

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

Transportation Improvement Program

for the KACTS
Metropolitan
Planning
Organization



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.

Table of Contents

I. INTRODUCTION 3

II. PUBLIC PARTICIPATION PROCESS 9

III. FINANCIAL ASSESSMENT & FUNDING OF TIP PROJECTS..... 10

IV. AIR QUALITY COMPLIANCE 12

V. PERFORMANCE BASED PLANNING.....15

VI SUMMARY OF OBLIGATED PROJECTS.....23

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. | | |

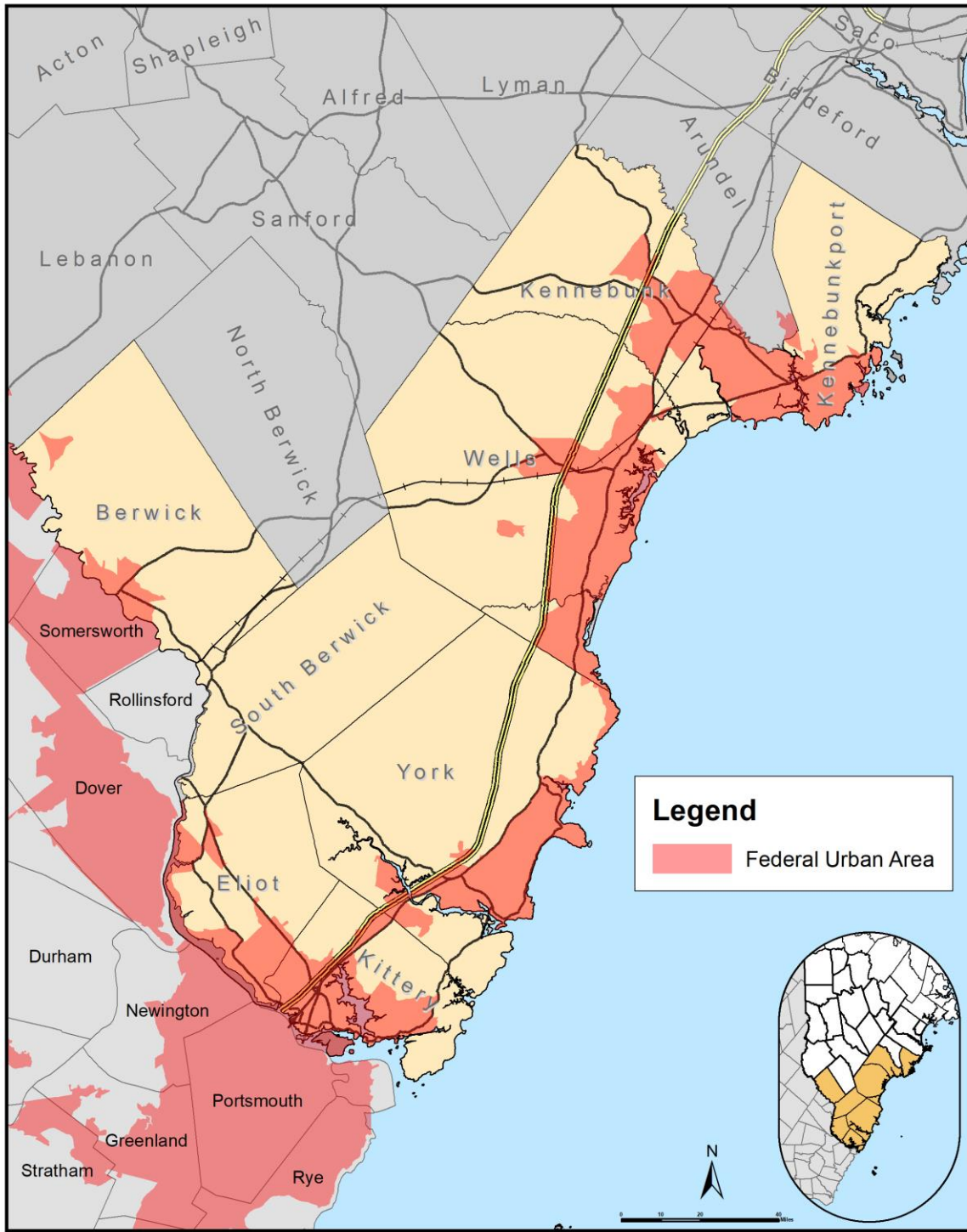
Annual Listing of Obligated Projects

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:

