,676	\$0	\$0	\$0	\$0		
			Local	\$0	\$0	\$0	\$0	\$0	\$0		
			Other	\$0	\$0	\$0	\$0	\$0	\$0		
			Totals:				\$103,381	\$20,676	\$27,568	\$27,568	\$27,568
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	Federal STP	\$168,000	\$0	\$56,000	\$56,000	\$56,000	\$0	
		ROW:	\$10,000	Highway and Bridge	\$42,000	\$0	\$14,000	\$14,000	\$14,000	\$0	
		CON:	\$0	Other	\$0	\$0	\$0	\$0	\$0		
		CE:	\$0								
Other:	\$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	Federal STP	\$1,000,000	\$38,462	\$480,769	\$480,769	\$0	\$0	
		ROW:	\$4,500	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0	
		CON:	\$2,592,233	Local	\$1,934,733	\$1,654,138	\$140,298	\$140,298	\$0	\$0	
		CE:	\$180,000								
Other:	\$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	Federal FBP	\$80,000	\$80,000	\$0	\$0	\$0	\$0	
		ROW:	\$0	Highway and Bridge	\$20,000	\$20,000	\$0	\$0	\$0	\$0	
		CON:	\$0	Other	\$0	\$0	\$0	\$0	\$0		
		CE:	\$0								
		Other:	\$0							Totals:	
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	Federal NHPP	\$308,700	\$0	\$1,350	\$103,350	\$102,000	\$102,000	
		ROW:	\$5,000	Federal NHS	\$15,300	\$0	\$7,650	\$7,650	\$0	\$0	
		CON:	\$290,000	Highway and Bridge	\$36,000	\$3,700	\$0	\$11,333	\$11,333	\$11,333	
		CE:	\$50,000	Other	\$0	\$0	\$0	\$0	\$0		
		Other:	\$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	Federal STP	\$150,000	\$0	\$150,000	\$0	\$0	\$0	
		ROW:	\$0	Highway and Bridge	\$37,500	\$0	\$37,500	\$0	\$0	\$0	
		CON:	\$0								
		CE:	\$0								
		Other:	\$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	Federal NHPP	\$3,780,000	\$0	\$121,500	\$121,500	\$1,260,000	\$1,138,500	
		ROW:	\$5,000	Highway and Bridge	\$420,000	\$0	\$13,500	\$13,500	\$140,000	\$126,500	
		CON:	\$3,395,000								
		CE:	\$400,000								
		Other:	\$0								
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
Portland	026262.00 Highways Mill And Fill	PE:	\$25,054	Federal STP	\$400,693	\$0	\$6,681	\$6,681	\$133,564	\$126,883
		ROW:	\$0	Highway and Bridge	\$100,173	\$0	\$1,670	\$1,670	\$33,391	\$31,721
		CON:	\$446,074							
		CE:	\$29,738							
		Other:	\$0							
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	Federal STP	\$982,434	\$0	\$6,968	\$6,968	\$327,478	\$320,510
		ROW:	\$0	Highway and Bridge	\$245,609	\$0	\$1,742	\$1,742	\$81,870	\$80,128
		CON:	\$1,132,238							
		CE:	\$69,676							
		Other:	\$0							
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	Federal NHPP	\$405,000	\$0	\$16,500	\$16,500	\$135,000	\$118,500
		ROW:	\$5,000	Highway and Bridge	\$45,000	\$0	\$1,833	\$1,833	\$15,000	\$13,167
		CON:	\$345,000							
		CE:	\$50,000							
		Other:	\$0							
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	Federal NHPP	\$540,000	\$0	\$22,500	\$22,500	\$180,000	\$157,500
		ROW:	\$5,000	Highway and Bridge	\$60,000	\$0	\$2,500	\$2,500	\$20,000	\$17,500
		CON:	\$455,000							
		CE:	\$70,000							
		Other:	\$0							
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	Federal NHPP	\$320,000	\$0	\$14,667	\$14,667	\$106,667	\$92,000
		ROW:	\$5,000	Highway and Bridge	\$80,000	\$0	\$3,667	\$3,667	\$26,667	\$23,000
		CON:	\$295,000							
		CE:	\$50,000							
		Other:	\$0							
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 0.12of a mile north of Park Avenue.										
