MaineDOT Low-No Grant Application

Attachment B

Policy Documents

MAINE STATE TRANSIT PLAN

Needs Assessment

March 2023

MaineDOT

1. INTRODUCTION

Following an examination of existing conditions, the needs assessment identifies key shortcomings, and corresponding needs of the statewide public transit system using:

- **Existing Conditions Assessment:** Insight from the general service structures, performance measures, and land use/economic characteristics of Maine's communities.
- **Surveying Process:** A public survey was open between April 2nd and 30th, 2022 with 627 respondents answering questions about priorities for transit, allocation of funds between program areas, frequency and reason for use of transit, and demographic information. These survey results are detailed in Appendix A.
- **Public and Stakeholder Outreach**: Feedback received during a series of public meetings for the MaineDOT Family of Plans during the first half of 2022; input from the project steering committee made up of key transit stakeholders throughout the state; prior work in related studies including the 2019-2023 *Locally Coordinated Plan*; and a series of meetings with various transit stakeholders throughout the planning process.
- **Implementation of Quantitative and Geographic Methodology:** Travel patterns throughout the state were examined to identify areas of high transit propensity that are not currently served adequately by transit, based on an analysis of StreetLight Location-Based Services data and demographics. The results are incorporated into the needs identified in this document, and the process is documented in Appendix B.

Informed by these key sources of information and insight, this needs assessment represents a comprehensive listing of needs and shortcomings of the current statewide public transit system. This includes needs related to geography, the environment, service structure, COVID-19, labor shortages and supply chain issues, funding, and technology.

2.5 Climate Change and Needs Related to the Provision of Public Transit

Needs related to climate and public transit include:

- **Continued transition to electric and other zero-emission vehicles** across the statewide transit system, consistent with the recommendations of *Maine Will not Wait.* This should address issues such as charging infrastructure, power supply, impacts on the electric grid, electricity pricing, vehicle performance in Maine's environment, and operations such as route and schedule planning.
- An efficient and effective public transportation system that provides an alternative to personal vehicles and can reduce overall vehicle-miles traveled, particularly in the state's urban areas.
- **Key Climate Change Needs** include:
  - Continued transition to electric and other zero-emission vehicles; and
  - Overall robust public transportation network

2.6 Additional Technology Needs

Transit operators were asked if their operations utilized:

- Scheduling Software
- Fare Payment Systems
- Asset Management Software
- Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL)
- General Transit Feed Specification (GTFS) standards
- Any additional technology of significance

While operators indicated varying use of these technologies, particularly some degree of GTFS integration and scheduling software, their use is largely fragmented. General technology needs include:

2.7 Funding

The **availability of funding** represents a key factor for the provision of public transit in Maine. The amount of state funding for public transportation is a policy decision and is not set by statute. However, the Maine State Constitution prevents Highway Fund revenues from being used for purposes other than the administration, construction, and maintenance of highways and bridges, limiting the potential sources of state funding for transit.

» **Key Funding Needs** include:

- Sufficient public transit funding

3. SUMMARY OF NEEDS

Summarized needs identified in this needs assessment are shown in Table 3.1. These are not organized by priority, but instead by the seven categories or themes of needs. The findings shown in this needs assessment provide the basis for recommendations, solutions, and a plan for improving transit in Maine.

Table 3.1 Summary of Statewide Transit Needs

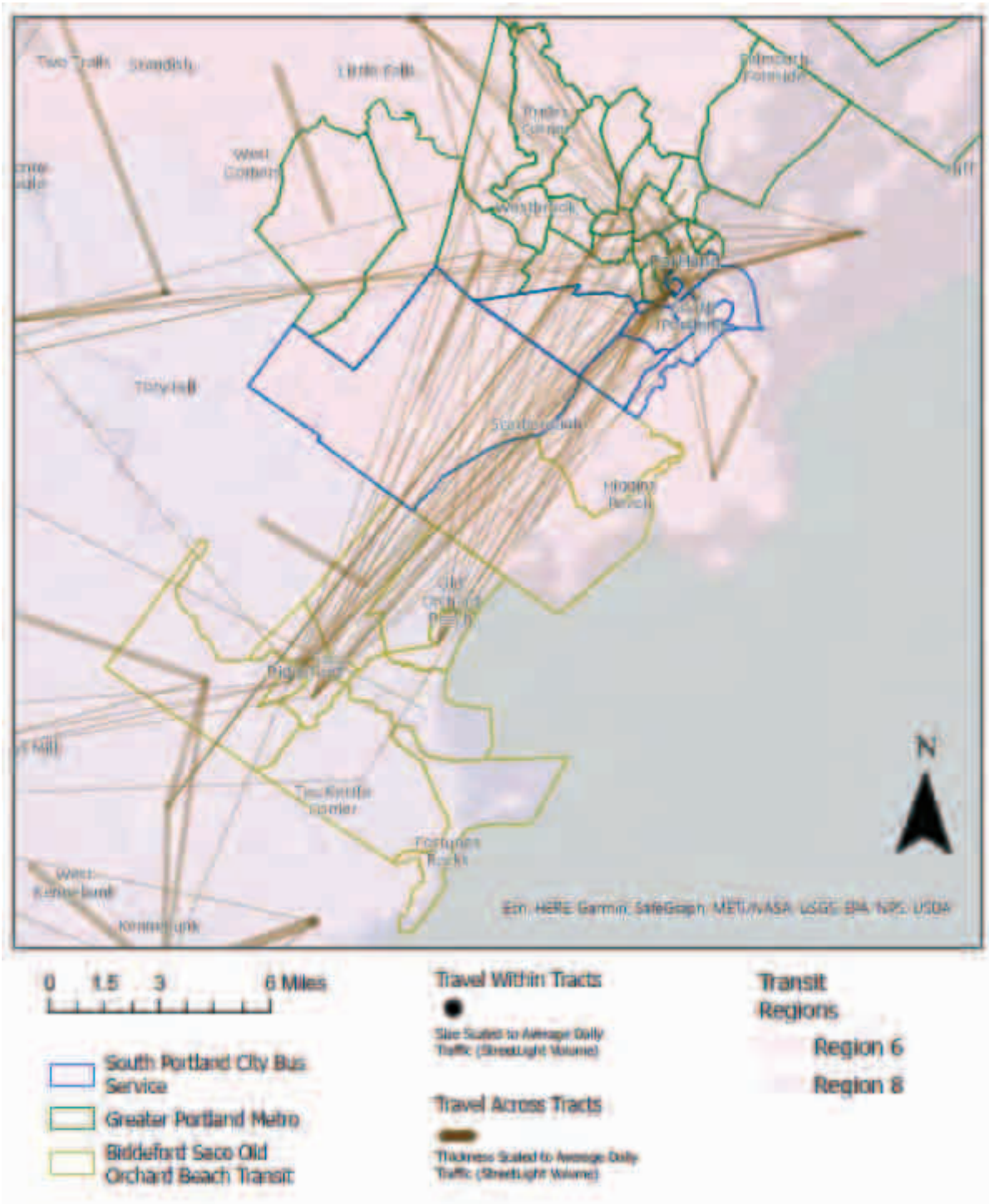
Theme	Specific Need
Rural Transit Demand and Accessibility	» Effective quantification of demand » Sufficient door-to-door service » Sufficient multimodal connectivity and accessibility » Effective targeted technology » Appropriate marketing and communication » Responsive service for the aging population
Service Structure and Coordination Needs	» Effective service frequencies and hours of service » Effective coordination between transit agencies » Sufficient geographic coverage
Adjusting Service for Post-COVID Needs	» Comprehensive assessment of post-COVID travel patterns and service needs, especially for particularly transit-dependent populations
Driver, Labor, and Supply Chain Shortages	» Address ongoing driver, labor, and supply chain issues
Climate Change	» Robust public transportation system » Continued implementation of hybrid, electric, and other low and zero-emission vehicles
Additional Technology Needs	» Full statewide implementation of GTFS and GTFS flex » Implementation of CAD/AVL systems » Scheduling software » Modern fare payment systems » Statewide asset management platform
Funding	» Sufficient public transit funding and ability to adapt to changing priorities, circumstances, and opportunities

B.5.2 Coordination Between Agencies in Portland Metro Area

The analysis of travel patterns and transit propensity clearly demonstrates the need for strong coordination between the agencies serving the Portland area, including Greater Portland Metro, SPBS, and BSOOB. A large amount of travel takes place throughout this region that is not served by a single agency, as shown in Figure B.29. This finding strongly supports coordination between the three agencies, along with other entities such as PACTS and RTP.

Current coordination includes a unified fare payment system, DiriGo Pass, and ongoing planning and coordination efforts. Given the travel patterns and high transit propensities in this area, additional and ongoing coordination in information sharing (both between agencies and for current and potential riders), scheduling, low and zero emission vehicles, transfer locations, operations, and fare policies are warranted.

Figure B.29 O-D Pairs with High Overall Transit Propensity Not Served by a Single Agency in the Greater Portland Area



MAINE STATE TRANSIT PLAN

March 2023

MaineDOT

MAINE STATE TRANSIT PLAN

prepared for

MaineDOT

prepared by

CAMBRIDGE SYSTEMATICS

March 2023

TABLE OF ACRONYMS

ADA	Americans with Disabilities Act
ARPA	American Rescue Plan Act of 2021
ARTS	Aroostook Regional Transportation System
BSOOB	Biddeford | Saco | Old Orchard Beach Transit
CAD/AVL	Computer-Aided Dispatch/Automatic Vehicle Location
CARES Act	Coronavirus Aid, Relief, and Economic Security Act
CCAM	Coordinating Council on Access and Mobility
COAST	Cooperative Alliance for Seacoast Transportation
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act of 2021
DCP Rides	Downeast Community Partners Rides
DHHS	Department of Health and Human Services (Maine)
DOT	Department of Transportation (U.S.)
FM/LM	First Mile/Last Mile
FTA	Federal Transit Administration
GTFS	General Transit Feed Specification
GTFS–Flex	General Transit Feed Specification for Flexible Service
KVCAP	Kennebec Valley Community Action Program
LATC	Lewiston–Auburn Transportation Committee (CityLink)
LBS	Location-Based Services (data)
MSFS	Maine State Ferry Service
MTA	Maine Transit Association
NEMT	Non–Emergency Medical Transportation
NNEPRA	Northern New England Passenger Rail Authority
O-D	Origin–Destination
PACTS	Portland Area Comprehensive Transportation System
Penquis CAP	Penquis Community Action Program
RTC	Regional Transportation Coordinators
RTP	Regional Transportation Program (Referring to the Portland area designated Regional Transportation Program)
RTP(s)	Regional Transportation Programs (Referring to Maine's eight statewide regional transit providers)
SPBS	South Portland City Bus Service
ULB	Useful Life Benchmark
Waldo CAP	Waldo Community Action Partners
WMTS	Western Maine Transportation Services
WTP	Workforce Transportation Pilot (grant program)
YCCAC	York County Community Action Corporation

EXECUTIVE SUMMARY

The *Maine State Transit Plan* is the Maine Department of Transportation's (MaineDOT's) comprehensive plan for public transportation in the state. The Plan is consistent with MaineDOT's mission **"To support economic opportunity and quality of life, by responsibly providing our customers the safest and most reliable transportation system possible, given available resources."** This mission guides MaineDOT's vision for transit in Maine:

> *Maine's accessible, coordinated, and efficient public transportation system meets the diverse needs of all Maine people where they are, within existing and anticipated resources. Transit services improve the quality of life for customers and communities and expand economic access for those without access to private automobiles. Service is tailored to the unique needs and circumstances of Maine's communities. Technology enhances access for customers and efficiency for providers. Hybrid and electric vehicles are utilized as appropriate to minimize environmental impacts.*

The *State Transit Plan* reviews the current state of Maine's public transportation system and establishes a framework for public transit in the years ahead. The Plan identifies key focus areas to advance and invest in, with levels to be balanced with other priorities and based on available resources. The Plan focuses on areas in which MaineDOT can and should play a lead role in advancing. The Plan represents the culmination of a year-long effort, which included a review of past studies, plans, and initiatives; a public survey; public meetings; a review of best practices within the transit industry and in other states in terms of coordination among agencies, departments, and stakeholders and in the delivery of services; and meetings with key stakeholders.

Context and Guiding Principles

Originating from a desire to deliver achievable results, MaineDOT uses a set of practical guiding principles which frame how MaineDOT planning, development, implementation, and operations are conducted. These three guiding principles require a department-wide, conscientious effort to center strategies and actions.

Meet customers where they are	**Commit to pursuing equitable solutions** that best address the diverse needs of all users of Maine's transportation system.
Be responsible stewards by making reasoned, long-term decisions	**Serve as responsible stewards of the funds entrusted to MaineDOT** by seeking the most cost-effective solutions to demonstrated transportation needs. **Make reasoned, fact-based decisions** including those relating to system and asset management, resource allocation, and the selection, scoping, and development of projects. **Consider long-term benefits and costs of transportation investment** including the need for ongoing funding for operations and maintenance.
Improve continuously and embrace the future	**Be open to new ideas, best practices, and technologies** that will result in continuous and sustainable improvement. **Anticipate and meet future transportation needs** - including the transition to cleaner transportation – through thoughtful study and pragmatic implementation including pilots when feasible.

Existing Conditions Assessment

The effects of the COVID-19 pandemic are still being felt in public transportation. Maine transit ridership has rebounded but remains at 55 to 70 percent of pre-pandemic levels for many providers, while ridership nationwide in September 2022 was approximately 70 percent of pre-pandemic levels. Throughout the transit industry, indications are that people who are currently using transit generally have limited transportation options and rely on public transit to meet most or all their transportation needs. It remains to be seen if people with transportation options will return to public transit close to pre-pandemic numbers.

The *State Transit Plan* focuses on over-the-road public transportation. Rail and ferry service are discussed at a high level and are addressed in the *Maine State Rail Plan* and ferry asset management plan. In 2019, before the pandemic, over-the-road public transportation

agencies provided 5,693,033 unlinked passenger trips and operated 785,470 vehicle revenue hours and approximately 15 million vehicle revenue miles.

Federal funding represents the largest source of funds for both capital and operations for Maine's transit providers. Federal funding in 2021 was a combination of formula, discretionary, and one-time emergency relief funds. State transit spending was approximately $20.6 million in 2021or $15.03 per capita.

The Plan establishes performance measures to gauge our progress toward our transit vision, grouped into seven major categories: usage, service level, efficiency, safety, state of good repair, sustainability, and technology.

Needs Assessment

The needs assessment quantifies the need for public transportation throughout Maine and, at a very high level, identifies those who are underserved, what their transportation needs are, where they live, and where they are traveling. The needs assessment identified several specific needs, organized by seven themes.

Theme	Specific Need	
1. Rural Transit Demand and Accessibility	➢ Effective quantification of demand ➢ Sufficient door-to-door service ➢ Sufficient multimodal connectivity and accessibility ➢ Effective targeted technology ➢ Appropriate marketing and communication ➢ Responsive service for the aging population	
2. Service Structure and Coordination Needs	➢ Effective service frequencies and hours of service ➢ Effective coordination between transit agencies ➢ Sufficient geographic coverage	
3. Adjusting Service for Post-COVID Needs	➢ Comprehensive assessment of post-COVID travel patterns and service needs, especially for particularly transit-dependent populations	
4. Driver, Labor, and Supply Chain Shortages	➢ Address ongoing driver, labor, and supply chain issues	
5. Climate Change	➢ Continued implementation of hybrid, electric, and other low- and zero-emission vehicles ➢ Robust public transportation system	
6. Additional Technology Needs	➢ Full statewide implementation of GTFS and GTFS-Flex ➢ Implementation of CAD/AVL systems ➢ Scheduling software ➢ Modern fare payment systems ➢ Statewide asset management platform	
7. Funding	➢ Sufficient public transit funding and ability to adapt to changing priorities, circumstances, and opportunities.	

Strategies for Improving Transit in Maine

Based on the existing conditions and needs assessments,[1] informed by national best practices and built upon what is already working in the state, the following strategies will help us move towards the vision for public transit in Maine – and will require additional and funding from local, state, and federal sources.

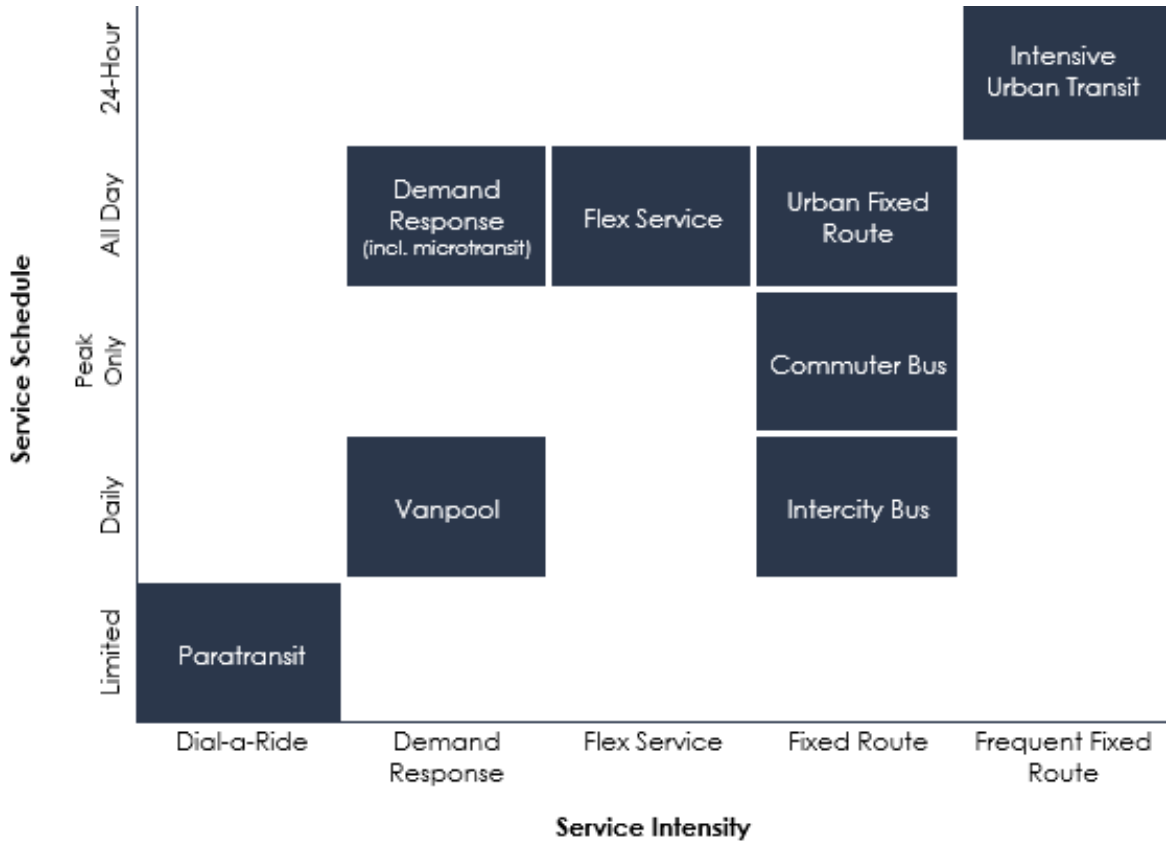
#	Strategy	Description	Needs Addressed
1	**Improve Coordination Among MaineDOT Services and Other State Agencies**	➢ *Strengthen coordination between MaineDOT and other state departments and agencies, including the Maine Department of Health and Human Services (DHHS), Economic and Community Development (DECD), Education (DOE), Justice (DOJ), Labor (DOL), Governor's Office of Policy Innovation and the Future, and MaineHousing to improve customer service and resource sharing across programs*	1, 2, 3, 7
2	**Increase Transit Service as Warranted**	➢ *Increase frequency, spans of service, geographic coverage, intermodal connectivity, and door-to-door service as warranted and as funding allows.*	1, 2, 5
3	**Provide Better Information About Transit to Customers**	➢ *Provide better customer information by improving marketing and communication of transit services, fully implementing GTFS and GTFS-Flex statewide, fully implementing CAD/AVL systems statewide, and expanding GO MAINE.*	1, 2, 3, 5, 6
4	**Remove Barriers to Riding Transit and Make Transit Easier to Use**	➢ *Fully implement modern fare payment systems across Maine's transit systems; improve connections and coordination between transit agencies.*	1, 2, 6
5	**Explore, Pilot, and Implement Programs to Address the Needs of Underserved Populations in Rural Maine**	➢ *Strengthen volunteer driver programs through sharing resources, improving coordination, and expanding as appropriate; pilot and implement creative solutions to improve workforce transportation statewide; enable demand-response agencies to access scheduling software.*	1, 3, 4
6	**Improve Transit Customer Facilities Statewide**	➢ *Improve transit amenities, including bus stops, shelters, signage, stations, transfer points, customer information, and related amenities as appropriate across the statewide transit system.*	1, 2, 5
7	**Address Driver and Labor Shortage Issues**	➢ *Create programs to attract, recruit, train, and license essential transit personnel across Maine and broaden the transportation workforce.*	4
8	**Continue Transition to Electric, Hybrid, and Other Low- and Zero-Emission Vehicles**	➢ *Provide support, financial incentives, and policies to continue transitioning vehicle fleets to cleaner technologies across the statewide transit system.*	5

[1] MaineDOT Family of Plans. https://storymaps.arcgis.com/stories/27763afe326645c285cb1d726ee68cae

#	Strategy	Description	Needs Addressed
9	**Procure a Statewide Asset Management Platform**	➢ *Obtain and utilize a statewide asset management platform to support the capital planning, prioritization, and reporting functions of MaineDOT.*	6
10	**Establish Coordinated Programs for Procurement, Explore Opportunities for a Parts Exchange Program**	➢ *Create a statewide cooperative purchasing program for vehicle procurement and explore opportunities for a parts exchange program, potentially through MaineDOT.*	4
11	**Pursue Funding to Support the Strategies and Vision for Maine's Public Transportation System**	➢ *Work with partners to identify and pursue opportunities to increase overall funding for transit operations and capital from federal, state, local, and private sources.*	1, 2, 3, 4, 5, 6, 7

Maine's transit providers currently use several different transit designs. Different approaches are appropriate for particular regions based on community needs: the number and timing of trips, origins, and destinations and the likelihood that people will use public transit, otherwise known as transit propensity. The framework below depicts a continuum of transit types or intensities that may be appropriate based on an analysis of community needs.

Service Intensity and Schedule



The needs assessment estimated transit propensity based on several factors, with each assigned a weight: population density (30), quantity of travel (20), zero-vehicle housing units (15), low-income households (10), population with disabilities (10), female population share (5), population that is not "white, non-Hispanic" (5), and population aged 65+ (5). This framework can be adjusted as needed over time and for specific circumstances.

Implementation Roles and Investment Actions

Ultimately, MaineDOT will oversee the implementation of the *State Transit Plan* recommendations. The table below provides a tool for understanding and prioritizing these recommendations and identifying key stakeholders and partners.

Description	Strat. #	Needs	When	Cost	Where	Who
Improve marketing and communication of transit services	3	1, 2, 5	Short term	**$**$$$	Local	Transit Agencies, Maine Transit Association, MaineDOT
Coordinate schedules and transfer points between agencies	4	1, 2	Short term	**$**$$$	Local	Transit Agencies, Ferry Services, Passenger Rail Services
Address driver and labor shortage issues	7	4	Short term	**$**$$$ - **$$**$$	Local/ Region	Transit Agencies, DOL, Educational Partners
Strengthen and encourage volunteer driver programs	5	1, 4	Short term	**$$**$$	State wide	Maine Council on Aging, MaineDOT
Procure a statewide asset management platform	9	6	Short term	**$$**$$	State wide	MaineDOT
Fully implement GTFS and GTFS-Flex statewide	3	1, 2, 6	Short term	**$$$**$	State, local	MaineDOT, Transit Agencies
Expand GO MAINE	3	1, 2, 3, 5, 6	Short term	**$$$**$	State wide	MaineDOT, Maine Turnpike Authority
Improve coordination among MaineDOT services and other state agencies	1	1, 2, 3, 7	Short term	**$$$**$	State wide	MaineDOT, DHHS, CCAM
Enable access to scheduling software at transit agencies statewide	5	1, 2, 5, 6	Short term	**$$$**$	State wide	MaineDOT, Transit Agencies
Increase transit service as warranted	2	1, 2, 5	Short term	**$**$$$ - **$$$$**	Local	MaineDOT, Transit Agencies
Pursue funding to support the strategies and vision for Maine's public transportation system	11	1, 2, 3, 4, 5, 6, 7	Short term	**$$$$**	State wide	State Legislature, MaineDOT, Maine Transit Association

Description	Strat. #	Needs	When	Cost	Where	Who
Pilot creative solutions for workforce transportation	5	1, 3	Short term	**$$$$**	State wide	MaineDOT, Local Partners
Implement modern fare payment systems	4	1, 2, 6	Short term	**$$$$**	State wide	MaineDOT, Transit Agencies
Continue transition to electric, hybrid, and other low- and zero-emission vehicles	8	5	Short term	**$$$$**	State wide	Transit Agencies, MaineDOT
Enhance transit amenities statewide	6	1, 2, 5	Medium term	**$**$$$ **- $$$$**	Local	MaineDOT, Transit Agencies
Develop a statewide cooperative vehicle purchasing program	10	4	Medium term	**$**$$$ **- $$$$**	State wide	MaineDOT, Transit Agencies
Fully implement CAD/AVL systems statewide	3	1, 2, 5, 6	Medium term	**$$$$**	State wide	MaineDOT, Transit Agencies

2. EXISTING CONDITIONS ASSESSMENT

2.1 Study Context and Underlying Trends

With an average age of 45.1 years and 21 percent of residents aged 65+, Maine is the oldest U.S. state. Maine's older adult population is expected to continue to grow over the next decade. This population is largely scattered throughout Maine, including in some of the most rural and least densely populated portions of the U.S. east of the Mississippi River.