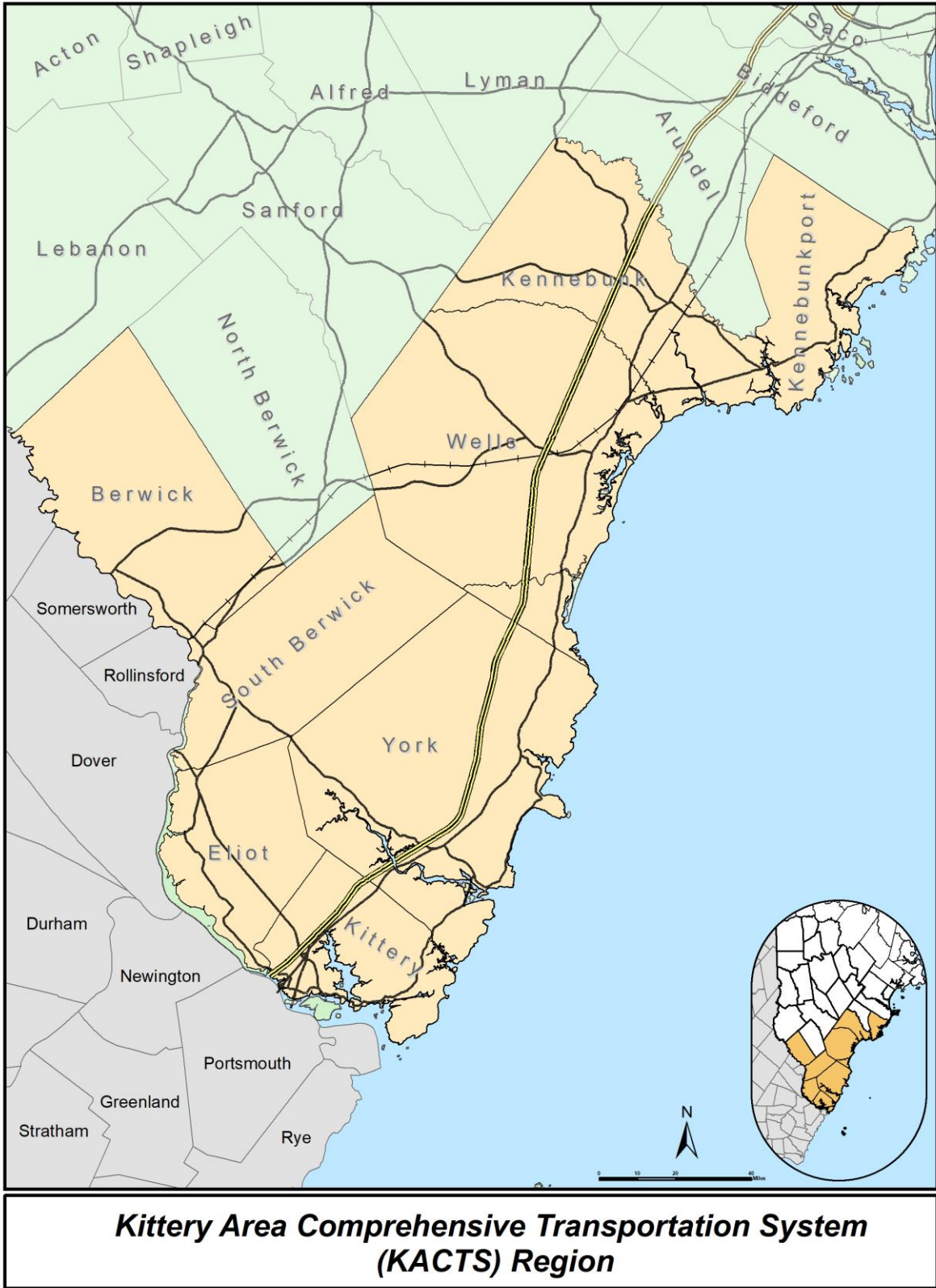
- The amount of federal funds requested in the TIP;
- The type of work done;
- The beginning and end points of the project;
- The project length, in miles;
- The federal funding that was obligated during the previous year; and
- The federal funding remaining and available for subsequent years.