Portland	026452.00 Highways Bridge Painting	PE:	\$100,000	Federal NHPP	\$720,000	\$0	\$28,000	\$28,000	\$240,000	\$212,000
		ROW:	\$5,000	Highway and Bridge	\$180,000	\$0	\$7,000	\$7,000	\$60,000	\$53,000
		CON:	\$695,000							
		CE:	\$100,000							
		Other:	\$0							
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	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$1,000	Highway and Bridge	\$66,000	\$66,000	\$0	\$0	\$0	\$0
		CON:	\$0	Local	\$40,000	\$40,000	\$0	\$0	\$0	\$0
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0	Private	\$94,000	\$94,000	\$0	\$0	\$0	\$0
		Totals:				\$200,000	\$200,000	\$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	Federal CMAQ	\$429,500	\$19,000	\$9,250	\$139,917	\$130,667	\$130,667
		ROW:	\$2,500	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$362,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$30,000							
		Other:	\$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	Federal STP	\$1,335,430	\$0	\$15,808	\$450,412	\$434,605	\$434,605
		ROW:	\$0	Highway and Bridge	\$333,857	\$7,904	\$0	\$108,651	\$108,651	\$108,651
		CON:	\$1,524,383	Other	\$0	\$0	\$0	\$0	\$0	
		CE:	\$105,385							
		Other:	\$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	Federal CMAQ	\$300,000	\$75,000	\$225,000	\$0	\$0	\$0
		ROW:	\$75,000	Highway and Bridge	\$3,751,813	\$0	\$1,250,604	\$1,250,604	\$1,250,604	\$0
		CON:	\$3,997,000	Local	\$392,562	\$75,000	\$105,854	\$105,854	\$105,854	\$0
		CE:	\$150,000	Private	\$77,625	\$0	\$25,875	\$25,875	\$25,875	\$0
		Other:	\$0							
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	Federal RH Xing Program	\$317,872	\$0	\$1,500	\$1,500	\$105,957	\$104,457
		ROW:	\$0	Highway and Bridge	\$1,500	\$0	\$167	\$167	\$500	\$333
		CON:	\$338,191	Private	\$33,819	\$0	\$0	\$0	\$11,273	\$11,273
		CE:	\$10,000							
		Other:	\$0							
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	Federal STP	\$931,056	\$0	\$8,160	\$313,072	\$304,912	\$304,912
		ROW:	\$0	Highway and Bridge	\$232,764	\$0	\$2,040	\$78,268	\$76,228	\$76,228
		CON:	\$1,102,620							
		CE:	\$40,800							
		Other:	\$0							
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	
<b>Spring Street/Cummings Road</b> <i>Beginning at Main Street and extending south 3.12 miles.</i>										
South Portland 1280030	012800.30 Highways Reconstruction	PE:	\$330,000	Federal IM	\$339,203	\$339,203	\$0	\$0	\$0	\$0
		ROW:	\$46,892	Federal NHPP	\$1,815,395	\$0	\$0	\$0	\$605,132	\$605,132
		CON:	\$1,797,106	Highway and Bridge	\$201,711	\$0	\$0	\$0	\$67,237	\$67,237
		CE:	\$220,000							
		Other:	\$0	Local	\$37,689	\$37,689	\$0	\$0	\$0	\$0
Totals:				\$2,393,998	\$376,892	\$0	\$0	\$672,369	\$672,369	
<b>Interstate 295 Southbound</b> <i>New access on Interstate 295 at Exit 4. Project is a partnership with South Portland.</i>										
South Portland 2053500	020535.00 Highways Bridge Culvert Rehabilitation	PE:	\$15,000	Federal NHPP	\$12,000	\$12,000	\$0	\$0	\$0	\$0
		ROW:	\$1,000	Federal NHS	\$800	\$0	\$400	\$400	\$0	\$0
		CON:	\$490,000	Federal STP	\$396,000	\$0	\$0	\$132,000	\$132,000	\$132,000
		CE:	\$5,000	Highway and Bridge	\$102,200	\$3,200	\$0	\$33,000	\$33,000	\$33,000
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$511,000	\$15,200	\$400	\$165,400	\$165,000	\$165,000	
<b>Interstate 295</b> <i>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.</i>										