Maine's largest urban centers – including the socio-demographically diverse urban areas of Greater Portland, Lewiston/Auburn, and Bangor – are key economic centers and home to important employment, retail, medical, and population clusters. These locations are also home to significant foreign-born and Limited English proficiency populations and zero-car households, all of whom are more likely to rely on public transit. As a designated "sanctuary jurisdiction," Cumberland County has attracted immigrant populations from all around the world, with many locating in areas outside of the urban core.[4] These growing populations are particularly likely to rely on transit for needs ranging from tourism and hospitality employment to social services access. Maine's transit system also provides travel options for visitors. The effects of climate change are felt across the state, affecting Maine's traditional tourism, agriculture, and forestry industries.

Individual transit agencies - and the state's transit network as a whole - need to offer services that address statewide trends and needs, and meet customers where they are. New technologies such as automated fare payment systems, improved customer information mobile apps, and hybrid, electric and other low- and zero-emission vehicles could allow for improved operations and efficiencies but may be more readily implemented by larger transit agencies than the state's smaller, more rural agencies.

2.1.1 Impacts of COVID-19

With its onset in 2020, the COVID-19 pandemic had pronounced and immediate impacts on public transit. Broad declines in ridership and other performance measures were commonplace across Maine and the U.S., driven by a need to stay home, and in some

[4] Jessica Vaughan and Bryan Griffith, "Map: Sanctuary Cities, Counties, and States," Center for Immigration Studies, March 22, 2021. https://cis.org/Map-Sanctuary-Cities-Counties-and-States

instances, the ability to work from home for some or all of the work week. Public transit, however, continued to provide a vital link for many essential workers, including health practitioners, who continued their in-person duties. Similarly, while transit providers were not able to provide rides for known COVID cases, they provided a key link for persons needing vaccines. Maine transit ridership has rebounded to some extent but is still below pre-pandemic levels, with current ridership at 55 to 70 percent of pre-COVID levels for several providers. The American Public Transportation Association reported in September 2022 that transit ridership nationwide was approximately 70 percent of pre-pandemic levels, due in part to changing travel patterns and needs, including more working from home and increased travel demand outside of the traditional 9:00-to-5:00 work hours.

2.2 Transit Network Overview

The statewide transit network consists of 21 in-state public transportation providers and one New Hampshire-based agency providing some service in Maine. Overviews of each transit provider, including 2016 through 2021 figures, can be found in the Appendix of the existing conditions assessment, and indicate growth in ridership over the decade leading up to 2020. For this analysis, these transit providers were categorized based primarily on their size, type of service, and service area characteristics.

» **Urban Fixed Route Bus:** Regularly-scheduled fixed route bus systems serve Portland, Lewiston/Auburn, Bangor, South Portland, Biddeford and adjacent communities. Serving Maine's largest urban centers, these four systems also include complementary Americans with Disabilities Act paratransit service to eligible riders within 0.75 miles of fixed route service during fixed route hours of service. Cooperative Alliance for Seacoast Transportation (COAST) service out of Portsmouth, NH provides service to portions of southern Maine.

Table 2.1 Urban Fixed Route Systems

Transit Provider	Market Served	Number of Routes	Approximate Weekday Hours of Service	Approximate Weekday Headways	Weekend Service	2019 Ridership
BSOOB Transit	Saco, Biddeford, Old Orchard Beach, Scarborough, Portland	7 (Includes 1 Intercity Service)	5:30 AM–10:30 PM	Varies: 15-150 Minutes	Yes	366,527
CityLink	Lewiston, Auburn	10	5:45 AM–6:15 PM	Varies: 30 to 120 Minutes	Saturday service on most routes	317,453
COAST Maine Ridership	Portsmouth (NH), Dover (NH), Kittery, Berwick, South Berwick	13 total, 3 in ME	5:00 AM–10:00 PM	60 Minutes	Saturday service on most routes (Suspended)	20,458
Community Connector	Bangor	10	5:45 AM–7:00 PM	60 Minutes	Saturday service on most routes (Suspended)	775,994
Greater Portland Transit District	Portland, South Portland, Westbrook, Falmouth	10	5:00 AM–11:00 PM	30 Minutes	Yes	2,111,881
South Portland City Bus Service	South Portland, Portland	3	6:30 AM–11:00 PM	Varies: 45 to 120 Minutes	Yes	259,640

» **Small Urban and Regional Systems:** Two systems consist of flex and scheduled routes serving small urban and regional geographies. These communities include smaller urban centers and adjacent suburban communities outside of Maine's largest cities.

Table 2.2 Small Urban and Regional Systems

Transit Provider	Market Served	Number of Routes	Approximate Weekday Hours of Service	Approximate Weekday Headways	Weekend Service	2019 Base
Bath City Bus	Bath	2	8:00 AM–5:30 AM	60 Minutes	No	11,769
Downeast Transportation	Ellsworth, Bar Harbor, Bucksport, Stonington, Bangor	Downeast Service: 7 Routes Seasonal Island Explorer: 11 Routes, some temporarily suspended	5:30 AM–5:00 PM	1–6 Daily Runs	Seasonal Island Explorer	671,879

»Regional Transportation Programs:

Maine is divided into eight transportation regions which collectively span the entire state. Outside existing urban and small urban transit systems, public transit in these regions is administered by MaineDOT-designated providers, primarily non-profit organizations operating a variety of scheduled services, flex routes, and demand-response systems.

Table 2.3 Regional Transportation Program Systems

Transit Provider	Transit Region	Markets Served	Transit Services	Weekend Service	2019 Ridership
Aroostook Regional Transportation System	1	Caribou, Fort Kent, Madawaska, Houlton, Presque Isle, Surrounding Communities	Caribou Area Bus Service (Demand-Response) St. John Valley Area Bus Service (Demand-Response) Houlton Area Bus Service (Demand-Response) Presque Isle Area Bus Service (Demand-Response) New Freedom Transportation Service (Flex Service Between Above Service Areas)	No	61,804
Downeast Community Partners	2	Eastport, Calais, Princeton, Baileyville, Lubec, Machias, Millbridge	East Port—Pleasant Point (Flex Service/Demand-Response) Princeton—Baileyville (Flex Service/Demand-Response) Lubec—Machias (Flex Service/Demand-Response) Millbridge—Machias (Flex Service/Demand-Response)	No	48,871
Penquis Community Action Program	3	Penobscot County, Piscataquis County	General Public Transportation (Demand-Response)	No	314,314
Kennebec Valley Community Action Program	4	Augusta, Waterville, Lower Somerset County Communities: Skowhegan, Madison, Anson, and Norridgewock	Kennebec Explorer (Flex and Fixed Routes) Somerset Explorer (Flex Route)	No	173,878
Waldo Community Action Partners: Mid Coast Public Transportation	5	Rockland, Belfast, Additional Knox County Communities	Rockland DASH (Flex Route) Belfast DASH (Flex Route) Flex-Route Ride (Flex Route) Bangor Route—Temporarily Suspended (Flex Route) Augusta Route—Temporarily Suspended (Flex Route) Waterville Route—Temporarily Suspended (Flex Route) Additional Demand-Response Service (Demand-Response)	No	86,212

Transit Provider	Transit Region	Markets Served	Transit Services	Weekend Service	2019 Ridership
Regional Transportation Program	6	Portland, Bridgton, Additional Cumberland County Communities	Lakes Region Explorer (Scheduled Service) General Public Transportation (Demand-Response)	Saturday Service on Lakes Region Explorer	94,062
Western Maine Transportation Services	7	Farmington, Auburn, Lewiston, Lisbon, Rangeley, Rumford, Brunswick, Sugarloaf, Bethel	Greenline Commuter (Scheduled Service) Blueline Commuter Pilot (Scheduled Service) Lisbon Connection (Flex Service) Farmington—Rangeley (Flex Service) Greenline Connection (Scheduled Service) Mountain Valley Flex Route—Temporarily Suspended (Flex Service) Brunswick Link (Fixed Route) Sugarloaf Express—Seasonal (Scheduled Service) Mountain Explorer—Seasonal (Scheduled Service)	Seasonal Services	233,472
York County Community Action Corporation	8	Sanford, Springvale, Biddeford, Saco, Wells, York, Ogunquit, Kennebunkport, Additional York County Communities	Sanford Transit (Flex Service) WAVE (Demand-Response) Shoreline Explorer—Seasonal (Flex Service) Local Rides (Demand-Response) KITT—Kennebunk in Town Transportation (Flex Service) Southern Maine Connector (Flex Service) Orange 5 (Scheduled Service)	Shoreline Explorer, Orange 5	144,819

A summary of rural and low-density transit options provided by Regional Transportation Programs by county are shown in Table 2.4.

Table 2.4 Rural and Low-Density Area Transit Availability by County

County	Description of Available Services
Northern Maine Counties	
Aroostook	Frequencies of between daily weekday and weekly flexible and demand-response services to most inhabited portions of the county.
Penobscot	Weekly demand-response service available to each town.
Piscataquis	Weekly demand-response service available to each town.
Midcoast Counties	
Knox	Demand-response service is available subject to geographic considerations and the availability of vehicles and/or drivers. Weekday flex route service around Rockland.
Lincoln	Demand-response service available subject to geographic considerations and availability of vehicles and/or drivers.
Sagadahoc	Demand-response service available subject to geographic considerations and availability of vehicles and/or drivers.
Waldo	Demand-response service available subject to geographic considerations and availability of vehicles and/or drivers. Weekday flex route service around Belfast.
Greater Portland and South Coast Counties	
Cumberland	Weekday demand-response service available. Scheduled services into Portland.
York	Weekly demand-response service to each town. Additional transit services available in denser coastal communities.
Western Maine Counties	
Androscoggin	Demand-response service available subject to geographic considerations and availability of vehicles and/or drivers.
Franklin	Demand-response service available subject to geographic considerations and availability of vehicles and/or drivers.
Kennebec	Weekday flex route services around Augusta, Waterville, and surrounding communities.
Oxford	Flex route services on select weekdays and demand-response service available subject to availability of vehicles and/or drivers.
Somerset	Weekday flex route services in lower portions of the county.
Eastern Maine Counties	
Hancock	Scheduled weekday services to Bar Harbor and coastal communities.
Washington	Weekday flex and demand-response services in coastal portions of the county.

» **Ferry Service:** Several of Maine's inhabited offshore islands are serviced by four waterborne public ferry providers which provide the only public link for residents and visitors. The Maine State Ferry Service is operated by MaineDOT.

Table 2.5 Ferry Systems

Ferry System	Market Served	Mainland Port	Year-Round Service	2019 Ridership
Casco Bay Lines	Inhabited Casco Bay Islands	Portland	Yes	1,099,820
Isle au Haut Boat Service	Isle au Haut	Stonington	Yes	24,827
Maine State Ferry Service	Inhabited Midcoast Islands	Rockland, Bass Harbor, Lincolnville	Yes	465,445
Town of Cranberry Isles Commuter Ferry	Cranberry Isles	Northeast Harbor	Yes	4,000

» **Intercity Bus and Rail Service:** Three long-distance bus systems provide service between key markets in Maine and to points south.[5] Amtrak also provides scheduled rail service to points south. Ridership and performance data are limited for the private intercity bus carriers, not all of whom receive federal assistance. However, these carriers provide service to many Maine people and visitors and are a vital link in Maine's public transportation network. Intercity bus service consists of no more than one daily run, per direction, across most routes. Bangor is the primary transfer hub for service between southern statewide markets (provided by Concord Coach and Greyhound) and northern/eastern markets (provided by Cyr Bus Line and West's Transportation). Direct service is available to Boston and New York City.

[5] In addition to the three long-distance services, BSOOB Transit's Green Line is operated as a feeder intercity service between Saco and Portland through earmarked FTA funding. Since ridership and other performance measures for BSOOB Transit are not broken out by specific route and service, those figures are included in the Small Urban and Regional System section.

Table 2.6 Intercity Bus Systems

Transit Provider	Routes	Daily Service	2019 Ridership
Concord Coach	Bangor—Augusta—Lewiston/Auburn—Portland—Boston	Yes	Private Information
	Bangor—Midcoast Communities—Portland—Boston	Yes	
	Portland—New York City	No Tuesday or Thursday Service	
Cyr Bus Line	Bangor—Howland—Houlton—Presque Isle—Caribou	Yes	Private Information
Greyhound	Bangor – Augusta–Lewiston/Auburn–Portland-Boston	Yes	Private Information
West's Transportation	Bangor—Calais	Yes	8,097
	Steuben—Jonesport	Weekdays	
	Beals Island—Ellsworth	Mondays	
	Steuben—Machias	Tuesdays	

Rail service is provided by Amtrak's Downeaster, managed by the Northern New England Passenger Rail Authority. This service consists of five daily runs between Brunswick, Portland, and points south into Boston. Key service characteristics of the statewide rail service are shown in Table 2.7. In 2019, approximately 33 percent of ridership was commuting to and from work. At 28 percent in September 2022, work commutes are growing but have not returned to 2019 levels. Visiting (25 percent of riders) and recreation (30 percent) were both higher in September 2022 than in 2019 (19 percent and 21 percent, respectively). Generally, about 52 percent of passengers board or alight the Downeaster in Maine.

Table 2.7 Rail System Service

Service	Maine Stops	Daily Runs	Weekend Service	2019 Ridership
Amtrak Downeaster	Wells, Saco, Old Orchard Beach, Portland, Freeport, Brunswick	5	Yes	574,692

Ridership and performance measures by category for 2019, prior to the ridership anomalies associated with the COVID-19 pandemic, are summarized in Figures 2.1 and 2.2. Total ridership was 7.87 million, and total VRM for transit was 18 million miles. For context, total vehicle miles traveled across all modes in the state in 2019 was 15,074 million.

2.4 Transit Funding

2.4.1 Federal Role

Each year, Congress sets formulas which determine the appropriation of each State's transit funding. The Maine transit appropriations are allocated to MaineDOT and urban areas in Maine. This transit funding is provided through the Federal Transit Administration (FTA) and programmed in MaineDOT's Statewide Transportation Improvement Program (STIP) for administration by MaineDOT or urban direct recipients. These are listed in Table 2.8.

Table 2.8 Federal Transit Funding Types

Funding Type	Description
Section 5303—Metropolitan Planning	Funding for urban multimodal transportation planning. Funds are transferred to the Federal Highway Administration (FHWA) and administered by the Metropolitan Planning Organizations (MPOs) for transit projects in their Unified Planning Work Programs (UPWPs).
Section 5304—Statewide Planning	Funding for statewide multimodal transportation planning, allocated to MaineDOT and used to provide technical assistance and oversight for urban transit planning.
Section 5307—Urbanized Area Formula Grants	FTA's largest program provides capital and operating funding, as well as transportation planning-related funds in Urbanized Areas (UZAs). Apportioning of funds is based on the population of the specific UZA. For UZAs with populations of more than 200,000, funds are allocated directly to the recipient. For UZAs with populations between 50,000 and 200,000, funds are allocated through MaineDOT. Public entities in UZAs with populations of fewer than 200,000 apply for funding to FTA directly, except for non-profit entities, which fall under MaineDOT's purview as subrecipients.
Section 5310—Enhanced Mobility of Seniors and Individuals with Disabilities	Formula funding for states for the purpose of assisting private non-profit groups in meeting the transportation needs of older adults and persons with disabilities. Funds are allocated to MaineDOT, except for those funds allocated to the Portland UZA. MaineDOT distributes Section 5310 funding amongst the Regional Transit providers, all private non-profit entities, for capital and mobility management needs.
Section 5311—Nonurbanized Area Formula Grants for Rural Areas	Funding to support public transportation capital, planning, and operating needs in rural areas with populations of fewer than 50,000. Funds are allocated to MaineDOT.
Section 5337—State of Good Repair Grants	Funding for capital assistance related to maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Funds through this program are allocated to the Portland UZA. Two recipients administer the funds: Casco Bay Lines and Northern New England Passenger Rail Authority.
Section 5339—Grants for Buses and Bus Facilities	Funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. Funds are allocated to states and urban areas.
Flex Funds	Either Congestion Mitigation and Air Quality (CMAQ) or Surface Transportation Program (STP) funds transferred from FHWA and used in both urban and rural areas for transit. Eligible projects are either capital or operating assistance for new service.

2.4.2 MaineDOT's Role in Administering Federal Funds

MaineDOT administers certain partner transportation services, as highlighted in Section 2.3. MaineDOT also programs federal funds for direct recipients and subrecipients. MaineDOT is required by state law to divide the state into eight transit regions, which are then divided into urban and rural geographies. Within these eight transit regions, a MaineDOT-designated regional transportation provider (see Regional Transportation Programs in Section 2.2) is tasked with providing transportation, typically in the form of demand-response and scheduled services. This is in addition to the urban fixed-route, small urban/regional systems, ferry, and intercity services across the state.

For non-urban FTA funding programs, MaineDOT applies on behalf of all subrecipients and administers the funds; federal regulation does not allow subrecipients to apply directly for FTA funding. Through this process, MaineDOT requires subrecipients to apply for funding and reviews applications, including for eligibility criteria and funding prioritization purposes. MaineDOT's selection of projects to be funded completes the flow of funding from FTA programs to local transit systems and programs. Direct recipients apply directly to FTA for grant funding.

2.4.3 Funding Breakdown by Source

The 21 transit agencies in Maine receive funding for operations and capital from a mix of sources, illustrated in Figure 2.3. These 2021 values may not be representative of available funding going forward, as several factors made 2021 unusual:

- Funding from three federal COVID-19 era relief bills (CARES, CRRSAA, and ARPA) is included;
- CARES funds expended during the fiscal year were allowed at a 100-percent federal share for operations instead of the usual 50-percent federal share;
- It was the last year prior to formula funding program changes – most notably the approximately 30-percent increase in formula funds expected from BIL starting in 2022, from roughly $36.3 million to $47.3 million per year; and
- Ridership recovery – and therefore farebox revenue – was uneven throughout the state.

In addition, allocations and expenditures for any given calendar or fiscal year may not always match. Large capital projects often have a carryover balance of older FTA funds that will be expended in future years. Due to project delivery, some projects may utilize several years of funding, and other projects may take several years to fully expend funds.

For this reason, 2019 values for funding and operations broken down by sources are included for comparison in Figure 2.3. Capital funding was about $10 million, or 36 percent, lower in 2019 compared to 2021; funding for operations was also lower in 2019 compared to 2021, but by just $4 million, or four percent. When looking at the specific funding sources, it is clear that the difference between 2019 and 2021 is driven primarily by the increase in federal funding from 2019 of $48.8 million across operational and capital expenditures to $65.4 million in 2021. Federal funding is expected to remain high with $48.1 million available for just operating funds in 2023 for the state, somewhat higher than the funding provided in 2021. State funds are not expected to change significantly from 2021 levels and funds from fares is still on a recovery trend since the ridership drop in 2020.

As shown in Figure 2.3, federal assistance was the largest source of funds for both capital and operations in 2021, totaling $65.7 million. These were a combination of formula, discretionary, and emergency relief funds. State funds provide about a quarter of capital funding and eight percent of operating funds for transit agencies. Fare revenues and supplemental, directly-generated revenue such as advertising[7] by agencies make up about a quarter of operating funding but very little on the capital side, with fares accounting for most of these funds. Local funds are another important source for both capital and operations and other funds – including contract revenues from DHHS for MaineCare and Child Development Services rides, private donations, grants, and related sources – are significant for operating budgets. These sources are important indicators of municipal support, in some cases are direct support from businesses to operate specific routes, and collectively help leverage federal funding by contributing to the required local match.

[7] Fare revenue and directly-generated revenue is reported together in NTD data.

In addition to the funds for transit agencies, MaineDOT had additional state spending in support of transit in the state, bringing 2021 state transit spending to a total of approximately $20.6 million. This includes $16.9 million for the Maine State Ferry Service, $3.7 million for transit (including bus, small ferries, and the Amtrak Downeaster), and $65.4 thousand for GO MAINE.[8]

With all sources of state funding included, Maine's per capita state funding for transit was $10.81 in 2020 and $15.03 in 2021. The increase is primarily due to an increase in state funding for the Maine State Ferry Service from 2020 to 2021.

Fare-Free Transit

A timely topic being discussed in Maine and elsewhere across the country is whether transit should be free for riders. Potential benefits of fare-free transit include:

- Increased equity, as transit provides an option for many low-income individuals
- Advancing climate change goals by encouraging the use of transit over personal vehicles
- Improved operations, as the vehicle is not delayed by riders paying fares
- Elimination of fare-related barriers such as carrying cash, obtaining passes, paying online
- Reduced contact between driver and passenger
- Elimination of operating costs such as processing of fares and purchasing, maintaining, and managing fare collection systems

Fares also represent a revenue stream for providers, with about a quarter of 2021 transit agency funding coming from fare revenue. The lost fare revenue would need to be replaced with another source of funding to avoid service cuts at most agencies across the state. This new funding would then not be available to support improvements and expanded services. There is also a concern that the absence of fares may lead to passengers using the transit system for non-transportation purposes, such as staying warm in the winter months. As in many places, fare-free transit is an ongoing discussion in Maine.

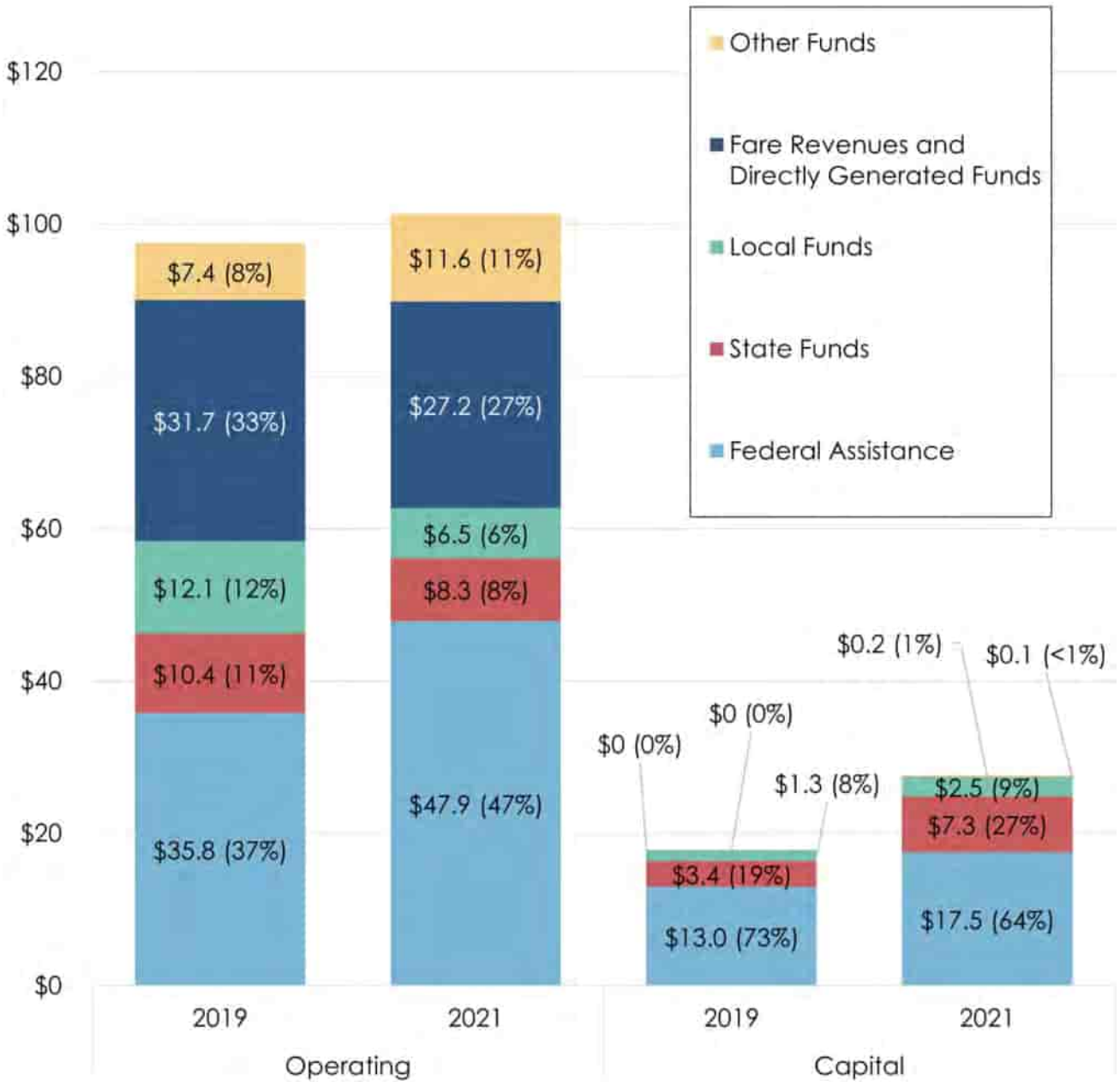
The American Association of State Highway Transportation Officials (AASHTO) compiles information from state departments of transportation each year on state funding for public transportation. State DOTs have considerable discretion in deciding which funding sources to include in their submissions. While comparisons across states are therefore challenging and should only be used cautiously, 2020[9] state transit funding per capita ranged from $333.32 for Massachusetts to $0.17 for Idaho, with three states (Alabama, Hawaii, and Nevada) providing no state funding for public transit. Maine's $10.81 per capita in 2020 ranked 22nd among the 50 states and the District of Columbia. On average, per capita state funding for the 50 states and the

[8] Total GO MAINE funding was $400,000 in 2022 and $287,000 in 2023, with 75% of total funding from MaineDOT and 25% from the Maine Turnpike Authority.

