

Kittery Area Comprehensive Transportation System (K A C T S)

Transportation Improvement Program

for the KACTS
Metropolitan
Planning
Organization



KACTS
KITTERY AREA COMPREHENSIVE TRANSPORTATION SYSTEM



ADOPTED BY THE KACTS
COMMITTEE ON April 2, 2025

***Fiscal Years
2025–2028***



PROGRAM OF PROJECTS (POP) PUBLIC NOTICE

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 Kittery Area Comprehensive Transportation System (KACTS), 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 KACTS, regardless of whether programs and activities are federally funded or not.

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.

Kittery Area Comprehensive Transportation System (KACTS)

Transportation Improvement Program (TIP)

FY 2025 - FY 2028

Berwick, Eliot, Kennebunk, Kennebunkport, Kittery, Ogunquit, South Berwick, Wells & York



The preparation of this plan has been funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, [Section 505(a)] and Metropolitan Planning Programs [Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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I. INTRODUCTION

The Transportation Improvement Program (TIP) for the KACTS Urban Area is a prioritized listing of federally funded transportation projects for the Kittery Area Comprehensive Transportation System (KACTS). KACTS serves as the Metropolitan Planning Organization (MPO) for the Maine portion of the Portsmouth, and Dover-Rochester urban areas. The TIP includes all federally funded transportation projects expected for Fiscal Year 2025 through Fiscal Year 2028 in the KACTS MPO capital funding area, which consists of the area inside the Federal urban boundaries of Berwick, Eliot, Kennebunk, Kennebunkport, Kittery, Ogunquit, South Berwick, Wells, and York, Maine (Figure 1). The KACTS Planning Area includes all of the area within each municipal boundary (Figure 2). Maps of both these areas can be seen on pages 8 and 9.

A Metropolitan Planning Organization (MPO) is a transportation policy-making body made up of representatives from local government and transportation providers in an urban area with a core population of at least 50,000. MPOs were created by federal law in 1962 to ensure that transportation investments in urban areas were based on a continuing, cooperative, and comprehensive (“3-C”) process.

MPOs consist primarily of the cities and towns in each metropolitan area. They are governed by policy committees that include appropriate state and municipal officials, as well as representatives of regional planning agencies and public transportation providers. Additionally, some MPOs use multiple advisory committees to provide their policy committees with information needed to make decisions. MPOs also typically employ a director and technical staff. Each MPO produces three core products:

- A long-range (at least 20-year) metropolitan transportation plan (MTP);
- A four-year transportation improvement program (TIP); and
- A two-year unified planning work program (UPWP).

Finally, MPOs must involve the public in regional transportation planning by striving to inform citizens of critical issues facing their regions and providing opportunities for proactive public involvement in planning processes. MPOs should pay special attention to groups that are traditionally under-represented in the expenditure of transportation money. See pages 11 and 12 for more information regarding the KACTS Public Involvement Plan and Title VI Plan. Both documents are also available on the KACTS web page:

<http://smpdc.org/kacts> .

The KACTS TIP was prepared by the Southern Maine Planning and Development Commission (SMPDC) and MaineDOT under the direction of the KACTS Policy Committee (Committee). This Committee is comprised of voting members from the towns of Berwick, Eliot, Kennebunk, Kennebunkport, Kittery, Ogunquit, South Berwick, Wells and York, as well as MaineDOT, the Maine Turnpike Authority, SMPDC, and a representative from one Public Transportation Provider in the KACTS area. Non-voting members include the Portsmouth Naval Shipyard, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In addition, the Rockingham Planning Commission and Strafford Regional Planning Commission represent the two MPO’s for the New Hampshire portion of the urban areas and serve as non-voting members of the Committee.

The TIP is governed by joint FHWA and FTA regulations for metropolitan transportation planning. These regulations require that the TIP:

- Cover a period of not less than four (4) years;
- Reflect the area's investment priorities;
- Include realistic estimates of the total costs for each project phase;
- Include a financial plan that demonstrates how the approved TIP can be implemented, indicating resources from public and private sources that are reasonably expected to be made available to carry out the TIP;
- Make progress toward achieving the established performance targets;
- Provide interested parties with a reasonable opportunity to comment on the proposed TIP.

All projects included in this TIP are consistent with the 2020 KACTS Regional Transportation Plan, as well as the 2025-2045 Metropolitan Transportation Plan (MTP) currently being developed. The purpose of the MTP is to ensure that various transportation projects are consistent with the region's overall development policies and are coordinated with one another to provide an effective transportation system, which makes efficient use of available funds. The Committee is required to update the MTP at least every four or five years. The current update of the plan will be completed in 2025.

TIP Amendment Procedures

The procedure for formally revising the STIP varies depending on the nature of the proposed change to the STIP document. As described in 23 CFR §450, there are two types of revisions to an approved STIP:

- Amendment (Requires public comment period and federal approval)
- Administrative Modification (Information Only)

The degree of state and federal actions varies depending on revision type. As agreed, upon by the FHWA, FTA, and MaineDOT, the following guidelines distinguish between an Amendment and an Administrative modification to revise the STIP.

In Maine, TIP amendments follow a process established by consensus among the MPOs, MaineDOT, FHWA and FTA:

- An MPO submits to the MaineDOT MPO Coordinator a letter from the MPO Director stating that the MPO has approved a TIP amendment. A description of the change(s) must accompany the letter.
- The MPO Coordinator informs the MaineDOT Office of Capital Resources of the MPO TIP amendment and puts the item on the agenda of the next meeting of the MaineDOT Work Plan Management Team for action, if necessary.
- The MPO Coordinator prepares a letter of approval for the signature of the Chief of the Bureau of Transportation Systems Planning. Once signed, the letter and MPO amendment request are sent to the Division Administrator at the FHWA regional office in Augusta for review and approval.
- If an MPO in an air quality non-attainment or maintenance area adds a non-exempt project designed to increase capacity, the MPO must seek a new conformity determination. This no longer applies to KACTS, as the area is now in attainment for air quality.

Note: An amendment to an MPO TIP remains incomplete until MaineDOT also has incorporated the change into its Statewide Transportation Improvement Program (STIP).

Amendment Guidelines:

- Any change to a project in the current STIP/TIP that impacts the regional air quality conformity emissions analysis used for the current conformity determination;
- Adding or removing a significant project (Project requiring an EIS and a construction cost greater than \$35million);
- Adding or removing a Non-Exempt phase of a project;
- Adding or removing a new project;
- Adding or removing a phase(s) to a project with a financial adjustment in accordance with Table 1;
- A scope change resulting in a financial adjustment in accordance with Table 1;
- A change in the total cost of a project in accordance with Table 1;
- Creating a lineage WIN with a total project cost in accordance in Table 1;
- Project location/limits (by reference or otherwise) can be revised/updated in accordance with Table 1 and/or Table 2;
- Adding a project from a prior STIP to the current STIP.

TIP Administrative Modifications

An MPO may request an administrative modification for relatively minor changes to its TIP that do not require a public comment period. Upon receipt of a request, the MPO Coordinator prepares a letter for the Chief of the Bureau of Transportation Systems Planning to send to the FHWA Division Administrator in Maine, concurring with the requested change. Administrative modifications cover the following:

- Financial adjustments in accordance with Table 1;
- Combining or separating two or more projects that are part of an approved STIP/TIP;
- Combining or separating phases within a project that are part of an approved STIP/TIP;
- Adding or removing phases to a project with a financial adjustment in accordance with Table 1;
- Creating a lineage WIN with a total project cost in accordance with Table 1;
- A scope change resulting in a financial adjustment in accordance with Table 1;
- Project location/limits (by reference or otherwise) can be revised/updated in accordance with Table 1 and/or Table 2;
- Can add a fully obligated project from a past STIP to the current STIP;
- Can add “Other” funding (non-Federal) to a project, which is not associated with the state and/or local match to the FHWA or FTA funding, which pertains to work not associated with FHWA and/or FTA funding such as utility work, local work, or other work regardless of Table 1; and
- Can change the time frame of the expenditures for projects listed in the current STIP.

Table 1 – Financial Tables Guidelines		
Project’s Current Approved Funding	Funding Change Thresholds	
	Administrative Modification	Amendment
Less than or equal to \$2 Million	For changes up to \$1,000,000	Required for changes greater than \$1,000,000
Greater than \$2 Million	For changes up to 50% of current approved funding	Required for changes greater than 50% of current approved funding
Contract Awards and Change Orders require no action. (Changes to MPO-sponsored projects require approval by the MPO).		
Table 2 – Linear Project-Location Limits Change Table		
Asset	Administrative Modification	Amendment
Interstate	Unlimited	n/a
Non-interstate	Up to 1 Mile	>1 mile
*NEPA review covers the revised limits.		

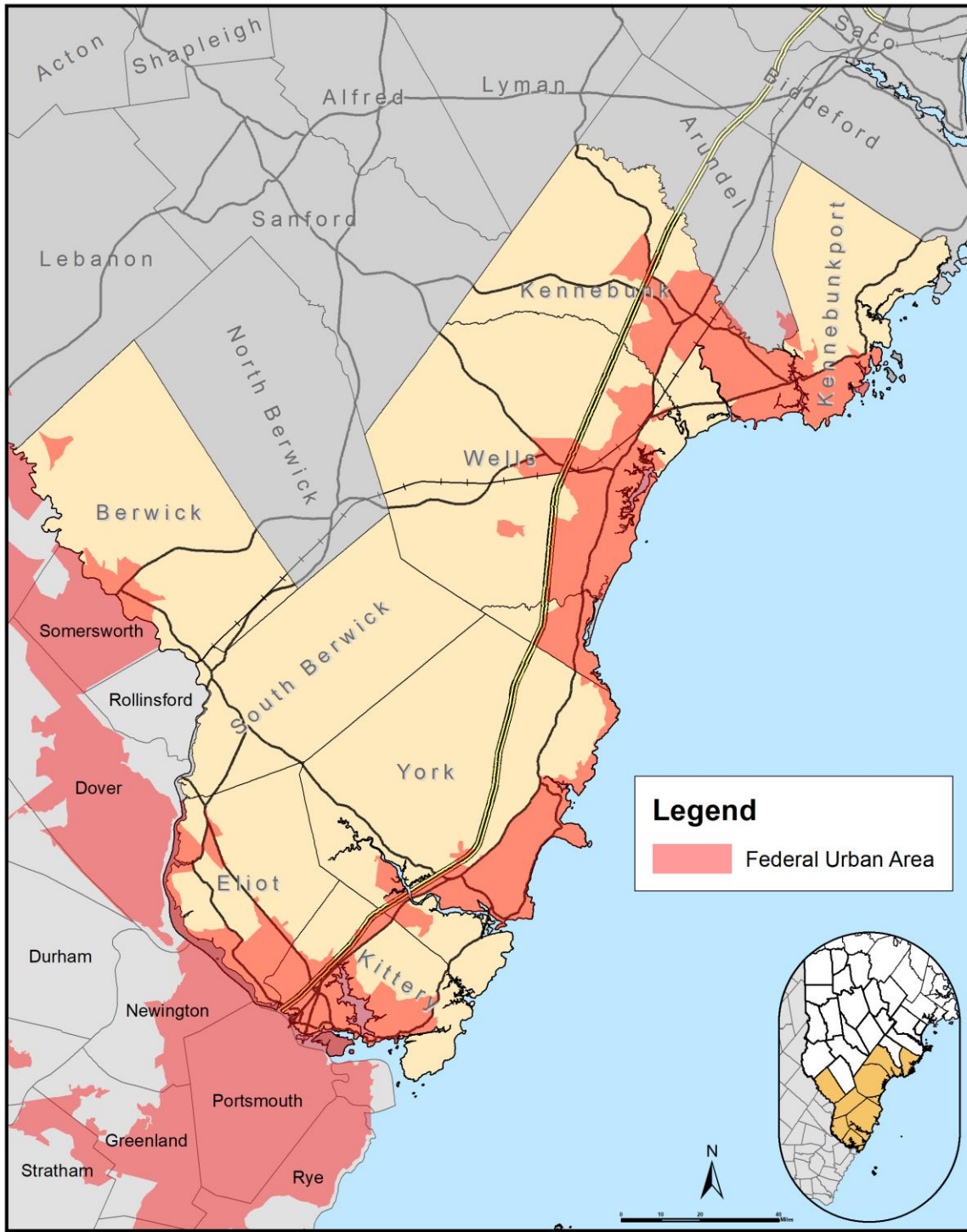
Annual Listing of Obligated Projects

In the interest of transparency, federal law requires MPOs to produce annual listings of projects in their regions for which federal funds have been obligated. MPOs must post these listings on their websites or otherwise make them publicly accessible via means such as printed reports, newsletters, and publication in local newspapers within 90 calendar days of the September 30 end of a federal fiscal year. This requirement is designed to give the public an accurate understanding of how federal transportation funds are being spent.