South Portland 2225800	022258.00 Highways Bridge Deck Replacement	PE:	\$300,000	Federal NHPP	\$3,852,000	\$40,000	\$26,000	\$1,279,333	\$1,253,333	\$1,253,333
		ROW:	\$15,000	Federal NHS	\$160,000	\$0	\$80,000	\$80,000	\$0	\$0
		CON:	\$4,500,000	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$200,000	Highway and Bridge	\$1,003,000	\$50,000	\$6,500	\$319,833	\$313,333	\$313,333
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$5,015,000	\$90,000	\$112,500	\$1,679,167	\$1,566,667	\$1,566,667	
<b>Route 1 Southbound</b> <i>Ramp SP4 Bridge (#1376) over northbound ramp of Interstate 295 to Route 1. Located off Exit 4 on Interstate 295 southbound.</i>										
South Portland 2359900	023599.00 Highways Bridge Painting	PE:	\$35,000	Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$5,000	Federal STP	\$315,000	\$4,500	\$155,250	\$155,250	\$0	\$0
		CON:	\$275,000	Highway and Bridge	\$35,000	\$35,000	\$0	\$0	\$0	\$0
		CE:	\$35,000							
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$350,000	\$39,500	\$155,250	\$155,250	\$0	\$0	
<b>Interstate 295</b> <i>I-295/ Westbrook Street Bridge (#6249) over Route 9. Located 0.47 of a mile north of Route 701.</i>										
South Portland 2360100	023601.00 Highways Bridge Culvert Rehabilitation	PE:	\$60,000	Federal NHPP	\$430,313	\$0	\$13,500	\$147,938	\$134,438	\$134,438
		ROW:	\$15,000	Federal NHS	\$40,500	\$0	\$20,250	\$20,250	\$0	\$0
		CON:	\$398,125	Highway and Bridge	\$52,313	\$4,500	\$1,500	\$16,438	\$14,938	\$14,938
		CE:	\$50,000							
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$523,125	\$4,500	\$35,250	\$184,625	\$149,375	\$149,375	
<b>Interstate 295</b> <i>I-295 NB/ Red Brook Bridge (#6285) over Red Brook. Located 0.93 of a mile north of the Portland town line.</i>										
South Portland 2360500	023605.00 Highways Bridge Painting	PE:	\$35,000	Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$5,000	Federal STP	\$315,000	\$4,500	\$155,250	\$155,250	\$0	\$0
		CON:	\$275,000	Highway and Bridge	\$35,000	\$35,000	\$0	\$0	\$0	\$0
		CE:	\$35,000							
		Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$350,000	\$39,500	\$155,250	\$155,250	\$0	\$0	
<b>Interstate 295</b> <i>I-295 SB/ Westbrook Street Bridge (#6532) over Route 9. Located 0.11 of a mile northeast of Interstate 295 Exit 3.</i>										
South Portland 2436300	024363.00 Highways Lighting	PE:	\$25,000	Federal HSIP	\$619,500	\$3,000	\$0	\$0	\$205,500	\$205,500
		ROW:	\$0	Federal STP	\$112,500	\$0	\$0	\$0	\$37,500	\$37,500
		CON:	\$765,625	Federal Safety	\$19,500	\$0	\$6,500	\$6,500	\$6,500	\$0
		CE:	\$60,000	Highway and Bridge	\$99,125	\$2,500	\$0	\$0	\$32,208	\$32,208
		Other:	\$0							
Totals:				\$850,625	\$5,500	\$6,500	\$6,500	\$281,708	\$275,208	
<b>Interstate 295</b> <i>Located at Interstate 295 Exit 4.</i>										
South Portland	026272.00 Highways Mill And Fill	PE:	\$25,001	Federal STP	\$919,057	\$0	\$6,667	\$6,667	\$306,352	\$299,685
		ROW:	\$0							
		CON:	\$1,058,671	Highway and Bridge	\$229,764	\$0	\$1,667	\$1,667	\$76,588	\$74,921
		CE:	\$65,149							
		Other:	\$0							
Totals:				\$1,148,821	\$0	\$8,334	\$8,334	\$382,940	\$374,607	
<b>Running Hill Road</b> <i>Beginning at Maine Mall Road and extending west 0.83 of a mile to Cummings Road.</i>										