9 2020 is the last year for which data from all states is available. While MaineDOT submitted its funding numbers to AASHTO in November 2022, comparisons based on 2021 numbers are not possible until the full report is made available.

District of Columbia was $63.00, a number which is significantly increased by large amounts of funding from several urbanized states and the District of Columbia.

Figure 2.3 2019 and 2021 Maine Transit Agency Funding by Source



Source: NTD.

3. NEEDS ASSESSMENT

The needs assessment attempts to quantify the need for public transportation throughout Maine and, at a very high level, identify customers who are underserved, including where they live, what their transportation needs are, and where they are traveling. Another key question is how members of the underserved population are currently meeting their transportation needs. The needs assessment also looks to the future of Maine's transit system, identifying shortcomings and associated needs around Maine's geography and environment, structure of transit service, the COVID-19 pandemic, labor shortages and supply chain issues, funding, and technology. The identification of needs included input from several sources:

- **Existing Conditions Assessment:** Insight from the general service structures, performance measures, and land use/economic characteristics of Maine's communities.
- **Surveying Process:** A public survey was open between April 2nd and 30th, 2022, with 627 respondents answering questions about priorities for transit, allocation of funds between program areas, frequency and reason for use of transit, and demographic information. Respondents identified frequency of transit services, regional and local transit services, reliability, improved fixed-route, and hours of service as priorities for Maine's public transportation system.
- **Public and Stakeholder Outreach**: Feedback from public meetings for the MaineDOT Family of Plans during the first half of 2022, input from the project steering committee made up of key transit stakeholders throughout the state, prior work in related studies including the 2019-2023 *Locally Coordinated Plan,*[12] and a series of meetings with transit stakeholders.
- **Implementation of Quantitative and Geographic Methodology:** Travel patterns throughout the state were examined to identify areas of high transit propensity that are not currently served adequately by transit, based on an analysis of StreetLight Location-Based Services (LBS) data and demographics. The process is documented in Appendix B of the needs assessment.

[12] Maine 2019-2023 Locally Coordinated Plan. https://www.maine.gov/mdot/transit/publications/lcp/

3.1 Needs Assessment Results

The results of the needs assessment are organized around the focus areas for Maine's public transportation system identified in the existing conditions assessment.

3.1.1 Rural Transit Demand and Accessibility Needs

Rural transit accessibility is an especially important need for the statewide public transit network and a challenge for Maine, like the rest of the country. Challenges related to rural transit planning and delivery include physical accessibility caused by steep terrains, unpaved roads, or lack of bicycle and pedestrian infrastructure; sparsely populated communities leading to large distances between users and significant vehicle revenue hours and miles; a limited labor pool from which to hire; and technology accessibility, including poor internet connectivity. Further, most transit agencies serving rural areas of Maine are small entities with a limited number of administrative staff. While the challenges and needs identified in this section are particularly acute in rural areas throughout Maine, many of the same needs are present statewide, and strategies to address them should apply to urban areas as well. Aspects of public transit in rural Maine to be addressed include:

- **Identifying and quantifying all transit demand in rural areas**, with an emphasis on existing and/or emerging origin-destination (O-D) travel patterns to determine where users and major trip generators are located.
- **Increased door-to-door service** since geography and trip densities are not conducive to scheduled and fixed-route services outside of village centers and major corridors in most parts of the state. This need acknowledges the difficulties associated with Maine's low-density regions, as well as the demand-response and flex route format of existing transit services provided by the RTPs. While several rural communities are served on a once-a-week basis or by demand-response services, greater frequencies and additional destinations may be needed. Door-to-door services may be improved by further examining the boundaries of each of the eight RTPs. Reassessment of these boundaries could lead to more effective service for these communities.

Rider Profile: Frank

Frank takes the bus to work but has had a hard time with standing for a long time. He wishes the bus stop near his house had a bench to sit on while he waits for it to arrive.

Amenities for safety, accessibility, and comfort have been shown to be factors in improving ridership, making transit more accessible and easier to use, and bringing positive impacts to the surrounding community.

- **Improving multimodal connectivity to transit service.** Transit facilities, such as transit stops and stations, should connect to bicycle and pedestrian facilities, where feasible and beneficial, to encourage multimodal mobility.[13] This should include accommodations for safety, accessibility, and comfort at transit stops, such as shelters, benches, and lighting. Transit service and connecting infrastructure need to be fully ADA-compliant and accessible to all users.
- **Improved technology** targeted to public transit users in rural areas, including in places with limited internet connectivity. This could include mobile apps that provide information on service availability without internet connectivity and automated messaging for trip scheduling and booking through home landlines.
- Improving **marketing and communication** of the availability of all transit services. While most inhabited rural areas in Maine are served, even if at relatively limited frequencies, the lack of awareness among users and potential users of available services, or a belief that services are not available to the general public, has been a frequently heard concern.
- **Increased service for the aging population**. The fastest-growing demographic in Maine is the age 65+ population, many of whom live in rural areas with auto-centric land use and community design. As people age, many will struggle to transport themselves and, if unable to find alternative transportation, will experience a higher risk of social isolation and health problems. Meeting the needs of this population will require not only expanded service availability, but also additional support to help these users understand their travel options and access service.

Rider Profile: Harriet

Harriet usually has her nephew drive her to a monthly medical appointment but this month he'll be out of town. Harriet knows there's a social service organization that may provide transportation services in her area, but does not know much more than that, nor how to access additional information about this service. With additional marketing and communication of the availability of transit service in her area and how to use it, people like Harriet would have an easier time accessing the system and would benefit from getting around their community easier.

3.1.2 Service Structure and Coordination Needs

Physical parameters associated with public transit service include:

[13] TCRP Report 46: Amenities for Transit Handbook. https://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_46-a.pdf

have been required, to ensure compliance with federal regulations, and to receive a higher federal financial participation match for transportation, DHHS opted to move to the current brokerage model.

According to the LCP, this incentive structure has shifted some NEMT trips away from public transit providers and has reduced the shared ride provision for NEMT trips. As a result, services are not used as efficiently as possible, and some public transit services that serve high-demand medical facilities are underutilized. Increased coordination on trip booking and trip provision can improve operational efficiencies and provide MaineCare patients access to non-medical locations.

3.1.3 Adjusting Service for Post-COVID-19 Needs

During the COVID-19 pandemic, ridership across Maine public transit systems declined dramatically. Significant decreases in 2020 and 2021 ridership included drops of 50 percent or more for the Bangor Community Connector, Greater Portland Metro, SPBS, Bath City Bus, BSOOB Transit, ARTS, Town of Cranberry Isles Commuter Ferry, Amtrak Downeaster, KVCAP, Waldo CAP, and WMTS. Although some transit systems have returned to pre-pandemic ridership (Downeast Transportation, Isle au Haut Boat Service, and Maine State Ferry Service), multiple systems, including several of the urban systems (which constituted nearly half of statewide ridership in 2019), currently operate with ridership well below pre-pandemic levels.

Given the rise of remote work, telemedicine, and virtual appointments, it is likely that the majority of people who are currently riding transit have limited transportation options and are reliant on public transportation to meet some or all their transportation needs. It remains to be seen if people with other transportation options, particularly those with regular access to personal vehicles, will return to public transportation at the same level as before the pandemic.

3.1.4 Driver, Labor, and Supply Chain Shortages

Driver and labor shortages across Maine must be addressed to ensure the continued provision of reliable service and support potential expansions of service. Driver shortages are an ongoing issue for most urban and rural transit operators, who compete with other employers for the limited pool of workers and potential workers with commercial driver's licenses. There is also a need for other essential personnel such as maintenance workers, dispatchers, and mechanics, who will also need to be trained on battery electric and hybrid

vehicles. Even several operators who have not experienced driver shortages directly expressed concern about their ability to find skilled workers.

With labor challenges throughout the economy, **skills training and wage competitiveness** are important issues for public transportation. In addition, ongoing **supply chain issues**, exacerbated by the influx of available funding for new equipment, continue to impact public transit operations, from fuel prices to procurement of vehicles and parts.

3.1.5 Climate Change

Public transit can address climate change through:

- **Continued transition to electric vehicles and other zero-emission vehicles** across the statewide transit system, consistent with the recommendations of *Maine Won't Wait*[14]. Electric and zero-emission vehicle deployment planning must address charging infrastructure, power supply, electric grid impacts, electricity pricing, vehicle performance in Maine's environment, and route and schedule planning.
- **An efficient and effective public transportation system** provides an alternative to personal vehicles and can reduce overall vehicle-miles traveled in urban areas which have a critical mass of travelers and numerous shared destinations.

3.1.6 Additional Technology Needs

Technology applications can improve transit service, including:

- Scheduling Software
- Automated Fare Payment Systems
- Asset Management Software
- Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL)
- GTFS standards

These technologies are used to varying degrees by Maine's transit operators, leading to several areas for improvement:

Rider Profile: Eileen

Eileen wants to take the demand-responsive service in her area more often, but sometimes forgets to call the day before to book the trip, or has transportation needs that arise that same day. She wishes she could call to book same-day trips.

Technology provides an opportunity to improve the experience for passengers like Eileen by lowering barriers to travel, providing better methods for fare payment, improving trip planning options, and providing real-time trip information.

[14] Maine Won't Wait Climate Plan. https://www.maine.gov/climateplan/the-plan

» **Full integration of statewide transit services to GTFS and GTFS-Flex.** Participation from all transit providers on the GTFS and GTFS-Flex (a version of the standard designed for flexible/demand-responsive routes) standards would create a consistent platform for transit data, making it easier for riders to discover travel options across providers and streamlining data collection and analysis. Integration would allow for better coordination of statewide transit planning efforts and better communication and marketing of services. This is especially the case for flex routes, demand-response services, and other transit options operated by the Regional Transportation Programs, where integration of GTFS and GTFS-Flex will enable better coordination of services and trips, the tracking of vehicles and arrival times, improved dissemination of information to users, and the ability for users to plan their own trips more efficiently, without having to call the provider.

» **Full implementation of CAD/AVL systems on all transit vehicles.** Computer-aided dispatching/automatic vehicle location (CAD/AVL) provides real-time locations of all vehicles, enabling better deployment of resources and better provision of service. It also enables integration of GTFS Realtime, which allows trip planning apps to display and predict actual vehicle arrival times to a given stop.[15]

In addition, automated passenger counter (APC) systems automatically and reliably track transit ridership. When connected to AVL systems, APCs can provide valuable data on trip patterns and crowding, allowing for better reporting and transit planning.

» **Full implementation of scheduling software across all demand response systems** is needed to increase coordination, reduce the amount of time in advance needed to book trips, and increase the capacity of transit services. Currently, many demand-response services require reservations of at least one day in advance, requiring users to plan ahead and creating barriers for users with urgent travel needs.

Rider Profile: Andrew

Andrew uses the local bus to get to the shopping center. If the route had real-time passenger information, he could know when the bus is coming on this hourly route so he'd know right when to leave home without missing the bus or waiting a long time for the bus to arrive.

Studies have shown that providing real-time information to passengers results in decreased wait times, reductions in overall travel time due to changes in path choice, and increased use of transit. Real-time information may also be associated with increased satisfaction with transit service and increases in the perception of personal security when riding transit.

[15] Candace Brakewood & Kari Watkins (2019) A literature review of the passenger benefits of real-time transit information, Transport Reviews, 39:3, 327-356, DOI: 10.1080/01441647.2018.1472147

- An **asset management platform** that allows transit providers to enter vehicle inventory data directly into the web would allow MaineDOT to easily analyze transit fleet data such as lifecycle and maintenance needs. The department would then be able to produce federally-mandated FTA reports for easy submission; make more informed funding decisions; and better manage multi-phase, multi-year transportation project plans. This platform should integrate with existing tools used by transit providers to allow seamless data aggregation for both transit providers and MaineDOT. Such a tool would allow MaineDOT to facilitate collaborative data management and capital planning based on agency goals and criteria. It would also give MaineDOT a forward-looking projection of capital needs for the state's transit agencies.
- Universal implementation of **modern fare payment systems** is needed across Maine's transit systems. Currently, only Greater Portland Metro, SPBS, BSOOB Transit, and WMTS utilize modern fare payment systems. The remaining transit systems rely upon cash payment or physical passes purchased from community locations. Modernized fare payment systems, including contactless readers and payment by smartphone apps, allow for increased efficiency related to payments and accounting for both users and transit providers. This should also include the use of single payment platforms that allow for seamless integration and use across multiple transit systems. Additionally, these fare payment options can attract additional users, including younger populations who are typically more accustomed to using cashless payment options. Lastly, the process of implementing modern fare payment systems can increase coordination and cohesion among transit systems. As an example, the UMO fare payment system used by Greater Portland Metro, SPBS, and BSOOB Transit includes integrated trip planning, improved information access, and multiple fare payment options.

3.1.7 Funding

The **availability of funding** is a key factor for public transit in Maine. While federal initiatives have brought additional formula funds to states, in Maine much of this has been undermined by inflationary pressures. Opportunities for discretionary federal funding have promise, but by their nature are not stable or predictable. The amount of state funding for public transportation is a policy decision and is not set by statute. The Maine State Constitution prohibits Highway Fund revenues from being used for purposes other than the administration, construction, and maintenance of highways and bridges, limiting the potential approaches for providing additional state funding for transit.

3.2 Needs Assessment Summary

A summary of needs is shown in Table 3.1. Organized by the seven categories of themes and needs rather than by priority, these inform the *State Transit Plan* strategies.

Table 3.1 Summary of Statewide Transit Needs

Theme	Specific Need	
1. Rural Transit Demand and Accessibility	➢ Effective quantification of demand ➢ Sufficient door-to-door service ➢ Sufficient multimodal connectivity and accessibility ➢ Effective targeted technology ➢ Appropriate marketing and communication ➢ Responsive service for the aging population	
2. Service Structure and Coordination Needs	➢ Effective service frequencies and hours of service ➢ Effective coordination between transit agencies ➢ Sufficient geographic coverage	
3. Adjusting Service for Post-COVID Needs	➢ Comprehensive assessment of post-COVID travel patterns and service needs, especially for particularly transit-dependent populations	
4. Driver, Labor, and Supply Chain Shortages	➢ Address ongoing driver, labor, and supply chain issues	
5. Climate Change	➢ Continued implementation of hybrid, electric, and other low- and zero-emission vehicles ➢ Robust public transportation system	
6. Additional Technology Needs	➢ Full statewide implementation of GTFS and GTFS-Flex ➢ Implementation of CAD/AVL systems ➢ Scheduling software ➢ Modern fare payment systems ➢ Statewide asset management platform	
7. Funding	➢ Sufficient public transit funding and ability to adapt to changing priorities, circumstances, and opportunities	

4. STRATEGIES FOR IMPROVING TRANSIT IN MAINE

Based upon the existing conditions and needs assessments and national best practices, the following strategies build upon what is already working in the state. They align with the state's transit vision and incorporate system efficiencies and innovations. Each strategy includes:

- An **action-oriented description** of the strategy.
- A description of **why and how** the strategy can be advanced.
- A list of the roles, timeline, and financial implications of implementing the strategy.
  - **Roles** include who is responsible for implementing or coordinating the strategy.
  - **Timeline** is generally categorized as short-term (0-3 years), medium-term (4-9 years), or long-term (10+ years).
  - **Financial implications** are cost estimates, when available, or a description of the expected financial implication for each strategy.
- Finally, each strategy is directly tied to one or more of Maine's **transit needs** identified in the needs assessment.

Strategy 1: Improve Coordination Among MaineDOT Services and Other State Agencies

Strengthen coordination between MaineDOT and other state departments and agencies, including the Maine Departments of Health and Human Services (DHHS), Economic and Community Development (DECD), Education (DOE), Justice (DOJ), Labor (DOL), Governor's Office of Policy Innovation and the Future (GOPIF), and MaineHousing to improve customer service and resource sharing across programs.

MaineDOT engages regularly with other state agencies and departments, including through the Interagency Working Group on Transit, which includes MaineDOT, DECD, DHHS, DOL, and GOPIF, and will continue to coordinate on programming going forward. One area of particular opportunity is improved coordination between MaineDOT and DHHS transportation services. Maine DHHS oversees the Non-Emergency Medical Transportation (NEMT) program through MaineCare, using a brokerage system to arrange NEMT trips for members. These services are not used as efficiently as possible, and some public transit services that serve medical facilities are underutilized. Increased coordination for trip booking and provision can improve operations and accessibility to non-medical locations for MaineCare patients as well as enable more efficient use of public transportation funds.

In 2021, DHHS conducted an independent program evaluation of its transportation services, including an evaluation of the organizational structure. The *Maine DHHS Transportation Program*

Roles: MaineDOT, DHHS, DECD, DOE, DOJ, DOL, GOPIF, Federal CCAM

Timeline: Beginning short-term. Discussions between MaineDOT and DHHS are ongoing. The CCAM Strategic Plan was signed in Oct. 2022.

Financial Implications: Costs for DHHS and DOT include navigating anticipated changes to federal regulations to maximize benefits for Maine and staffing and developing of RTCs. Agency coordination costs should be minimal and would benefit from technology and ITS investment.

Needs Addressed: Robust public transportation system, sufficient multimodal connectivity and accessibility, effective agency coordination, service for post-COVID needs, sufficient public transit funding.

Strategy 8: Continue Transition to Electric, Hybrid, and Other Low- and Zero-Emission Vehicles

Provide support, financial incentives, and policies to continue transitioning vehicle fleets to cleaner technologies across the statewide transit system.

Transit reduces the use of personal vehicles, vehicle-miles traveled, and greenhouse gas emissions from the transportation sector. Moving towards environmentally-friendly transit vehicles further reduces transportation emissions, supporting the recommendations of *Maine Won't Wait* and the state's overall transition to electric vehicles. Electric and hybrid vehicles can also enhance the image of public transit in the minds of riders and potential riders.

MaineDOT, with its consultant Hatch, led an initiative in 2022 to develop fleet transition plans for eight agencies, which include recommendations, procurement schedules, operating plans, and cost estimates. These plans address charging infrastructure, power supply and grid impacts, electricity pricing, vehicle performance in Maine's environment, and route and schedule planning. In addition, the plans identify the key stakeholders (such as utility providers and local governments) whose cooperation will be critical to transitioning agency fleets, as nearly all agencies will require utility upgrades to support electric vehicle charging loads or municipal permission to install wayside infrastructure.

Roles: MaineDOT, transit agencies.

Timeline: Already underway, and ongoing through future vehicle replacement cycles.

Financial Implications: The upfront cost of electric buses is currently up to 50 percent more than equivalent diesel vehicles, and facilities will have varying capital investment needs. Expected savings from fuel and maintenance operating costs will offset these.

Needs Addressed: Continued transition to hybrid, electric, and other low- and zero-emission vehicles.

Strategy 11: Pursue Funding to Support the Strategies and Vision for Maine's Public Transportation System

Work with partners to identify and pursue opportunities to increase overall funding for transit operations and capital from federal, state, local, and private sources.

Implementing these strategies will help us move towards MaineDOT's vision for the statewide public transit network – and will require additional funding. This funding could come from several sources. At both the federal and state levels, the unpredictability of special appropriations or discretionary grants makes it difficult for agencies to confidently undertake service expansions and improvements. Potential sources of additional funds are discussed in Section 5.2.

Municipalities have a role to play in funding the level of transit service needed by the community. MaineDOT, transit agencies, and other partners and stakeholders should work to promote transit as an essential service supporting individuals and communities throughout the state.

Transit agencies can and should work with employers and other private partners to support services, particularly those supporting workforce connections. Finally, non-governmental entities may be willing to provide financial assistance for services that benefit their constituencies. Regardless of the source, funding for public transportation should be viewed as an essential element in achieving the vision for public transportation in Maine, rather than a goal in itself.

Roles: State Legislature, MaineDOT, MPOs, Maine Transit Association, transit agencies, municipalities, private partners, non-governmental organizations.

Timeline: Short-term.

Financial Implications: The allocation of sufficient state-level funding in conjunction with funding from municipalities, private partners, and non-governmental organizations, would support system efficiencies, support an improved level of service for users, and provide better outcomes for Maine's transit agencies and riders.

Needs Addressed: Sufficient public transit funding, robust public transit, door-to-door service, multimodal accessibility, targeted technology, responsive service for the aging population, low- and zero-emission vehicles, effective service, geographic coverage, technology needs.

MaineDOT will work with partners and stakeholders to ensure that funding amounts and allocations support the priorities, strategies, and recommendations in this plan and elsewhere that support this vision.

A summary of these strategies is shown in Table 4.1.

Table 4.1 Summary of Strategies to Improve Transit in Maine

#	Strategy	Description	Needs Addressed
1	**Improve Coordination Among MaineDOT Services and Other State Agencies**	➢ *Strengthen coordination between MaineDOT and other state departments and agencies, including the Maine Department of Health and Human Services (DHHS), Economic and Community Development (DECD), Education (DOE), Justice (DOJ), Labor (DOL), Governor's Office of Policy Innovation and the Future, and MaineHousing to improve customer service and resource sharing across programs*	1, 2, 3, 7
2	**Increase Transit Service as Warranted**	➢ *Increase frequency, spans of service, geographic coverage, intermodal connectivity, and door-to-door service as warranted and as funding allows.*	1, 2, 5
3	**Provide Better Information About Transit to Customers**	➢ *Provide better customer information by improving marketing and communication of transit services, fully implementing GTFS and GTFS-Flex statewide, fully implementing CAD/AVL systems statewide, and expanding GO MAINE.*	1, 2, 3, 5, 6
4	**Remove Barriers to Riding Transit and Make Transit Easier to Use**	➢ *Fully implement modern fare payment systems across Maine's transit systems; improve connections and coordination between transit agencies.*	1, 2, 6
5	**Explore, Pilot, and Implement Programs to Address the Needs of Underserved Populations in Rural Maine**	➢ *Strengthen volunteer driver programs through sharing resources, improving coordination, and expanding as appropriate; pilot and implement creative solutions to improve workforce transportation statewide; enable demand-response agencies to access scheduling software.*	1, 3, 4
6	**Improve Transit Customer Facilities Statewide**	➢ *Improve transit amenities, including bus stops, shelters, signage, stations, transfer points, customer information, and related amenities as appropriate across the statewide transit system.*	1, 2, 5
7	**Address Driver and Labor Shortage Issues**	➢ *Create programs to attract, recruit, train, and license essential transit personnel across Maine and broaden the transportation workforce.*	4
8	**Continue Transition to Electric, Hybrid, and Other Low- and Zero-Emission Vehicles**	➢ *Provide support, financial incentives, and policies to continue transitioning vehicle fleets to cleaner technologies across the statewide transit system.*	5

5. IMPLEMENTATION ROLES AND INVESTMENT ACTIONS

5.1 The Role of MaineDOT and Its Partners

MaineDOT is responsible for implementing the *State Transit Plan* and can do so in several ways:

- Ground all decisions about public transit in Maine in the principles in the state's **transit vision**.
- Advance the strategies described in this plan through close **cooperation with partners**.
- Continue to identify, incentivize, and support additional initiatives to increase **transit innovations and system efficiencies** throughout the statewide transit system.
- Conduct **inclusive and collaborative planning practices** for community engagement as new projects, programs, and pilots are considered.
- Monitor and identify opportunities to extend **service-related programs and pilots** undertaken by local transit agencies, including new services in areas where they are not currently provided.
- Review and evaluate opportunities to **extend technology pilots** (DiriGo Pass, GTFS-Flex, inclusion of DOT-supported agencies and others into the GO MAINE trip planning program) and other options for advancing technology usage.
- **Track progress** of implementing strategies and improvements using established performance metrics.
- Provide **financial and technical assistance** to local agencies, particularly in technology implementation, cross-agency coordination, and quantifying demand for transit service.
- **Pursue additional funding** to support transit improvements, including from the state level and through leading and supporting applications for federal discretionary grants.
- Establish **financial sustainability and performance** metrics, practices, and recommendations for pilots and new programs. This continues to be important, as many grants and funds that support local projects require non-program matching funds and are usually limited in duration.

- Establish **links to other actions** and activities currently in development in Maine that impact public transportation services to customers in areas such as technology, mobility management, transportation demand management, and climate change. This includes active MaineDOT participation in related activities and plans and seeking partnerships and funding sources that align with the strategies in this plan.

For this plan to be successful, MaineDOT must work closely with several partners to refine, prioritize, implement, and fund these strategies. Key partners include:

- **Transit agencies**, who will be the implementers of many strategies. Local agencies in particular must plan for and identify **service-related programs and pilots**, with a goal of providing the right services in the right places and a focus on customers and communities.
- The **Public Transportation Advisory Council (PTAC)**, a voluntary board established by statute to advise the Maine Departments of Transportation, Labor, and Health and Human Services on public transportation policies and priorities. The PTAC can provide input, help MaineDOT coordinate with transit agencies and other interested stakeholders, act as a sounding board for new and innovative services, provide new ideas, and assist in reviewing and prioritizing programs and services.
- **Metropolitan and Regional Planning Organizations** throughout the state, which play an important role in planning, coordinating, and improving transit at the regional level.
- The **Maine Transit Association**, a professional association of transit providers providing leadership, resources, support, and technical assistance to Maine's transit agencies, can help advance coordination efforts throughout the state.
- **Maine DHHS**, which provides transportation to a similar set of customers as transit agencies with different funding sources and eligibility requirements. Close coordination between MaineDOT and DHHS is needed, in particular to jointly establish a regional brokerage system for transportation and implement appropriate ride-sharing and cost allocation strategies.
- **GO MAINE** has an important role to play in disseminating information about and connecting travelers to transportation options.
- **Casco Bay Lines, Maine State Ferry Service, Isle au Haut Boat Service, Town of Cranberry Isles Commuter Ferry, Northern New England Passenger Rail Authority.** Although not the

focus of this plan, these entities provide importance services to Mainers, and important connections to Maine's over-the-road public transportation providers, which should be considered in implementing these strategies.