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 |

KACTS Region FHWA

| WIN-Scope | Stage | Available | Source | Available | Obligated to Date | 2025 | 2026 | 2027 | 2028 |
|---|--------|--------------|--------------------|---------------------|-------------------|--------------------|--------------------|--------------------|--------------------|
| Acton, Alfred, Bangor, Brownfield, Canton, Dover-Foxcroft, E 2498700 | PE: | \$20,091 | Federal HSIP | \$535,500 | \$286,538 | \$248,962 | \$0 | \$0 | \$0 |
| | ROW: | \$0 | Highway and Bridge | \$59,500 | \$31,838 | \$27,662 | \$0 | \$0 | \$0 |
| | CON: | \$523,052 | | | | | | | |
| | CE: | \$51,857 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$595,000 | \$318,375 | \$276,625 | \$0 | \$0 | \$0 |
| <i>Various locations</i> Rumble Strips: New and replacement for recently paved roads. | | | | | | | | | |
| Alfred, Auburn, Buxton, Lebanon 2705800 | PE: | \$50,000 | Federal HSIP | \$276,000 | \$0 | \$4,000 | \$93,333 | \$89,333 | \$89,333 |
| | ROW: | \$5,000 | Federal Safety | \$36,000 | \$0 | \$18,000 | \$18,000 | \$0 | \$0 |
| | CON: | \$300,000 | Highway and Bridge | \$78,000 | \$9,000 | \$1,000 | \$23,333 | \$22,333 | \$22,333 |
| | CE: | \$35,000 | | | | | | | |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$390,000 | \$9,000 | \$23,000 | \$134,667 | \$111,667 | \$111,667 |
| <i>Various locations</i> Install dynamic signal warning flashing signs at high speed signals. | | | | | | | | | |
| Alfred, Berwick, Lebanon 2457300 | PE: | \$4,684 | Federal LHIP | \$323,222 | \$323,222 | \$0 | \$0 | \$0 | \$0 |
| | ROW: | \$0 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | CON: | \$396,299 | LCP | \$98,317 | \$0 | \$98,317 | \$0 | \$0 | \$0 |
| | CE: | \$20,556 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$421,539 | \$323,222 | \$98,317 | \$0 | \$0 | \$0 |
| <i>Berwick Area 2021 LCP</i> Berwick Area 2021 LCP | | | | | | | | | |
| Arundel, Kennebunk 2622600 | PE: | \$350,000 | Federal STP | \$2,932,000 | \$280,000 | \$892,000 | \$880,000 | \$880,000 | \$0 |
| | ROW: | \$15,000 | Highway and Bridge | \$733,000 | \$73,000 | \$220,000 | \$220,000 | \$220,000 | \$0 |
| | CON: | \$3,000,000 | | | | | | | |
| | CE: | \$300,000 | | | | | | | |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$3,665,000 | \$353,000 | \$1,112,000 | \$1,100,000 | \$1,100,000 | \$0 |
| <i>Route 35</i> Days Mill Bridge (#2221) over Kennebunk River. Located 0.02 of a mile north of Days Mills Road. | | | | | | | | | |
| Arundel, Kennebunk 2831600 | PE: | \$300,000 | Federal LHIP | \$2,148,000 | \$0 | \$0 | \$716,000 | \$716,000 | \$716,000 |
| | ROW: | \$15,000 | Highway and Bridge | \$600,000 | \$63,000 | \$0 | \$179,000 | \$179,000 | \$179,000 |
| | CON: | \$2,385,000 | LHIP | \$252,000 | \$0 | \$126,000 | \$126,000 | \$0 | \$0 |
| | CE: | \$300,000 | | | | | | | |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$3,000,000 | \$63,000 | \$126,000 | \$1,021,000 | \$895,000 | \$895,000 |
| <i>Downing Road</i> Downing Bridge (#5939) over Kennebunk River. Located 0.68 of a mile northeast of Route 35. | | | | | | | | | |
| Auburn, Eliot, Hiram, Kennebunkport, Parsonsfield, Porter | PE: | \$50,000 | Federal STP | \$480,000 | \$0 | \$13,333 | \$13,333 | \$160,000 | \$146,667 |
| | ROW: | \$0 | Highway and Bridge | \$120,000 | \$0 | \$3,333 | \$3,333 | \$40,000 | \$36,667 |
| | CON: | \$500,000 | | | | | | | |
| | CE: | \$50,000 | | | | | | | |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$600,000 | \$0 | \$16,667 | \$16,667 | \$200,000 | \$183,333 |
| <i>Various Locations</i> ADA improvements. | | | | | | | | | |
| Berwick, Eliot, Kittery 029344.00 | PE: | \$30,000 | Federal HSIP | \$144,000 | \$0 | \$9,000 | \$9,000 | \$48,000 | \$39,000 |
| | ROW: | \$0 | Highway and Bridge | \$16,000 | \$0 | \$1,000 | \$1,000 | \$5,333 | \$4,333 |
| | CON: | \$100,000 | | | | | | | |
| | CE: | \$30,000 | | | | | | | |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$160,000 | \$0 | \$10,000 | \$10,000 | \$53,333 | \$43,333 |
| <i>Route 9/Route 236</i> Located at various locations. | | | | | | | | | |
| Berwick, South Berwick 2850800 | PE: | \$250,000 | Federal STP | \$204,000 | \$0 | \$68,000 | \$68,000 | \$68,000 | \$0 |
| | ROW: | \$5,000 | Highway and Bridge | \$51,000 | \$51,000 | \$0 | \$0 | \$0 | \$0 |
| | CON: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | CE: | \$0 | | | | | | | |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$255,000 | \$51,000 | \$68,000 | \$68,000 | \$68,000 | \$0 |
| <i>Route 236</i> Beginning 0.02 of a mile southeast of the South Berwick town line and extending northwest 2.07 miles. | | | | | | | | | |
| Berwick 2228200 | PE: | \$123,946 | Federal LHIP | \$611,430 | \$611,430 | \$0 | \$0 | \$0 | \$0 |
| | ROW: | \$0 | Federal STP | \$90,000 | \$90,000 | \$0 | \$0 | \$0 | \$0 |
| | CON: | \$629,184 | Highway and Bridge | \$175,377 | \$175,377 | \$0 | \$0 | \$0 | \$0 |
| | CE: | \$123,677 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$876,806 | \$876,806 | \$0 | \$0 | \$0 | \$0 |
| <i>Hubbard Road</i> Hubbard Bridge (#6221) over Little River. Located 0.02 of a mile north of Horns Mill Road. | | | | | | | | | |
| Berwick 2228400 | PE: | \$35,000 | Federal STP | \$329,500 | \$16,000 | \$5,333 | \$5,333 | \$104,500 | \$99,167 |
| | ROW: | \$5,000 | Highway and Bridge | \$82,375 | \$4,000 | \$1,333 | \$1,333 | \$26,125 | \$24,792 |
| | CON: | \$336,875 | | | | | | | |
| | CE: | \$35,000 | | | | | | | |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$411,875 | \$20,000 | \$6,667 | \$6,667 | \$130,625 | \$123,958 |
| <i>New Dam Road</i> New Dam Bridge (#6053) over Salmon Falls River. Located on the Berwick, Maine- Somersworth, New Hampshire state line. | | | | | | | | | |
| Berwick 2260600 | PE: | \$40,000 | Federal STP | \$300,100 | \$32,800 | \$3,600 | \$90,300 | \$86,700 | \$86,700 |
| | ROW: | \$10,000 | Highway and Bridge | \$75,025 | \$10,000 | \$0 | \$21,675 | \$21,675 | \$21,675 |
| | CON: | \$545,125 | Private | \$270,000 | \$0 | \$0 | \$90,000 | \$90,000 | \$90,000 |
| | CE: | \$50,000 | | | | | | | |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$645,125 | \$42,800 | \$3,600 | \$201,975 | \$198,375 | \$198,375 |
| <i>Rochester Street</i> Eddy Bridge (#6048) over Salmon Falls River. Located on the Berwick, Maine - Somersworth, New Hampshire state line. | | | | | | | | | |
| Berwick 2464700 | PE: | \$210,000 | Federal HSIP | \$160,000 | \$124,000 | \$18,000 | \$18,000 | \$0 | \$0 |
| | ROW: | \$50,000 | Federal STP | \$1,116,000 | \$0 | \$24,000 | \$380,000 | \$356,000 | \$356,000 |
| | CON: | \$1,210,000 | Highway and Bridge | \$159,500 | \$15,500 | \$5,250 | \$49,750 | \$44,500 | \$44,500 |
| | CE: | \$125,000 | Local | \$159,500 | \$15,500 | \$5,250 | \$49,750 | \$44,500 | \$44,500 |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$1,595,000 | \$155,000 | \$52,500 | \$497,500 | \$445,000 | \$445,000 |
| <i>Route 9/Saw Mill Hill Road</i> Located at the intersection of Saw Mill Hill Road and Route 9/School Street. KACTS Sponsored. | | | | | | | | | |
| Berwick 2646600 | PE: | \$750,000 | Federal Grants | \$12,096,000 | \$0 | \$0 | \$0 | \$0 | \$4,032,000 |
| | ROW: | \$250,000 | Federal STP | \$3,824,000 | \$396,400 | \$100,900 | \$100,900 | \$100,900 | \$1,108,900 |
| | CON: | \$17,600,000 | Highway and Bridge | \$3,980,000 | \$100,000 | \$25,000 | \$25,000 | \$25,000 | \$1,285,000 |
| | CE: | \$1,300,000 | | | | | | | |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$19,900,000 | \$496,400 | \$125,900 | \$125,900 | \$125,900 | \$6,425,900 |
| <i>Route 9</i> 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. | | | | | | | | | |
| Eliot, Kittery 2660000 | PE: | \$400,000 | Federal STP | \$200,000 | \$0 | \$66,667 | \$66,667 | \$66,667 | \$0 |
| | ROW: | \$0 | Local | \$200,000 | \$200,000 | \$0 | \$0 | \$0 | \$0 |
| | CON: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | CE: | \$0 | | | | | | | |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$400,000 | \$200,000 | \$66,667 | \$66,667 | \$66,667 | \$0 |
| <i>Route 236</i> Beginning 0.06 of a mile southeast of Dana Avenue and extending north 4.22 miles to Depot Road. | | | | | | | | | |
| Eliot, South Berwick, York 2250000 | PE: | \$275,000 | Federal NHPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ROW: | \$15,000 | Federal STP | \$232,000 | \$226,000 | \$2,000 | \$2,000 | \$2,000 | \$0 |
| | CON: | \$0 | Highway and Bridge | \$58,000 | \$58,000 | \$0 | \$0 | \$0 | \$0 |
| | CE: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$290,000 | \$284,000 | \$2,000 | \$2,000 | \$2,000 | \$0 |