Southern Region 1935721	019357.21 Production Support And Administration Natural Resource Mitigation	PE:	\$73,743	Federal STP	\$58,994	\$0	\$58,994	\$0	\$0	\$0
		ROW:	\$0	Highway and Bridge	\$14,749	\$5,549	\$9,200	\$0	\$0	\$0
		CON:	\$0							
		CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
		Other:	\$0							
Totals:				\$73,743	\$5,549	\$68,194	\$0	\$0	\$0	
<b>Long Creek Watershed</b> <i>Long Creek Watershed Management District assessment; to monitor storm water quantity and quality from MaineDOT porous pavement project(s).</i>										
Southern Region 1935722	019357.22 Production Support And Administration Natural Resource Investigation	PE:	\$186,000	Federal STP	\$148,800	\$0	\$148,800	\$0	\$0	\$0
		ROW:	\$0							
		CON:	\$0	Highway and Bridge	\$37,200	\$37,200	\$0	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$0							
Totals:				\$186,000	\$37,200	\$148,800	\$0	\$0	\$0	
<b>Long Creek Watershed</b> <i>Long Creek Watershed Management District assessment; to monitor storm water quantity and quality from MaineDOT porous pavement project(s).</i>										
Southern Region	019357.23 Production Support And Administration Natural Resource Investigation	PE:	\$186,000	Federal STP	\$148,800	\$0	\$0	\$148,800	\$0	\$0
		ROW:	\$0							
		CON:	\$0	Highway and Bridge	\$37,200	\$0	\$0	\$37,200	\$0	\$0
		CE:	\$0							
		Other:	\$0							
Totals:				\$186,000	\$0	\$0	\$186,000	\$0	\$0	
<b>Long Creek Watershed</b> <i>Long Creek Watershed Management District assessment; to monitor stormwater quantity and quality from MaineDOT porous pavement project(s).</i>										



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

WIN-Scope		Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025
Windham	026240.00 Highways Bridge Replacement	PE:	\$150,000	Federal STP	\$750,000	\$0	\$27,500	\$27,500	\$250,000	\$222,500
		ROW:	\$15,000							
		CON:	\$1,185,000	Local	\$750,000	\$0	\$27,500	\$27,500	\$250,000	\$222,500
		CE:	\$150,000							
		Other:	\$0							
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	Federal Federal Grants	\$433,815	\$0	\$144,605	\$144,605	\$144,605	\$0
		ROW:	\$1,800	Federal STP	\$80,835	\$0	\$26,945	\$26,945	\$26,945	\$0
		CON:	\$0	Highway and Bridge	\$137,150	\$0	\$45,717	\$45,717	\$45,717	\$0
		CE:	\$0							
		Other:	\$0	Other	\$0	\$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	Federal Federal Grants	\$12,556,251	\$12,439,671	\$29,145	\$29,145	\$29,145	\$29,145
		ROW:	\$0	Federal NHPP	\$0	\$0	\$0	\$0	\$0	\$0
		CON:	\$26,945,890	Federal NHS	\$3,120,942	\$0	\$780,236	\$780,236	\$780,236	\$780,236
		CE:	\$1,640,000	Federal STP	\$4,316,310	\$0	\$1,079,077	\$1,079,077	\$1,079,077	\$1,079,077
		Other:	\$0	Highway and Bridge	\$8,592,387	\$7,161,310	\$357,769	\$357,769	\$357,769	\$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	Federal Federal Grants	\$386,612	\$0	\$128,871	\$128,871	\$128,871	\$0
		ROW:	\$600	Federal STP	\$128,999	\$0	\$43,000	\$43,000	\$43,000	\$0
		CON:	\$0	Highway and Bridge	\$134,988	\$0	\$44,996	\$44,996	\$44,996	\$0
		CE:	\$0							
		Other:	\$0	Other	\$0	\$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	Federal STP	\$240,000	\$0	\$10,667	\$10,667	\$80,000	\$69,333
		ROW:	\$5,000							
		CON:	\$225,000	Highway and Bridge	\$60,000	\$0	\$2,667	\$2,667	\$20,000	\$17,333
		CE:	\$35,000							
		Other:	\$0							
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.										