5.2 Funding Opportunities

Last year, Congress passed the Infrastructure Investment and Jobs Act surface transportation funding bill which, among many other provisions:

- Revises requirements for Metropolitan Planning Organizations, including to **expand considerations of housing** into the metropolitan transportation planning process.
- Updates reporting requirements for MaineDOT's annual **report on research activities** under the Public Transportation Innovation grant program.
- Modifies rules to assist state and local governments in **financing capital projects for bus and bus facilities** as well as transitioning to clean fuels by increasing the minimum allotment of grant funds for states.

5.2.1 Grants

In addition to significant overall increases in formula funding, the FTA has issued several **competitive grant programs** that could support the implementation of this plan. Relevant focus areas include investments in technology, initiatives to coordinate and enhance services to rural communities, and improving services to transportation-disadvantaged populations including older adults, persons with disabilities, communities with low incomes, and communities that are transportation insecure. Grant programs include:

- Integrated **mobility management or on-demand mobility** service projects ($1.3 billion).
- Innovative Coordinated Access and Mobility (**ICAM**) pilot programs ($5 billion).
- Public Transportation Innovation Program, and its **Mobility, Access, and Transportation Insecurity: Creating Links to Opportunity Demonstration Research Program** ($6 billion).
- **The Rural Surface Transportation Grant** program, which allows applicants to use one application to apply for up to three separate discretionary grant opportunities: Mega Grants, Infrastructure for Rebuilding America (INFRA) Grants, and Rural Surface Transportation Grants. This is a $2-billion program. Eligibility includes transit projects that

are part of an otherwise eligible project, integrated mobility management, or on-demand mobility service projects.

These competitive grants present annual opportunities for MaineDOT project development through federal fiscal year 2026. Most of the competitive grants require strong partnerships with local stakeholder and community entities. Federal grant applications are more likely to be successful if preparations begin well in advance of grant notice of funding opportunity (NOFO) cycles and are able to demonstrate clear benefits to the community. MaineDOT can assist with identification of grant opportunities and applications as necessary and helpful.

5.2.2 State-Level Funding Tools

There are several options at **the state level** to increase funding for transit. Common sources of state funding for public transit across the nation[19] include:

- Motor fuel taxes, which are used for public transportation in about half of the states.
- Dedicated specific fees or taxes, such as registration fees on motor vehicles, rental vehicle taxes, motor vehicle sales taxes, or sales taxes on goods.
- State transportation funds, similar to Maine's Multimodal Transportation Fund.
- General Fund allocations.
- Other alternative sources include cigarette taxes, ID card fees, lottery sales, toll revenues, and parking meter revenues.

Maine's options are limited, as the state constitution prohibits motor vehicle and motor fuel revenues from being used for purposes other than roads and bridges. While this plan does not specify or advocate any individual funding option, **Strategy 11** is to work with partners to identify and pursue funding opportunities to support the strategies and vision for Maine's public transportation system.

[19] "On Track: How States Fund and Support Public Transportation," National Conference of State Legislatures, June 2015, https://www.ncsl.org/research/transportation/on-track-how-states-fund-and-support-public-transportation.aspx#:~:text=Many%20states%20use%20common%20funding,finance%20mechanisms%20for%20public%20transportation

5.2.3 Local Funding

In addition to these options, local partnerships can help provide funding to support transit services. This can take many forms, such as direct contributions from municipalities, private businesses, or partnerships with other public agencies. Success stories in Maine include:

- The creation and improvement of the Island Explorer, which included a partnership between the National Park Service, six municipalities, significant private business contributions, the Friends of Acadia, and MaineDOT. One example is the midday Bar Harbor/Ellsworth service, which is a general public route funded entirely by the Jackson Laboratory.
- Key financial partners, including MaineGeneral Health, the University of Maine at Augusta, downtown Augusta employers, and Inland Hospital, support KVCAP's Kennebec Explorer transportation network.
- Other examples of local support include Southern Maine Community College in South Portland, the Black Bear Express in Orono/Old Town, and Sugarloaf Express in Franklin County.

Building on these success stories to creatively explore and enhance local-level funding sources can support additional services in places of need.

5.3 Investment Actions

This section includes recommendations for investing in transit improvements throughout Maine. Adopting any of the policy recommendations can be time-consuming, taking several months or perhaps years from start to finish.

The action recommendations in Table 5.1 include details related to:

- **What:** a description of the strategy, the strategy number it corresponds to, and the categories of needs from Table 3.1 that it addresses.
- **When**: the timeline for implementation of the recommendation:
  - Short-term: 1-3 years
  - Medium-term: 4-9 years
  - Long-term: >10 years

» **How Much:** the potential fiscal impact of implementation:

- $: <$50,000
- $$: $50,000-100,000
- $$$: $100,000-500,000
- $$$$: >$500,000

» **Where:** areas where the impact would be felt (local/regional/statewide).

» **Who**: which agency(ies) or group(s) would take the lead on implementation (typically MaineDOT, but also transit agencies, MPOs/RPOs, and/or other state agencies)

Actions are listed with short-term items first, and within that are listed by cost.

Table 5.1 Investment Actions

Description	Strat. #	Needs	When	Cost	Where	Who
Improve marketing and communication of transit services	3	1, 2, 5	Short term	**$**$$$	Local	Transit Agencies, Maine Transit Association, MaineDOT
Coordinate schedules and transfer points between agencies	4	1, 2	Short term	**$**$$$	Local	Transit Agencies, Ferry Services, Passenger Rail Services
Address driver and labor shortage issues	7	4	Short term	**$**$$$ - **$$**$$	Local/ Region	Transit Agencies, DOL, Educational Partners
Strengthen and encourage volunteer driver programs	5	1, 4	Short term	**$$**$$	State wide	Maine Council on Aging, MaineDOT
Procure a statewide asset management platform	9	6	Short term	**$$**$$	State wide	MaineDOT
Fully implement GTFS and GTFS-Flex statewide	3	1, 2, 6	Short term	**$$$**$	State, local	MaineDOT, Transit Agencies
Expand GO MAINE	3	1, 2, 3, 5, 6	Short term	**$$$**$	State wide	MaineDOT, Maine Turnpike Authority
Improve coordination among MaineDOT services and other state agencies	1	1, 2, 3, 7	Short term	**$$$**$	State wide	MaineDOT, DHHS, CCAM
Enable access to scheduling software at transit agencies statewide	5	1, 2, 5, 6	Short term	**$$$**$	State wide	MaineDOT, Transit Agencies
Increase transit service as warranted	2	1, 2, 5	Short term	**$**$$$ - **$$$$**	Local	MaineDOT, Transit Agencies

Description	Strat. #	Needs	When	Cost	Where	Who
Pursue funding to support the strategies and vision for Maine's public transportation system	11	1, 2, 3, 4, 5, 6, 7	Short term	**$$$$**	State wide	State Legislature, MaineDOT, Maine Transit Association
Pilot creative solutions for workforce transportation	5	1, 3	Short term	**$$$$**	State wide	MaineDOT, Local Partners
Implement modern fare payment systems	4	1, 2, 6	Short term	**$$$$**	State wide	MaineDOT, Transit Agencies
Continue transition to electric, hybrid, and other low- and zero-emission vehicles	8	5	Short term	**$$$$**	State wide	Transit Agencies, MaineDOT
Enhance transit amenities statewide	6	1, 2, 5	Medium term	**$$$$ - $$$$**	Local	MaineDOT, Transit Agencies
Develop a statewide cooperative vehicle purchasing program	10	4	Medium term	**$$$$ - $$$$**	State wide	MaineDOT, Transit Agencies
Fully implement CAD/AVL systems statewide	3	1, 2, 5, 6	Medium term	**$$$$**	State wide	MaineDOT, Transit Agencies

MAINE STATE TRANSIT PLAN

Existing Conditions Assessment

April 2023

MaineDOT

1. INTRODUCTION

The *Maine State Transit Plan* sets the stage for improving transit across the state. This plan builds upon and updates the *Maine Strategic Transit Plan 2025*, considering transit ridership increases, the far-reaching and ongoing impacts of the COVID-19 pandemic, completed and ongoing studies related to transit in the state, new funding opportunities at the Federal level, the aging and dispersed population, and the role of public transit in reducing greenhouse gas emissions.

This plan has been developed in coordination with the state's *Long-Range Transportation Plan* and several concurrent statewide modal plans covering rail, active transportation, and aviation. This Family of Plans establishes a unified vision for the state's multimodal transportation system based on MaineDOT's Guiding Principles.

Originating from a desire to deliver achievable results, MaineDOT uses a set of practical guiding principles which frame how MaineDOT planning, development, implementation, and operations are conducted. These three guiding principles require a department-wide, conscientious effort to center strategies and actions.

MaineDOT's mission and guiding principles guide the vision for transit in Maine:

> *Maine's accessible, coordinated, and efficient public transportation system meets the diverse needs of all Maine people where they are, within existing and anticipated resources. Transit services improve the quality of life for customers and communities and expand economic access for those without access to private automobiles. Service is tailored to the unique needs and circumstances of Maine's communities. Technology enhances access for customers and efficiency for providers. Hybrid and electric vehicles are utilized as appropriate to minimize environmental impacts.*

This technical memorandum provides a foundation for the *Maine State Transit Plan* by documenting existing conditions for transit across the state. It contains the following sections:

- **Study Context—**summarizing other studies and work related to transit in Maine.
- **Transit Network Overview—**a description of transit services in the state and recent trends.
- **Other Transit Partners Overview—**a description of other programs that partner with and/or complement transit services throughout the state.

- **Transit Program Overview**—a description of MaineDOT's role in transit within the state, and a summary of Federal funding programs available for transit in Maine.
- **Trends**—a summary of broad statewide trends affecting transit in Maine, and an overview of the COVID-19 pandemic's impact on the system.

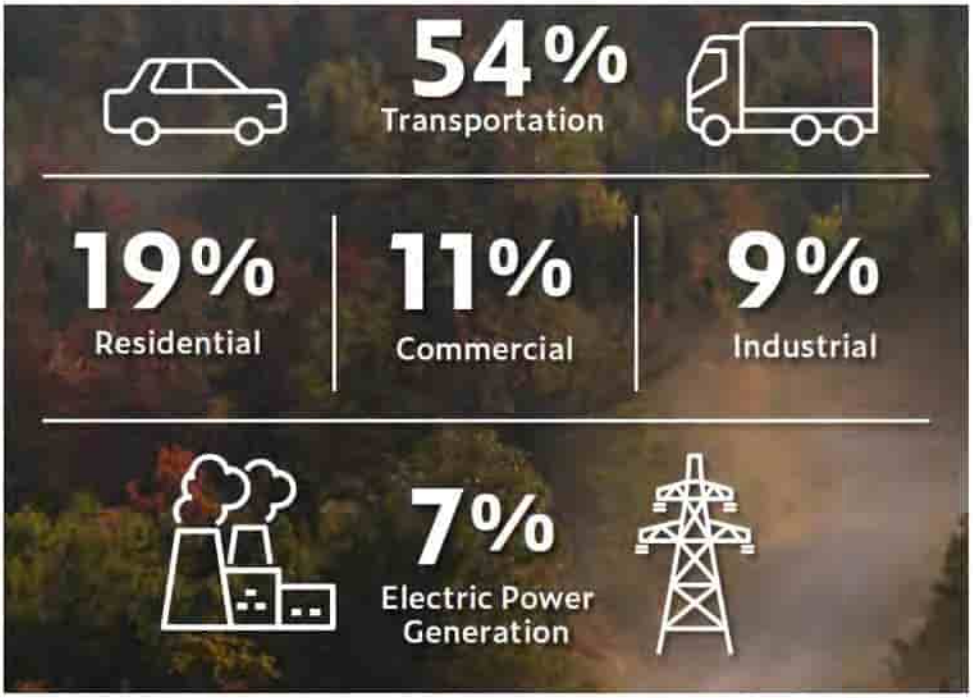
In addition, an appendix contains profiles of each transit provider in the state.

2. STUDY CONTEXT

The *State Transit Plan* is informed by recent and current work related to transit in Maine. This section summarizes the plans, evaluations, and programs of transit in the state.

Several studies focus on sustainability and transit's role in climate change mitigation. The Maine Climate Council's *Maine Will not Wait* is a four-year climate action plan to put Maine on course to decrease greenhouse gas emissions by 45 percent by 2030 and 80 percent by 2050 and achieve carbon neutrality by 2045.[1] The plan emphasizes transportation, which contributes the majority of greenhouse gas emissions (Figure 2.1).

Figure 2.1 Maine Greenhouse Gas Emissions by Sector



Source: *Maine Will not Wait*.

The plan calls for reducing vehicle miles traveled (VMT) by 10 percent by 2025 and by 20 percent by 2030 for light-duty vehicles in part by increasing public transportation funding and by relaunching the GO MAINE program. The Governor's Office of Policy and Innovation's

[1] Maine Climate Council, 2020. *Maine Will not Wait*. Accessed at: https://www.maine.gov/future/sites/maine.gov.future/files/inline-files/MaineWontWait_December2020.pdf

Lead by Example report, completed in 2021, also recommends encouraging ridesharing for state workers through the GO MAINE program, which was relaunched in April 2022.

The Maine Climate Council's Transportation Working Group also recommended reducing overall VMT by expanding public transportation, including funding, capacity, frequency, and climate-friendly all-purpose community transit. The plan specifically mentions improving the capacity and frequency of service, creating a rapid transit network, connecting community hubs, and improving public transit by using school buses to both transport students and meet community transportation needs.

The *Maine Clean Transportation Roadmap* includes "Case Studies on Rural Transit and/or Electrification" as a recommendation for future research, including research of successful electric microtransit or rural transit programs that increase access and decarbonize transportation. MaineDOT, with its consultant Hatch, led an initiative in 2022 to develop fleet transition plans for eight agencies. The plans identify key stakeholders whose cooperation will be critical to transforming agency fleets. A statewide plan also identifies opportunities for coordination and efficiency between agencies. The *Roadmap* also highlights Mobility-as-a-Service (MaaS), which integrates multiple transportation options through on-demand service and an integrated platform, to support both urban and rural residents who may need to navigate multiple transportation modes to reach their destination.

The University of Maine's Margaret Chase Smith Center's *Rural Public Transportation and Maine: Review of State Best Practices* explores how other states with similar demographics, population geographies, and climates are addressing transit access, especially for rural communities.[2] The report emphasizes the importance of transit for accessibility in rural areas of Maine. Nationally, urban transit ridership declined from 2010 to 2019, while rural ridership grew 30 percent, an important consideration for Maine, the oldest and most rural state.

The report highlights lessons from peer states Vermont, New Hampshire, and North Dakota. Performance metrics for the four states are shown below. Notably, Vermont provides much more extensive service per capita than the other states.

[2] Brown and Rubin, 2021. *Rural Public Transportation and Maine: Review of State Best Practices*.

Table 2.1 Aggregation of Service Metrics for Rural Transportation Providers by State, 2019

	Annual Unlinked Trips		Annual Vehicle Revenue Miles (VRM)		Annual Vehicle Revenue Hours (VRH)	
State	Total	Per Capita	Total	Per Capita	Total	Per Capita
Vermont	2,136,227	3.42	14,727,801	23.60	568,572	0.91
New Hampshire	960,338	0.71	1,164,058	0.86	104,281	0.08
North Dakota	601,226	0.79	3,450,564	4.53	230,800	0.30
Maine	1,062,510	0.79	4,617,420	3.44	252,862	0.19

Source: Office of Budget and Policy 2020. (Adapted from Brown and Rubin, 2021). 2019 population estimates from U.S. Census Bureau.

The *2019 Locally Coordinated Plan* and *2019 Public Transit Advisory Council Report* identify populations with unmet transportation needs, including:

- Low-income individuals or households.
- Older adults, especially those living in rural areas.
- Individuals with disabilities, including visual impairments and developmental disabilities.
- Individuals for whom English is a second language.
- Individuals and households without access to a vehicle and/or without a license.
- Individuals and households in need of service for medical and other essential services.
- Individuals in addiction recovery.
- Evening and weekend workers who use public transportation.
- Individuals who would like to rely on public transportation but for whom service levels are too low.

The Maine Department of Health and Human Services (DHHS) oversees several transportation services including MaineCare Services' Non-Emergency Transportation (NET) program. In 2021, DHHS conducted an independent program evaluation of its transportation services, including an evaluation of the organizational structure.[3] The study provided three options for establishing a new brokerage model, including creating a regional NET brokerage model with regional transportation coordinators through an interagency agreement with MaineDOT. The study also had several recommendations to improve services, including

[3] Maine Department of Health and Human Services, 2021. *Maine DHHS Transportation Program Evaluation.*

monitoring complaints and missed trips, streamlining the trip scheduling process, standardizing cost, and promoting coordination of public transit with NET trips, which could improve coordination, communication, and technology.

Several other plans, including *Age Friendly Maine* and studies by Maine's Metropolitan Planning Organizations (MPOs), note current challenges for Maine's public transportation system, including Maine's dispersed rural population, auto-centric built environment, and a lack of housing and transportation options for older adults. A summary of the most important strategies and recommendations found in related studies is presented in Table 2.3.

Table 2.2 Summary of Related Strategies and Recommendations

Strategy	Details
Improve transit service and experience for Maine's aging population	» Use age-friendly community development, which includes: ▪ Collaboration between developers and municipalities ▪ Review of Tax Increment Financing applications ▪ Utilization of a complete streets framework and considering transit routes during project development » Strengthen municipal capacity to support aging adults through Municipal Task Force on Healthy Aging » Encourage municipal comprehensive plans and ordinances to promote age-friendly community design » Pilot rides to medical appointments » Expand and support volunteer driver networks
Restructure organizations and transit governance	» Establish Moving Maine central coordinator who would manage statewide network functions, assist regional networks to form and operate, facilitate mobility navigator development, and support initiatives including pilot projects » Consider changing administrative organization and governance of certain transit agencies to improve operations (such as Bangor Area Comprehensive Transportation System Community Connector)
Increase coordination with other state and local agencies and private entities	» Increase cooperation across agencies, between agencies and transit providers, and between agencies and workplaces » Coordinate with Department of Education and school districts for multiple uses of school buses and transit operations on school property » Partner with employers and/or the Departments of Labor or Economic and Community Development to develop more employer-sponsored transit routes
Improve existing programs like GO MAINE and DHHS transportation services	» Expand GO MAINE to serve as a one-stop statewide platform for travelers to connect to green alternatives quickly and easily, and offer a complete trip planner that allows travelers to go from origin to destination safely and efficiently across modes and providers » Improve DHHS transportation services by monitoring complaints and missed trips, streamlining the trip scheduling process, standardizing cost, and promoting coordination with public transit

Strategy	Details
Increase funding towards transit and improve service	» Consider free or reduced fares and impact on service » Modernize fleets » Increase service locations and frequency » Provide free and discounted passes for people in need » Extend transit service, potentially including more regional connections and service to lower density areas through microtransit

3. TRANSIT NETWORK OVERVIEW

The statewide transit network consists of 21 in-state public transportation providers and one New Hampshire-based agency providing some service in Maine. Overviews of each transit provider, including 2016 through 2021 figures, can be found in Appendix 1: Transit System Profiles. For this analysis, these transit providers were categorized based primarily on their size, type of service, and service area characteristics:

» **Urban Fixed Route Bus:** Regularly scheduled fixed route services serving urban centers in Maine. These four systems also include complementary ADA paratransit service to eligible riders within.75 miles of fixed route service during fixed route hours of service.

» **Small Urban and Regional Systems:** Three systems consist of flex and scheduled routes serving small urban and regional geographies.

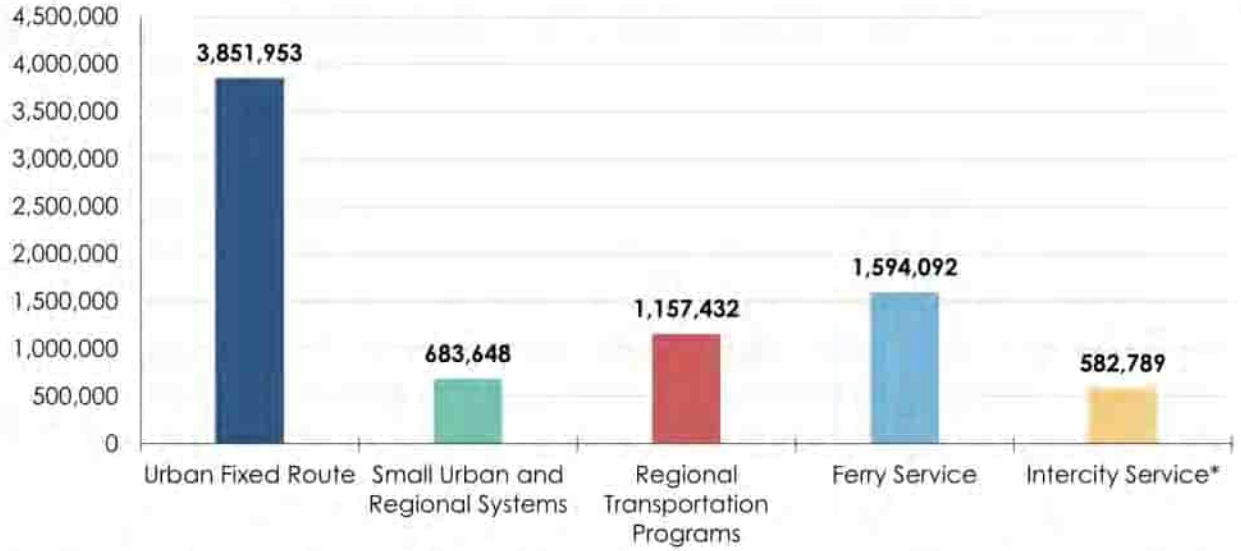
» **Regional Transportation Programs:** Maine has eight regional transportation providers which serve each of the state's designated transportation regions. These providers are primarily non-profit organizations, which operate a variety of scheduled services, flex routes, and demand-response systems. Refer to Section 5 for additional information on Maine's regional transportation districts.

» **Ferry Service:** Several of Maine's inhabited offshore islands do not have bridge access to the mainland. As such, these waterborne ferry system services provide the only link for residents and visitors to these islands.

» **Intercity Bus and Rail Service:** Long-distance bus service between key markets in Maine, as well as to out-of-state destinations including Boston and New York, and scheduled rail service operated by Amtrak to points south. This includes three intercity bus systems and one rail system.

Key 2019 ridership and performance measures for these categories are summarized in Figure 3.1 and Figure 3.2. These figures are based on those reported to the National Transit Database (NTD). Figures from 2019 were utilized given the potential for ridership anomalies associated with the COVID-19 pandemic. As a result of the pandemic, lockdowns were implemented in 2020, with residual impacts on transit service continuing through 2021, the year in which this study was initiated.

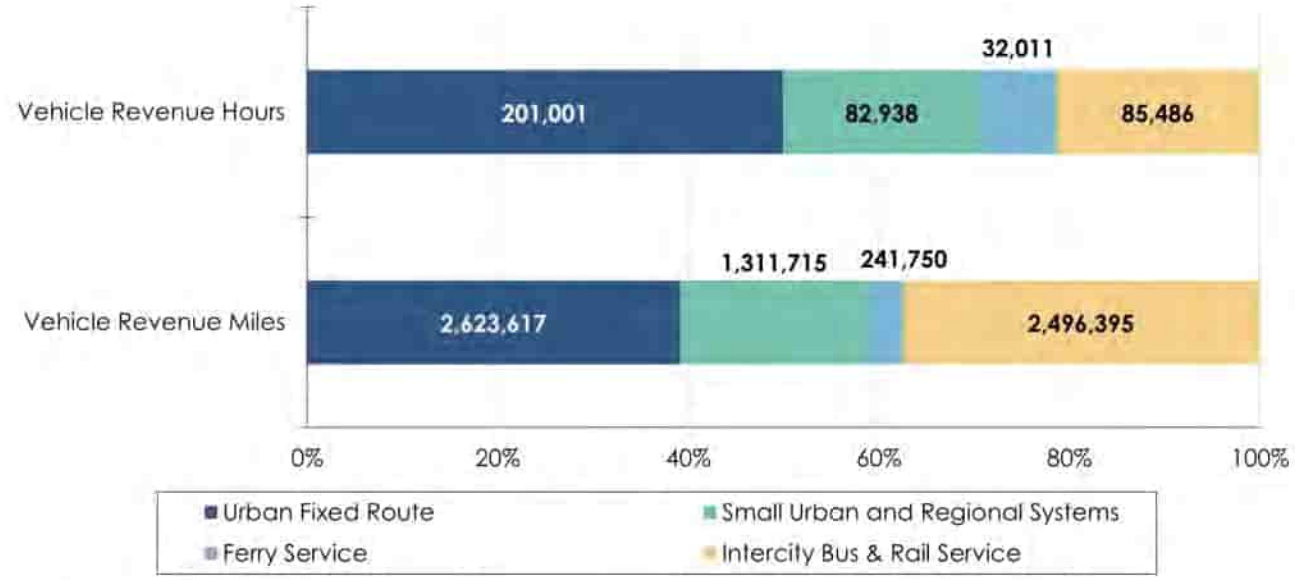
Figure 3.1 2019 Maine Transit Ridership (Unlinked Passenger Trips) by System Category



Source: National Transit Database (NTD). Notes: Includes COAST ridership for routes operating within Maine.