| WIN-Scope | Stage | Available | Source | Available | Obligated to Date | 2025 | 2026 | 2027 | 2028 | |
|---|---|-----------|-------------|--------------------|-------------------|-------------|-------------|-------------|-------------|-----------|
| Route 91 Beginning at Scotland Bridge Road and extending northwest 3.75 miles. | | | | | | | | | | |
| Eliot, South Berwick 2412100 | 024121.00 Highways Hot-In-Place Recycle | PE: | | Federal NHPP | \$10,000 | \$10,000 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$76,912 | Federal STP | \$2,913,952 | \$2,729,346 | \$184,607 | \$0 | \$0 | \$0 |
| | | CON: | \$0 | Highway and Bridge | \$730,988 | \$684,836 | \$46,152 | \$0 | \$0 | \$0 |
| | | CE: | \$3,266,843 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$311,186 | | | | | | | |
| | | Totals: | | | \$3,654,941 | \$3,424,182 | \$230,758 | \$0 | \$0 | \$0 |
| Route 236 Beginning at the I-95 overpass and extending north 10.43 miles to Route 4. Includes 0.63 of a mile on Route 236S. | | | | | | | | | | |
| 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 Located at the intersection of Route 236 and Depot Road. | | | | | | | | | | |
| 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 Truck Weigh Areas. | | | | | | | | | | |
| 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 Located at the intersection of Route 236 and Route 103. KACTS Sponsored. | | | | | | | | | | |
| 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 Located at the intersection of Route 236 and Route 101. KACTS Sponsored. | | | | | | | | | | |
| 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 Large culvert (#1005642) located 0.21 of a mile north of Depot Road. | | | | | | | | | | |
| 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 Beginning 0.01 of a mile northeast of Route 103 and extending northeast 0.95 of a mile to Route 236. | | | | | | | | | | |
| 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 Connect gaps along the Boston & Maine Railroad. 2023 RAISE Grant recipient. | | | | | | | | | | |
| 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 Branch Brook Bridge (#3091) over Branch Brook. Located on the Wells-Kennebunk town line. | | | | | | | | | | |
| 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 Beginning 0.16 of a mile north of Bypass Road and extending north 2.17 miles. | | | | | | | | | | |
| 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 Beginning at Route 1 and extending east 4.35 miles. Includes 0.03 of a mile on Route 9W. | | | | | | | | | | |
| 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 Beginning at Water Street and extending southeast 0.89 of a mile. | | | | | | | | | | |
| 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 Nash Mill Bridge (#5756) over Mousam River. Located 0.14 of a mile north of Hammond Road. | | | | | | | | | | |
| 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 Beginning at Route 1 and extending north 0.50 of a mile, including the roundabout. | | | | | | | | | | |