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:	\$1,497,453	Federal	\$299,491	\$0	\$299,491	\$0	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$1,197,962	\$0	\$1,197,962	\$0	\$0	\$0
		Admin:	\$0							
		Ops:	\$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:	\$900,000	Federal	\$720,000	\$0	\$0	\$720,000	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$180,000	\$0	\$0	\$180,000	\$0	\$0
		Admin:	\$0							
		Ops:	\$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:	\$796,218	Federal	\$636,974	\$0	\$0	\$0	\$636,974	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$159,244	\$0	\$0	\$0	\$159,244	\$0
		Admin:	\$0							
		Ops:	\$0							
Totals:					\$796,218	\$0	\$0	\$0	\$796,218	\$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:		Federal	\$700,000	\$0	\$0	\$0	\$0	\$700,000
		Contractual:								
		RTAP:	\$859,244	Local	\$159,244	\$0	\$0	\$0	\$0	\$159,244
		Admin:								
		Ops:								
Totals:					\$859,244	\$0	\$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
Statewide	022046.22 Transit Service Area Operating Assistance	Cap Equip:	\$0		Federal	\$10,415,338	\$0	\$10,415,338	\$0	\$0	\$0
		Contractual:	\$0		Local	\$552,922	\$0	\$552,922	\$0	\$0	\$0
		RTAP:	\$0		State	\$2,000,000	\$0	\$2,000,000	\$0	\$0	\$0
		Admin:	\$0								
		Ops:	\$12,968,260								
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:	\$0		Federal	\$10,415,338	\$0	\$0	\$10,415,338	\$0	\$0
		Contractual:	\$0		Local	\$552,922	\$0	\$0	\$552,922	\$0	\$0
		RTAP:	\$0		State	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0
		Admin:	\$0								
		Ops:	\$12,968,260								
Totals:						\$12,968,260	\$0	\$0	\$12,968,260	\$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:	\$0		Federal	\$10,415,338	\$0	\$0	\$0	\$10,415,338	\$0
		Contractual:	\$0		Local	\$552,922	\$0	\$0	\$0	\$552,922	\$0
		RTAP:	\$0		State	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$0
		Admin:	\$0								
		Ops:	\$12,968,260								
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
Biddeford, Portland	024331.00 Transit Service Area Capital Equipment Purchase	Cap Equip:	\$2,694,118		Federal	\$2,290,000	\$0	\$2,290,000	\$0	\$0	\$0
		Contractual:	\$0								
		RTAP:	\$0		Local	\$404,118	\$0	\$404,118	\$0	\$0	\$0
		Admin:	\$0								
		Ops:	\$0								
Totals:					\$2,694,118	\$0	\$2,694,118	\$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:	\$99,455		Federal	\$84,537	\$0	\$84,537	\$0	\$0	\$0
		Contractual:	\$0								
		RTAP:	\$0		Local	\$14,918	\$0	\$14,918	\$0	\$0	\$0
		Admin:	\$0								
		Ops:	\$0								
Totals:					\$99,455	\$0	\$99,455	\$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:	\$352,941		Federal	\$300,000	\$0	\$0	\$300,000	\$0	\$0
		Contractual:	\$0								
		RTAP:	\$0		Local	\$52,941	\$0	\$0	\$52,941	\$0	\$0
		Admin:	\$0								
		Ops:	\$0								
Totals:					\$352,941	\$0	\$0	\$352,941	\$0	\$0	
Urban Transit Capital											
FTA Section 5339 Capital Assistance - Portland UZA projects.											