In Maine, MPOs rely on MaineDOT to provide them with listings of transportation improvements, including mass transit and bicycle-pedestrian projects, for which federal funds were obligated during the most recent federal fiscal year. MPOs submit requests for these listings to the MaineDOT MPO Coordinator, typically in November of each year. For each project, the annual listing must identify:

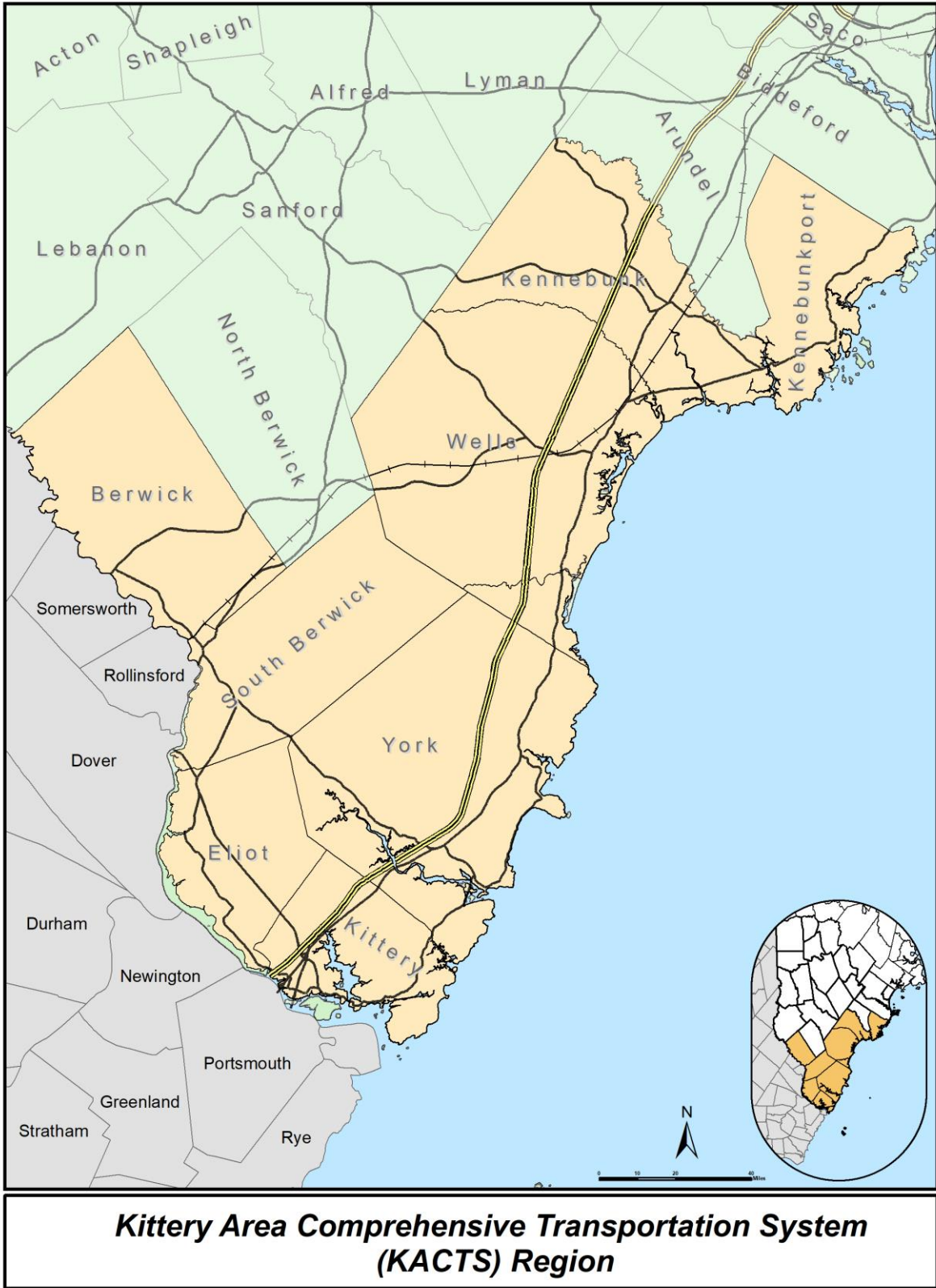
- The amount of federal funds requested in the TIP;
- The type of work done;
- The beginning and end points of the project;
- The project length, in miles;
- The federal funding that was obligated during the previous year; and
- The federal funding remaining and available for subsequent years.

FIGURE 1 MAP OF THE KACTS MPO URBANIZED AREA AND CAPITAL FUNDING AREA



**Kittery Area Comprehensive Transportation System (KACTS)
2020 Urban Area**

FIGURE 2 MAP OF THE KACTS MPO PLANNING AREA.



II. PUBLIC PARTICIPATION PROCESS

The KACTS Policy Committee is the policy making body responsible for developing, endorsing, and revising the TIP when needed. Committee meetings are open to the public. Meeting notices and agendas are posted to the KACTS website prior to a scheduled meeting and meeting minutes are available after Committee approval.

The KACTS Committee is required by the Federal Transportation Bill – Fixing America’s Surface Transportation Act (FAST) to develop a public participation process. The process defines how and when the general public will be involved in KACTS planning activities, especially during the development of the TIP and the Transportation Plan.

MPO public participation plans, by federal regulation, must describe the procedures, strategies and desired outcomes for the following:

- Providing adequate notice of public participation activities and time for public review and comment on proposed MTPs and TIPs;
- Providing timely notice and reasonable access to information about transportation planning processes;
- Making public information available through electronically accessible formats;
- Holding meetings at convenient times and at accessible locations, in compliance with the Americans with Disabilities Act;
- Demonstrating that an MPO considered and responded to comments from the public during the development of its MTP and TIP;
- Reviewing the effectiveness of the procedures in the public participation plan to ensure they comply with federal regulations, including 23 CFR, Section 450.210, “Interested parties, public involvement, and consultation”; and
- Using visual elements to describe MTPs and TIPs.

The KACTS Public Involvement Plan was last updated in 2024 to incorporate changes in public engagement such as a new hybrid in person/virtual meeting formats. A copy of the full Public Involvement Plan can be viewed at www.smpdc.org/kacts or obtained by contacting the Southern Maine Planning and Development Commission (207-571-7065).

MPOs periodically must review their public involvement processes to determine their effectiveness in providing transportation stakeholders and other interested parties with full and open access to their decision-making. Public participation plans should be updated as needed to ensure they are up to date with relevant federal regulations. Triggers for plan updates may include trends that dramatically change community demographics, such as large-scale arrivals of new minority populations. MPOs should strive to provide members of a region’s minority and low-income populations with opportunities for meaningful involvement in the development of regional transportation plans and programs. After allowing public comment periods of at least 45 days, MPOs must provide their approved or revised public participation plans to FHWA and FTA for informational purposes. Participation plans, whenever possible, should be posted to MPO websites.

Title VI and Environmental Justice

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color or national origin in any program receiving federal money. Additionally, a presidential executive order in 1994 directed every federal agency to make “environmental justice” part of its mission by identifying and addressing the effects of all programs, policies and activities on minority and low-income populations. These requirements also apply to agencies receiving federal funds, including MPOs.

Environmental justice requirements seek to do the following:

- Ensure that representatives of low-income and minority groups are involved in decision-making.
- Preventing "disproportionately high and adverse" impacts on low-income and minority groups; and
- Assure that low-income and minority groups share in any benefits.

MPOs must demonstrate that their plans, programs and projects do not disproportionately affect minority or low-income populations.

Title VI applies to all organizations that receive federal money, including MPOs and their contracted consultants. Just as federal agencies oversee MaineDOT’s compliance efforts, MaineDOT must ensure that MPOs comply with Title VI. MPO responsibilities include, but are not limited to, the following:

- Updating Title VI compliance plans each year.
- Signing assurances of compliance with applicable anti-discrimination laws and regulations.
- Ensuring that contracted consultants comply with Title VI, through periodic reviews, and incorporate the requirements of Form FHWA-1273 in all contracts.
- Keeping accurate and complete records that are necessary to determine Title VI compliance.
- Soliciting and considering the views of all groups within the population of the MPO area in planning transportation projects. Such information should be included in MPO public participation and Title VI compliance plans.
- Promptly processing, investigating, and resolving Title VI complaints, and correcting deficiencies.

III. FINANCIAL ASSESSMENT & FUNDING OF TIP PROJECTS

The FAST Act requires that the Transportation Improvement Program only include projects for which there is a reasonable chance of obtaining funding. Necessary State or local matching funds also have to be consistent with the revenue sources expected over the same time period.

Funding estimates in the TIP are based on past funding levels and reasonable projections of expected new funding sources. For each TIP period, the MPO receives an apportionment of Surface Transportation Program (STP) and National Highway System (NHS) funds. The projects are then prioritized by the Committee and funded based on the available allocations.

Federal Transit Administration (FTA) Section 5307 funds are distributed to MPOs based on a set formula. Both the Cooperative Alliance for Seacoast Transportation (COAST) and York County Community Action Corporation (YCCAC) currently split the total allocation for the KACTS MPO by a set amount, which was agreed upon by both agencies and also approved by the Committee. The Committee will review this agreement at least every other TIP to ensure the amounts and proportions of funding match the services provided. The split amounts are shown in Table 3.

TABLE 3 TRANSIT ORGANIZATIONS THAT RECEIVE FTA SECTION 5307 FUNDS FROM KACTS MPO

Transit Organization	Percentage of Funds Received
York County Community Action Corporation (YCCAC)	67%
Cooperative Alliance for Seacoast Transportation (COAST)	33%

YCCAC and COAST FTA Section 5307 future funding allocations are based on MaineDOT projections. The amount of KACTS operating assistance for YCCAC is shown in Table 4 for Fiscal Years 2024-2027.

TABLE 4 FTA OPERATING ASSISTANCE FOR YCCAC

Fiscal Years 2024 - 2027

YCCAC FTA 5307 Operating Assistance	
2025	\$270,414
2026	\$445,642*
2027	\$608,500 *
2028	\$608,500 *

*Projected

The COAST bus system receives two sources of funds from Maine for the operation of multiple services in Maine. Fixed routes include Routes 1 (Dover-Somersworth-Berwick), 44 (Portsmouth-Kittery), and 100 (Somersworth-Berwick-South Berwick-Eliot-Kittery). Additionally, COAST provides complementary ADA paratransit services for each of these three fixed routes. The town of Berwick also contributes funds annually.

The amount of KACTS FTA Section 5307 operating assistance for COAST Route 1 is shown in Table 5 for Fiscal Years 2024-2027.

TABLE 5 FTA OPERATING ASSISTANCE REQUEST FOR COAST

Fiscal Years 2024 - 2027

COAST FTA 5307 Operating Assistance	
2025	\$135,207
2026	\$222,821 *
2027	\$304,250 *
2028	\$304,250 *

*Projected

Federal Funding

A TIP, by federal law, covers four years and includes all activities within an MPO area that utilize FHWA and/or FTA funding – including those proposed by MaineDOT. TIPs comprise projects developed for the MaineDOT Work Plan and projects currently under construction. A project within an MPO must be in an approved TIP and the TIP incorporated into the State’s STIP to be authorized for federal funding.

Annually, MaineDOT provides each MPO with a listing of FHWA and FTA funded projects within the MPO reflecting the projects prioritized through the cooperative Work Plan process and consistent with the projects and investment priorities in the MPOs’ MTP and MaineDOT’s LRTP. MPOs then prepare and approve their TIPs in cooperation with MaineDOT, for inclusion in the STIP.

In 2024 MaineDOT and the KACTS MPO signed an MOU to establish a collaborative and cooperative transportation planning process to benefit the transportation system users. Several initiatives described in the MOU provide details on how the KACTS MPO will work with MaineDOT to prioritize transportation projects, including those that use federal funds and are required to be included in the TIP and STIP.

The Surface Transportation Block Grant Program (STBG) is a flexible federal funding source that may be used for a broad range of transportation programs and projects. For MPOs with fewer than 200,000 population, such as the KACTS MPO, annual allocations of STBG funds are not required. KACTS will work with MaineDOT to develop reasonable funding assumptions for projects listed in the MTP, with the understanding that future federal funding projections are unknown and projects may need to be delayed, phased or altered in scope over the MTP’s 20 year horizon.

Roads classified as *Principal Arterials, Minor Arterials, and Major Collectors* are eligible for STBG federal funding. Additionally, MaineDOT makes a variety of federally funded investments in urban areas beyond the MPO programs, including:

- Paving of interstate highways and freeways (except for the Maine Turnpike);
- Bridge maintenance, rehabilitation, and replacement projects;
- Pavement preservation projects on arterial highways;
- Highway safety improvements; and
- Community-based projects funded through the competitive MaineDOT grant program. Grants in this program include: Transportation Alternatives Program, Safe Routes to School, Small Harbor Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Recreational Trails Program.

IV. AIR QUALITY COMPLIANCE

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 MTP 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 B. This report documents the air quality conformity determination for the 2025-2028 Statewide Transportation Improvement Program (STIP).