| WIN-Scope | Stage | Available | Source | Available | Obligated to Date | 2025 | 2026 | 2027 | 2028 |
|--|--------|--------------|--------------------|---------------------|---------------------|--------------------|------------------|--------------------|--------------------|
| Kennebunk 2826600 Highways Bridge Replacement | PE: | \$200,000 | Federal LHIP | \$1,071,000 | \$0 | \$0 | \$357,000 | \$357,000 | \$357,000 |
| | ROW: | \$15,000 | Federal PROTECT | \$357,000 | \$0 | \$0 | \$119,000 | \$119,000 | \$119,000 |
| | CON: | \$1,585,000 | Highway and Bridge | \$400,000 | \$43,000 | \$0 | \$119,000 | \$119,000 | \$119,000 |
| | CE: | \$200,000 | LHIP | \$172,000 | \$0 | \$86,000 | \$86,000 | \$0 | \$0 |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$2,000,000 | \$43,000 | \$86,000 | \$681,000 | \$595,000 | \$595,000 |
| Route 99 Cat Mousam Road Bridge (#5710) over Day Brook. Located 0.16 of a mile north of Route 9A. | | | | | | | | | |
| Kennebunk 2838000 Highways Bridge Replacement | PE: | \$350,000 | Federal LHIP | \$2,508,000 | \$0 | \$0 | \$0 | \$836,000 | \$836,000 |
| | ROW: | \$15,000 | Highway and Bridge | \$700,000 | \$73,000 | \$0 | \$0 | \$209,000 | \$209,000 |
| | CON: | \$2,785,000 | LHIP | \$292,000 | \$0 | \$97,333 | \$97,333 | \$97,333 | \$0 |
| | CE: | \$350,000 | | | | | | | |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$3,500,000 | \$73,000 | \$97,333 | \$97,333 | \$1,142,333 | \$1,045,000 |
| Parsons Beach Road Stoney Bridge (#1269) over Back Creek. Located 0.39 of a mile south of Route 9. | | | | | | | | | |
| Kittery 0217322 Production Support And Administration Mpo Program Management | PE: | \$0 | Federal FTA | \$94,355 | \$94,355 | \$0 | \$0 | \$0 | \$0 |
| | ROW: | \$0 | Federal MPP | \$270,549 | \$270,549 | \$0 | \$0 | \$0 | \$0 |
| | CON: | \$0 | Federal Planning | \$118,807 | \$118,807 | \$0 | \$0 | \$0 | \$0 |
| | CE: | \$0 | Highway and Bridge | \$78,517 | \$78,517 | \$0 | \$0 | \$0 | \$0 |
| | Other: | \$603,870 | Local | \$41,642 | \$41,642 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | \$603,870 | \$603,870 | \$0 | \$0 | \$0 | \$0 |
| 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 region. 2022 - 2023 | | | | | | | | | |
| Kittery 1865300 Highways Safety Improvements | PE: | \$290,000 | Federal NHPP | \$2,678,368 | \$2,678,368 | \$0 | \$0 | \$0 | \$0 |
| | ROW: | \$100,000 | Highway and Bridge | \$334,796 | \$334,796 | \$0 | \$0 | \$0 | \$0 |
| | CON: | \$2,687,960 | Local | \$334,796 | \$334,796 | \$0 | \$0 | \$0 | \$0 |
| | CE: | \$270,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$3,347,960 | \$3,347,960 | \$0 | \$0 | \$0 | \$0 |
| Route 103 Beginning 0.09 of a mile northwest of Main Street and extending east 0.31 of a mile; Wentworth Street extending north 0.19 of a mile to Whipple Road. Includes signal at Walker and Wentworth Streets. KACTS Sponsored. | | | | | | | | | |
| Kittery 1927000 Highways Bridge Wearing Surface Replacement | PE: | \$1,014,154 | Federal HPP | \$141,000 | \$0 | \$141,000 | \$0 | \$0 | \$0 |
| | ROW: | \$0 | Federal IM | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | CON: | \$55,809,492 | Federal NHPP | \$3,125,730 | \$2,412,000 | \$713,730 | \$0 | \$0 | \$0 |
| | CE: | \$4,366,021 | GARVEE | \$18,824,686 | \$18,824,686 | \$0 | \$0 | \$0 | \$0 |
| | Other: | \$0 | Highway and Bridge | \$2,374,185 | \$2,294,882 | \$79,303 | \$0 | \$0 | \$0 |
| | | | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | Private | \$36,724,066 | \$36,724,066 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | \$61,189,667 | \$60,255,633 | \$934,034 | \$0 | \$0 | \$0 |
| Interstate 95 I-95/ Piscataqua River Bridge (#6330) over the Piscataqua River and Route 103. Located on the Maine - New Hampshire state line. | | | | | | | | | |
| Kittery 1939400 Bicycle/Pedestrian New Construction | PE: | \$111,689 | Federal STP | \$520,984 | \$109,200 | \$411,784 | \$0 | \$0 | \$0 |
| | ROW: | \$413,516 | Federal TAP | \$775,032 | \$266,800 | \$508,232 | \$0 | \$0 | \$0 |
| | CON: | \$1,014,815 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | CE: | \$80,000 | Local | \$324,004 | \$196,946 | \$127,058 | \$0 | \$0 | \$0 |
| | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | \$1,620,020 | \$572,946 | \$1,047,074 | \$0 | \$0 | \$0 |
| Route 103 Beginning at Old Ferry Lane and extending west 0.53 of a mile. | | | | | | | | | |
| Kittery 2315000 Highways Bridge Improvements | PE: | \$485,000 | Federal NHPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ROW: | \$15,000 | Federal STP | \$400,000 | \$50,000 | \$116,667 | \$116,667 | \$116,667 | \$0 |
| | CON: | \$0 | Highway and Bridge | \$100,000 | \$100,000 | \$0 | \$0 | \$0 | \$0 |