Portland	025421.00 Transit Service Area Capital Equipment Purchase	Cap Equip:	\$341,176		Federal	\$290,000	\$0	\$290,000	\$0	\$0	\$0
		Contractual:	\$0								
		RTAP:	\$0		Local	\$51,176	\$0	\$51,176	\$0	\$0	\$0
		Admin:	\$0								
		Ops:	\$0								
Totals:					\$341,176	\$0	\$341,176	\$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:	\$352,941		Federal	\$300,000	\$0	\$0	\$0	\$300,000	\$0
		Contractual:	\$0								
		RTAP:	\$0		Local	\$52,941	\$0	\$0	\$0	\$52,941	\$0
		Admin:	\$0								
		Ops:	\$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:	\$382,353		Federal	\$325,000	\$0	\$0	\$0	\$0	\$325,000
		Contractual:									
		RTAP:			Local	\$57,353	\$0	\$0	\$0	\$0	\$57,353
		Admin:									
		Ops:									
Totals:					\$382,353	\$0	\$0	\$0	\$0	\$382,353	
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
Portland	024843.13 Transit Service Area Capital Equipment Purchase	Cap Equip:	\$36,440	Federal	\$36,440	\$0	\$36,440	\$0	\$0	\$0	\$0
		Contractual:	\$0								
		RTAP:	\$0								
		Admin:	\$0								
		Ops:	\$0								
Totals:				\$36,440	\$0	\$36,440	\$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	Federal	\$36,441	\$0	\$36,441	\$0	\$0	\$0	\$0
		Contractual:	\$0								
		RTAP:	\$0								
		Admin:	\$0								
		Ops:	\$36,441								
Totals:				\$36,441	\$0	\$36,441	\$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:	\$38,750	Federal	\$168,000	\$0	\$0	\$168,000	\$0	\$0
			Contractual:	\$0							
			RTAP:	\$0	Local	\$144,750	\$0	\$0	\$144,750	\$0	\$0
			Admin:	\$0							
			Ops:	\$274,000							
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
Portland	023344.22 Transit Service Area Administrative Assistance	Cap Equip:	\$0		Federal	\$270,000	\$0	\$270,000	\$0	\$0	\$0
		Contractual:	\$0								
		RTAP:	\$0		Local	\$67,500	\$0	\$67,500	\$0	\$0	\$0
		Admin:	\$0								
		Ops:	\$0								
Totals:						\$337,500	\$0	\$337,500	\$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:	\$0		Federal	\$272,000	\$0	\$0	\$272,000	\$0	\$0
		Contractual:	\$0								
		RTAP:	\$0		Local	\$68,000	\$0	\$0	\$68,000	\$0	\$0
		Admin:	\$340,000								
		Ops:	\$0								
Totals:						\$340,000	\$0	\$0	\$340,000	\$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:	\$0		Federal	\$272,000	\$0	\$0	\$0	\$272,000	\$0
		Contractual:	\$0								
		RTAP:	\$0		Local	\$68,000	\$0	\$0	\$0	\$68,000	\$0
		Admin:	\$340,000								
		Ops:	\$0								
Totals:						\$340,000	\$0	\$0	\$0	\$340,000	\$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:			Federal	\$280,000	\$0	\$0	\$0	\$0	\$280,000
		Contractual:									
		RTAP:	\$350,000		Local	\$70,000	\$0	\$0	\$0	\$0	\$70,000
		Admin:									
		Ops:									
Totals:						\$350,000	\$0	\$0	\$0	\$0	\$350,000
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	Federal	\$179,412	\$0	\$179,412	\$0	\$0	\$0
		Contractual:	\$0	Private	\$90,000	\$0	\$90,000	\$0	\$0	\$0
		RTAP:	\$0							
		Admin:	\$0	State	\$89,412	\$89,412	\$0	\$0	\$0	\$0
		Ops:	\$358,824							
Totals:				\$358,824	\$89,412	\$269,412	\$0	\$0	\$0	
Urban Transit Operations Biddeford Downtown Circulator Project.										