* Excludes Concord Coach, Cyr Bus Line, and Greyhound ridership. As such, Intercity Service is comprised of NNEPRA rail service and West's Transportation ridership. As a result, the majority of this ridership is comprised of Amtrak rail service.

Figure 3.2 2019 Maine Transit Performance Measures by System Category



Source: NTD.

Notes: Includes COAST performance measures for routes operating in Maine. Due to the disproportionately high revenue hour and mile figures generated by Amtrak's passenger rail service, as well as the lack of available data on performance measures for most intercity bus services, these figures exclude intercity bus performance measures.

3.1 Urban Fixed Routes

Maine has five urban fixed route systems serving the largest urban areas: Portland, Lewiston/Auburn, Bangor, South Portland, Biddeford, and adjacent communities and points of interest. Cooperative Alliance for Seacoast Transportation (COAST) service out of Portsmouth, NH is also considered, since service is provided to portions of southern Maine. Key service characteristics of the urban fixed route systems operating in Maine are shown in Table 3.1.

Table 3.1 Urban Fixed Route Systems

Transit Provider	Market Served	Number of Routes	Approximate Weekday Hours of Service	Approximate Weekday Headways	Weekend Service
BSOOB Transit	Biddeford, Saco, Old Orchard Beach, Scarborough, Portland	7 (includes 1 Intercity Service)	5:30 AM-10:30 PM	Varies: 15-150 minutes	Yes
CityLink	Lewiston, Auburn	10	5:45 AM–6:15 PM	Varies: 30 to 120 minutes	Saturday service on most routes
COAST (NH)	Portsmouth (NH), Dover (NH), Kittery, Berwick, South Berwick	13 Total 3 in ME	5:00 AM–10:00 PM	60 Minutes	Saturday service on most routes
Community Connector	Bangor	10	5:45 AM–7:00 PM	60 Minutes	Saturday service on most routes (Suspended)
Greater Portland Transit District	Portland, South Portland, Westbrook, Falmouth	10	5:00 AM–11:00 PM	30 Minutes	Yes
South Portland City Bus Service	South Portland, Portland	3	6:30 AM–11:00 PM	Varies: 45 to 120 minutes	Yes

The urban fixed route systems provide a strong degree of geographic coverage across the central business districts and surrounding dense neighborhoods of each transit market. These systems have a hub and spoke model with most transit routes originating from centralized locations. Hubs include downtown transit centers and bus stops which are the primary transfer points for other routes and connecting transit services. Outside of the urban neighborhoods, these systems typically serve suburban apartment and senior citizen complexes, medical centers, retail corridors, social services, and job/education centers such

as Cianbro Construction, Husson University, and the Maine Veterans' Home (Bangor); Maine Medical Center (Portland); St. Mary's Regional Medical Center (Lewiston); Central Maine Community College (Auburn); the Maine Mall (South Portland); and, Job Corps (Bangor/Portland).

Key performance metrics comparing pre- and post-onset of the COVID-19 pandemic, based on 2016 through 2021 figures, are shown in Table 3.2. From 2016 through 2019, ridership declined in Lewiston/Auburn and Bangor, but rose by 16 percent in Portland, indicating growing pre-pandemic demand for fixed route service in Maine's largest transit market.

Table 3.2 Urban Fixed Route Performance Metrics (2016–2021)

	Ridership Metrics			
Transit Provider	2019 % Change from 2016	2019 Base	2020 % Change from 2019	2021 % Change from 2019
BSOOB Transit	+94%	366,527	-27%	-58%
CityLink	-19%	317,453	-20%	-37%
COAST Maine Ridership	-43%	20,458	-37%	-77%
Community Connector	-13%	775,994	-19%	-50%
Greater Portland Transit	+16%	2,111,881	-50%	-51%
South Portland	+5%	259,640	-20%	-56%

	Vehicle Revenue Miles			Vehicle Revenue Hours		
Transit Provider	2019 Base	2020 % Change from 2019	2021 % Change from 2019	2019 Base	2020 % Change from 2019	2021 % Change from 2019
BSOOB Transit	570,791	-26%	-7%	35,861	-24%	-11%
CityLink	234,227	+10%	+4%	18,380	+7%	-1%
COAST (Maine Ridership)	17,133	-10%	+17%	1,024	-13%	+4%
Community Connector	647,800	+6%	-1%	51,446	+4%	-3%
Greater Portland Transit	1,498,206	-15%	-3%	110,747	-12%	-4%
South Portland	226,251	-28%	-15%	19,404	-26%	-19%

Ridership on the urban fixed routes dropped in 2020 and 2021, compared to pre-pandemic 2019 levels. Ridership drops tended to be larger than the magnitude of vehicle revenue miles and hours service reductions.

With restoration of service following the initial impacts of COVID-19, many transit agencies enacted social distancing measures that limited capacity on vehicles. Even with these, transit

users may have been (and may still be) hesitant to ride within close proximity to strangers. Ridership may mirror national trends and remain low, particularly in the most urban and dense transit markets. Remote work and virtual appointments may also lower demand for transit. However, certain areas of the country, particularly those with large numbers of essential workers, saw increased demand for transit through 2020 and 2021.

3.2 Small Urban and Regional Systems

Small urban and regional systems include transit service in the Bath and Ellsworth/Bar Harbor areas. Key service characteristics of these systems are shown in Table 3.3.

Table 3.3 Small Urban and Regional Systems

Transit Provider	Market Served	Number of Routes	Approximate Weekday Hours of Service	Approximate Weekday Headways	Weekend Service
Bath City Bus	Bath	2	8:00 AM–5:30 AM	60 Minutes	No
Downeast Transportation	Ellsworth, Bar Harbor, Bucksport, Stonington, Bangor	Downeast Service: 7 Routes Seasonal Island Explorer: 11 Routes, some temporarily suspended	5:30 AM–5:00 PM	1–6 Daily Runs	Seasonal Island Explorer

Bath City Bus is the most localized of the three services, with two routes operating exclusively within Bath. Downeast Transportation is larger, regional operations serving regional centers, such as Saco and Ellsworth, while also providing commuter services to nearby centers including Portland and Bangor. Frequencies are typically 60 minutes or longer, with limited weekend service.

Key performance metrics comparing pre- and post-onset of the COVID-19 pandemic, based on 2016 through 2021 figures, are shown in Table 3.4. Ridership from 2016 to 2019 increased for Downeast Transportation and declined by 36% for Bath City Bus, which may be due to service cuts or reporting errors. These numbers indicate a growing transit market prior to the COVID-19 pandemic for small urban and regional systems.

Table 3.4 Small Urban and Regional System Performance Metrics (2016–2021)

	Ridership Metrics			
Transit Provider	2019 % Change from 2016	2019 Base	2020 % Change from 2019	2021 % Change from 2019
Bath City Bus	-36%	11,769	-9%	-84%
Downeast Transportation	+14%	671,879	+3%	+2%

	Vehicle Revenue Miles			Vehicle Revenue Hours		
Transit Provider	2019 Base	2020 % Change from 2019	2021 % Change from 2019	2019 Base	2020 % Change from 2019	2021 % Change from 2019
Bath City Bus	39,054	-29%	-67%	3,075	-28%	-63%
Downeast Transportation	701,870	+7%	+8%	44,002	+8%	+9%

Downeast Transportation ridership rose 2 percent between 2019 and 2021, coupled with increased vehicle revenue miles and vehicle revenue hours. However, Bath City Bus experienced drops in ridership greater than corresponding decreases in vehicle revenue miles and vehicle revenue hours.

3.3 Regional Transportation Programs

Maine is divided into eight transportation regions which collectively span the entire state. Outside of existing urban and small urban transit systems, public transit in these regions is administered by MaineDOT-designated providers who operate a variety of transit services, including demand-response, flex routes, fixed route, and scheduled service shuttles. Information on Maine's eight Regional Transportation Program providers is shown in Table 3.5.

Table 3.5 Regional Transportation Program Systems

Transit Provider	Transit Region	Markets Served	Transit Services	Weekend Service
Aroostook Regional Transportation System	1	Caribou, Fort Kent, Madawaska, Houlton, Presque Isle, Surrounding Communities	Caribou Area Bus Service (Demand-Response)	No
			St. John Valley Area Bus Service (Demand-Response)	
			Houlton Area Bus Service (Demand-Response)	
			Presque Isle Area Bus Service (Demand-Response)	
			New Freedom Transportation Service (Flex Service Between Above Service Areas)	

Transit Provider	Transit Region	Markets Served	Transit Services	Weekend Service
Downeast Community Partners	2	Eastport, Calais, Princeton, Baileyville, Lubec, Machias, Millbridge	East Port—Pleasant Point (Flex Service / Demand-Response) Princeton—Baileyville (Flex Service / Demand-Response) Lubec—Machias (Flex Service / Demand-Response) Millbridge—Machias (Flex Service / Demand-Response)	No
Penquis Community Action Program	3	Penobscot County, Piscataquis County	General Public Transportation (Demand-Response)	No
Kennebec Valley Community Action Program	4	Augusta, Waterville, Lower Somerset County Communities: Skowhegan, Madison, Anson and Norridgewock	Kennebec Explorer (Flex and Fixed Routes) Somerset Explorer (Flex Route)	No
Waldo Community Action Partners: Mid Coast Public Transportation	5	Rockland, Belfast, Additional Knox County Communities	Rockland DASH (Flex Route) Belfast DASH (Flex Route) Flex-Route Ride (Flex Route) Bangor Route—Temporarily Suspended (Flex Route) Augusta Route—Temporarily Suspended (Flex Route) Waterville Route—Temporarily Suspended (Flex Route) Additional Demand-Response Service (Demand-Response)	No
Regional Transportation Program	6	Portland, Bridgton, Additional Cumberland County Communities	Lakes Region Explorer (Scheduled Service) General Public Transportation (Demand-Response)	Saturday Service on Lakes Region Explorer
Western Maine Transportation Services	7	Farmington, Auburn, Lewiston, Lisbon, Rangeley, Rumford, Brunswick, Sugarloaf, Bethel	Greenline Commuter (Scheduled Service) Blueline Commuter Pilot (Scheduled Service) Lisbon Connection (Flex Service) Farmington—Rangeley (Flex Service) Greenline Connection (Scheduled Service) Mountain Valley Flex Route—Temporarily Suspended (Flex Service) Brunswick Link (Fixed Route) Sugarloaf Express—Seasonal (Scheduled Service) Mountain Explorer—Seasonal (Scheduled Service)	Seasonal Services

Transit Provider	Transit Region	Markets Served	Transit Services	Weekend Service
York County Community Action Corporation	8	Sanford, Springvale, Biddeford, Saco, Wells, York, Ogunquit, Kennebunkport, Additional York County Communities	Sanford Transit (Flex Service) WAVE (Demand-Response) Shoreline Explorer—Seasonal (Flex Service) Local Rides (Demand-Response) KITT—Kennebunk in Town Transportation (Flex Service) Southern Maine Connector (Flex Service) Orange 5 (Scheduled Service)	Shoreline Explorer, Orange 5

The services offered by the Maine Regional Transportation Program providers vary greatly. York County Community Action Corporation's Orange 5 consists of multiple daily runs between Sanford and Wells. The Aroostook Regional Transportation System consists of one to two weekday buses per market (Caribou, St. John Valley, Houlton, Presque Isle), operating on different schedules and to different locations depending on the day. Town-specific demand-response services operating at least once a week are available for most rural communities.

Key performance metrics comparing pre- and post-onset of the COVID-19 pandemic, based on 2016 through 2021 figures, are shown in Table 3.6. Three providers saw ridership grow from 2016 through 2019. The others saw drops in ridership of 1 to 18 percent and similar variations in vehicle revenue miles and hours. This is likely due to the demand-response format of these services, in which ridership levels directly impact total revenue miles and revenue hours, and possibly to variations in services provided by each operator in previous years.

Table 3.6 Regional Transportation Program System Performance Metrics (2016–2021)

	Ridership Metrics			
Transit Provider	2019 % Change from 2016	2019 Base	2020 % Change from 2019	2021 % Change from 2019
Aroostook Regional Transportation System	-9%	61,804	20%	-65%
Downeast Community Partners	-18%	48,871	-18%	-37%
Penquis Community Action Program	-6%	314,314	-35%	-42%
Kennebec Valley Community Action Program	-11%	173,878	-33%	-82%
Waldo Community Action Partners	+23%	86,212	-35%	-53%
Regional Transportation Program	+3%	94,062	-44%	-31%
Western Maine Transportation Services	+2%	233,472	-33%	-59%
York County Community Action Program	-1%	144,819	-61%	-46%

Transit Provider	Vehicle Revenue Miles			Vehicle Revenue Hours		
	2019 Base	2020 % Change from 2019	2021 % Change from 2019	2019 Base	2020 % Change from 2019	2021 % Change from 2019
Aroostook Regional Transportation System	299,133	+13%	+8%	18,281	+1%	-19%
Downeast Community Partners	1,023,984	-10%	-19%	46,511	-32%	-42%
Penquis Community Action Program	5,807,157	-40%	-43%	194,133	-57%	-62%
Kennebec Valley Community Action Program	1,150,663	-17%	-82%	75,183	-9%	-77%
Waldo Community Action Partners	1,319,555	-30%	-21%	62,150	-30%	42%
Regional Transportation Program	544,435	-27%	+13%	38,856	-38%	+14%
Western Maine Transportation Services	527,596	-24%	-23%	32,665	-36%	-29%
York County Community Action Program	463,377	-25%	-28%	33,753	-41%	-45%

Geographic context may be an indication of current transit demand and corresponding needs. Regional Transportation Programs covering urban centers, including the Regional Transportation Program (Portland), Western Maine Transportation Services (Lewiston/Auburn), and the Penquis Community Action Program (Bangor), saw relatively steep ridership drops in 2020 and 2021. The same was true for York County Community Action Corporation which serves multiple suburban communities near Portland and Portsmouth.

3.4 Ferry Service

Four systems of ferries serve inhabited islands from Casco Bay to points east along the Maine coast. Key service characteristics of these systems are shown in Table 3.7 below.

Table 3.7 Ferry Systems

Ferry System	Market Served	Mainland Port	Year-Round Service
Casco Bay Lines	Inhabited Casco Bay islands	Portland	Yes
Isle au Haut Boat Service	Isle au Haut	Stonington	Yes
Maine State Ferry Service	Inhabited Mid-Coast islands	Rockland, Bass Harbor, Lincolnville	Yes
Town of Cranberry Isles Commuter Ferry	Cranberry Isles	Northeast Harbor	Yes

Key performance metrics comparing pre- and post-onset of the COVID-19 pandemic, based on 2016 through 2021 figures, are shown in Table 3.8 below.

Table 3.8 Ferry System Performance Metrics (2016–2021)

	Ridership Metrics			
Ferry System	2019 % Change from 2016	2019 Base	2020 % Change from 2019	2021 % Change from 2019
Casco Bay Lines	+2%	1,099,820	-43%	-19%
Isle au Haut Boat Service	+23%	24,827	-31%	-1%
Maine State Ferry Service	-5%	465,445	-33%	-4%
Town of Cranberry Isles Commuter Ferry	+94%	4,000	-57%	-61%

	Vehicle Revenue Miles			Vehicle Revenue Hours		
Ferry System	2019 Base	2020 % Change from 2019	2021 % Change from 2019	2019 Base	2020 % Change from 2019	2021 % Change from 2019
Casco Bay Lines	85,249	-16%	+6%	16,237	-16%	+5%
Isle au Haut Boat Service	13,524	+6%	-24%	1,620	-7%	-32%
Maine State Ferry Service	139,459	-9%	-6%	13,672	-9%	-6%
Town of Cranberry Isles Commuter Ferry	3,518	-32%	-37%	482	-29%	-23%

Despite smaller reductions in vehicle service miles and hours into 2020, ridership dropped by more than 30 percent for each system. For three systems, 2021 ridership declines were less significant than 2020. The exception was the Town of Cranberry Isles Commuter Ferry which saw continued declines through 2021.

Casco Bay Lines is the state's largest ferry system, providing service from Portland to several scenic islands for residents and tourists. Fare revenues represent a high proportion of total operating revenue compared to other transit systems in the state. In 2020, fare revenues were 54 percent of operating expenses, with tourism trips supporting non-tourism services. Significant reductions in tourism could thus have strong implications for services which directly support residents and visitors of the Casco Bay Islands.

3.5 Intercity Bus and Rail Service

Intercity transit consists of scheduled bus and rail services providing service within Maine and to major markets and destinations outside of the state.[4] Since the intercity bus carriers are private operators, and not all receive Federal assistance, ridership and performance data is limited. As such, intercity bus and rail services are analyzed together. Key service characteristics of the statewide intercity bus services are shown in Table 3.9.

Table 3.9 Intercity Bus Systems

Transit Provider	Routes	Daily Service
Concord Coach	Bangor—Augusta—Lewiston/Auburn—Portland—Boston	Yes
	Bangor—Midcoast Communities—Portland—Boston	Yes
	Portland—New York City	No Tuesday or Thursday service
Cyr Bus Line	Bangor—Howland—Houlton—Presque Isle—Caribou	Yes
Greyhound	Bangor—Augusta—Lewiston/Auburn—Portland—Boston	Yes
West's Transportation	Bangor—Calais	Yes
	Steuben—Jonesport	Weekdays
	Beals Island—Ellsworth	Mondays
	Steuben—Machias	Tuesdays

Intercity bus service consists of one daily run or less, per direction across most routes. Bangor is the primary transfer hub for service between southern statewide markets (provided by Concord Coach and Greyhound), and northern/eastern markets (provided by Cyr Bus Line and West's Transportation). Direct service is available to Boston and New York City.

Key service characteristics of the statewide rail service are shown in Table 3.10 below.

Table 3.10 Rail System Service

Service	Maine Stops	Daily Runs	Weekend Service
Amtrak Downeaster	Wells, Saco, Old Orchard Beach, Portland, Freeport, Brunswick	5	Yes

[4] In addition to the three long-distance services, BSOOB Transit's Green Line is operated as a feeder intercity service between Saco and Portland through earmarked FTA funding. Since ridership and other performance measures for BSOOB Transit are not broken out by specific route and service, those figures are included in the Small Urban and Regional System section.

Rail service is provided by Amtrak's Downeaster, managed by the Northern New England Passenger Rail Authority. This service consists of five daily runs between Brunswick, Portland, and points south into Boston.

From 2016 through 2019, ridership along Amtrak's Downeaster service rose by 15 percent. However, ridership on West's Transportation service dropped by 27 percent. This discrepancy may be due to service changes at West's Transportation, which also saw decreases in vehicle revenue miles and hours. Ridership and performance metrics for Concord Coach, Cyr Bus Line, and Greyhound service were not available. Key performance metrics comparing pre- and post-onset of the COVID-19 pandemic, based on 2019 through 2021 figures, are shown in Table 3.11 below.

Table 3.11 Intercity System Performance Metrics (2016—2021)

	Ridership Metrics			
Transit System	2019 % Change from 2016	2019 Base	2020 % Change from 2019	2021 % Change from 2019
West's Transportation	-27%	8,097	-17%	-19%
Amtrak Downeaster	+15%	547,293	-25%	-78%

	Vehicle Revenue Miles			Vehicle Revenue Hours		
Transit System	2019 Base	2020 % Change from 2019	2021 % Change from 2019	2019 Base	2020 % Change from 2019	2021 % Change from 2019
West's Transportation	83,171	-15%	-18%	3,660	-10%	-11%
Amtrak Downeaster	2,413,224	-19%	-13%	82,186	-23%	-19%

Relative to other types of transit within Maine's network, intercity services saw lower drops in ridership into 2020. This was also coupled with smaller drops in vehicle revenue miles and hours. The drops in ridership were relatively consistent with drops in service. These trends were evident across both bus and rail despite significant differences in the size of each operation. The fact that these systems also provide service between several intermediate destinations (Bangor to Augusta and Houlton to Caribou, for example) may explain the relative strength of intercity ridership in Maine even as long-distance travel declined nationwide beyond 2020.

3.6 Transit Network Discussion

This overview of the Maine transit network is very much influenced by the COVID-19 pandemic which took root in Maine and across the United States in 2020. Nationwide, monthly transit ridership fell by approximately 50 percent from January 2020 to July 2021. Maine transit ridership has rebounded but remains at 55 to 70 percent of pre-pandemic levels for many providers.

Several observations and inferences emerge from the transit network overview:

- **Snapshot of the Maine Transit Network:** The Maine transit network consists of fixed route systems in and around the state's largest urban centers of Portland, Lewiston/Auburn, and Bangor. These systems operate service of 60-minute headways or better, depending on the time of day, along with some degree of weekend service. Regional systems, with varying service frequencies, operate to the south of Portland, as well as in the Ellsworth area along Maine's Mid-Coast, while Bath is served by a small urban system. In some instances, connections between the regional systems and the urban fixed route networks are feasible.

  Eight Regional Transportation Programs provide services across most communities and populated areas of Maine. The transportation options provided by these programs vary, and range from fixed scheduled services in suburban communities, to weekly demand-response services in the more rural and isolated portions of the state.

  Maine has several unbridged, inhabited islands served by ferry service from Casco Bay to points east along the coast. Intercity transit options consist of bus and rail services. For in-state travel, Bangor is a hub for bus service, as it provides access between southbound and northbound statewide services. Rail service is provided by Amtrak and operates between Brunswick and points south to Boston.

- **Generally Strong Pre-Pandemic Ridership:** From 2016 through 2019, ridership generally rose. This was evident in the Portland urban fixed route system, Maine's largest transit market, which saw growth of 16 percent, and in the small urban and regional systems, ferry services, and rail service. Across other urban fixed route systems and the Regional Transportation Programs, ridership mostly held steady from 2016 to 2019.

- **Pandemic-Impacted Urban Ridership:** Urban fixed route ridership, serving the Portland, Lewiston/Auburn, and Bangor areas, saw more significant ridership declines during the COVID-19 pandemic than other transit systems across the state. Unlike other types of systems which saw ridership recoveries through 2021, urban ridership remained down by around 50 percent in some instances, even as service provided approached 2019 levels. Together, these systems make up a large proportion of total statewide transit ridership.
- **Variations in Regional Transportation Program Ridership:** Ridership and performance metrics varied noticeably from 2016 to 2021. There is some evidence that those programs serving more rural locations saw smaller declines in ridership between 2019 and 2021 in comparison to urban locations. Ridership metrics for some small communities may not be fully reflected in the totals of the Regional Transportation Programs which they fall under, if those geographies include larger centers such as Bangor and Portland.
- **Ferry System Dependence on Tourism:** While the decline of ferry ridership and operations from 2019 to 2021 was small relative to other types of transit, a higher dependence on fare revenues makes these systems more sensitive to ridership fluctuations.
- **System Connectivity:** The largest urban fixed route systems in Portland and Bangor provide connections to at least one small urban and regional system. Additionally, each of the Regional Transportation Programs provide transportation to large and small urban centers. While service is somewhat infrequent, intercity service is available along a broad corridor from Portland to Caribou. While these connections are well-advertised on the websites of most of the transit providers, discrepancies in transit hours, overall levels of service, and a lack of information and coordination could diminish the effectiveness and viability of making transfers across more than one operator.
- **Overall Service Parameters:** Daily hours of service, frequency, and weekend availability vary based on the type of transit system and geographic market. Additional analysis focuses on how these parameters coincide with rider needs for trip purposes such as employment, medical services, and shopping.
- **Operator Technology Usage:** Transit providers across the state were asked to indicate how prevalent certain technologies are in their operations, including use of scheduling software, fare payment systems, asset management software, Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL), General Transit Feed Specification (GTFS), and electric buses. The urban fixed route systems and Regional Transportation Systems use most of these technologies, except for electric buses, which are not yet

widely used in Maine and are further explored in the Transit Bus Electrification plan. Usage in the other forms of transit systems varied, although use of asset management software and scheduling software was relatively prevalent. GTFS is not widely used outside of the urbanized systems.

Internet connectivity affects the ability of transit operators to communicate with passengers, particularly with innovations such as automated fare payment, real-time schedule updates, and on-demand services. Overall, transit operators indicated that outside of select locations within their service areas, Internet connectivity generally does not affect their operations or ability to communicate with passengers for pickups.

» **Overall System Effectiveness:** As we move towards the post- environment, ridership levels will depend on the specific transit market. The COVID-19 pandemic saw pronounced demand for trips related to medical needs and for essential employees, amidst other purposes. This disparity can be looked at as a drop in demand from riders with other transportation alternatives, coupled with steady to rising demand from riders with a greater dependency on transit service. Transit providers may have to plan for the provision of a service that generates lower ridership numbers but plays a more essential role in well-defined travel markets for a more vulnerable population, such as older adults and low-income households.

4. OTHER TRANSIT PARTNERS

4.1 Non-Emergency Transportation

MaineCare, administered through the Maine Department of Health and Human Services (DHHS), works with designated transportation brokers who arrange rides to and from appointments covered by the MaineCare health insurance program for individuals who are eligible based on household composition and income. The following transportation brokers coordinate and administer Non-Emergency Transportation (NET) service across Maine, based on the specific county and municipality:

- Modivcare.
- MidCoast Connector (Waldo Community Action Program).
- Penquis Community Action Program.