V. PERFORMANCE BASED PLANNING

In 2012, the federal funding and reauthorization bill known as MAP-21 established performance-based planning as a core component of metropolitan and state transportation planning. These requirements were continued and further enhanced by the Fixing America’s Surface Transportation Act (FAST Act) and the Infrastructure Investment and Jobs Act (IIJA). These regulations formalized the requirement that states and MPOs use performance measures to track the efficacy of planning efforts, identify needed transportation-related improvements, and ensure that funding and resources are used most efficiently. There are seven national performance goals that guide transportation planning across the country. Requirements for performance-based transportation planning are included in 23 CFR, Section 450.306.

National Goals	
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair.
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System.
System Reliability	To improve the efficiency of the surface transportation system.
Freight Movement and Economic Vitality	To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.
Reduce Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

Federal law requires state departments of transportation to set targets for the performance measures; MPOs must also set targets for the measures that apply to their planning areas. MaineDOT established and reported their annual statewide safety targets earlier this year. As part of Safety Performance Management, MPOs 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.

KACTS is committed to serving its region and transportation network. To this end, in 2021, it adopted - in conjunction with MaineDOT and Maine’s three other MPOs - performance measures to track and assess performance across three criteria: safety, pavement and bridge condition, freight reliability and transit asset management. These criteria are known as PM1, PM2, PM3 and TAM, respectively, outlined below.

Safety

Federal Law has outlined five performance measures for safety in metropolitan planning areas. These are:

1. Number of fatalities;
2. Number of serious injuries;
3. Rate of fatalities per 100 million vehicle miles traveled;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of non-motorized fatalities and serious injuries

For each of these performance measures, per Federal regulations KACTS must reestablish these targets every four years, related to each performance measure by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT targets [for PM1, PM2 and PM3]; or
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

MaineDOT’s statewide targets are outlined below:

Maine Statewide Safety Performance Targets		
	5 YEAR AVERAGE	
	2019-2023 Benchmark	2025 Target
Number of Fatalities	158.60	160.00
Number of Serious Injuries	690.20	709.00
Rate of Fatalities	1.09	1.12
Rate of Serious Injuries	4.73	4.79
Number of Non-Motorized Fatalities and Serious Injuries	83.60	85.00

KACTS area targets for 2025 were developed in collaboration with the State and are found in the table below.

KACTS			2019-2023 (5 YR Total) Benchmark		2015-2019 (5 YR Total) for Reference		2025 Target (5 YR Annual Average)		2025 Target (5 Yr Totals)	2024 Target (5 Yr Totals)
			Number	Rate	Number	Rate	Number	Rate	Number	Number
All Crashes	Fatality	K	28	0.52	27	-	5.4	0.50	27	14
	Serious Inj	A	171	3.19	175	-	34.0	3.17	170	77
Non-Motorist	Fatality	K	0	-	4	-	-	-	-	-
	Serious Inj	A	14	-	22	-	-	-	-	-
	Total Non-Motorist K+A		14	-	26	-	3	-	14	8

Roadway and Bridge Condition

The FAST Act established six performance measures related to Bridge and Pavement Condition:

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

Federal regulations required KACTS to establish initial bridge and pavement condition performance targets on or before November 16, 2018, and required 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 targets [for PM1, PM2 and PM3]; or
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

MaineDOT Statewide					
PM-2 Pavement and Bridge Condition Performance Targets					
Performance Measure		2023 Data	2-Year Target	4-year Target	State of Good Repair
Interstate Pavement	Good	31.1%	28.0%	32.0%	35.0%
	Fair	68.7%			62.0%
	Poor	0.2%	1.5%	1.5%	3.0%
Non-Interstate Pavement	Good	42.9%	40.0%	40.0%	40.0%
	Fair	51.9%			52.0%
	Poor	5.2%	6.2%	7.5%	7.5%
NHS Bridges	Good	25.3%	26.2%	27.5%	40.0%
	Fair	67.6%			53.0%
	Poor	7.1%	7.1%	5.5%	7.0%

KACTS agreed to adopt the statewide targets. If these are not met at the state level, KACTS, and Maine’s other 3 MPOs will program in such a way to help MaineDOT move towards the statewide targets, which are outlined below:

Freight Reliability and System Performance

MAP-21 and the FAST Act established six performance measures to carry out the National Highway Performance Program, National Highway Freight Program, and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. 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 National Highway System
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

For each of these performance measures, per Federal regulations KACTS was required to establish targets on or before November 16, 2018 and every four years thereafter, related to each performance measure by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT targets [for PM1, PM2 and PM3]; or
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

The KACTS and statewide targets are below:

MaineDOT Statewide and KACTS Planning Area				
PM-3 System Performance and Freight Reliability on NHS Performance Targets				
Performance Measure		2023 Data	2024 Data	MaineDOT Target
Truck Travel Time Reliability Index (TTTR)	State	1.26	1.24	< 1.40
	KACTS	1.28	1.36	
% PMT Reliable on Interstate	State	100.0%	100.0%	>= 95%
	KACTS	100.0%	100.0%	
% PMT Reliable on Non-Interstate NHS	State	93.3%	97.5%	>= 90%
	KACTS	97.5%	98.7%	

KACTS 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. KACTS will continue to support local, regional and state-wide efforts to improve system performance and reliability.

Additional information about MaineDOT'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-final.pdf>

FTA Transit Asset Management

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.

These targets deal with four broad areas of asset categories; Equipment, Rolling Stock, Facilities, and Infrastructure. The KACTS region contains no relevant infrastructure as defined in 49 CFR 625 (i.e. fixed guideway for light rail or mass transit), and therefore does not have to set targets for this category. All targets developed were done in conjunction with MaineDOT after reviewing their TAM targets and plan for smaller transit agencies, known as Tier II agencies. KACTS also reviewed targets developed by Cooperative Alliance for Seacoast Transportation (COAST) which provides transit in the KACTS region. These targets have been developed in cooperation with two of NH's Metropolitan Planning Organizations, Strafford Planning Commission and Rockingham Planning Commission, with whom COAST service areas are shared.

Definitions

Rolling Stock

FTA defines Rolling Stock as "transit vehicles such as buses, vans, cars, railcars, locomotives, trolley cars and buses, and ferry boats, as well as vehicles used for support services". These include vehicles that are used to produce revenues through fares and other sources.

Equipment

49 CFR Part 625 defines Equipment as "an article of nonexpendable, tangible property having a useful life of at least one year". These may include non-revenue vehicles that support the operations of an agency.

Facilities

49 CFR Part 625 defines Facilities as "a building or structure that is used in providing public transportation". Facilities could include maintenance facilities, garages and other capital used to support the operations of an agency.

TAM Targets for YCCAC

Performance Measure	Asset Class	2024 Target Beyond Useful Life	2024 Actuals	2025 Target Beyond Useful Life
Rolling Stock				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobiles	100%	100%	100%
	Bus	43%	43.06%	36%
	Cutaway	30%	61.67%	56%
	Ferryboat	33%	55.56%	33%
	Minivan	100%	86.67%	82%
	SUV	100%	100%	100%
	Van	46%	51.18%	66%
Equipment				
Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Automobiles	100%	100%	100%
	Service Truck	33%	18.18%	33%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Term Scale	Passenger & Parking	0%	0%	0%
	Administrative and Maintenance	0%	0%	0%

TAM Targets for COAST

Performance Measure	Asset Class	2024 Target Beyond Useful Life	2024 Actuals	2025 Target Beyond Useful Life
Rolling Stock				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark	Bus	46%	46%	46%
	Cutaway	13%	40%	38%
	Van	14%	14%	57%
Equipment				
Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Automobiles	50%	50%	50%
	Trucks or other rubber tire vehicles	67%	67%	67%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Term Scale	Passenger & Parking	100%	100%	100%
	Admin. and Maintenance	0%	100%	100%

FTA Transit Safety Performance Measures

The National Transit Safety Plan (NSP) outlines four categories of safety measures, whereby seven safety performance targets must be established by mode:

1. Fatalities - Total number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode.
2. Injuries - Total number of injuries reported to NTD and rate per total VRM by mode.
3. Safety Events - Total number of safety events reported to NTD and rate per total VRM by mode.
4. System Reliability - Mean distance between major mechanical failures by mode..

Transit agencies are required to review their Public Transportation Agency Safety Plans, and performance targets, annually. Just as with TAM SGR performance targets, MPOs are not required to set new transit safety targets each year, but can revisit the regional safety performance targets based on the schedule for preparation of its system performance report that is part of the MTP.

The initial KACTS metropolitan planning area transit safety performance targets were approved in July 2020 as part of the Public Transportation Agency Safety Plan (PTASP). This TIP incorporates the goals and objectives as submitted in the most recent Public Transportation Agency Safety Plan.

Mode of Transit Service	Fatalities per NTD Reporting Year (total)	Fatalities (per 100 thousand VRM)	Injuries per NTD Reporting Year (total)	Injuries (per 100 thousand VRM)	Safety Events per NTD Reporting Year(total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM / failures)
MB	0.00	0.00	1.2	0.19	1.40	0.22	82,941
DR	0.00	0.00	0.20	0.02	0.20	0.02	20,873

WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2025	2026	2027	2028			
Route 91 <i>Beginning at Scotland Bridge Road and extending northwest 3.75 miles.</i>												
Eliot, South Berwick 2412100	024121.00 Highways Hot-In-Place Recycle	PE:		\$76,912	Federal NHPP	\$10,000	\$10,000	\$0	\$0	\$0	\$0	
		ROW:		\$0	Federal STP	\$2,913,952	\$2,729,346	\$184,607	\$0	\$0	\$0	
		CON:		\$3,266,843	Highway and Bridge	\$730,988	\$684,836	\$46,152	\$0	\$0	\$0	
		CE:		\$311,186	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		Other:		\$0								
		Totals:				\$3,654,941	\$3,424,182	\$230,758	\$0	\$0	\$0	
Route 236 <i>Beginning at the I-95 overpass and extending north 10.43 miles to Route 4. Includes 0.63 of a mile on Route 236S.</i>												
Eliot 1942900	019429.00 Highways Intersection Improvements W/ Signal	PE:		\$225,000	Federal STP	\$188,000	\$173,975	\$4,675	\$4,675	\$4,675	\$0	
		ROW:		\$10,000	Highway and Bridge	\$47,000	\$43,494	\$1,169	\$1,169	\$1,169	\$0	
		CON:		\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		CE:		\$0								
		Other:		\$0								
		Totals:				\$235,000	\$217,468	\$5,844	\$5,844	\$5,844	\$0	
Route 236/Depot Road <i>Located at the intersection of Route 236 and Depot Road.</i>												
Eliot 2552700	025527.00 Highways Roadside Improvements	PE:		\$16,100	Federal HSIP	\$322,276	\$322,239	\$36	\$0	\$0	\$0	
		ROW:		\$0	Highway and Bridge	\$35,808	\$35,804	\$4	\$0	\$0	\$0	
		CON:		\$321,984	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		CE:		\$20,000								
		Other:		\$0								
		Totals:				\$358,084	\$358,043	\$41	\$0	\$0	\$0	
Various Locations <i>Truck Weigh Areas.</i>												
Eliot 2713200	027132.00 Highways Intersection Improvements W/ Signal	PE:		\$140,000	Federal HSIP	\$50,000	\$50,000	\$0	\$0	\$0	\$0	
		ROW:		\$10,000	Federal STP	\$0	\$0	\$0	\$0	\$0	\$0	
		CON:		\$0	Federal Safety	\$70,000	\$0	\$23,333	\$23,333	\$23,333	\$0	
		CE:		\$0	Highway and Bridge	\$15,000	\$15,000	\$0	\$0	\$0	\$0	
		Other:		\$0	Local	\$15,000	\$15,000	\$0	\$0	\$0	\$0	
		Totals:				\$150,000	\$80,000	\$23,333	\$23,333	\$23,333	\$0	
Route 103/Route 236 <i>Located at the intersection of Route 236 and Route 103. KACTS Sponsored.</i>												
Eliot 2713400	027134.00 Highways Intersection Improvements W/O Signal	PE:		\$240,000	Federal HSIP	\$192,000	\$192,000	\$0	\$0	\$0	\$0	
		ROW:		\$10,000	Federal Safety	\$8,000	\$0	\$2,667	\$2,667	\$2,667	\$0	
		CON:		\$0	Highway and Bridge	\$25,000	\$25,000	\$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:				\$250,000	\$242,000	\$2,667	\$2,667	\$2,667	\$0	
Route 101/Route 236 <i>Located at the intersection of Route 236 and Route 101. KACTS Sponsored.</i>												
Eliot 2815400	028154.00 Highways Large Culvert Replacement	PE:		\$60,000	Federal STP	\$64,000	\$0	\$21,333	\$21,333	\$21,333	\$0	
		ROW:		\$20,000	Highway and Bridge	\$16,000	\$16,000	\$0	\$0	\$0	\$0	
		CON:		\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		CE:		\$0								
		Other:		\$0								
		Totals:				\$80,000	\$16,000	\$21,333	\$21,333	\$21,333	\$0	
Route 236 <i>Large culvert (#1005642) located 0.21 of a mile north of Depot Road.</i>												
Eliot 2846200	028462.00 Bicycle/Pedestrian New Construction	PE:		\$200,000	Federal STP	\$304,000	\$0	\$101,333	\$101,333	\$101,333	\$0	
		ROW:		\$180,000	Federal TAP	\$0	\$0	\$0	\$0	\$0	\$0	
		CON:		\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0	
		CE:		\$0	Local	\$76,000	\$76,000	\$0	\$0	\$0	\$0	
		Other:		\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		Totals:				\$380,000	\$76,000	\$101,333	\$101,333	\$101,333	\$0	
Beech Road <i>Beginning 0.01 of a mile northeast of Route 103 and extending northeast 0.95 of a mile to Route 236.</i>												
Kennebunk, North Berwick, Wells	027754.00 Bicycle/Pedestrian New Construction	PE:		\$410,000	Federal Grants	\$4,000,000	\$0	\$1,333,333	\$1,333,333	\$1,333,333	\$0	
		ROW:		\$100,000	MM Trans	\$1,510,000	\$0	\$843,333	\$333,333	\$333,333	\$0	
		CON:		\$4,500,000								
		CE:		\$500,000								
		Other:		\$0								
		Totals:				\$5,510,000	\$0	\$2,176,667	\$1,666,667	\$1,666,667	\$0	
Eastern Trail <i>Connect gaps along the Boston & Maine Railroad. 2023 RAISE Grant recipient.</i>												
Kennebunk, Wells 2318800	023188.00 Highways Bridge Substructure Rehabilitation	PE:		\$101,340	Federal STP	\$81,205	\$81,205	\$0	\$0	\$0	\$0	
		ROW:		\$236	Highway and Bridge	\$497,792	\$497,792	\$0	\$0	\$0	\$0	
		CON:		\$362,421	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		CE:		\$115,000								
		Other:		\$0								
		Totals:				\$578,997	\$578,997	\$0	\$0	\$0	\$0	
Route 9A <i>Branch Brook Bridge (#3091) over Branch Brook. Located on the Wells-Kennebunk town line.</i>												
Kennebunk, Wells 2752200	027522.00 Highways Mill And Fill	PE:		\$110,000	Federal STP	\$1,780,000	\$0	\$652,000	\$564,000	\$564,000	\$0	
		ROW:		\$0	Highway and Bridge	\$445,000	\$21,932	\$141,068	\$141,000	\$141,000	\$0	
		CON:		\$1,965,000								
		CE:		\$150,000								
		Other:		\$0								
		Totals:				\$2,225,000	\$21,932	\$793,068	\$705,000	\$705,000	\$0	
Route 1 <i>Beginning 0.16 of a mile north of Bypass Road and extending north 2.17 miles.</i>												
Kennebunk, Wells 2318800	029414.00 Highways Highway Cyclical Pavement Resurfacing	PE:		\$42,705	Federal STP	\$1,138,800	\$0	\$17,082	\$385,294	\$368,212	\$368,212	
		ROW:		\$0	Highway and Bridge	\$284,700	\$0	\$4,271	\$96,324	\$92,053	\$92,053	
		CON:		\$1,345,208	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		CE:		\$35,587								
		Other:		\$0								
		Totals:				\$1,423,500	\$0	\$21,353	\$481,618	\$460,265	\$460,265	
Route 9/Route 9W <i>Beginning at Route 1 and extending east 4.35 miles. Includes 0.03 of a mile on Route 9W.</i>												
Kennebunk 1939200	019392.00 Bicycle/Pedestrian Multimodal Improvements	PE:		\$35,434	Federal STP	\$59,498	\$59,498	\$0	\$0	\$0	\$0	
		ROW:		\$218	Federal TAP	\$459,715	\$459,715	\$0	\$0	\$0	\$0	
		CON:		\$604,099	Highway and Bridge	\$175	\$175	\$0	\$0	\$0	\$0	
		CE:		\$9,483	Local	\$129,847	\$129,847	\$0	\$0	\$0	\$0	
		Other:		\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		Totals:				\$649,234	\$649,234	\$0	\$0	\$0	\$0	
Depot Street <i>Beginning at Water Street and extending southeast 0.89 of a mile.</i>												
Kennebunk 2362900	023629.00 Highways Bridge Rehabilitation	PE:		\$245,600	Federal STP	\$1,560,480	\$100,800	\$1,459,680	\$0	\$0	\$0	
		ROW:		\$5,000	Highway and Bridge	\$390,120	\$330,879	\$59,241	\$0	\$0	\$0	
		CON:		\$1,600,000	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		CE:		\$100,000								
		Other:		\$0								
		Totals:				\$1,950,600	\$431,679	\$1,518,921	\$0	\$0	\$0	
Mill Street <i>Nash Mill Bridge (#5756) over Mousam River. Located 0.14 of a mile north of Hammond Road.</i>												
Kennebunk 2450900	024509.00 Highways Highway Cyclical Pavement Resurfacing	PE:		\$15,960	Federal LHIP	\$142,173	\$142,173	\$0	\$0	\$0	\$0	
		ROW:		\$0	Federal STP	\$37,827	\$12,800	\$25,027	\$0	\$0	\$0	
		CON:		\$189,782	Highway and Bridge	\$45,000	\$40,743	\$4,257	\$0	\$0	\$0	
		CE:		\$31,258	Local	\$12,000	\$12,000	\$0	\$0	\$0	\$0	
		Other:		\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0	
		Totals:				\$237,000	\$207,717	\$29,283	\$0	\$0	\$0	
Route 35 <i>Beginning at Route 1 and extending north 0.50 of a mile, including the roundabout.</i>												

WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2025	2026	2027	2028
KACTS Allocation Reserved funding for Kittery Area Comprehensive Transportation System (KACTS) Capital Improvements.									
Kittery 2783224	027832.24 Highways Bridge Inspections	PE: \$325,000 ROW: \$0 CON: \$0 CE: \$0 Other: \$0	Federal NHS Federal STP Highway and Bridge	\$292,500 \$0 \$32,500	\$0 \$0 \$32,500	\$292,500 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
		Totals:		\$325,000	\$32,500	\$292,500	\$0	\$0	\$0
Route 1A/Interstate 95 Sarah Mildred Long Bridge (#3641) located on the Maine-New Hampshire state line. I-95/Piscataqua River Bridge (#6330) located on the Maine-New Hampshire state line.									
Kittery 2783225	027832.25 Highways Bridge Inspections	PE: \$325,000 ROW: \$0 CON: \$0 CE: \$0 Other: \$0	Federal NHS Federal STP Highway and Bridge	\$260,000 \$0 \$65,000	\$0 \$0 \$65,000	\$260,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
		Totals:		\$325,000	\$65,000	\$260,000	\$0	\$0	\$0
Route 1A/Interstate 95 Sarah Mildred Long Bridge (#3641) located on the Maine-New Hampshire state line. I-95/Piscataqua River Bridge (#6330) located on the Maine-New Hampshire state line.									
Kittery	027832.26 Highways Bridge Inspections	PE: \$325,000 ROW: \$0 CON: \$0 CE: \$0 Other: \$0	Federal STP Highway and Bridge	\$260,000 \$65,000	\$0 \$0	\$0 \$0	\$260,000 \$65,000	\$0 \$0	\$0 \$0
		Totals:		\$325,000	\$0	\$0	\$325,000	\$0	\$0
Route 1A/Interstate 95 Sarah Mildred Long Bridge (#3641) located on the Maine-New Hampshire state line. I-95/Piscataqua River Bridge (#6330) located on the Maine-New Hampshire state line.									
Kittery	027832.27 Highways Bridge Inspections	PE: \$325,000 ROW: \$0 CON: \$0 CE: \$0 Other: \$0	Federal STP Highway and Bridge	\$260,000 \$65,000	\$0 \$0	\$0 \$0	\$0 \$0	\$260,000 \$65,000	\$0 \$0
		Totals:		\$325,000	\$0	\$0	\$0	\$325,000	\$0
Route 1A/Interstate 95 Sarah Mildred Long Bridge (#3641) located on the Maine-New Hampshire state line. I-95/Piscataqua River Bridge (#6330) located on the Maine-New Hampshire state line.									
Kittery	027992.00 Highways Inter-Agency Studies And Planning	PE: \$0 ROW: \$0 CON: \$0 CE: \$0 Other: \$500,000	Federal NHPP Federal NHS Highway and Bridge Other	\$90,000 \$360,000 \$50,000 \$0	\$90,000 \$0 \$50,000 \$0	\$0 \$360,000 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
		Totals:		\$500,000	\$140,000	\$360,000	\$0	\$0	\$0
Piscataqua River Bridge Development of a transportation management plan for both short- and long-term closures of the Piscataqua River Bridge (#6330), including traffic incident management and public outreach to minimize impacts to the traveling public. Phase 1									
Kittery	027992.10 Highways Inter-Agency Studies And Planning	PE: \$250,000 ROW: \$0 CON: \$0 CE: \$0 Other: \$0	Federal NHPP Highway and Bridge	\$225,000 \$25,000	\$0 \$0	\$225,000 \$25,000	\$0 \$0	\$0 \$0	\$0 \$0
		Totals:		\$250,000	\$0	\$250,000	\$0	\$0	\$0
Piscataqua River Bridge Development of a transportation management plan for both short- and long-term closures of the Piscataqua River Bridge (#6330), including traffic incident management and public outreach to minimize impacts to the traveling public. Phase 2									
Kittery	027992.20 Highways Inter-Agency Studies And Planning	PE: \$250,000 ROW: \$0 CON: \$0 CE: \$0 Other: \$0	Federal NHPP Highway and Bridge	\$225,000 \$25,000	\$0 \$0	\$225,000 \$25,000	\$0 \$0	\$0 \$0	\$0 \$0
		Totals:		\$250,000	\$0	\$250,000	\$0	\$0	\$0
Piscataqua River Bridge Development of a transportation management plan for both short- and long-term closures of the Piscataqua River Bridge (#6330), including traffic incident management and public outreach to minimize impacts to the traveling public. Phase 3									
Kittery 2812200	028122.00 Highways Bridge Painting	PE: \$2,000,000 ROW: \$10,000 CON: \$15,990,000 CE: \$2,000,000 Other: \$0	Federal NHPP Federal NHS Highway and Bridge Private	\$8,095,500 \$904,500 \$1,000,000 \$10,000,000	\$0 \$0 \$100,500 \$1,005,000	\$0 \$452,250 \$0 \$0	\$2,698,500 \$452,250 \$299,833 \$2,998,333	\$2,698,500 \$0 \$299,833 \$2,998,333	\$2,698,500 \$0 \$299,833 \$2,998,333
		Totals:		\$20,000,000	\$1,105,500	\$452,250	\$6,448,917	\$5,996,667	\$5,996,667
Interstate 95 Kittery, I-95/Piscataqua River Bridge (#6330) over Piscataqua River/Route 103. Located at the New Hampshire state line.									
Kittery 2846600	028466.00 Bicycle/Pedestrian New Construction	PE: \$81,585 ROW: \$40,000 CON: \$0 CE: \$0 Other: \$0	Federal STP Federal TAP Highway and Bridge Local Other	\$97,268 \$0 \$0 \$24,317 \$0	\$0 \$0 \$0 \$24,317 \$0	\$32,423 \$0 \$0 \$0 \$0	\$32,423 \$0 \$0 \$0 \$0	\$32,423 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0
		Totals:		\$121,585	\$24,317	\$32,423	\$32,423	\$32,423	\$0
Stevenson Road Beginning 0.05 of a mile west of Manson Road and extending west 0.41 of a mile.									
Kittery	028538.00 Highways Highway Improvement	PE: \$0 ROW: \$0 CON: \$247,525 CE: \$0 Other: \$0	Federal STP Highway and Bridge	\$220,023 \$27,502	\$0 \$0	\$0 \$0	\$73,341 \$9,167	\$73,341 \$9,167	\$73,341 \$9,167
		Totals:		\$247,525	\$0	\$0	\$82,508	\$82,508	\$82,508
KACTS Allocation Remaining Allocation for KACTS Area.									
Kittery 2889000	028890.00 Bicycle/Pedestrian New Construction	PE: \$58,840 ROW: \$0 CON: \$0 CE: \$0 Other: \$0	Federal STP Local Other	\$47,072 \$11,768 \$0	\$0 \$11,768 \$0	\$15,691 \$0 \$0	\$15,691 \$0 \$0	\$15,691 \$0 \$0	\$0 \$0 \$0
		Totals:		\$58,840	\$11,768	\$15,691	\$15,691	\$15,691	\$0
Route 1 Beginning at Route 236 and extending north 0.34 of a mile. KACTS Sponsored.									
Kittery	029480.00 Highways Highway Cyclical Pavement Resurfacing	PE: \$0 ROW: \$0 CON: \$788,092 CE: \$0 Other: \$0	Federal STP Local	\$630,474 \$157,618	\$0 \$0	\$0 \$0	\$0 \$0	\$210,158 \$52,539	\$210,158 \$52,539
		Totals:		\$788,092	\$0	\$0	\$0	\$262,697	\$262,697
Various locations Reserved funding for HCP 3 and 4 paving for the KACTS area.									
Lebanon 2391500	023915.00 Railroad Rail Crossing Improvements	PE: \$8,000 ROW: \$0 CON: \$319,460 CE: \$7,000 Other: \$0	Federal RH Xing Program Federal Rail Highway and Bridge Other Private	\$240,817 \$25,257 \$1,500 \$0 \$66,886	\$240,817 \$0 \$1,500 \$0 \$29,367	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$12,506	\$0 \$8,419 \$0 \$0 \$12,506	\$0 \$8,419 \$0 \$0 \$12,506
		Totals:		\$334,460	\$271,684	\$0	\$0	\$20,925	\$20,925
Prospect Hill Road Rail Crossing ID (#051230B) located 0.01 of a mile south of Homestead Road.									
Lebanon 2595504	025955.04 Highways Intersection Improvements W/ Signal	PE: \$12,500 ROW: \$0 CON: \$19,547 CE: \$5,000 Other: \$0	Federal HSIP Federal Safety Highway and Bridge Other	\$29,742 \$3,600 \$3,705 \$0	\$29,419 \$0 \$3,669 \$0	\$324 \$3,600 \$36 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
		Totals:		\$37,047	\$33,088	\$3,960	\$0	\$0	\$0
Route 202/Depot Road Located at the intersection of Route 202 and Depot Road.									

WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2025	2026	2027	2028
Southern Region 002173.26 Production Support And Administration Mpo Program Management	PE:	\$0	Federal MPP	\$691,422	\$0	\$0	\$230,474	\$230,474	\$230,474
	ROW:	\$0	Highway and Bridge	\$86,428	\$0	\$0	\$28,809	\$28,809	\$28,809
	CON:	\$0							
	CE:	\$0	Local	\$86,428	\$0	\$0	\$28,809	\$28,809	\$28,809
	Other:	\$864,277							
Totals:				\$864,277	\$0	\$0	\$288,092	\$288,092	\$288,092
KACTS Planning Kittery Area Comprehensive Transportation System (KACTS) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Kittery metropolitan area.									
Southern Region 1480023	PE:	\$0	Federal Planning	\$79,998	\$79,998	\$0	\$0	\$0	\$0
	ROW:	\$0	Highway and Bridge	\$20,000	\$20,000	\$0	\$0	\$0	\$0
	CON:	\$0							
	CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
	Other:	\$99,998							
Totals:				\$99,998	\$99,998	\$0	\$0	\$0	\$0
SMPDC RPO Support Southern Maine Planning and Development Commission (SMPDC) Regional Planning Organization support.									
Southern Region 1480024	PE:	\$0	Federal Planning	\$80,000	\$80,000	\$0	\$0	\$0	\$0
	ROW:	\$0	Highway and Bridge	\$20,000	\$20,000	\$0	\$0	\$0	\$0
	CON:	\$0							
	CE:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
	Other:	\$100,000							
Totals:				\$100,000	\$100,000	\$0	\$0	\$0	\$0
SMPDC RPO Support Southern Maine Planning and Development Commission (SMPDC) Regional Planning Organization support.									
Southern Region 1480025	PE:	\$0	Federal Planning	\$80,000	\$0	\$80,000	\$0	\$0	\$0
	ROW:	\$0	Highway and Bridge	\$20,000	\$2,500	\$17,500	\$0	\$0	\$0
	CON:	\$0							
	CE:	\$0							
	Other:	\$100,000							
Totals:				\$100,000	\$2,500	\$97,500	\$0	\$0	\$0
SMPDC RPO Support Southern Maine Planning and Development Commission (SMPDC) Regional Planning Organization support.									
Southern Region 014854.26	PE:	\$0	Federal Planning	\$10,000	\$0	\$0	\$10,000	\$0	\$0
	ROW:	\$0	Highway and Bridge	\$2,500	\$0	\$0	\$2,500	\$0	\$0
	CON:	\$0							
	CE:	\$0							
	Other:	\$12,500							
Totals:				\$12,500	\$0	\$0	\$12,500	\$0	\$0
SMPDC RPO Support Southern Maine Planning and Development Commission (SMPDC) Regional Planning Organization support.									
Southern Region 014854.27	PE:	\$0	Federal Planning	\$10,000	\$0	\$0	\$0	\$10,000	\$0
	ROW:	\$0	Highway and Bridge	\$2,500	\$0	\$0	\$0	\$2,500	\$0
	CON:	\$0							
	CE:	\$0							
	Other:	\$12,500							
Totals:				\$12,500	\$0	\$0	\$0	\$12,500	\$0
SMPDC RPO Support Southern Maine Planning and Development Commission (SMPDC) Regional Planning Organization support.									
Statewide 014272.70 Production Support And Administration Mpo Program Management	PE:	\$0	Federal NHS	\$0	\$0	\$0	\$0	\$0	\$0
	ROW:	\$0	Federal STP	\$65,887	\$0	\$65,887	\$0	\$0	\$0
	CON:	\$79,876	Highway and Bridge	\$13,989	\$0	\$13,989	\$0	\$0	\$0
	CE:	\$0	Local	\$0	\$0	\$0	\$0	\$0	\$0
	Other:	\$0							
Totals:				\$79,876	\$0	\$79,876	\$0	\$0	\$0
Remaining Allocation Transfer WIN for unprogrammed federal and state funding allocated to the Kittery Area Transportation Systems (KACTS).									
Wells 2353500	PE:	\$305,000	Federal STP	\$2,244,000	\$264,000	\$1,980,000	\$0	\$0	\$0
	ROW:	\$25,000	Highway and Bridge	\$561,000	\$552,771	\$8,229	\$0	\$0	\$0
	CON:	\$2,328,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
	CE:	\$225,000	Private	\$78,000	\$0	\$78,000	\$0	\$0	\$0
	Other:	\$0							
Totals:				\$2,883,000	\$816,771	\$2,066,229	\$0	\$0	\$0
Post Road Buffam Bridge (#2107) over Webhannet River. Located 0.02 of a mile south of Falls Park.									
Wells 2379100	PE:	\$190,000	Federal HSIP	\$1,632,105	\$135,000	\$29,250	\$508,785	\$479,535	\$479,535
	ROW:	\$25,000	Highway and Bridge	\$181,345	\$15,000	\$3,250	\$56,532	\$53,282	\$53,282
	CON:	\$1,486,450							
	CE:	\$112,000							
	Other:	\$0							
Totals:				\$1,813,450	\$150,000	\$32,500	\$565,317	\$532,817	\$532,817
Route 109/Garden Street Located at the intersection of Route 109 and Garden Street.									
Wells 2379300	PE:	\$44,327	Federal HSIP	\$253,369	\$253,369	\$0	\$0	\$0	\$0
	ROW:	\$291	Federal Safety	\$31,032	\$0	\$31,032	\$0	\$0	\$0
	CON:	\$265,382	Highway and Bridge	\$31,600	\$31,600	\$0	\$0	\$0	\$0
	CE:	\$56,000	Local	\$50,000	\$50,000	\$0	\$0	\$0	\$0
	Other:	\$0	Other	\$0	\$0	\$0	\$0	\$0	\$0
Totals:				\$366,000	\$334,968	\$31,032	\$0	\$0	\$0
Route 109 Located at the intersection of Route 109 and Route 9A.									
Wells FLAP006	PE:	\$120,000	Federal Forest Highways	\$922,000	\$922,000	\$0	\$0	\$0	\$0
	ROW:	\$0	Highway and Bridge	\$0	\$0	\$0	\$0	\$0	\$0
	CON:	\$906,000	Local	\$230,000	\$230,000	\$0	\$0	\$0	\$0
	CE:	\$126,000	Other	\$0	\$0	\$0	\$0	\$0	\$0
	Other:	\$0							
Totals:				\$1,152,000	\$1,152,000	\$0	\$0	\$0	\$0
Rachel Carson Sanctuary Improvements to Harbor Road within the Rachel Carson National Wildlife Refuge. Improvements to include sidewalks, bicycle lanes, and streetscape improvements. Federal Lands Access Program.									
Wells FLAP010	PE:	\$20,000	Federal Forest Highways	\$50,670	\$15,900	\$0	\$11,590	\$11,590	\$11,590
	ROW:	\$0	Local	\$13,330	\$4,100	\$0	\$3,077	\$3,077	\$3,077
	CON:	\$34,000							
	CE:	\$10,000							
	Other:	\$0							
Totals:				\$64,000	\$20,000	\$0	\$14,667	\$14,667	\$14,667
Rachel Carson Sanctuary Improvements to Furbish Road within the Rachel Carson National Wildlife Refuge. Federal Lands Access Program.									
Wells 2590500	PE:	\$5,000	Federal RH Xing Program	\$313,575	\$311,207	\$2,368	\$0	\$0	\$0
	ROW:	\$0	Highway and Bridge	\$1,500	\$1,237	\$263	\$0	\$0	\$0
	CON:	\$333,417	Other	\$0	\$0	\$0	\$0	\$0	\$0
	CE:	\$10,000	Private	\$33,342	\$33,342	\$0	\$0	\$0	\$0
	Other:	\$0							
Totals:				\$348,417	\$345,785	\$2,632	\$0	\$0	\$0
Burnt Mill Road Railroad crossing (#053168P) located 0.36 of a mile northwest of Route 9.									
Wells 026676.10 Highways Highway Improvement	PE:	\$3,950,000	Federal STP	\$3,200,000	\$0	\$1,066,667	\$1,066,667	\$1,066,667	\$0
	ROW:	\$50,000	Highway and Bridge	\$400,000	\$0	\$133,333	\$133,333	\$133,333	\$0
	CON:	\$0	Local	\$400,000	\$0	\$133,333	\$133,333	\$133,333	\$0
	CE:	\$0							
	Other:	\$0							
Totals:				\$4,000,000	\$0	\$1,333,333	\$1,333,333	\$1,333,333	\$0
Route 1 Village Partnership Initiative. Beginning at the Ogunquit town line and extending north 5.60 miles to Port Road.									
Wells 2752000	PE:	\$25,000	Federal STP	\$485,761	\$0	\$175,254	\$155,254	\$155,254	\$0
	ROW:	\$0	Highway and Bridge	\$121,440	\$5,000	\$38,813	\$38,813	\$38,813	\$0
	CON:	\$550,731							
	CE:	\$31,470							
	Other:	\$0							

WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2025	2026	2027	2028
Wells 2752000	027520.00 Highways Mill And Fill		Totals:	\$607,201	\$5,000	\$214,067	\$194,067	\$194,067	\$0
Route 1 Beginning 0.03 of a mile north of Harbor Road and extending north 0.37 of a mile.									
York 2089900	020899.00 Highways Install Or Replace Traffic Signals	PE: ROW: CON: CE: Other:	\$54,500 \$5,000 \$576,689 \$78,500 \$0	Federal STP Highway and Bridge Local Other	\$542,000 \$67,750 \$104,939 \$0	\$14,900 \$66,955 \$66,955 \$0	\$527,100 \$795 \$37,984 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
Totals:				\$714,689	\$148,810	\$565,879	\$0	\$0	\$0
Route 1 Beginning 0.13 of a mile north of Rogers Road and extending north 0.24 of a mile. Includes the intersection of Route 1 and Short Sands Road. KACTS Sponsored.									
York 2165100	021651.00 Highways Intersection Reconstruction	PE: ROW: CON: CE: Other:	\$500,000 \$350,000 \$3,110,400 \$350,000 \$0	Federal STP Highway and Bridge Local	\$3,048,320 \$381,040 \$881,040	\$0 \$7,500 \$7,500	\$1,202,773 \$142,847 \$642,847	\$922,773 \$115,347 \$115,347	\$922,773 \$115,347 \$115,347
Totals:				\$4,310,400	\$15,000	\$1,988,467	\$1,153,467	\$1,153,467	\$0
Route 1A/Long Sands Road 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.									
York 2165101	021651.01 Highways Highway Rehabilitation	PE: ROW: CON: CE: Other:	\$100,000 \$100,000 \$1,000,000 \$150,000 \$0	Federal STP Highway and Bridge Local	\$1,080,000 \$135,000 \$135,000	\$0 \$50 \$50	\$53,333 \$6,650 \$6,650	\$53,333 \$6,650 \$6,650	\$360,000 \$44,983 \$44,983
Totals:				\$1,350,000	\$100	\$66,633	\$66,633	\$449,967	\$383,333
Route 1A Beginning at Hospital Drive and extending south 0.29 of a mile to Moulton Lane. KACTS Sponsored.									
York 2852600	028526.00 Highways Bridge Substructure Rehabilitation	PE: ROW: CON: CE: Other:	\$100,000 \$10,000 \$790,000 \$100,000 \$0	Federal LHIP Highway and Bridge LHIP	\$712,000 \$200,000 \$88,000	\$0 \$22,000 \$0	\$0 \$0 \$44,000	\$237,333 \$59,333 \$44,000	\$237,333 \$59,333 \$0
Totals:				\$1,000,000	\$22,000	\$44,000	\$340,667	\$296,667	\$296,667
Scotland Bridge Road Scotland Bridge (#2750) over the York River. Located 0.20 of a mile southwest of Route 91.									