Biddeford	025051.00 Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$179,412	\$0	\$179,412	\$0	\$0	\$0
		Contractual:	\$0	Private	\$90,000	\$0	\$90,000	\$0	\$0	\$0
		RTAP:	\$0							
		Admin:	\$0	State	\$89,412	\$0	\$89,412	\$0	\$0	\$0
		Ops:	\$358,824							
Totals:				\$358,824	\$0	\$358,824	\$0	\$0	\$0	
Urban Transit Operations Biddeford Downtown Circulator Project.										
Biddeford	025053.00 Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$179,412	\$0	\$0	\$179,412	\$0	\$0
		Contractual:	\$0	Private	\$90,000	\$0	\$0	\$90,000	\$0	\$0
		RTAP:	\$0							
		Admin:	\$0	State	\$89,412	\$0	\$0	\$89,412	\$0	\$0
		Ops:	\$358,824							
Totals:				\$358,824	\$0	\$0	\$358,824	\$0	\$0	
Urban Transit Operations Biddeford Downtown Circulator Project.										
Portland	018869.22 Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$489,451	\$0	\$489,451	\$0	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$122,363	\$0	\$122,363	\$0	\$0	\$0
		Admin:	\$0							
		Ops:	\$611,814							
Totals:				\$611,814	\$0	\$611,814	\$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	Federal	\$81,606	\$0	\$81,606	\$0	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$20,402	\$0	\$20,402	\$0	\$0	\$0
		Admin:	\$102,008							
		Ops:	\$0							
Totals:				\$102,008	\$0	\$102,008	\$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	Federal	\$113,327	\$0	\$113,327	\$0	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$28,332	\$0	\$28,332	\$0	\$0	\$0
		Admin:	\$141,659							
		Ops:	\$0							
Totals:				\$141,659	\$0	\$141,659	\$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	Federal	\$11,287,348	\$0	\$11,287,348	\$0	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$2,207,744	\$0	\$2,207,744	\$0	\$0	\$0
		Admin:	\$0							
		Ops:	\$0							
Totals:				\$13,495,092	\$0	\$13,495,092	\$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	Federal	\$4,870,363	\$0	\$4,870,363	\$0	\$0	\$0
		Contractual:	\$0	Local	\$4,533,528	\$0	\$4,533,528	\$0	\$0	\$0
		RTAP:	\$0							
		Admin:	\$0	State	\$336,835	\$0	\$336,835	\$0	\$0	\$0
		Ops:	\$9,740,726							
Totals:				\$9,740,726	\$0	\$9,740,726	\$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	Federal	\$6,000,000	\$0	\$6,000,000	\$0	\$0	\$0
		Contractual:	\$12,000,000	Local	\$3,250,000	\$0	\$3,250,000	\$0	\$0	\$0
		RTAP:	\$0							
		Admin:	\$0	State	\$2,750,000	\$2,750,000	\$0	\$0	\$0	\$0
		Ops:	\$0							
Totals:				\$12,000,000	\$2,750,000	\$9,250,000	\$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	Federal	\$8,143,886	\$0	\$8,143,886	\$0	\$0	\$0
		RTAP:	\$0							
		Admin:	\$0							
		Ops:	\$8,143,886							
Totals:				\$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	Federal	\$5,492,974	\$0	\$0	\$5,492,974	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$1,262,949	\$0	\$0	\$1,262,949	\$0	\$0
		Admin:	\$0							
		Ops:	\$0							
Totals:				\$6,755,923	\$0	\$0	\$6,755,923	\$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	Federal	\$189,154	\$0	\$0	\$189,154	\$0	\$0
		Contractual:	\$0							
		RTAP:	\$0	Local	\$47,288	\$0	\$0	\$47,288	\$0	\$0
		Admin:	\$236,442							
		Ops:	\$0							
Totals:				\$236,442	\$0	\$0	\$236,442	\$0	\$0	

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

WIN-Scope	Fund Stage	Fund Stage	Source	Available	Obligated to Date	2022	2023	2024	2025
<b>Urban Transit ADA Operating</b> <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.