The transportation broker is required to identify and assign the least expensive available transportation option, within the parameters of the recipient's health capabilities, origin, and destination. Transportation options assigned to recipients include:

- Direct reimbursement to the recipient, based on mileage driven between their home and the appointment.
- Direct reimbursement to a family member or friend of the recipient, based on mileage driven between their home and the appointment.
- Provision of a transit pass if the recipient can feasibly use existing public transit.
- Arranging a ride with a volunteer driver to provide the recipient with transportation to and from the appointment.
- Arranging a ride with a local agency or special vehicle to provide the recipient with transportation to and from the appointment.
- Arranging a ride with a taxi to provide the recipient with transportation to and from the appointment.

In the case of the different ride arrangement options, ridesharing is not very feasible in rural areas where passengers may live several miles apart and the transportation broker is often unable to place more than one passenger in a vehicle at a time. This reduces efficiency and

increases the number of trips and total costs. This often leads to a gap in the demand for transportation in rural areas and the availability of appropriate services.

MaineCare requires recipients to contact their designated transportation brokerages at least two business days before their appointment, although urgent appointments can be coordinated when possible. This program also includes school-based NET transportation.

4.2 Additional Social Services Transportation Options

Transportation for access to social service appointments and needs are coordinated through Maine's Regional Transportation Programs. These trips are generally restricted and require a referral from the specific social service program. Examples of these types of trips include:

- DHHS Transportation trips related to daycare, childcare, and child protective services.
- Older Adult Transportation.
- Skills Training and Workforce Development.
- Maine Veterans Services.

Trips covered through these services, along with certain NET trips, are typically administered by volunteer driver programs, which may provide a mileage-based reimbursement for drivers to transport recipients to and from appointments.

4.3 GO MAINE Commuter Connections

GO MAINE, a statewide ridesharing and trip planning program led by MaineDOT and the Maine Turnpike Authority, matches up commuters and other travelers with alternatives to single occupancy vehicles. Open to the general and commuting public, it includes a point-based reward system as an incentive to participate. Points can be redeemed for entertainment, gift certificates, and coupons.

GO MAINE works with several organizations in Maine to provide transportation options for workers and others such as Commute With Enterprise, a private company that forms vanpools as appropriate for organizations.

The GO MAINE program was active but not promoted through the pandemic. GO MAINE was relaunched in April 2022 and currently has approximately 9,800 members, including many from MaineHealth, the University of New England, and Jackson Laboratory.

4.4 Volunteer Driver Networks

Several volunteer driver networks exist in Maine. These programs are typically, but not exclusively, non-profit organizations, and are often associated with senior centers. A few consist of neighbors driving other neighbors to their destinations. Specific parameters and requirements for participation in these programs vary widely. Some services provide transportation primarily for medical appointments, while others provide broader services.

In the last assessment of statewide volunteer driver networks, conducted in 2018, 12 of the approximately 20 networks responded with data on their operations. These 12 networks consisted of approximately 2,000 registered riders and 400 volunteer drivers. Approximately 237,000 miles were logged annually.

The Independent Transportation Network of America (ITNAmerica) is a national private non-profit transportation network serving olde adults and people with mobility challenges. ITNAmerica's affiliate in Maine, ITNPortland, serves the Portland region and ITNAmerica's rural transportation, ITNCountry, includes twelve regions across the country, including in Hancock County, Kennebunk, and Millinocket.

There is an ongoing shortage of volunteer drivers and transit drivers in general. The Kennebec Valley Community Action Program, for example, saw its number of volunteer drivers drop from 94 to 52, despite strong demand, in part due to the COVID-19 pandemic.[5] This driver shortage is expected to continue through the foreseeable future.

4.5 Workforce Transportation Pilot Project

The Maine Jobs and Recovery Plan provides $5 million in American Rescue Plan Act funds to the MaineDOT to support local, regional, and state workforce transportation pilot projects, especially in rural areas. Administered by the MaineDOT Bureau of Planning, this competitive

[5] CentralMaine.com 'KVCAP needs more volunteer drivers to fill important void' https://www.centralmaine.com/2021/11/10/volunteer-drivers-fill-important-void-for-kvcap-and-many-more-are-needed/.

grant program provides funds to support workforce transportation pilot projects around the state. Funds may be used for capital and operating costs including program start-up costs. Approximately $2 million has been awarded through the program, supporting projects by Bath Iron Works, Gagne Foods, Robbins Lumber, Sunday River, and Timber HP.[6]

4.6 Moving Maine Network

The Moving Maine Network (MMN) is a transportation equity-focused advocacy and collaborative group. MMN is guided by a steering committee which covers multiple sectors, including housing, transportation, youth, disability, health and human services, and regional planning. The Network seeks to facilitate better transportation access by advancing cross-sector collaboration, informing policy changes, and spurring mobility innovation. The Network's activities include "All Network Gatherings" designed to foster and increase communication amongst stakeholders and transportation providers, "Learning Community" sessions, and Policy Action Workgroups.

[6] Maine Workforce Transportation Pilot. https://www.maine.gov/mdol/grants/mwtp/index.shtml

5. TRENDS

Several trends affect the provision and use of transit across the state, including the aging population, labor market shifts, migration, development patterns, technology, safety, climate, tourism, and the impact of COVID-19.

5.1 Aging Population

Maine has the highest median age of any state at 45.1 years and the highest percentage of its population age 65 and over at 21 percent, with the 65+ age bracket the only one projected to increase from 2018 to 2028 (Table 5.1).

Table 5.1 Projected Maine Statewide Population by Age

	2018 (Historical)	2023	2028	2018–2028
Age 0–19 years	284,015	262,656	249,789	
Age 20–39 years	314,772	310,383	300,720	
Age 40–64 years	466,374	438,938	419,118	
Age 65+ years	275,999	343,946	399,211	
Five-year Percent Change				
Percent Change 0–19		-7.5%	-4.9%	-12.1%
Percent Change 20–39		-1.4%	-3.1%	-4.5%
Percent Change 40–64		-5.9%	-4.5%	-10.1%
Percent Change 65+		24.6%	16.1%	44.6%

Source: Maine Population Outlook 2021.

In 2019, 27.4 percent of all Mainers were born between 1946 and 1964, and another 9.5 percent were born between 1901 and 1945, meaning that 37 percent of Maine's population was 55 and over.[7] For the Nation as a whole, the number was approximately 29 percent.

Maine's aging population will require services such as transit to get around as they become unable to or choose not to drive long distances or at all. Without alternatives to driving, older adults may drive longer than is safe for them to do so. Community-based volunteer driving services will be in increased demand, with recent retirees a potential driver pool.

[7] Office of the State Economist. 2021. *Maine Population Outlook*. Accessed at: https://www.maine.gov/dafs/economist/sites/maine.gov.dafs.economist/files/inline-files/Maine%20Population%20Outlook%20to%202028.pdf.

Commercial drivers in Maine are also aging; the portion of Mainers holding a Class C Driver's License who are 70 and older has increased from 14 percent in 2017 to 17 percent in 2020.

5.2 Labor Market Shifts

Shifts in the Maine labor market have been influenced by several underlying trends. Maine's aging population has led to a lower civilian labor force (around 700,000 over the past decade) and low unemployment rates (3.1 percent in August 2022).

The recent uptick in unemployment rates is related to workforce changes due to the pandemic. Maine lost 15 percent of all jobs at the start of the pandemic, but quickly recovered to half of that within a few months.[8] Leisure and hospitality dropped the largest amount in 2020, by more than 15,000 jobs.

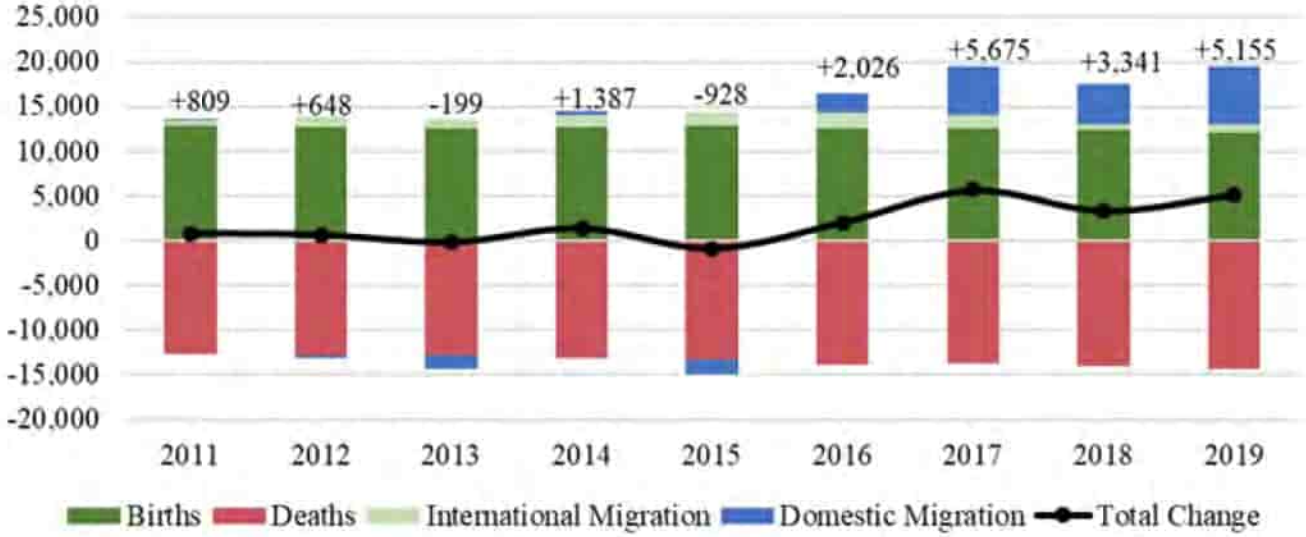
Maine's aging population and the pandemic will continue to constrain Maine's labor force. The number of new workers may not keep pace with the number leaving the workforce. In-migration can help bolster Maine's labor force, but the increase during the pandemic was largely due to the growth in teleworkers, and any benefits may be marginal when the companies are located outside of Maine. Overall, the state is expected to lose about 16,000 jobs over the next decade. While telework may help, it likely will not be able to account for all of the 75,000 jobs the state needs over the next decade. The tight labor market adds to the difficulty in finding and retaining transit drivers and other staff, even as workers and potential workers face challenges connecting to job opportunities.

5.3 Migration

In-migration has accounted for all of Maine's growth in recent years, as deaths have outpaced births. Without the benefits of in-migration in recent years, Maine's population would be flat or even decreasing, as shown by the negative natural population change over the past decade (Figure 5.1).

[8] Maine Department of Labor, 2021. *Maine's Labor Market During the Pandemic.* Accessed at: https://www.maine.gov/labor/cwri/publications/pdf/labImpact-COVID.pdf.

Figure 5.1 Components of Maine Population Change



Source: Maine Population Outlook, 2021

Maine's population increased by more than 16,000 in 2020 and by nearly 10,000 in 2021, compared to less than 6,000 in 2019.[9] Net migration accounted for 1.2 percent of the state population in 2020 and 2021, the highest in all of New England, and the seventh highest in the U.S.[10] Whether this amount of in-migration will continue remains to be seen.

Maine's urban and coastal areas had seen influxes from other parts of the state and from beyond Maine even prior to the pandemic. Many asylum seekers migrated from other countries to cities like Portland in the hundreds to even thousands each year from 2011 to 2019.[11,12] In the most recent years, however, domestic migration increased greatly as thousands of U.S. residents moved from other states to Maine, furthering a housing crisis in Maine's coastal areas.

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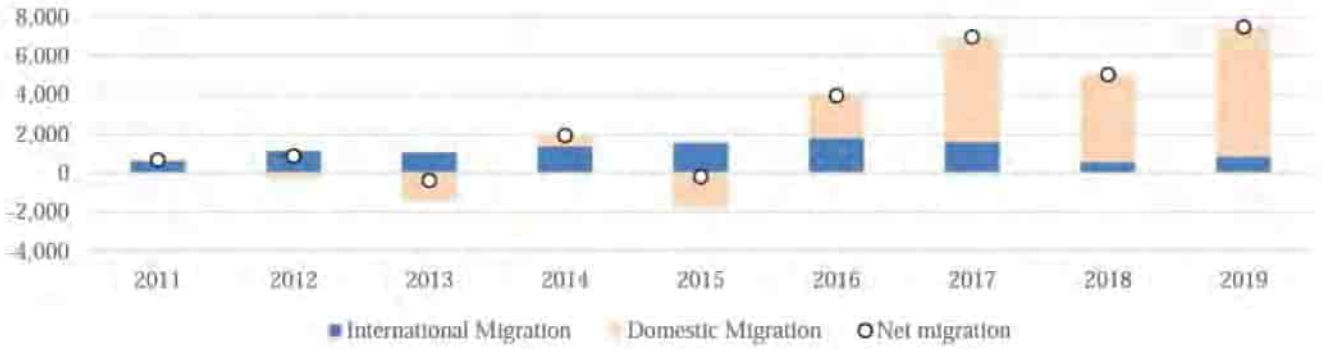
[9] U.S. Census Bureau (Bangor Daily News), 2021. *Pandemic migration spurs Maine's biggest population growth in two decades.* Accessed at: https://bangordailynews.com/2021/12/27/news/pandemic-migration-spurs-maines-biggest-population-growth-in-2-decades-xoasa1i29i/.

[10] Ibid

[11] The World, 2019. *Portland, Maine, turns 'crisis' to 'opportunity' for African migrants.* Accessed at: https://theworld.org/stories/2019-06-17/portland-maine-turns-crisis-opportunity-african-migrants.

[12] Maine Office of the State Economist, 2020. *Maine 2019 Year in Review.* Accessed at: https://www.maine.gov/dafs/economist/sites/maine.gov.dafs.economist/files/inline-files/2019%20Year%20in%20Review.pdf.

Figure 5.2 Maine Migration Patterns



Source: Maine Office of the State Economist. Maine 2019 Year in Review.

The housing crunch, once mostly in urban areas of Maine, extended to rural areas during the COVID-19 pandemic. Maine's housing industry boomed in 2020, as the number of sales statewide grew by 10 percent and the median sales price grew by 14 percent.[13] Rural counties saw the greatest growth, with Washington, Aroostook, and Piscataquis all having over 30 percent growth in the number of sales compared to 2019.

In 2020, while Maine's urban areas lost 0.7 percent of households, high-commuting rural areas gained 1.5 percent more households and low-commuting rural areas gained 0.5 percent more households.[14] In 2020, across New England, rural areas, especially those with strong economic ties to urban places, experienced greater gains than the urban areas themselves. If these patterns continue, providing transit service within and between urban areas, and from high-commuting rural areas to the urban cores, will be particularly important.

5.4 Technology

Many parts of Maine have limited or no data and/or voice service for 4G LTE. Despite the gaps, 87.2 percent of Maine's land area, and more than 99.9 percent of residents in their homes, are covered by some form of wireless service.[15] 5G reception covers more than 90 percent of Maine residents.

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[13] Maine Office of the State Economist, 2021. *Maine 2020 Year in Review*.

[14] Federal Reserve Bank of Boston, 2021. *How the COVID-19 Pandemic Changed Household Migration in New England*. Accessed at: https://www.bostonfed.org/publications/new-england-public-policy-center-research-briefs/2021/how-the-covid-19-pandemic-changed-household-migration-in-new-england.aspx.

[15] Best Neighborhood. *Mobile Coverage & Cell Phone Plans in Maine*. Accessed at: https://bestneighborhood.org/mobile-and-cell-maine/

Adaptive cruise control and steering and speed control (available in 92 and 50 percent, respectively, of new cars) may make driving less demanding and improve mobility for older adults and those living in rural areas.

Vehicles with driving assistance features still require constant human supervision and are not truly "self-driving." Advances in the short term are likely to be more incremental than transformative, and it is unclear when these technologies may truly transform mobility. By making travel easier, automated vehicles may encourage sprawling development and make public transportation increasingly difficult outside of dense urban areas. As market penetration of AVs increases (and particularly when they are electrified), transit agencies will need to secure reliable funding sources as revenues from motor fuel taxes decrease.[16] However, it is very possible that AVs could increase revenues from motor fuel taxes because some studies at both the national[17] or urban region[18] levels estimate that AV penetration could lead to an increase in vehicle miles traveled without Government policy responses. Ultimately, for Maine, this impact will be marginal because transit agencies do not receive any funds through the state gas tax, but do receive funding from the Federal gas tax.

AVs are expected to decrease transit ridership by decreasing the cost and barriers of using motor vehicles. AVs will allow private vehicle riders to more efficiently utilize their time spent in vehicles and could reduce the cost and time spent parking in shared AV scenarios[19]. The expected decrease in transit ridership could follow the much-speculated connection between the influx of services like Uber and Lyft in 2014 to 2017 and declines in transit ridership over the same period.

Electric vehicles reduce carbon emission and air pollutants, but lower the cost of fuel, potentially encouraging sprawling development. EVs also reduce revenues from fuel taxes

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[16] Wu, Cao, and Douma. 2021. *The impacts of vehicle automation on transport-disadvantaged people*. Accessed at: https://www.sciencedirect.com/science/article/pii/S2590198221001536.

[17] Milam et al., 2019. *Using Current Practice Regional Models to Test Autonomous Vehicle Effects on Travel Demand and Public Agency Policy* Responses. Fehr & Peers. Accessed at: https://www.fehrandpeers.com/wp-content/uploads/2020/01/Milam_Islam_Johnson_Fang_Donkor_Xu_AV-Modeling_TRB_2020.pdf

[18] Zhang et al., 2018. *The Impact of Private Autonomous Vehicles on Vehicle Ownership and Unoccupied VMT Generation.* Accessed at: https://www.sciencedirect.com/science/article/abs/pii/S0968090X18303188

[19] Milam et al., 2019. *Using Current Practice Regional Models to Test Autonomous Vehicle Effects on Travel Demand and Public Agency Policy* Responses. Fehr & Peers. Accessed at: https://www.fehrandpeers.com/wp-content/uploads/2020/01/Milam_Islam_Johnson_Fang_Donkor_Xu_AV-Modeling_TRB_2020.pdf

that fund transportation infrastructure. Maine's transit agencies do not receive state funds through the fuel state gas tax but do receive funding from the Federal gas tax.

Automation and electrification, as well as other technologies, can directly improve transit service. Automation can make transit operation safer and potentially make microtransit feasible in more areas. Electrification of transit vehicles may require additional charging infrastructure, redesigning of routes, and additional training for staff, but can reduce emissions and lower operating costs over the long term. The Infrastructure Investment and Jobs Act injected a $5.5 billion expansion of the Low- and No-Emission Transit Vehicle Program, which provides funds to state and local governments for the purchase of electric transit buses and other cleaner models.

Technology supports microtransit, which is small-scale, on-demand public transit service that can offer fixed routes and schedules in addition to flexible routes and on-demand scheduling.[20] The model has become popular in rural areas, which often lack the ridership for traditional bus systems. Microtransit, however, only provides rides to a small number of passengers per hour, compared to the much higher potential capacity of fixed route service. It may ultimately make sense for on-demand transit to focus on augmenting paratransit service for Maine's aging population rather than expanding first- and last-mile access.

Other relevant transit technologies include automatic passenger counters, automated fare payment, and General Transit Feed Specification (GTFS) flex. Automatic passenger counters can help agencies plan routes and stops and measure the ridership impact of policy changes such as the elimination of fares. Automated fare payment technologies have improved in recent years, with many transit agencies offering mobile ticketing options or smart cards to collect payment. According to a recent survey of transit agencies, 92 percent plan to adopt fare payment innovations, more than half plan to implement mobile ticketing, and just under half plan to introduce contactless payment with bank cards and mobile phones.[21] Finally, while GTFS defines a common data format for transit schedules and has become the standard for most transit agencies, GTFS-Flex is not as widely used. GTFS-Flex adds the capability to model demand-responsive services to GTFS. It was first implemented

[20] American Public Transportation Association. *Microtransit*. Accessed at: https://www.apta.com/research-technical-resources/mobility-innovation-hub/microtransit/.

[21] Ibid.

by the Vermont Agency of Transportation in 2018 in a demonstration project for the FTA's Mobility on Demand Sandbox to provide a better trip planner for riders statewide[22].

5.5 Safety

Transit has proven to be a relatively safe mode of transportation. Transit passengers have less than a tenth the per-mile crash rates as automobile occupants and transit-oriented communities have less than a fifth of the total (pedestrian, cyclist, automobile, and transit passenger) per capita fatality rates compared to automobile-dependent communities.[23] Transit can make travel safer because it provides a travel option to higher-risk groups.

In Maine, transit, school, and other types of buses were involved in 902 crashes from 2016 to 2020 while passenger cars, SUVs, and passenger vans were involved in nearly 200,000 crashes over the same period[24]. Only 16 percent of bus crashes resulted in a fatality or injury[25] versus 24 percent of crashes across transportation modes[26], indicating that bus crashes are less likely to result in an injury or death.

5.6 Climate

Climate change will impact Maine's transportation system and economy. The continued transition of transit fleets to electric, hybrid, and other low- and zero-emission vehicles can reduce transit's impact on the environment. An efficient and effective public transportation system also provides an alternative to personal vehicles and reduce overall vehicle miles traveled, particularly in urban areas.

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[22] Gustave, Shaheen, and Martin, 2018. *MOD Sandbox Demonstrations Independent Evaluation (IE) Vermont Agency of Transportation (VTrans) OpenTripPlanner Evaluation Plan*. Accessed at: https://rosap.ntl.bts.gov/view/dot/36390/

[23] Littman, Todd. 2021. *Safer Than You Think! Revising the Transit Safety Narrative*. Accessed at: https://www.vtpi.org/safer.pdf.

[24] Maine Department of Transportation, 2021. *State of Maine Highway Crash Statistics, 2020 Edition*. Accessed at: https://www.maine.gov/mdot/safety/crash-data/

[25] Maine Department of Transportation, 2021. *Truck and Bus Crash History 2016-2020*. Accessed at: https://www.maine.gov/mdot/safety/crash-data/

[26] Maine Department of Transportation, 2021. *State of Maine Highway Crash Statistics, 2020 Edition*. Accessed at: https://www.maine.gov/mdot/safety/crash-data/

5.7 Tourism

Tourism is a cornerstone of Maine's economy. Maine's transit system plays an important role in connecting visitors to destinations across the state, particularly for those who choose not to bring or do not have access to a personal vehicle.

As tourism has bounced back, some public transportation systems that connect visitors to Maine have seen increases in ridership. Amtrak's Downeaster, for example, had more than 25,000 riders in June 2021 compared to just 768 in June 2020.[27] While this is still lower than the 48,284 riders in June 2019, New England passenger rail officials feel confident that riders will continue to return to the service.[28]

5.8 Impact of COVID-19

A significant portion of the existing conditions assessment considers the impact of the ongoing COVID-19 pandemic on the Transit Plan planning process. The broad and overarching impacts experienced nationwide in 2020 included broad declines in transit ridership and other performance measures, as discussed in Section 3 for each transit system. Despite these declines in ridership, given notable rises in inequality, and the focus on "essential workers," the COVID-19 pandemic has also produced a greater dependency on transit. This is especially the case for passengers who, prior to the COVID-19 pandemic, were reliant on transit for a variety of trip purposes. As a result, public transit is expected to play an even bigger role in these trips, including for purposes such as medical appointments and employment in essential fields. The pandemic has also increased the prevalence of non-traditional working hours, schedules, and overall needs, especially in fields related to health, and supply chains, where hours of employment stretch beyond the typical 9:00-to-5:00 hours. Transit service may need to be available for larger parts of the day to remain a viable option.

The ongoing shortage of transit drivers is a challenge in both Maine and the Nation. Some Maine transit operators, in both large and small transit markets, indicated that they were not experiencing driver shortages. For these operators, it seems to be a matter of good fortune, rather than a specific and unique driver retainment strategy. However, several operators

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[27] Portland Press Herald, 2021. *Maine Passenger Train Ridership Rebounds as Pandemic Restrictions Ease*. Accessed at: https://www.pressherald.com/2021/07/01/maine-passenger-train-ridership-rebounds-as-pandemic-restrictions-ease/.

[28] Ibid.

indicated driver shortages that have led to service modifications, which are expected to remain in place for the foreseeable future. Volunteer drivers are also in high demand. Multiple factors related to COVID-19 have exacerbated these issues. With testing protocols in place, asymptomatic positive tests on the part of drivers can lead to drivers being unable to work for extended periods of time. At the same time, an overall hesitancy to be in proximity to strangers could make prospective drivers reluctant to participate. Transit operators also face competition from municipalities and businesses eager to fill significant driver shortages.

In addition, inflation and supply chain shortages persist, which may continue to impact driver shortages, vehicle and supply procurements, and the ability to operate a fully dynamic and functional transit service.

A. TRANSIT SYSTEM PROFILES

The following transit system profiles detail the transit services operating across Maine. As part of the Transit Plan planning process, each transit operator was asked to provide information related to the following components of transit services:

- Service Description and Fares
- Ridership Totals
- Modal Operating Characteristics
- Budget Metrics
- Organizational Management Structure
- Asset Management
- Technology Capabilities

Each operator provided a response, with where applicable, ridership, operating, and budget metrics between 2016 and 2021. Limited information was provided by some of the private sector intercity carriers, particularly those that operate without subsidy.

A.2 Bangor Community Connector

The City of Bangor operates urban fixed-route transit service known as the Bangor Community Connector. Figures for 2016 and 2017 do not account for ADA paratransit ridership, as this component of the service was managed by a separate operator.