| | CE: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$500,000 | \$150,000 | \$116,667 | \$116,667 | \$116,667 | \$0 |
| Route 1 Badger Island Bridge (#2031) over Piscataqua River. Located 0.07 of a mile south of Water Street. | | | | | | | | | |
| Kittery 2362100 Highways Bridge Wearing Surface Replacement | PE: | \$68,733 | Federal STP | \$356,887 | \$356,887 | \$0 | \$0 | \$0 | \$0 |
| | ROW: | \$0 | Highway and Bridge | \$89,222 | \$89,222 | \$0 | \$0 | \$0 | \$0 |
| | CON: | \$325,597 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | CE: | \$51,779 | | | | | | | |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$446,109 | \$446,109 | \$0 | \$0 | \$0 | \$0 |
| Route 103 Kittery Point Bridge (#3013) over Kittery Point. Located 0.08 of a mile east of Bowen Road. | | | | | | | | | |
| Kittery 2415100 Highways Mill And Fill | PE: | \$100,700 | Federal NHPP | \$4,032,560 | \$3,501,738 | \$530,822 | \$0 | \$0 | \$0 |
| | ROW: | \$0 | Federal STP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | CON: | \$4,575,850 | Highway and Bridge | \$1,008,140 | \$875,435 | \$132,705 | \$0 | \$0 | \$0 |
| | CE: | \$390,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other: | \$0 | Private | \$25,850 | \$25,850 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | \$5,066,550 | \$4,403,023 | \$663,527 | \$0 | \$0 | \$0 |
| Route 1/Route 1A/Route 236 Beginning 0.19 of a mile north of Bridge Street and extending north 1.08 miles. Beginning 0.05 of a mile north of Rogers Road and extending north 2.07 miles to Lewis Road. Including 1AS and Route 1S. Includes 0.20 of a mile on Routes 236 & 236S. | | | | | | | | | |
| Kittery 2417700 Highways Intelligent Transportation Systems | PE: | \$0 | Federal CMAQ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | ROW: | \$0 | Federal NHPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | CON: | \$3,775,000 | Federal STP | \$3,456,000 | \$3,456,000 | \$0 | \$0 | \$0 | \$0 |
| | CE: | \$65,000 | Highway and Bridge | \$384,000 | \$384,000 | \$0 | \$0 | \$0 | \$0 |
| | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | \$3,840,000 | \$3,840,000 | \$0 | \$0 | \$0 | \$0 |
| Interstate 95 I-95/Piscataqua River Bridge (#6330) over Piscataqua River. Located 0.27 of a mile north of Eliot Road. (State of New Hampshire is the lead on this project.) | | | | | | | | | |
| Kittery 2543300 Highways Install Or Replace Traffic Signals | PE: | \$50,000 | Federal NHPP | \$346,500 | \$0 | \$115,500 | \$115,500 | \$115,500 | \$0 |
| | ROW: | \$0 | Federal NHS | \$45,000 | \$0 | \$45,000 | \$0 | \$0 | \$0 |
| | CON: | \$315,000 | Highway and Bridge | \$43,500 | \$5,000 | \$12,833 | \$12,833 | \$12,833 | \$0 |
| | CE: | \$70,000 | | | | | | | |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$435,000 | \$5,000 | \$173,333 | \$128,333 | \$128,333 | \$0 |
| Route 1 Bypass/Gorges Road Located at the Intersection of Route 1 Bypass and Gorges Road. | | | | | | | | | |
| Kittery 2543500 Highways Install Or Replace Traffic Signals | PE: | \$125,000 | Federal CMAQ | \$940,000 | \$0 | \$313,333 | \$313,333 | \$313,333 | \$0 |
| | ROW: | \$40,000 | Federal NHPP | \$252,000 | \$0 | \$102,667 | \$74,667 | \$74,667 | \$0 |
| | CON: | \$1,280,000 | Federal Safety | \$104,000 | \$0 | \$104,000 | \$0 | \$0 | \$0 |
| | CE: | \$175,000 | Highway and Bridge | \$324,000 | \$26,000 | \$104,000 | \$97,000 | \$97,000 | \$0 |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$1,620,000 | \$26,000 | \$624,000 | \$485,000 | \$485,000 | \$0 |
| Route 1 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. | | | | | | | | | |
| Kittery 2617200 Highways Bridge Superstructure Rehabilitation | PE: | \$300,000 | Federal NHPP | \$1,360,000 | \$0 | \$13,333 | \$13,333 | \$453,333 | \$440,000 |
| | ROW: | \$0 | Federal NHS | \$80,000 | \$0 | \$26,667 | \$26,667 | \$26,667 | \$0 |
| | CON: | \$3,000,000 | Highway and Bridge | \$360,000 | \$21,000 | \$3,000 | \$113,000 | \$113,000 | \$110,000 |
| | CE: | \$300,000 | Private | \$1,800,000 | \$0 | \$50,000 | \$50,000 | \$600,000 | \$550,000 |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$3,600,000 | \$21,000 | \$93,000 | \$93,000 | \$1,193,000 | \$1,100,000 |
| Route 1 Bypass Sarah Mildred Long Bridge (#3641) over Piscataqua River. Located on the Kittery and New Hampshire State line. | | | | | | | | | |
| Kittery Highways Highway Improvement | PE: | \$0 | Federal STP | \$316,023 | \$0 | \$105,341 | \$105,341 | \$105,341 | \$0 |
| | ROW: | \$0 | Highway and Bridge | \$39,502 | \$0 | \$13,167 | \$13,167 | \$13,167 | \$0 |
| | CON: | \$355,525 | | | | | | | |
| | CE: | \$0 | | | | | | | |
| | Other: | \$0 | | | | | | | |
| Totals: | | | | \$355,525 | \$0 | \$118,508 | \$118,508 | \$118,508 | \$0 |