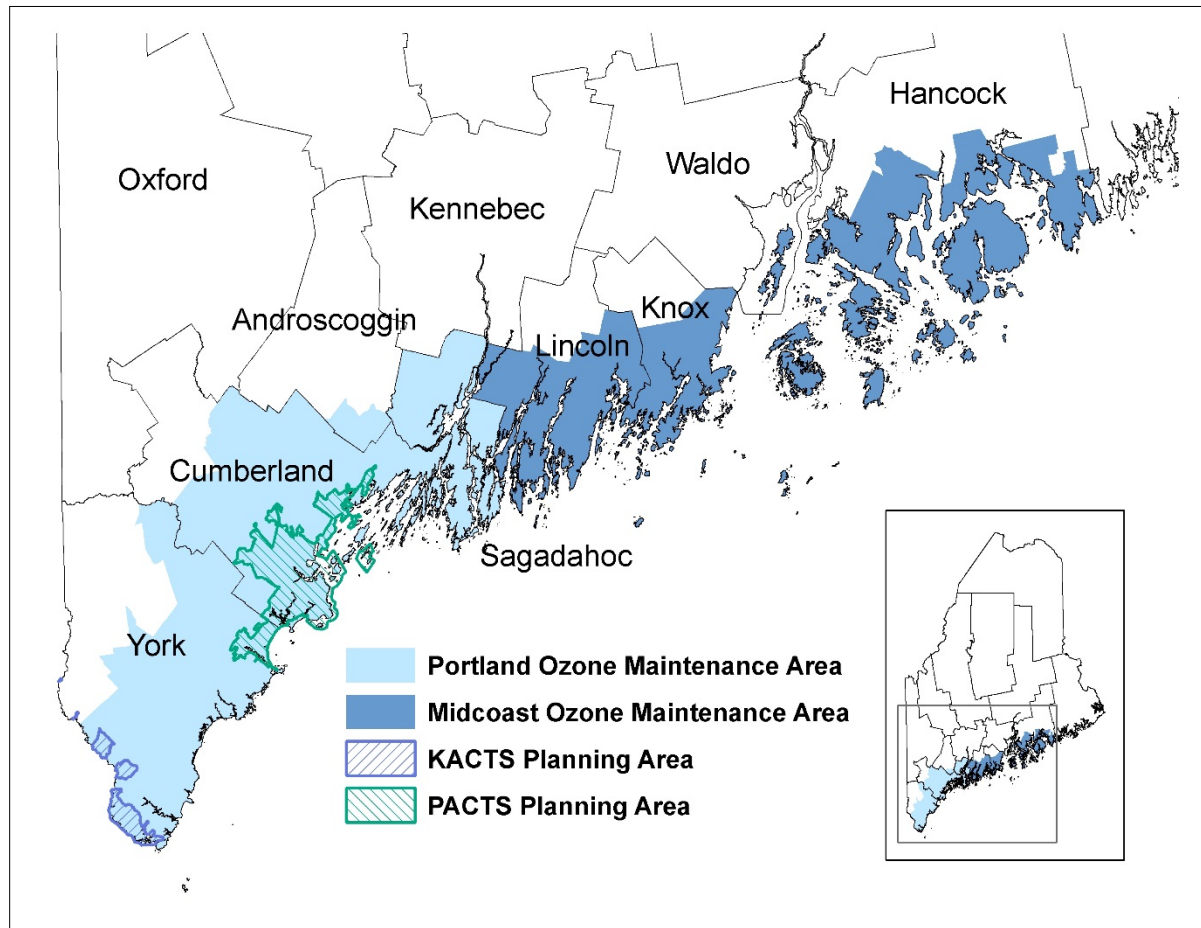
Maine previously had two regions (Portland and Midcoast) designated as maintenance areas for the 8-hour ozone standard and one small area (downtown Presque Isle) was designated as a maintenance area for PM<sub>10</sub>. The 20-year maintenance period for the Presque Isle PM<sub>10</sub> maintenance area expired on October 30, 2015. Therefore, Maine is no longer required to demonstrate transportation conformity for the Presque Isle PM<sub>10</sub> 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 PM<sub>10</sub> hot-spot determination is no longer required, the conditions for the Presque Isle PM<sub>10</sub> 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 of 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.