Service Description and Fares

The Bangor Community Connector consists of ten fixed routes, and corresponding paratransit service, operating in and around Bangor, and originating from the Bangor Transportation Center, which also functions as a transfer point for intercity bus service to points north, south, and east. Services are generally operated on 60-minute headways between the hours of 6:15 AM and 7:05 PM, depending on the specific route. Most routes operate from Monday through Saturday, while select routes operate from Monday through Friday.

Fare information is shown in Table A.1 below:

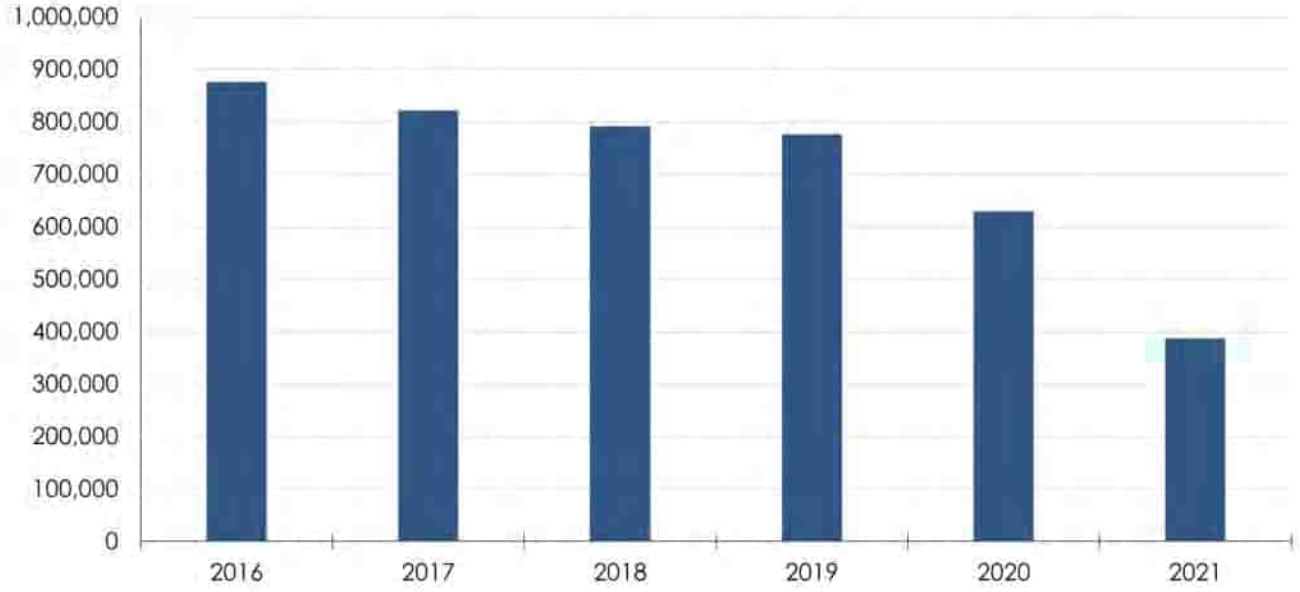
Table A.1 Fare Information

General (Peak Season)	
General Public	$1.50
Half Fare	$0.75
Student (High School and Younger)	$0.75
Children (0—5)	Free
Paratransit	
One Way	$3.00
Passes	
Monthly Pass	$45.00
Monthly Student Pass	$25.00
5 Trip	$6.00
College Pass (University of Maine, Eastern Maine Community College, Beal College, Husson College, University of Maine at Augusta—Bangor Campus)	Free

Ridership

Total ridership for 2016 through 2021 is shown in Figure A.9. Between 2016 and 2019, ridership steadily decreased from approximately 875,000 trips to approximately 775,000 trips. With the COVID-19 pandemic, ridership dropped to 630,000 trips in 2020, and to under 400,000 in 2021.

Figure A.9 Bangor Community Connector Annual Unlinked Trips (2016–2021)



Modal Operating Characteristics

Revenue miles and revenue hours are shown in Figure A.10 and Figure A.11. Revenue miles increased from around 600,000 in 2016 and 2017, to just under 700,000 in 2020, and vehicle hours increased from around 46,000 in 2016 and 2017 to 53,000 in 2020.

Figure A.10 Bangor Community Connector Vehicle Revenue Miles (2016–2021)

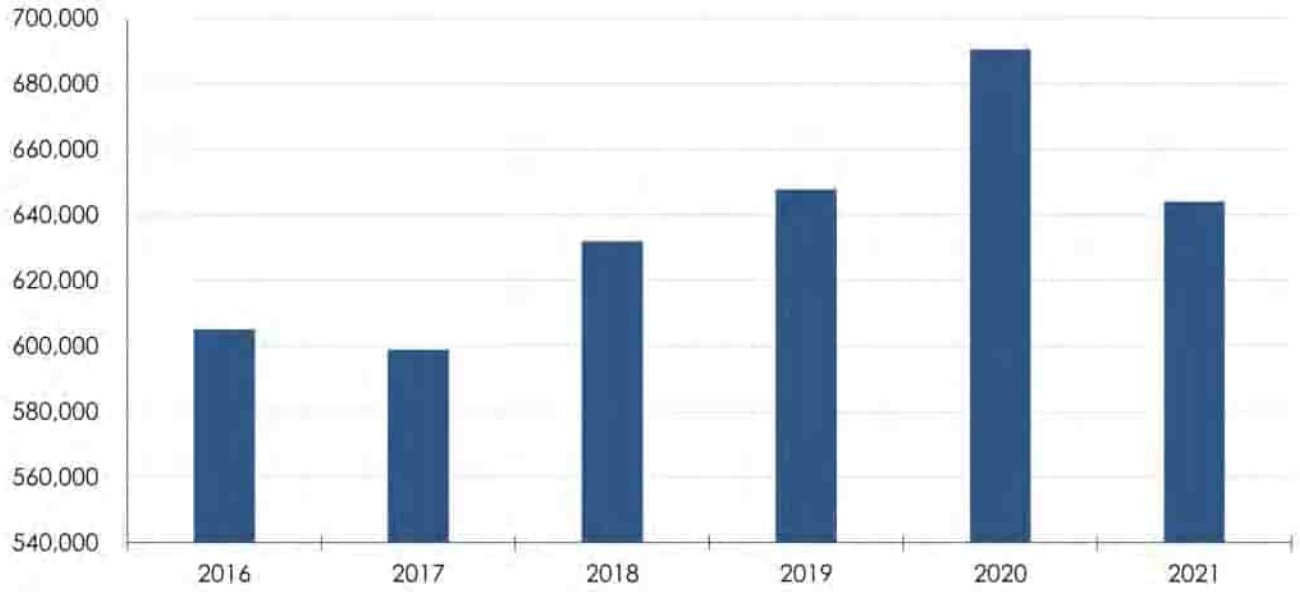
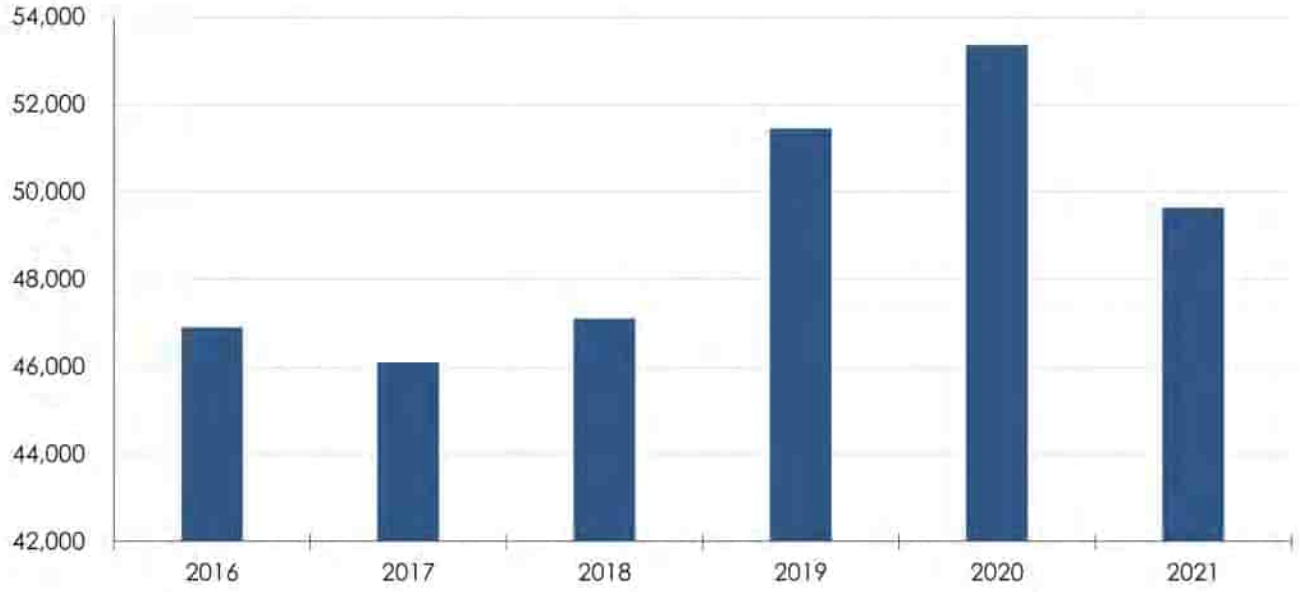


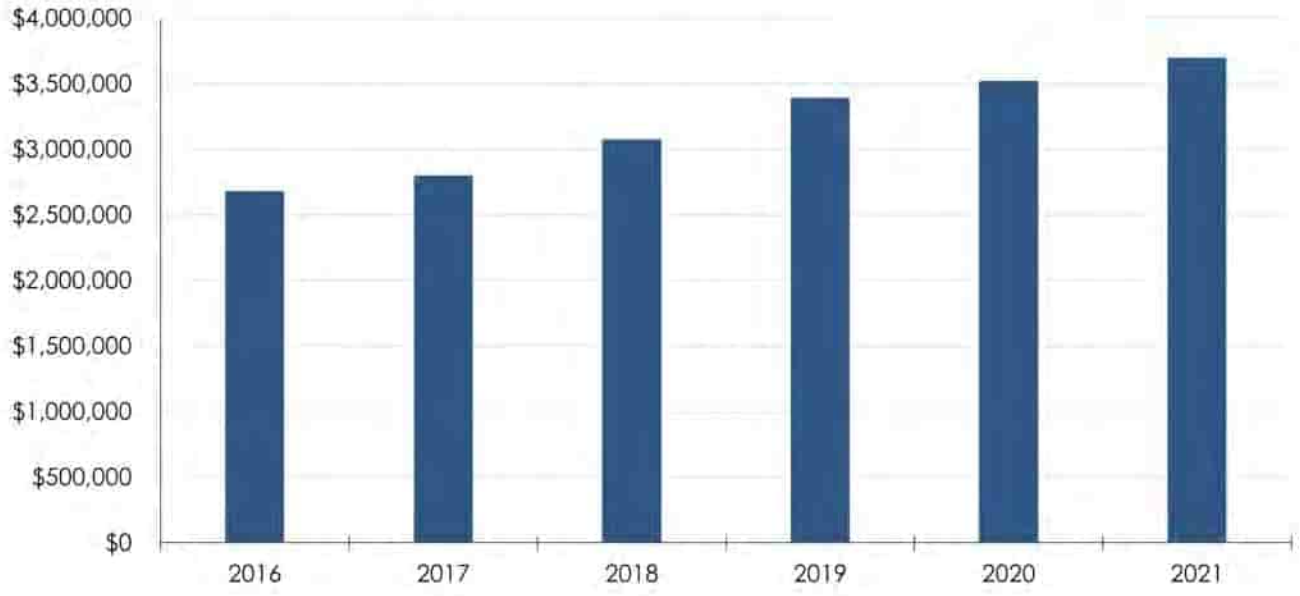
Figure A.11 Bangor Community Connector Vehicle Revenue Hours (2016–2021)



Budget Metrics

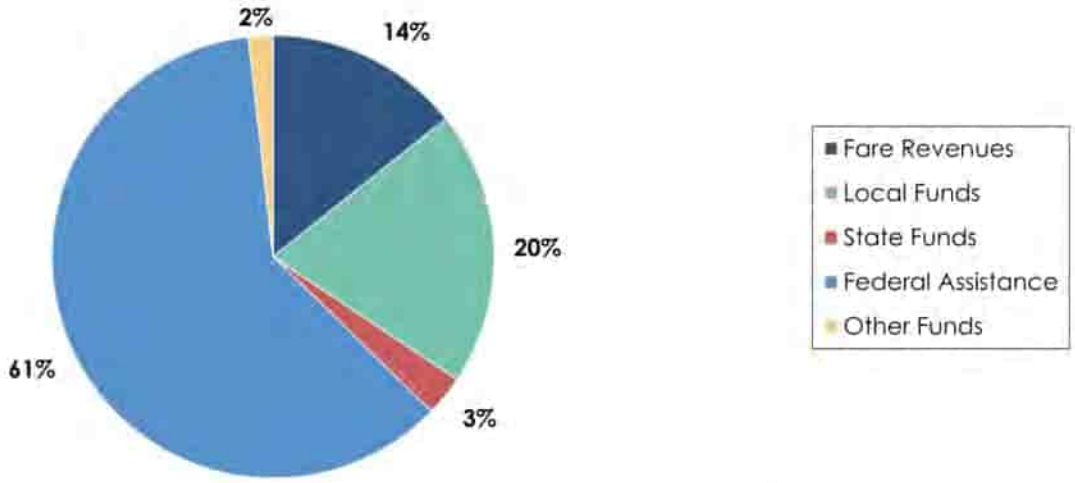
Annual operating expenses for 2016 through 2021 are shown in Figure A.12. From a low of just over $2.5 million in 2016, operating expenses rose to over $3.5 million in 2020, with increases each year.

Figure A.12 Bangor Community Connector Operating Expenses (2016–2021)



The breakdown of operating expense funding sources for 2020 is shown in Figure A.13. In 2020, Federal assistance accounted for 61 percent of operating expense funding, farebox revenue for 14 percent, and local funds for most of the remainder.

Figure A.13 Bangor Community Connector Operating Funding Sources (2020)



Service efficiency metrics are shown in Figure A.14 and Figure A.15. Vehicle revenue mile operating expenses rose between 2016 and 2019 from $4.40 to just over $5.20, before dropping in 2020. Vehicle revenue hour operating expenses also rose between 2016 and 2019, while holding steady in 2020 at $66.00. Both figures reached new highs of just under $6.00 and $74.00, respectively, in 2021.

Figure A.14 Bangor Community Connector Operating Expenses per Vehicle Revenue Mile (2016–2021)

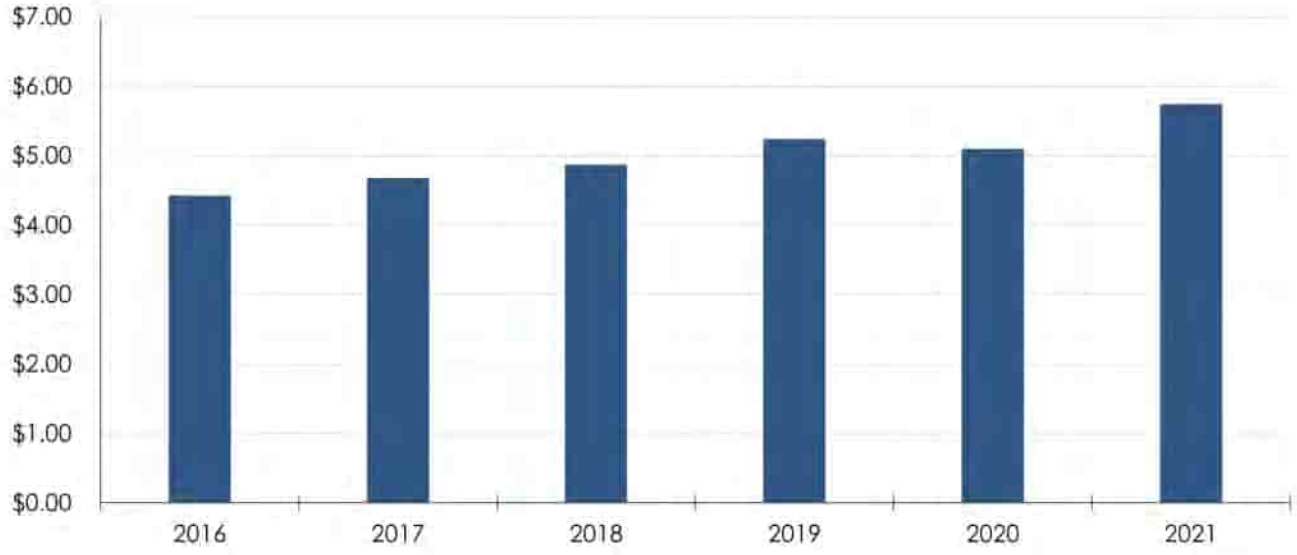
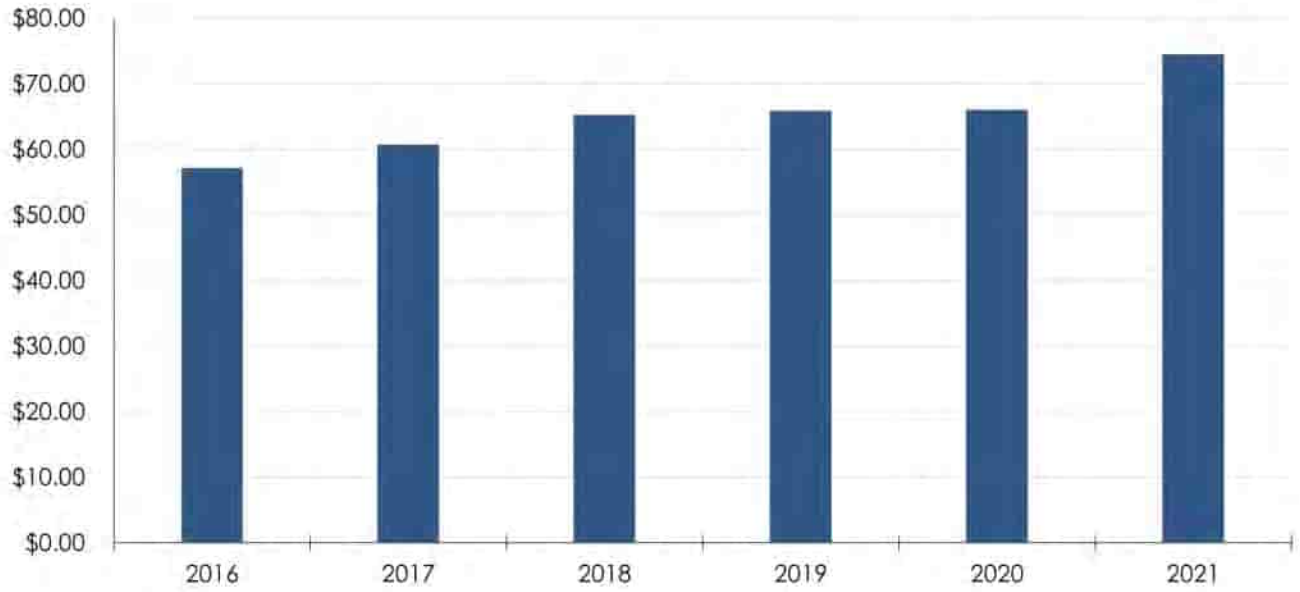
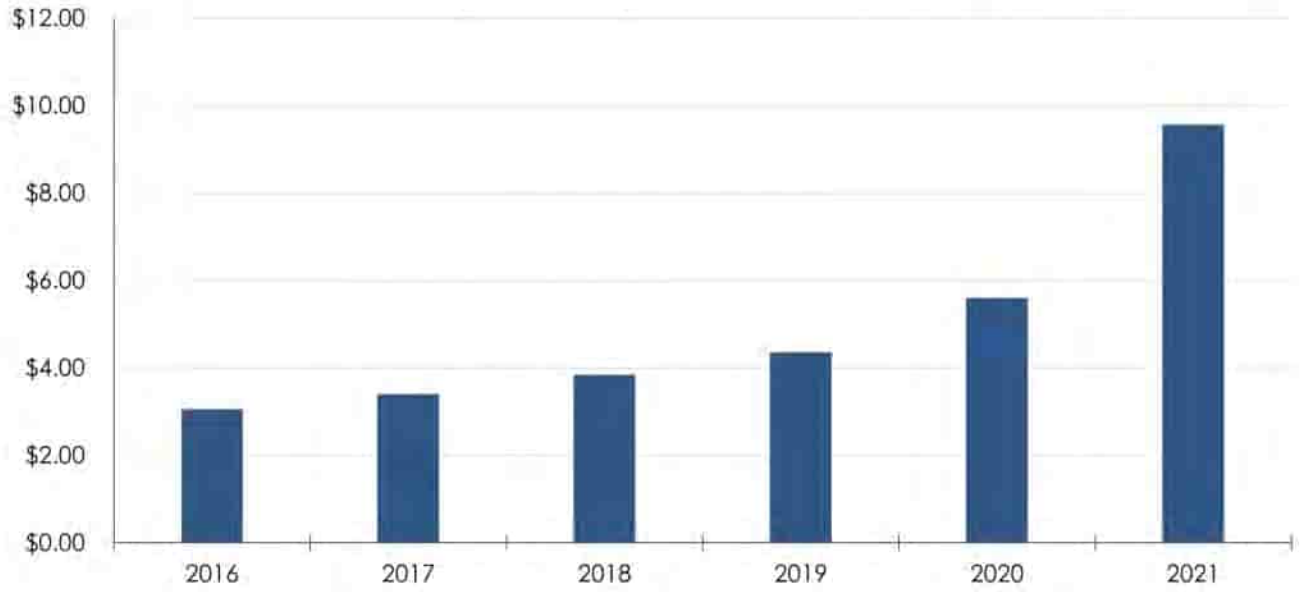


Figure A.15 Bangor Community Connector Operating Expenses per Vehicle Revenue Hour (2016–2021)



Operating expenses per unlinked passenger trip are shown in Figure A.16. Per passenger operating expenses rose each year, from $3.00 in 2016 to approximately $5.50 in 2020. Per passenger operating expenses rose to over $9.00 in 2021.

Figure A.16 Bangor Community Connector Operating Expenses per Unlinked Passenger Trip (2016–2021)



Organizational Management Structure

Operations are conducted as a department of the City of Bangor, which is the direct recipient of Federal funding.

Asset Management

Transit asset management is conducted through the City of Bangor Community Connector Tier II Transit Asset Management Plan. In 2020, the Bangor Community Connector fleet consisted of:

» 31 revenue vehicles.

The Bangor Community Connector fleet utilized for maximum service consisted of:

» 5 demand response paratransit vehicles.

» 14 scheduled service vehicles.

Technology Capabilities

The Bangor Community Connector utilizes the following software in their operations:

» **Scheduling Software:** Unspecified provider.

There are additional plans for implementation of the following components in 2022:

» **Fare Payment System.**

» **Asset Management Software.**

» **Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL).**

» **GTFS.**

» **Electric Buses.**

A.4 Biddeford | Saco | Old Orchard Beach Transit

Biddeford | Saco | Old Orchard Beach Transit (BSOOB Transit) operates scheduled fixed route services between the towns of Biddeford, Saco, and Orchard Beach.

Service Description and Fares

BSOOB Transit consists of five scheduled service routes, and corresponding paratransit service, operating between Biddeford, Saco, and Old Orchard Beach. Select routes also operate to Scarborough and Portland. Services are generally operated on headways of 75 minutes or more, with the exception of Silver Line service between Saco and the University of New England Biddeford campus. Service is operated from Monday through Sunday, between 5:30 AM and 10:30 PM, with reduced hours of service on Sundays, depending on the specific route.

The Saco Transportation Center is the hub for all BSOOB Transit routes. This provides a transfer point for Northern New England Passenger Rail Authority (NNEPRA) rail service, YCCAC Southern Maine Connector transit service, and Greyhound intercity bus service. In Portland, transfers are available to Greater Portland Metro and South Portland Bus Service.

Fare information is shown in Table A.3:

Table A.3 Fare Information

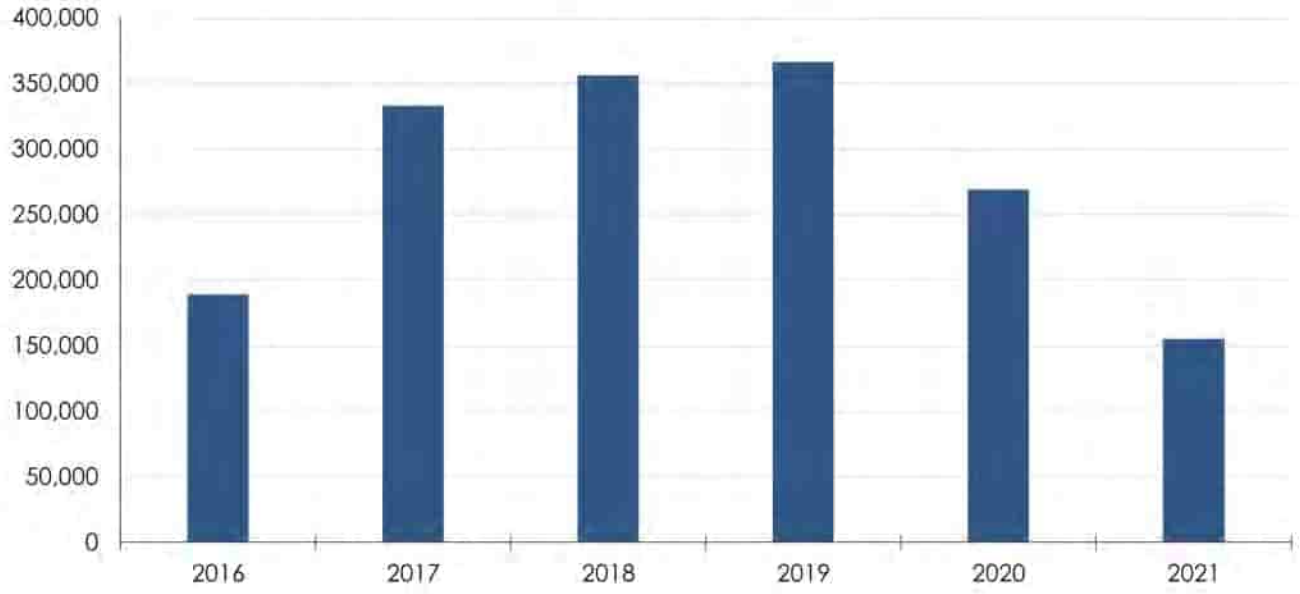
General	
General Public	$2.00—$5.00
Half Fare	$1.00—$2.50
Student (High School and Younger)	$1.00—$2.50
Children (0—5)	Free
Paratransit	
One Way	2x General Fare
Passes	
90 Minute Unlimited Pass	$2.00—$5.00
Monthly Pass	$60.00—$150.00

Ridership

Total ridership for 2016 through 2021 is shown in Figure A.25. Ridership fluctuated across the six-year period. Following 2016, annual ridership was at approximately 350,000. In 2020 and

2021 with the onset of COVID-19, ridership dropped to 270,000 and 155,000 respectively, a decline of 57 percent from the 2019 peak.