KACTS Region FTA FTA SECTION 18 / 5311

WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2025	2026	2027	2028	
Biddeford, Old Orchard Beach, Saco	029036.25 Highway Transit Service Area Operating Assistance	Cap Equip:		\$0	Federal	\$174,273	\$174,273	\$0	\$0	\$0
		Contractual:		\$0						
		RTAP:		\$0						
		Admin:		\$0	Local	\$174,273	\$0	\$174,273	\$0	\$0
		Ops:		\$348,546						
Totals:				\$348,546	\$174,273	\$174,273	\$0	\$0	\$0	
<i>FTA 5311 Operating BSOOB</i> Transit Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Biddeford, Old Orchard Beach, Saco	029036.26 Highway Transit Service Area Operating Assistance	Cap Equip:		\$0	Federal	\$174,273	\$0	\$174,273	\$0	\$0
		Contractual:		\$0						
		RTAP:		\$0						
		Admin:		\$0	Local	\$174,273	\$0	\$174,273	\$0	\$0
		Ops:		\$348,546						
Totals:				\$348,546	\$0	\$348,546	\$0	\$0	\$0	
<i>FTA 5311 Operating BSOOB</i> Transit Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Biddeford, Old Orchard Beach, Saco	029036.27 Highway Transit Service Area Operating Assistance	Cap Equip:		\$0	Federal	\$101,954	\$0	\$0	\$0	\$101,954
		Contractual:		\$0						
		RTAP:		\$0						
		Admin:		\$0	Local	\$101,761	\$0	\$0	\$0	\$101,761
		Ops:		\$203,715						
Totals:				\$203,715	\$0	\$0	\$0	\$203,715	\$0	
<i>FTA 5311 Operating BSOOB</i> Transit Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Biddeford, Old Orchard Beach, Saco	029036.28 Highway Transit Service Area Operating Assistance	Cap Equip:		\$0	Federal	\$101,954	\$0	\$0	\$0	\$101,954
		Contractual:		\$0						
		RTAP:		\$0						
		Admin:		\$0	Local	\$101,761	\$0	\$0	\$0	\$101,761
		Ops:		\$203,715						
Totals:				\$203,715	\$0	\$0	\$0	\$0	\$203,715	
<i>FTA 5311 Operating BSOOB</i> Transit Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Kittery	029028.25 Highway Transit Service Area Administrative Assistance	Cap Equip:		\$0	Federal	\$329,602	\$329,602	\$0	\$0	\$0
		Contractual:		\$0						
		RTAP:		\$0						
		Admin:		\$412,003	Local	\$82,401	\$0	\$82,401	\$0	\$0
		Ops:		\$0						
Totals:				\$412,003	\$329,602	\$82,401	\$0	\$0	\$0	
<i>FTA 5311 Admin YCCAC</i> Transit Administrative Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Kittery	029028.26 Highway Transit Service Area Administrative Assistance	Cap Equip:		\$0	Federal	\$329,602	\$0	\$0	\$329,602	\$0
		Contractual:		\$0						
		RTAP:		\$0						
		Admin:		\$412,003	Local	\$82,401	\$0	\$0	\$82,401	\$0
		Ops:		\$0						
Totals:				\$412,003	\$0	\$0	\$412,003	\$0	\$0	
<i>FTA 5311 Admin YCCAC</i> Transit Administrative Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Kittery	029028.27 Highway Transit Service Area Administrative Assistance	Cap Equip:		\$0	Federal	\$192,825	\$0	\$0	\$0	\$192,825
		Contractual:		\$0						
		RTAP:		\$0						
		Admin:		\$240,940	Local	\$48,115	\$0	\$0	\$0	\$48,115
		Ops:		\$0						
Totals:				\$240,940	\$0	\$0	\$0	\$240,940	\$0	
<i>FTA 5311 Admin YCCAC</i> Transit Administrative Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Kittery	029028.28 Highway Transit Service Area Administrative Assistance	Cap Equip:		\$0	Federal	\$192,825	\$0	\$0	\$0	\$192,825
		Contractual:		\$0						
		RTAP:		\$0						
		Admin:		\$240,940	Local	\$48,115	\$0	\$0	\$0	\$48,115
		Ops:		\$0						
Totals:				\$240,940	\$0	\$0	\$0	\$0	\$240,940	
<i>FTA 5311 Admin YCCAC</i> Transit Administrative Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Kittery	029054.25 Highway Transit Service Area Operating Assistance	Cap Equip:		\$0	Federal	\$622,407	\$622,407	\$0	\$0	\$0
		Contractual:		\$0						
		RTAP:		\$0	Local	\$554,247	\$0	\$554,247	\$0	\$0
		Admin:		\$0	State	\$68,160	\$68,160	\$0	\$0	\$0
		Ops:		\$1,244,814						
Totals:				\$1,244,814	\$690,567	\$554,247	\$0	\$0	\$0	
<i>FTA 5311 Operating YCCAC</i> Transit Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Kittery	029054.26 Highway Transit Service Area Operating Assistance	Cap Equip:		\$0	Federal	\$622,407	\$0	\$0	\$622,407	\$0
		Contractual:		\$0						
		RTAP:		\$0	Local	\$554,247	\$0	\$0	\$554,247	\$0
		Admin:		\$0	State	\$68,160	\$0	\$0	\$68,160	\$0
		Ops:		\$1,244,814						
Totals:				\$1,244,814	\$0	\$0	\$1,244,814	\$0	\$0	
<i>FTA 5311 Operating YCCAC</i> Transit Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Kittery	029054.27 Highway Transit Service Area Operating Assistance	Cap Equip:		\$0	Federal	\$364,123	\$0	\$0	\$0	\$364,123
		Contractual:		\$0						
		RTAP:		\$0	Local	\$323,635	\$0	\$0	\$323,635	\$0
		Admin:		\$0	State	\$40,050	\$0	\$0	\$0	\$40,050
		Ops:		\$727,808						
Totals:				\$727,808	\$0	\$0	\$0	\$727,808	\$0	
<i>FTA 5311 Operating YCCAC</i> Transit Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Kittery	029054.28 Highway Transit Service Area Operating Assistance	Cap Equip:		\$0	Federal	\$364,123	\$0	\$0	\$0	\$364,123
		Contractual:		\$0						
		RTAP:		\$0	Local	\$323,635	\$0	\$0	\$0	\$323,635
		Admin:		\$0	State	\$40,050	\$0	\$0	\$0	\$40,050
		Ops:		\$727,808						
Totals:				\$727,808	\$0	\$0	\$0	\$0	\$727,808	
<i>FTA 5311 Operating YCCAC</i> Transit Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Sanford	029070.25 Highway Transit Service Area Capital-Eligible Maintenance	Cap Equip:		\$100,000	Federal	\$80,000	\$80,000	\$0	\$0	\$0
		Contractual:		\$0						
		RTAP:		\$0						
		Admin:		\$0	Local	\$20,000	\$0	\$20,000	\$0	\$0
		Ops:		\$0						
Totals:				\$100,000	\$80,000	\$20,000	\$0	\$0	\$0	
<i>FTA 5311 Capital YCCAC</i> FTA Section 5311 for Capital Assistance - transit agencies statewide RURAL.										
Sanford	029070.26 Highway Transit Service Area Capital-Eligible Maintenance	Cap Equip:		\$100,000	Federal	\$80,000	\$0	\$0	\$80,000	\$0
		Contractual:		\$0						
		RTAP:		\$0						
		Admin:		\$0	Local	\$20,000	\$0	\$0	\$20,000	\$0
		Ops:		\$0						
Totals:				\$100,000	\$0	\$0	\$100,000	\$0	\$0	
<i>FTA 5311 Capital YCCAC</i> FTA Section 5311 for Capital Assistance - transit agencies statewide RURAL.										
Sanford	029070.27 Highway Transit Service Area Capital-Eligible Maintenance	Cap Equip:		\$100,000	Federal	\$80,000	\$0	\$0	\$0	\$80,000
		Contractual:		\$0						
		RTAP:		\$0						
		Admin:		\$0	Local	\$20,000	\$0	\$0	\$0	\$20,000
		Ops:		\$0						
Totals:				\$100,000	\$0	\$0	\$0	\$100,000	\$0	

WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2025	2026	2027	2028	
FTA 5311 Capital YCCAC										
<i>FTA Section 5311 for Capital Assistance - transit agencies statewide RURAL.</i>										
Sanford	029070.28 Highway Transit Service Area Capital-Eligible Maintenance	Cap Equip:		\$100,000	Federal	\$80,000	\$0	\$0	\$0	\$80,000
		Contractual:		\$0						
		RTAP:		\$0	Local	\$20,000	\$0	\$0	\$0	\$20,000
		Admin:		\$0						
		Ops:		\$0						
		Totals:				\$100,000	\$0	\$0	\$0	\$100,000
FTA 5311 Capital YCCAC										
<i>FTA Section 5311 for Capital Assistance - transit agencies statewide RURAL.</i>										

KACTS Region FTA FTA SECTION 8 / 5303

WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2025	2026	2027	2028
Kittery 023348.28 Highway Transit Service Area Work Program Management	Cap Equip:	\$0	Federal	\$46,474	\$0	\$0	\$0	\$0	\$46,474
	Contractual:	\$0							
	RTAP:	\$0							
	Admin:	\$58,093	Local	\$11,619	\$0	\$0	\$0	\$0	\$11,619
	Ops:	\$0							
Totals:				\$58,093	\$0	\$0	\$0	\$0	\$58,093

FTA 5303 Metro Planning
Kittery Area Comprehensive Transportation System (KACTS), Federal Transit Administration 5303 for metropolitan planning. Funds are transferred to FHWA.

Southern Region 023348.25 Highway Transit Service Area Work Program Management	Cap Equip:	\$0	Federal	\$43,807	\$0	\$43,807	\$0	\$0	\$0
	Contractual:	\$0							
	RTAP:	\$0							
	Admin:	\$0	Local	\$10,952	\$0	\$10,952	\$0	\$0	\$0
	Ops:	\$0							
Totals:				\$54,759	\$0	\$54,759	\$0	\$0	\$0

FTA 5303 Metro Planning
Kittery Area Comprehensive Transportation System (KACTS), Federal Transit Administration 5303 for metropolitan planning. Funds are transferred to FHWA.

Southern Region 023348.26 Highway Transit Service Area Work Program Management	Cap Equip:	\$0	Federal	\$45,121	\$0	\$0	\$45,121	\$0	\$0
	Contractual:	\$0							
	RTAP:	\$0							
	Admin:	\$0	Local	\$11,280	\$0	\$0	\$11,280	\$0	\$0
	Ops:	\$0							
Totals:				\$56,401	\$0	\$0	\$56,401	\$0	\$0

FTA 5303 Metro Planning
Kittery Area Comprehensive Transportation System (KACTS), Federal Transit Administration 5303 for metropolitan planning. Funds are transferred to FHWA.

Southern Region 023348.27 Highway Transit Service Area Work Program Management	Cap Equip:	\$0	Federal	\$46,474	\$0	\$0	\$0	\$46,474	\$0
	Contractual:	\$0							
	RTAP:	\$0							
	Admin:	\$0	Local	\$11,619	\$0	\$0	\$0	\$11,619	\$0
	Ops:	\$0							
Totals:				\$58,093	\$0	\$0	\$0	\$58,093	\$0

FTA 5303 Metro Planning
Kittery Area Comprehensive Transportation System (KACTS), Federal Transit Administration 5303 for metropolitan planning. Funds are transferred to FHWA.

KACTS Region FTA FTA SECTION 9 / 5307

WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2025	2026	2027	2028
Berwick 022709.25 Highway Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$146,481	\$0	\$146,481	\$0	\$0	\$0
	Contractual:	\$0	Local	\$138,679	\$0	\$138,679	\$0	\$0	\$0
	RTAP:	\$0							
	Admin:	\$0	State	\$7,802	\$0	\$7,802	\$0	\$0	\$0
	Ops:	\$292,962							
Totals:				\$292,962	\$0	\$292,962	\$0	\$0	\$0

FTA 5307 Operating
Transit operating assistance for Dover/Rochester urbanized area, FTA Section 5307 for urbanized area transit.

Berwick 022709.26 Highway Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$241,400	\$0	\$0	\$241,400	\$0	\$0
	Contractual:	\$0	Local	\$233,599	\$0	\$0	\$233,599	\$0	\$0
	RTAP:	\$0							
	Admin:	\$0	State	\$7,802	\$0	\$0	\$7,802	\$0	\$0
	Ops:	\$482,801							
Totals:				\$482,801	\$0	\$0	\$482,801	\$0	\$0

FTA 5307 Operating
Transit operating assistance for Dover-Rochester UZA located in Maine, FTA Section 5307 for urbanized area transit.