| 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 |
|--|--|--------|-------------|--------------------|--------------------|--------------------|------------------|------------------|------------------|------------------|
| Lebanon 2628800 | 026288.00 Highways Reconstruction | PE: | \$120,000 | Federal HSIP | \$2,178,000 | \$108,000 | \$690,000 | \$690,000 | \$690,000 | \$0 |
| | | ROW: | \$80,000 | Federal STP | \$72,000 | \$0 | \$72,000 | \$0 | \$0 | \$0 |
| | | CON: | \$2,200,000 | Highway and Bridge | \$250,000 | \$20,000 | \$76,667 | \$76,667 | \$76,667 | \$0 |
| | | CE: | \$100,000 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$2,500,000 | \$128,000 | \$838,667 | \$766,667 | \$766,667 | \$0 |
| Route 202/Center Street/Long Swamp Road Located at the intersection of Route 202, Center Street and Long Swamp Road. | | | | | | | | | | |
| Lebanon 2710000 | 027100.00 Highways Bridge Replacement | PE: | \$150,000 | Federal LHIP | \$1,228,000 | \$0 | \$0 | \$409,333 | \$409,333 | \$409,333 |
| | | ROW: | \$15,000 | Federal STP | \$132,000 | \$120,100 | \$5,950 | \$5,950 | \$0 | \$0 |
| | | CON: | \$1,385,000 | Highway and Bridge | \$340,000 | \$33,000 | \$0 | \$102,333 | \$102,333 | \$102,333 |
| | | CE: | \$150,000 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$1,700,000 | \$153,100 | \$5,950 | \$517,617 | \$511,667 | \$511,667 |
| Little River Road Pierce Bridge (#5583) over Bog Brook. Located 0.04 of a mile north of Half Mile Road. | | | | | | | | | | |
| Lebanon 2865800 | 028658.00 Highways Bridge Wearing Surface Replacement | PE: | \$0 | Federal LHIP | \$100,000 | \$0 | \$0 | \$33,333 | \$33,333 | \$33,333 |
| | | ROW: | \$0 | Highway and Bridge | \$25,000 | \$1,000 | \$0 | \$8,333 | \$8,333 | \$8,333 |
| | | CON: | \$250,000 | LHIP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$0 | Private | \$125,000 | \$5,000 | \$0 | \$41,667 | \$41,667 | \$41,667 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$250,000 | \$6,000 | \$0 | \$83,333 | \$83,333 | \$83,333 |
| River Road Hayes Crossing Bridge (#1223) over Salmon Falls River. Located on the Lebanon, Maine/Rochester, New Hampshire border. | | | | | | | | | | |
| Lebanon 2866200 | 028662.00 Highways Bridge Wearing Surface Replacement | PE: | \$0 | Federal LHIP | \$100,000 | \$0 | \$0 | \$33,333 | \$33,333 | \$33,333 |
| | | ROW: | \$0 | Highway and Bridge | \$25,000 | \$1,000 | \$0 | \$8,333 | \$8,333 | \$8,333 |
| | | CON: | \$250,000 | LHIP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$0 | Private | \$125,000 | \$5,000 | \$0 | \$41,667 | \$41,667 | \$41,667 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$250,000 | \$6,000 | \$0 | \$83,333 | \$83,333 | \$83,333 |
| Flat Rock Bridge Road Flat Rock Bridge (#1221) over Salmon Falls River. Located on the Lebanon, Maine/Rochester, New Hampshire state line. | | | | | | | | | | |
| North Berwick, South Berwick | 027742.10 Bicycle/Pedestrian New Construction | PE: | \$400,000 | Federal CRP | \$320,000 | \$0 | \$106,667 | \$106,667 | \$106,667 | \$0 |
| | | ROW: | \$0 | Local | \$40,000 | \$0 | \$13,333 | \$13,333 | \$13,333 | \$0 |
| | | CON: | \$0 | MM Trans | \$40,000 | \$0 | \$13,333 | \$13,333 | \$13,333 | \$0 |
| | | CE: | \$0 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$400,000 | \$0 | \$133,333 | \$133,333 | \$133,333 | \$0 |
| Eastern Trail Extension of the off-road Eastern Trail. | | | | | | | | | | |
| Sanford, Wells 2249800 | 022498.00 Highways Cold-In-Place Recycle | PE: | \$76,880 | Federal NHPP | \$3,284,195 | \$3,209,795 | \$74,400 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | Federal NHS | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$3,827,953 | Federal STP | \$4,396 | \$4,396 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$205,906 | Highway and Bridge | \$822,148 | \$803,548 | \$18,600 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | | \$4,110,739 | \$4,017,739 | \$93,000 | \$0 | \$0 | \$0 |
| Route 109 Beginning 0.15 of a mile south of the Wire Road and extending northwest 4.72 miles. | | | | | | | | | | |
| South Berwick 2182900 | 021829.00 Highways Intersection Improvements W/ Signal | PE: | \$227,906 | Federal HSIP | \$2,812,450 | \$2,534,661 | \$277,789 | \$0 | \$0 | \$0 |
| | | ROW: | \$72,488 | Federal STP | \$240,315 | \$240,315 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$3,160,452 | Highway and Bridge | \$755,691 | \$687,165 | \$68,526 | \$0 | \$0 | \$0 |
| | | CE: | \$369,211 | Local | \$21,600 | \$21,600 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | | \$3,830,057 | \$3,483,742 | \$346,315 | \$0 | \$0 | \$0 |
| Route 91 Located at the intersection of Routes 236 and 91. | | | | | | | | | | |
| South Berwick 2313600 | 023136.00 Highways Bridge Improvements | PE: | \$299,500 | Federal STP | \$80,000 | \$8,000 | \$24,000 | \$24,000 | \$24,000 | \$0 |
| | | ROW: | \$15,000 | Highway and Bridge | \$20,000 | \$20,000 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$0 | Private | \$214,500 | \$0 | \$71,500 | \$71,500 | \$71,500 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$314,500 | \$28,000 | \$95,500 | \$95,500 | \$95,500 | \$0 |
| Route 101 Toll Bridge (#3017) over Salmon Falls River. Located 0.27 of a mile northwest of Waterside Lane. | | | | | | | | | | |
| South Berwick 2364500 | 023645.00 Highways Bridge Wearing Surface Replacement | PE: | \$150,000 | Federal STP | \$400,000 | \$20,000 | \$34,667 | \$34,667 | \$126,667 | \$92,000 |
| | | ROW: | \$5,000 | Highway and Bridge | \$100,000 | \$23,025 | \$2,658 | \$2,658 | \$25,658 | \$23,000 |
| | | CON: | \$745,000 | Private | \$500,000 | \$0 | \$0 | \$0 | \$166,667 | \$166,667 |
| | | CE: | \$100,000 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$1,000,000 | \$43,025 | \$37,325 | \$37,325 | \$318,992 | \$281,667 |
| Main Street Salmon Falls Bridge (#5700) over Salmon Falls River. Located on the New Hampshire-Maine state line. | | | | | | | | | | |
| South Berwick 2829000 | 028290.00 Highways Bridge Painting | PE: | \$80,000 | Federal STP | \$320,000 | \$0 | \$18,000 | \$112,667 | \$94,667 | \$94,667 |
| | | ROW: | \$10,000 | Highway and Bridge | \$80,000 | \$9,000 | \$0 | \$23,667 | \$23,667 | \$23,667 |
| | | CON: | \$630,000 | Private | \$400,000 | \$45,000 | \$0 | \$118,333 | \$118,333 | \$118,333 |
| | | CE: | \$80,000 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$800,000 | \$54,000 | \$18,000 | \$254,667 | \$236,667 | \$236,667 |
| Route 4 Landing Bridge (#3027) over Salmon Falls River. Located on the New Hampshire-Maine state line. | | | | | | | | | | |
| South Berwick 2830600 | 028306.00 Highways Bridge Painting | PE: | \$50,000 | Federal STP | \$200,000 | \$0 | \$12,000 | \$70,667 | \$58,667 | \$58,667 |
| | | ROW: | \$10,000 | Highway and Bridge | \$50,000 | \$6,000 | \$0 | \$14,667 | \$14,667 | \$14,667 |
| | | CON: | \$390,000 | Private | \$250,000 | \$30,000 | \$0 | \$73,333 | \$73,333 | \$73,333 |
| | | CE: | \$50,000 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$500,000 | \$36,000 | \$12,000 | \$158,667 | \$146,667 | \$146,667 |
| Main Street Salmon Falls Bridge (#5700) over Salmon Falls River. Located 0.33 of a mile northwest of Route 236. | | | | | | | | | | |
| South Berwick 2849800 | 028498.00 Highways Reconstruction | PE: | \$500,000 | Federal STP | \$416,000 | \$0 | \$138,667 | \$138,667 | \$138,667 | \$0 |
| | | ROW: | \$20,000 | Highway and Bridge | \$52,000 | \$52,000 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$0 | Local | \$52,000 | \$52,000 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$520,000 | \$104,000 | \$138,667 | \$138,667 | \$138,667 | \$0 |
| Route 4/Route 236 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. | | | | | | | | | | |
| South Berwick 029372.00 | Highways Install Or Replace Traffic Signals | PE: | \$70,000 | Federal HSIP | \$630,000 | \$0 | \$34,500 | \$34,500 | \$210,000 | \$175,500 |
| | | ROW: | \$45,000 | Highway and Bridge | \$70,000 | \$0 | \$3,833 | \$3,833 | \$23,333 | \$19,500 |
| | | CON: | \$500,000 | | | | | | | |
| | | CE: | \$85,000 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$700,000 | \$0 | \$38,333 | \$38,333 | \$233,333 | \$195,000 |
| Route 236/Punkin Town Road Located at the intersection of Route 236 and Punkin Town Road. | | | | | | | | | | |
| Southern Region 0217324 | 002173.24 Production Support And Administration Mpo Program Management | PE: | \$0 | Federal FTA | \$84,494 | \$0 | \$84,494 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | Federal Planning | \$819,643 | \$342,977 | \$476,666 | \$0 | \$0 | \$0 |
| | | CON: | \$0 | Highway and Bridge | \$183,017 | \$42,872 | \$140,145 | \$0 | \$0 | \$0 |
| | | CE: | \$0 | Local | \$113,017 | \$42,872 | \$70,145 | \$0 | \$0 | \$0 |
| | | Other: | \$1,200,171 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | | \$1,200,171 | \$428,722 | \$771,450 | \$0 | \$0 | \$0 |