Berwick 022709.27 Highway Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$248,643	\$0	\$0	\$0	\$248,643	\$0
	Contractual:	\$0	Local	\$240,841	\$0	\$0	\$0	\$240,841	\$0
	RTAP:	\$0							
	Admin:	\$0	State	\$7,802	\$0	\$0	\$0	\$7,802	\$0
	Ops:	\$497,286							
Totals:				\$497,286	\$0	\$0	\$0	\$497,286	\$0

FTA 5307 Operating
Transit operating assistance for Dover-Rochester UZA located in Maine, FTA Section 5307 for urbanized area transit.

Berwick 022709.28 Highway Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$248,643	\$0	\$0	\$0	\$0	\$248,643
	Contractual:	\$0	Local	\$238,697	\$0	\$0	\$0	\$0	\$238,697
	RTAP:	\$0							
	Admin:	\$0	State	\$9,946	\$0	\$0	\$0	\$0	\$9,946
	Ops:	\$497,286							
Totals:				\$497,286	\$0	\$0	\$0	\$0	\$497,286

FTA 5307 Operating
Transit operating assistance for Dover-Rochester UZA located in Maine, FTA Section 5307 for urbanized area transit.

Kittery 020644.25 Highway Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$259,140	\$0	\$259,140	\$0	\$0	\$0
	Contractual:	\$0	Local	\$227,932	\$0	\$227,932	\$0	\$0	\$0
	RTAP:	\$0							
	Admin:	\$0	State	\$31,208	\$0	\$31,208	\$0	\$0	\$0
	Ops:	\$518,280							
Totals:				\$518,280	\$0	\$518,280	\$0	\$0	\$0

FTA 5307 Operating
Transit operating assistance for Portsmouth, FTA Section 5307 for urbanized area transit.

Kittery 020644.26 Highway Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$427,063	\$0	\$0	\$427,063	\$0	\$0
	Contractual:	\$0	Local	\$395,855	\$0	\$0	\$395,855	\$0	\$0
	RTAP:	\$0							
	Admin:	\$0	State	\$31,208	\$0	\$0	\$31,208	\$0	\$0
	Ops:	\$854,126							
Totals:				\$854,126	\$0	\$0	\$854,126	\$0	\$0

FTA 5307 Operating
Transit operating assistance for Portsmouth, FTA Section 5307 for urbanized area transit.

Kittery 020644.27 Highway Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$369,662	\$0	\$0	\$0	\$369,662	\$0
	Contractual:	\$0	Local	\$338,454	\$0	\$0	\$0	\$338,454	\$0
	RTAP:	\$0							
	Admin:	\$0	State	\$31,208	\$0	\$0	\$0	\$31,208	\$0
	Ops:	\$739,324							
Totals:				\$739,324	\$0	\$0	\$0	\$739,324	\$0

FTA 5307 Operating
Transit operating assistance for Portsmouth, FTA Section 5307 for urbanized area transit.

Kittery 020644.28 Highway Transit Service Area Operating Assistance	Cap Equip:	\$739,324	Federal	\$369,662	\$0	\$0	\$0	\$0	\$369,662
	Contractual:	\$0	Local	\$340,089	\$0	\$0	\$0	\$0	\$340,089
	RTAP:	\$0							
	Admin:	\$0	State	\$29,573	\$0	\$0	\$0	\$0	\$29,573
	Ops:	\$0							
Totals:				\$739,324	\$0	\$0	\$0	\$0	\$739,324

FTA 5307 Operating
Transit operating assistance for Portsmouth, FTA Section 5307 for urbanized area transit.

Sanford 028048.27 Highway Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$294,445	\$0	\$0	\$0	\$294,445	\$0
	Contractual:	\$0	Local	\$258,865	\$0	\$0	\$0	\$258,865	\$0
	RTAP:	\$0							
	Admin:	\$0	State	\$35,580	\$0	\$0	\$0	\$35,580	\$0
	Ops:	\$588,890							
Totals:				\$588,890	\$0	\$0	\$0	\$588,890	\$0

Urban Transit Operating
FTA Section 5307 for operating assistance - York County Community Action Corporation (YCCAC).

Sanford 028048.28 Highway Transit Service Area Operating Assistance	Cap Equip:	\$0	Federal	\$294,445	\$0	\$0	\$0	\$0	\$294,445
	Contractual:	\$0	Local	\$265,001	\$0	\$0	\$0	\$0	\$265,001
	RTAP:	\$0							
	Admin:	\$0	State	\$29,445	\$0	\$0	\$0	\$0	\$29,445
	Ops:	\$588,890							
Totals:				\$588,890	\$0	\$0	\$0	\$0	\$588,890

Urban Transit Operating
FTA Section 5307 for operating assistance - York County Community Action Corporation (YCCAC).

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

(To be submitted with the Statewide Transportation Improvement Program)

The Metropolitan Planning Organization _____, 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: _____

Title: _____

Date: _____

Air Quality Conformity Analysis

Introduction

This report documents the air quality conformity determination for the 2025-2028 Statewide Transportation Improvement Program (STIP). The report was prepared by the Maine Department of Transportation (MaineDOT) in coordination with the Maine Department of Environmental Protection (DEP), Portland Area Comprehensive Transportation Committee (PACTS) Metropolitan Planning Organization (MPO) and Kittery Area Comprehensive Transportation System (KACTS) Metropolitan Planning Organization.

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

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

Maine's Air Quality Designations

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

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

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

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

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

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

Figure 1: Maine's Ozone Maintenance Areas

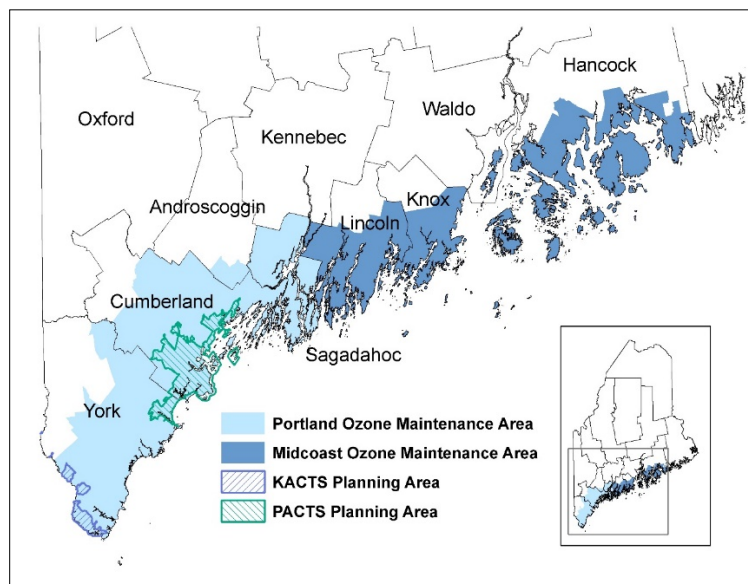


Table 1: Maine’s Ozone Maintenance Areas by County and Municipality

Area	County	Towns
Portland	York	Alfred, Arundel, Berwick, Biddeford, Buxton, Dayton, Eliot, Hollis, Kennebunk, Kennebunkport, Kittery, Limington, Lyman, North Berwick, Ogunquit, Old Orchard Beach, Saco, Sanford, South Berwick, Wells, and York
Portland	Cumberland	Brunswick, Cape Elizabeth, Casco, Cumberland, Falmouth, Freeport, Frye Island, Gorham, Gray, Harpswell, Long Island, New Gloucester, North Yarmouth, Portland, Pownal, Raymond, Scarborough, South Portland, Standish, Westbrook, Windham, and Yarmouth
Portland	Androscoggin	Durham
Portland	Sagadahoc	Arrowsic, Bath, Bowdoin, Bowdoinham, Georgetown, Perkins Twp, Phippsburg, Richmond, Topsham, West Bath, and Woolwich.
Midcoast	Lincoln	Alna, Boothbay, Boothbay Harbor, Bremen, Bristol, Damariscotta, Dresden, Edgcomb, 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 Planning and Development Commission (SMPDC)
- FHWA
- FTA
- EPA

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

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

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

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

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

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

- **Fiscal constraint.**

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

Conclusion

The preceding pages demonstrate that all the required conformity tests were satisfied in the Portland and Midcoast maintenance areas. A regional emissions analysis is not required in the orphan areas so the remaining criteria were evaluated and satisfied. Since a PM₁₀ hot-spot determination is no longer required, the conditions for the Presque Isle PM₁₀ maintenance area have also been satisfied. Therefore, the 2025-2028 STIP, and the 2025-2028 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 2023-2026 STIP/TIPs

The following projects listed in the 2025-2028 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

Updated 2024 MPO Boundaries	MPO	County	Towns	WIN	Title	Scope Description	Work Plan Description
1 - KACTS	3-KACTS	York	Berwick	02464700	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.
	3-KACTS	York	Berwick	02646600	BERWICK, ROUTE 9	RECONSTRUCTION	Beginning 0.14 of a mile north of Logan Street and extending north 4.07 miles. Project funding is contingent on Congressionally Directed Spending approval.
	3-KACTS	York	Eliot	01942900	ELIOT, ROUTE 236/DEPOT ROAD	INTERSECTION IMPROVEMENTS W/ SIGNAL	Located at the intersection of Route 236 and Depot Road.
	3-KACTS	York	Eliot	02713200	ELIOT, ROUTE 103/236	INTERSECTION IMPROVEMENTS W/ SIGNAL	Located at the intersection of Route 236 and Route 103. KACTS Sponsored.
	3-KACTS	York	Eliot	02713400	ELIOT, ROUTE 101/236	INTERSECTION IMPROVEMENTS W/O SIGNAL	Located at the intersection of Route 236 and Route 101. KACTS Sponsored.
	3-KACTS	York	Kennebunk	02826600	KENNEBUNK, CAT MOUSAM ROAD BRIDGE #5710	BRIDGE REPLACEMENT	Cat Mousam Road Bridge (#5710) over Day Brook. Located 0.16 of a mile north of Route 9A.
	3-KACTS	York	Kennebunk	02838000	KENNEBUNK, STONEY BRIDGE #1269	BRIDGE REPLACEMENT	Stoney Bridge (#1269) over Back Creek. Located 0.39 of a mile south of Route 9.
	3-KACTS	York	Kittery	02543300	KITTERY, ROUTE 1 BYPASS-GORGES ROAD	INSTALL OR REPLACE TRAFFIC SIGNALS	Located at the Intersection of Route 1 Bypass and Gorges Road.
	3-KACTS	York	Kittery	02543500	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.
	3-KACTS	York	South Berwick	02849800	SOUTH BERWICK, ROUTE 4/ROUTE 236	RECONSTRUCTION	Route 4: Begins 0.09 of a mile south of Harold L. Dow Highway and extends north 0.35 of a mile. Includes 0.27 of a mile on Route 236. Project funding is contingent on Congressionally Directed Spending approval.
	3-KACTS	York	South Berwick	02937200	SOUTH BERWICK, ROUTE 236 AND PUNKIN TOWN ROAD.	INSTALL OR REPLACE TRAFFIC SIGNALS	Located at the intersection of Route 236 and Punkin Town Road.
	3-KACTS	York	York	02165100	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.
	2 - PACTS	4-PACTS	Cumberland	Cumberland	02516100	CUMBERLAND, TUTTLE ROAD / I295 BRIDGE #5801	BRIDGE REPLACEMENT
4-PACTS		Cumberland	Cumberland	02618000	CUMBERLAND, NOYES BRIDGE #5932	BRIDGE REPLACEMENT	Noyes Bridge (#5932) over Mill Brook. Located 0.18 of a mile north of Cross Road.
4-PACTS		Cumberland	Cumberland	02917400	CUMBERLAND, ROUTE 26/SKILLIN ROAD/BLACKSTRAP ROAD	ROUNDBOUT CONSTRUCTION	Located at the intersection of Route 26/Skillin Road/Blackstrap Road. Project funding is contingent on Congressionally Directed Spending approval.
4-PACTS		Cumberland	Freeport	02313400	FREEPORT, RAILROAD CROSSING BRIDGE #3172	BRIDGE REPLACEMENT	Railroad Crossing Bridge (#3172) over MCRR. Located 0.05 of a mile south of Summer Street.
4-PACTS		Cumberland	Portland	02371300	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.
4-PACTS		Cumberland	Portland	02371500	PORTLAND, ROUTE 25/COLONIAL ROAD/COLUMBIA ROAD/WOODFORD STEET	INTERSECTION IMPROVEMENTS W/ SIGNAL	Located at the intersection of Route 25, Colonial Road, Columbia Road and Woodford Street. PACTS Sponsored.
4-PACTS		Cumberland	Portland	02371700	PORTLAND, ROUTE 302 MORRILL'S CORNER	RECONSTRUCTION	Beginning at Morrill's Corner and extending north 0.08 of mile.
4-PACTS		Cumberland	Portland	02506500	PORTLAND, FOREST AVENUE	INTERSECTION RECONSTRUCTION	Beginning at Marginal Way and extending southeast 0.20 of a mile to Park Avenue. PACTS Sponsored.
4-PACTS		Cumberland	Portland	02508900	PORTLAND, FRANKLIN STREET AND MARGINAL WAY	INTERSECTION IMPROVEMENTS W/ SIGNAL	Located at the intersection of Franklin Street and Marginal Way.
4-PACTS		Cumberland	Portland	02605500	PORTLAND, PARK AVENUE/CONGRESS STREET	RECONSTRUCTION	Located on Congress Street and Park Avenue, including ramps. Reconnecting Communities Grant recipient.
4-PACTS		Cumberland	Portland	02750600	PORTLAND, STATE/HIGH STREET	INSTALL OR REPLACE TRAFFIC SIGNALS	Reconstruct 14 traffic signals on State Street and High Street. Located between Forest Avenue and York Street.