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.

| 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 |
| FTA 5311 Operating BSOOB 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 |
| FTA 5311 Operating BSOOB 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 |
| FTA 5311 Operating BSOOB 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 | \$203,715 |
| FTA 5311 Operating BSOOB 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 |
| FTA 5311 Admin YCCAC 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 |
| FTA 5311 Admin YCCAC 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 |
| FTA 5311 Admin YCCAC 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 | \$240,940 |
| FTA 5311 Admin YCCAC 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 |
| FTA 5311 Operating YCCAC 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 |
| FTA 5311 Operating YCCAC 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 | \$0 | \$323,635 |
| | | Admin: | | \$0 | State | \$40,050 | \$0 | \$0 | \$0 | \$40,050 |
| | | Ops: | | \$727,808 | | | | | | |
| | | Totals: | | | | \$727,808 | \$0 | \$0 | \$0 | \$727,808 |
| FTA 5311 Operating YCCAC 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 | \$727,808 |
| FTA 5311 Operating YCCAC 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 |
| FTA 5311 Capital YCCAC 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 |
| FTA 5311 Capital YCCAC 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 |

| 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 Kittery Area Comprehensive Transportation System, 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: Dean Williams

Title: Transportation Division Director

Date: 4-2-2025

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

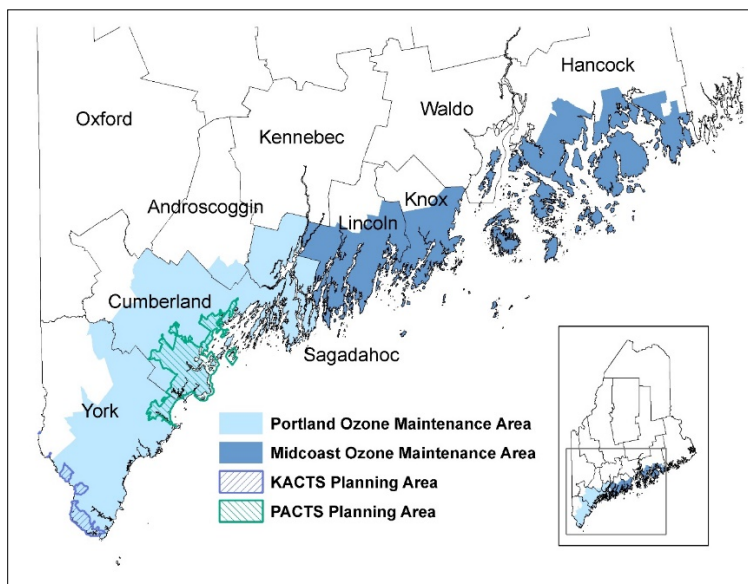


Table 1: Maine’s Ozone Maintenance Areas by County and Municipality

| 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, Edgecomb, Monhegan Island Plt, Newcastle, Nobleboro, South Bristol, Southport, Waldoboro, Westport, and Wiscasset |
| Midcoast | Knox | Camden, Cushing, Criehaven Twp, Friendship, Isle Au Haut, Matinicus Isle Plt, Muscle Ridge Shoals Twp, North Haven, Owls Head, Rockland, Rockport, South Thomaston, St. George, Thomaston, Vinalhaven, and Warren |
| Midcoast | Waldo | Isleboro |
| Midcoast | Hancock | Bar Harbor, Blue Hill, Brooklin, Brooksville, Cranberry Isles, Deer Isle, Frenchboro, Gouldsboro, Hancock, Lamoine, Mt. Desert, Sedgwick, Sorrento, Southwest Harbor, Stonington, Sullivan, Surry, Swans Island, Tremont, Trenton, and Winter Harbor |

Conformity Analysis

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

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

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

- **Interagency consultation requirements.**

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

- MaineDOT
- Maine DEP
- Maine Turnpike Authority (MTA)
- PACTS
- KACTS
- Androscoggin Transportation Resource Center (ATRC)
- Greater Portland Council of Governments (GPCOG)

- Southern Maine 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 |
| | | | | | | | | | | | | | \$ | - | |
| | | | | | | | | | | | | | \$ | - | |
| | | | | | | | | | | | | | \$ | - | |