Updated 2024 MPO Boundaries	MPO	County	Towns	WIN	Title	Scope Description	Work Plan Description
2 - PACTS	4-PACTS	Cumberland	Portland	02874000	PORTLAND, ROUTE 1A (FRANKLIN STREET)	ENHANCED PROJECT SCOPING	Village Partnership Initiative. Beginning at Commercial Street and extending northwest 0.76 of a mile to I-295 on and off ramps. 2024 Reconnecting Communities Grant Recipient.
	4-PACTS	Cumberland	Portland	02894000	PORTLAND, EAST DEERING AREA	RECONSTRUCTION	Village Partnership Initiative. New multiuse trails and bridge, mobility and other improvements associated with the Roux Institute redevelopment. FHWA RAISE Grant recipient.
	4-PACTS	Cumberland	Portland	02894010	PORTLAND, EAST DEERING AREA	RECONSTRUCTION	Village Partnership Initiative. Sherwood Street Bike/Ped Improvements and Shoreline Restoration and Resiliency with Campus Bike/Ped Trail. FHWA RAISE Grant recipient.
	4-PACTS	Cumberland	Portland	02894020	PORTLAND, EAST DEERING AREA	RECONSTRUCTION	Village Partnership Initiative. I-295 Exit 8 - New NB Off-Ramp, Baxter, Bates, 1-295 Intersection Improvements and the Washington Avenue Retrofit. FHWA RAISE Grant recipient.
	4-PACTS	Cumberland	Portland	02894030	PORTLAND, EAST DEERING AREA	RECONSTRUCTION	Village Partnership Initiative. New Trail Connections Under Tukey's Bridge to Back Bay Bike Network, Existing Tukey's Bridge Pathway Rehab and a New Bike/Ped Bridge Across Back Cove. FHWA RAISE Grant recipient.
	4-PACTS	Cumberland	South Portland	02807200	S. PORTLAND, MILL CREEK BRIDGE #0341	BRIDGE REPLACEMENT	Mill Creek Bridge (#0341) over Mill Creek. Located 0.02 of a mile northwest of Parkside Terrace.
	4-PACTS	Cumberland	Windham	02434100	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.
	4-PACTS	Cumberland	Windham	02666200	WINDHAM, ROUTE 35/115/302	RECONSTRUCTION	East Connector Road, Middle Connector Road, Route 302 improvements and Route 115/35 improvements. Including a new roadway from Franklin Drive and extending south to Route 115. 2023 RAISE Grant Recipient.
	4-PACTS	Cumberland	Yarmouth	02238200	YARMOUTH, ROUTE 1/ I-295 BRIDGE #5804	BRIDGE REPLACEMENT	Route 1/ I-295 Bridge (#5804) over Interstate 295. Located 0.04 of a mile north of Interstate 295 northbound Exit 15.
	4-PACTS	York	Biddeford	02565300	BIDDEFORD, ELM STREET	INTERSECTION RECONSTRUCTION	Beginning at St. Mary Street and extending northeast 0.12 of a mile to Lincoln Street. PACTS Sponsored. This Project is using Congressionally Directed Spending.
	Non-MPO	York	Arundel	02704600	ARUNDEL, LOG CABIN ROAD	RECONSTRUCTION	Located at the intersection of Log Cabin Road and Old Post Road.
	Non-MPO	York	Arundel	02936400	ARUNDEL, ROUTE 111/LIMERICK ROAD	INSTALL OR REPLACE TRAFFIC SIGNALS	Located at the intersection of Route 111 and Limerick Road.
3 - NonMPO	Non-MPO	Cumberland	Brunswick	02191000	BRUNSWICK, ROUTE 1/MILL STREET/STANWOOD STREET	INTERSECTION IMPROVEMENTS W/ SIGNAL	Located at the intersection of Route 1, Mill Street, and Stanwood Street.
	Non-MPO	Cumberland	Brunswick	02594900	BRUNSWICK, ROUTE 1	INTERSECTION IMPROVEMENTS W/ SIGNAL	Located at the intersection of Route 1 and River Road.
	Non-MPO	Cumberland	Brunswick	02603700	BRUNSWICK, ROUTE 1	INTERSECTION IMPROVEMENTS W/ SIGNAL	Located at the intersection of Route 1 and Church Road.
	Non-MPO	Cumberland	Brunswick	02712600	BRUNSWICK, COOK'S CORNER TRAFFIC SIGNALS	INSTALL OR REPLACE TRAFFIC SIGNALS	Various locations in and around Cook's Corner.
	Non-MPO	Cumberland	Brunswick	02725200	BRUNSWICK, DURHAM ROAD BRIDGE #5685	BRIDGE REPLACEMENT	Durham Road Bridge (#5685) over Interstate 295. Located 0.29 of a mile west of Merryman Lane.
	Non-MPO	Cumberland	Brunswick	02811400	BRUNSWICK, ROUTE 24B	RECONSTRUCTION	Beginning at Mason Street and extending north 0.14 of a mile to the Frank J. Wood Bridge (#2016). This includes Bow, Cabot Streets, and the Route 1 South on-ramp.
	Non-MPO	Cumberland	New Gloucester	02619200	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.
	Non-MPO	Cumberland	Pownal	02920000	POWNAL, MERRILLS BRIDGE #0197	BRIDGE REPLACEMENT	Merrills Bridge (#0197) over Chandler Brook. Located 0.40 of a mile east of Lawrence Road.
	Non-MPO	Hancock	Blue Hill	01872800	BLUE HILL, VILLAGE BRIDGE #2893	BRIDGE SUPERSTRUCTURE REPLACEMENT	Village Bridge (#2893) over Mill Stream. Located 0.04 of a mile northeast of Water Street.
	Non-MPO	Hancock	Blue Hill	02832600	BLUE HILL, EAST BLUE HILL BRIDGE #3668	BRIDGE REPLACEMENT	East Blue Hill Bridge (#3668) over McHeard Cove. Located 0.05 of a mile east of Jay Carter Road.
	Non-MPO	Hancock	Hancock	02752400	HANCOCK, CARRYING PLACE BR #2134	BRIDGE REPLACEMENT	Carrying Place Bridge (#2134) over Carrying Place. Located 0.04 of a mile east of Whale Rock Lane.
	Non-MPO	Knox	Camden	02314200	CAMDEN, MAIN STREET BRIDGE #2497	BRIDGE SUPERSTRUCTURE REPLACEMENT	Main Street Bridge (#2497) over Megunticook River. Located 0.03 of a mile south of Alantic Avenue.
	Non-MPO	Knox	Warren	02323000	WARREN, FULLER BRIDGE #3784	BRIDGE REPLACEMENT	Fuller Bridge (#3784) over Fuller Brook. Located 0.25 of a mile north of the North Pond Road.
Non-MPO	Knox	Warren	02703400	WARREN, ROUTE 235 AND OLD AUGUSTA ROAD	FLASHING BEACON	Located at the intersection of Route 235 and Old Augusta Road.	

Updated 2024 MPO Boundaries	MPO	County	Towns	WIN	Title	Scope Description	Work Plan Description
3 - NonMPO	Non-MPO	Knox	Warren	02703600	WARREN, ROUTE 90	ROUNDAABOUT CONSTRUCTION	Located at Route 90 and Western Road.
	Non-MPO	Lincoln	Alna	02783602	ALNA, JOHN ERSKINE BRIDGE #3639	BRIDGE REPLACEMENT	John Erskine Bridge (#3639) over Ben Brook 1. Located 0.33 of a mile west of the Newcastle town line. FHWA Culvert Grant Recipient.
	Non-MPO	Lincoln	Alna	02783603	ALNA, BEN BROOK BRIDGE #0610	BRIDGE REPLACEMENT	Ben Brook Bridge (#0610) over Ben Brook 2. Located 0.37 of a mile south of the Jefferson town line. FHWA Culvert Grant Recipient.
	Non-MPO	Lincoln	Newcastle	02544900	NEWCASTLE, MEADOW BROOK BRIDGE #2535	BRIDGE REPLACEMENT	Meadow Brook Bridge (#2535) over Deer Meadow Brook. Located 4.09 miles west of Bunker Hill Road.
	Non-MPO	Sagadahoc	Arrowsic	02566300	ARROWSIC, ROUTE 127	RECONSTRUCTION	Beginning 0.08 of a mile south of Vale Road and extending south 0.39 of a mile. Including large culvert (#46976). Continuing 2.95 miles south and extending south 0.25 of a mile. Including large culvert (#270179).
	Non-MPO	Sagadahoc	Bath	02166400	BATH, ROUTE 1/STATE ROAD	INTERSECTION RECONSTRUCTION	Beginning 0.14 of a mile northeast of Congress Street and extending northeast 0.15 of a mile, including 0.02 of a mile on Richardson Street. This Project is using Congressionally Directed Spending.
	Non-MPO	Sagadahoc	Bowdoin	02616000	BOWDOIN, LEWIS BRIDGE #5396	BRIDGE REPLACEMENT	Lewis Bridge (#5396) over West Cathance Stream. Located 0.41 of a mile west of Deer Run Road.
	Non-MPO	Sagadahoc	Bowdoinham	02509900	BOWDOINHAM, ABAGADASSET BRIDGE #5493	BRIDGE REPLACEMENT	Abagadasset Bridge (#5493) over the Abagadasset River. Located 0.15 of a mile east of Carding Machine Road.
	Non-MPO	Sagadahoc	Phippsburg	02566500	PHIPPSBURG, ROUTE 209	RECONSTRUCTION	Beginning 0.71 of a mile east of Route 216 and extending east 0.16 of a mile. Including large culvert (#1017939).
	Non-MPO	Sagadahoc	Richmond	02722800	RICHMOND, JOSH BRIDGE #0976	BRIDGE REPLACEMENT	Josh Bridge (#0976) over Abagadasset River. Located 0.41 of a mile west of Savage Road.
	Non-MPO	Sagadahoc	Topsham	02711600	TOPSHAM - WIDENING OF ROUTE 196	HIGHWAY WIDENING AND OVERLAY	Beginning 0.25 of a mile north of Route 24 and extending north 1.15 miles.
	Non-MPO	Sagadahoc	Topsham	02727400	TOPSHAM, MUDDY RIVER BRIDGE #3825	BRIDGE REPLACEMENT	Muddy River Bridge (#3825) over Muddy River. Located 0.17 of a mile south of Route 24.
	Non-MPO	Sagadahoc	Woolwich	02526700	WOOLWICH, ROUTE 1	INTERSECTION IMPROVEMENTS W/ SIGNAL	Located at the intersection of Route 1 and Nequasset Road.
	Non-MPO	Sagadahoc	Woolwich	02783607	WOOLWICH, CHOPPS CREEK BRIDGE #5584	BRIDGE REPLACEMENT	Chopps Creek Bridge (#5584) over Chopps Creek. Located 0.19 of a mile south of Chopps Point Road. FHWA Culvert Grant Recipient.
	Non-MPO	York	Limington	02828800	LIMINGTON, WEBSTERS MILL BRIDGE #2918	BRIDGE REPLACEMENT	Websters Mill Bridge (#2918) over Webster Mill Pond. Located 0.15 of a mile north of Route 25.
	Non-MPO	York	Lyman	02628200	LYMAN, ROUTE 111	RECONSTRUCTION	Located at the intersection of Route 111 and Day Road.
	Non-MPO	York	Sanford	02264200	SANFORD, ROUTE 202	RECONSTRUCTION	Beginning at River Street and extending north 0.72 of a mile. FHWA RAISE Grant recipient.
	Non-MPO	York	Sanford	02264201	SANFORD, DOWNTOWN, ROUTE 202	RECONSTRUCTION	Route 202: Beginning at River St. and extending north 0.72 of a mile. Various safety and highway improvements to the downtown area at multiple locations. Includes Park and Ride lot and Bike and Pedestrian safety improvements. FHWA RAISE Grant recipient.
Non-MPO	York	Sanford	02531700	SANFORD, POWERS BRIDGE #3827	BRIDGE REPLACEMENT	Powers Bridge (#3827) over Mousam River. Located 0.12 of a mile southwest of Gavel Road.	

Rows 1 - 68 (All Rows)

FTA Errata																
Project Information								FTA Stages								
WIN	Title	Scope	Development Responsibility	MPO	Towns	Workplan Description	Program Year	Contractual	Capital and/or Equipment	Admin	Operating	RTAP	Total Available	New or Existing Project	Notes	
													\$	-		
													\$	-		
													\$	-		