Figure A.25 BSOOB Transit Annual Unlinked Trips (2016–2021)



Modal Operating Characteristics

Revenue miles and revenue hours are shown in Figure A.26 and Figure A.27. Both metrics followed similar patterns of increases from 2016 through 2019, followed by a drop in 2020, and a rebound in 2021. In 2019, both metrics peaked at just under 650,000 revenue hours, and 51,000 revenue miles.

Figure A.26 BSOOB Transit Vehicle Revenue Miles (2016–2021)

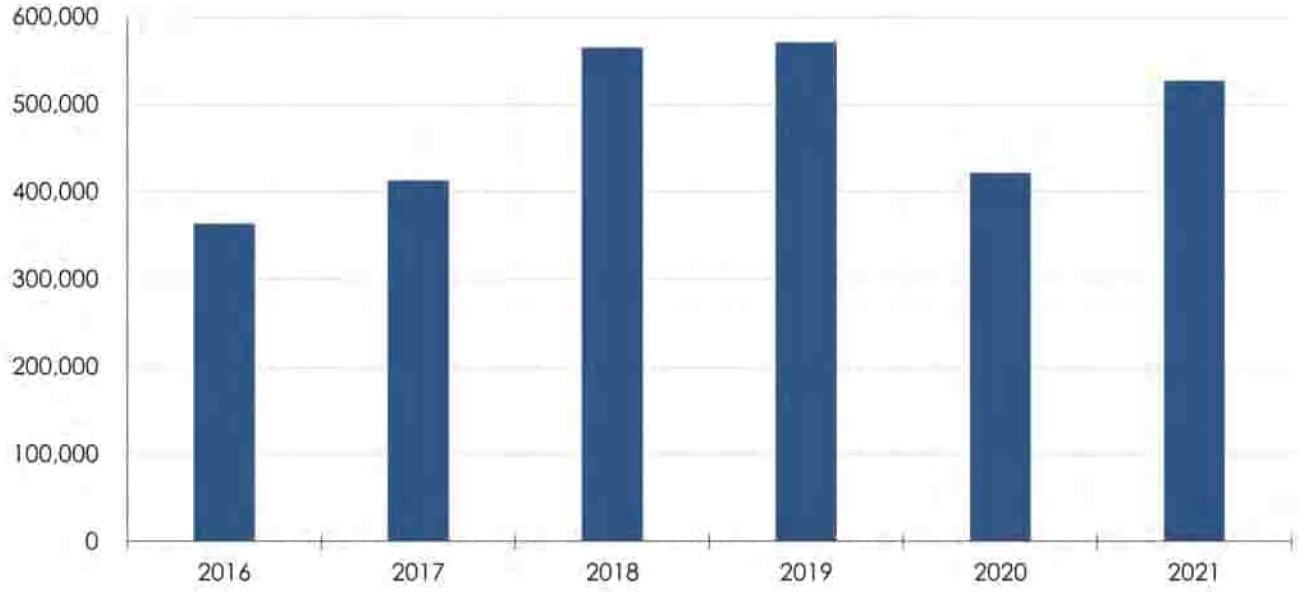
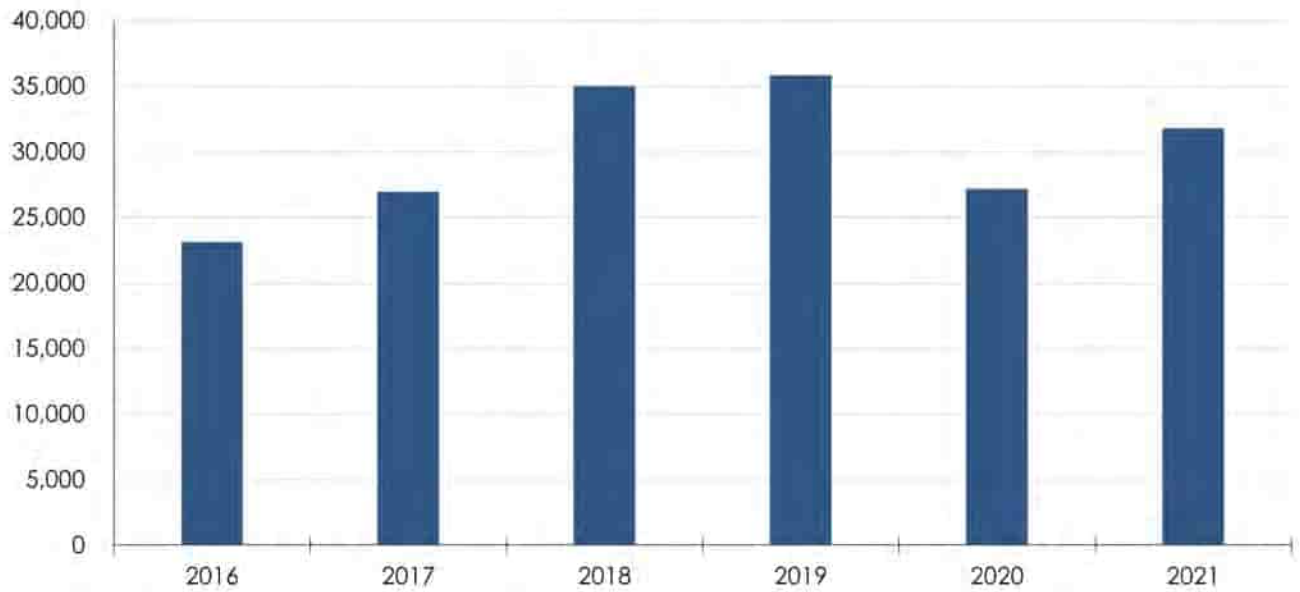


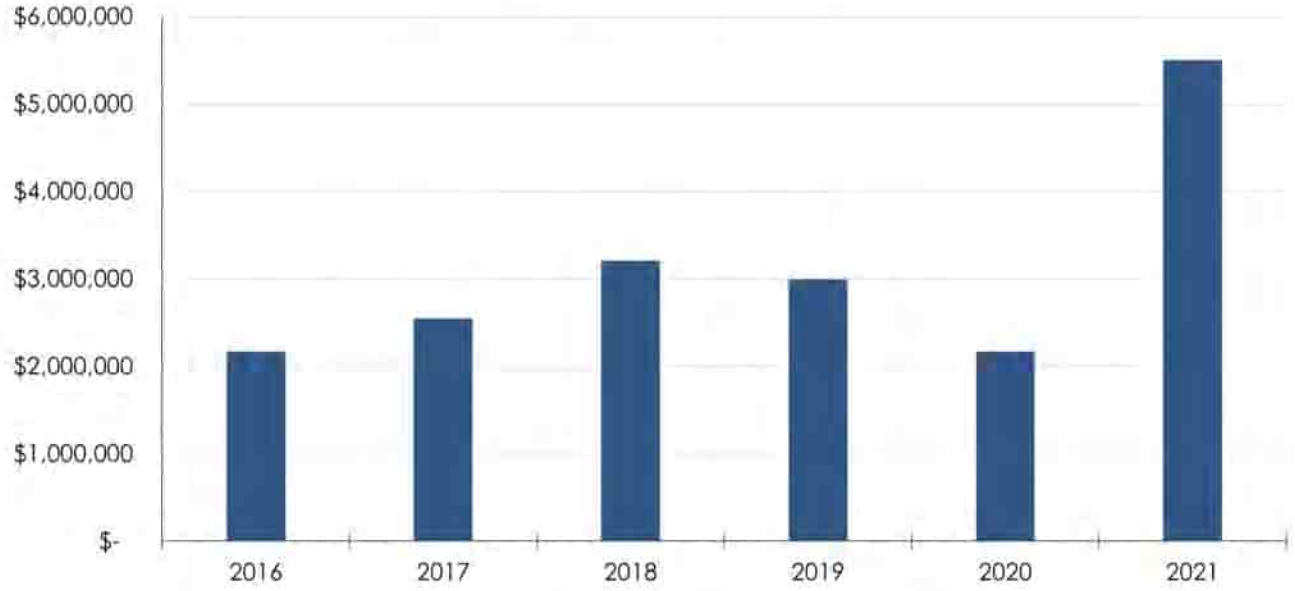
Figure A.27 BSOOB Transit Vehicle Revenue Hours (2016–2021)



Budget Metrics

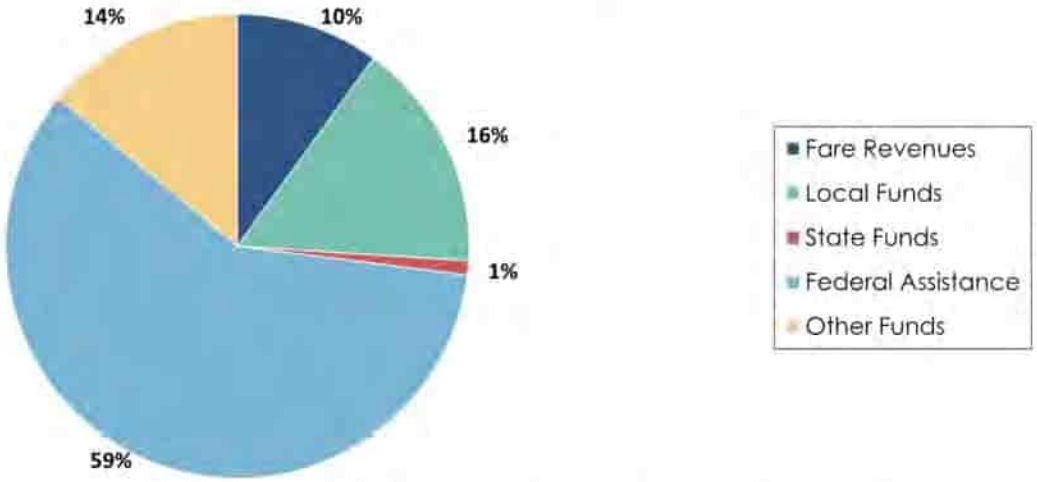
Annual operating expenses for 2016 through 2021 are shown in Figure A.28 below. Between 2016 and 2020, operating expenses fluctuated between approximately $2 million and $3 million. Operating expenses rose to $5.5 million in 202 based on estimated figures.

Figure A.28 BSOOB Transit Operating Expenses (2016–2021)



The breakdown of operating expense funding sources for 2020 is shown in Figure A.29. In 2020, Federal assistance accounted for 61 percent of operating expense funding. Farebox revenue accounted for 10 percent of funding. Remaining funding was largely comprised of local funds, which accounted for 16 percent of total funding.

Figure A.29 BSOOB Transit Operating Funding Sources (2020)



Service efficiency metrics are shown in Figure A.30 and Figure A.31. Vehicle revenue mile operating expenses dropped between 2016 and 2019, before rising to over $8.50 in 2020 and over $10.00 in 2021. Vehicle revenue hour operating expenses followed a similar pattern with a peak of almost $180 in 2021.

Figure A.30 BSOOB Transit Operating Expenses per Vehicle Revenue Mile (2016–2021)

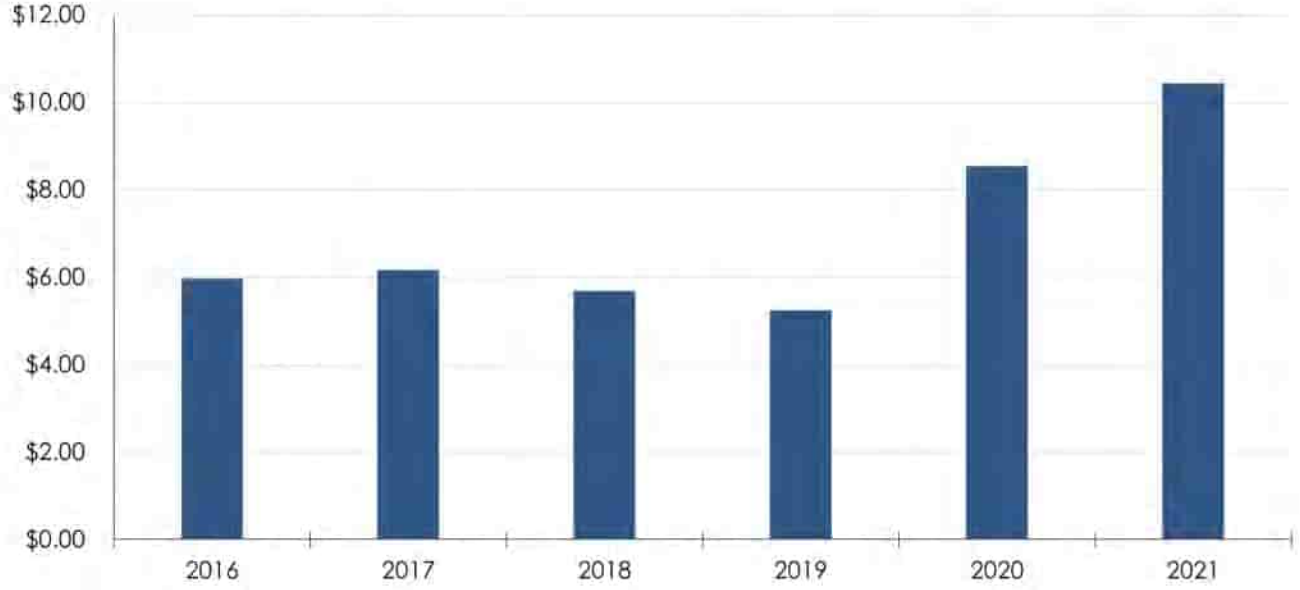
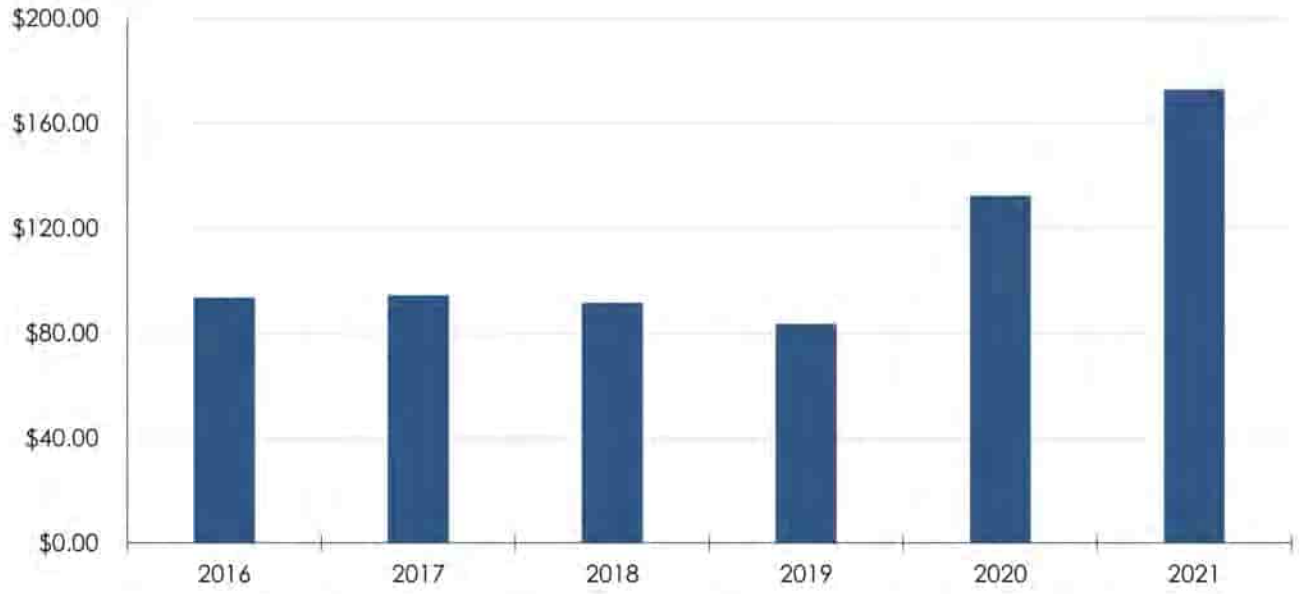
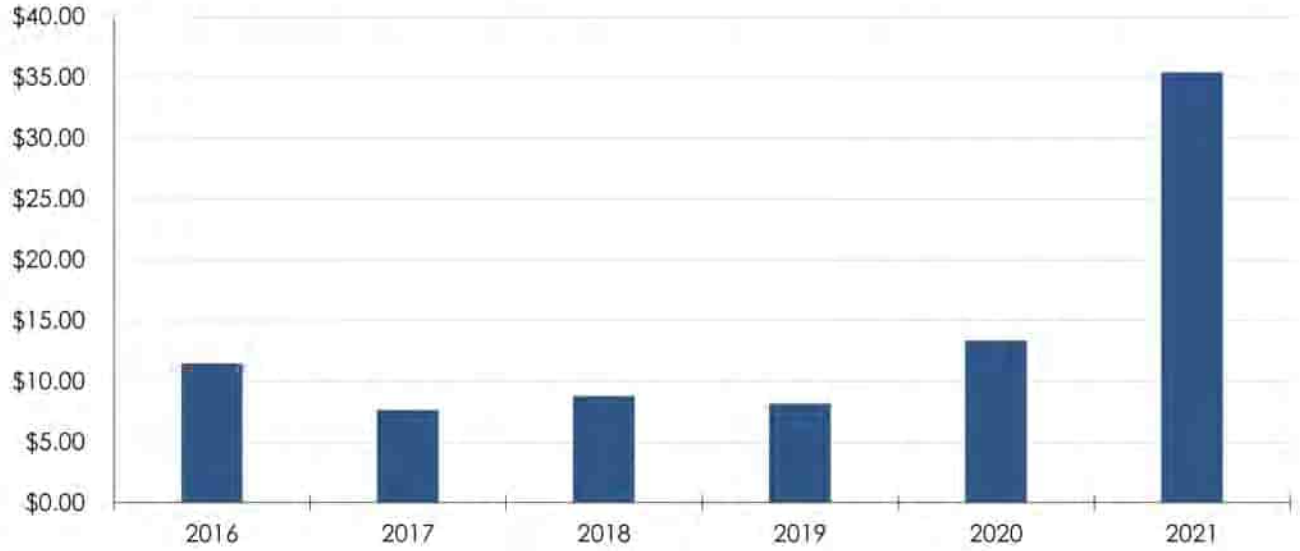


Figure A.31 BSOOB Transit Expenses per Vehicle Revenue Hour (2016–2021)



Operating expenses per unlinked passenger trip are shown in Figure A.32. Following 2016, per passenger operating expenses dropped to approximately $8.00, from approximately $11.50. In 2021, per passenger operating expenses increased to over $35.00.

Figure A.32 BSOOB Transit Operating Expenses per Unlinked Passenger Trip (2016–2021)



Organizational Management Structure

Management of BSOOB Transit is comprised of:

- Executive Director
- Deputy Director (Oversight of Vehicles)
- Director of Transportation (Oversight of Daily Operations)
- Finance Manager
- Human Resources Manager
- Mobility Manager

Asset Management

Transit asset management is conducted through the BSOOB Transit Comprehensive Asset Management Plan. In 2020, the BSOOB Transit fleet consisted of:

- 25 revenue vehicles.
- 5 service vehicles.

The BSOOB Transit fleet utilized for maximum service consisted of:

- 18 buses.

Technology Capabilities

BSOOB Transit utilizes the following software in their operations:

- **Scheduling Software:** Enghouse Software
- **Fare Payment System:** Cubic Umo
- **Asset Management Software:** Dossier
- **Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL):** Unite GPS for dispatch operations
- **GTFS:** Produced by Remix Software
- **Electric Buses:** 2 Proterra's were delivered in March 2022 for service beginning in Spring 2022
- **Other Technology:** Outstanding RFP for a HVAC UV ionization system for the fixed route fleet

A.11 Greater Portland Metro

Greater Portland Metro is the primary transit provider for the Greater Portland area.

Service Description and Fares

Greater Portland Metro consists of 10 fixed route services and corresponding paratransit service, operating within Portland, and to surrounding communities including Westbrook, South Portland, Falmouth, and Brunswick. Services are generally operated on 30-minute headways from 5:00 AM to 11:00 PM, depending on the specific route. All but one bus route are operated Monday through Sunday, with the remaining bus route operating from Monday through Saturday. Hours of service are reduced on the weekends.

Service originates and terminates in several locations in Portland, with multiple transfer points to other routes, especially along Congress Street. Monument Square in Downtown Portland provides a transfer point for South Portland Bus Service and BSOOB Transit. Intercity bus service operated by Concord Coach Lines and rail service are both operated out of the Portland Transportation Center, while Greyhound Bus Service is operated out of a bus stop on Marginal Way, to the north of Downtown Portland.

Fare information is shown in Table A.6:

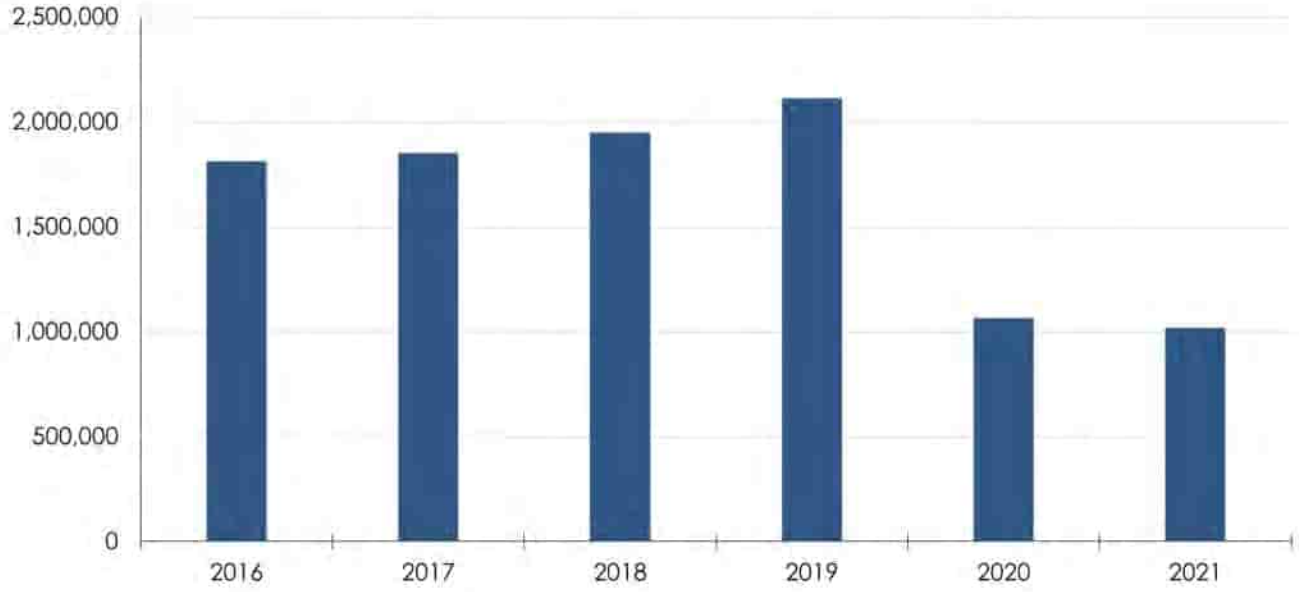
Table A.6 Fare Information

General	
General Public	$2.00
Half Fare	$1.00
Express Fare	$4.00
Paratransit	
One Way	$4.00

Ridership

Total ridership for 2016 through 2021 is shown in Figure A.60. Between 2016 and 2019, ridership rose from 1.8 million trips to 2.1 million trips. With the onset of COVID-19, ridership dropped by approximately half through 2020, remaining at just over 1 million trips in 2021.

Figure A.60 Greater Portland Metro Annual Unlinked Trips (2016–2021)



Modal Operating Characteristics

Revenue miles and revenue hours are shown in Figure A.61 and Figure A.62. Both revenue miles and hours increased gradually from 2016 through 2019, to highs of approximately 1.5 million and 110,000, respectively. Following a drop in 2020, revenue miles and hours rose to approximately 1.45 million and 106,000, respectively.

Figure A.61 Greater Portland Metro Vehicle Revenue Miles (2016–2021)

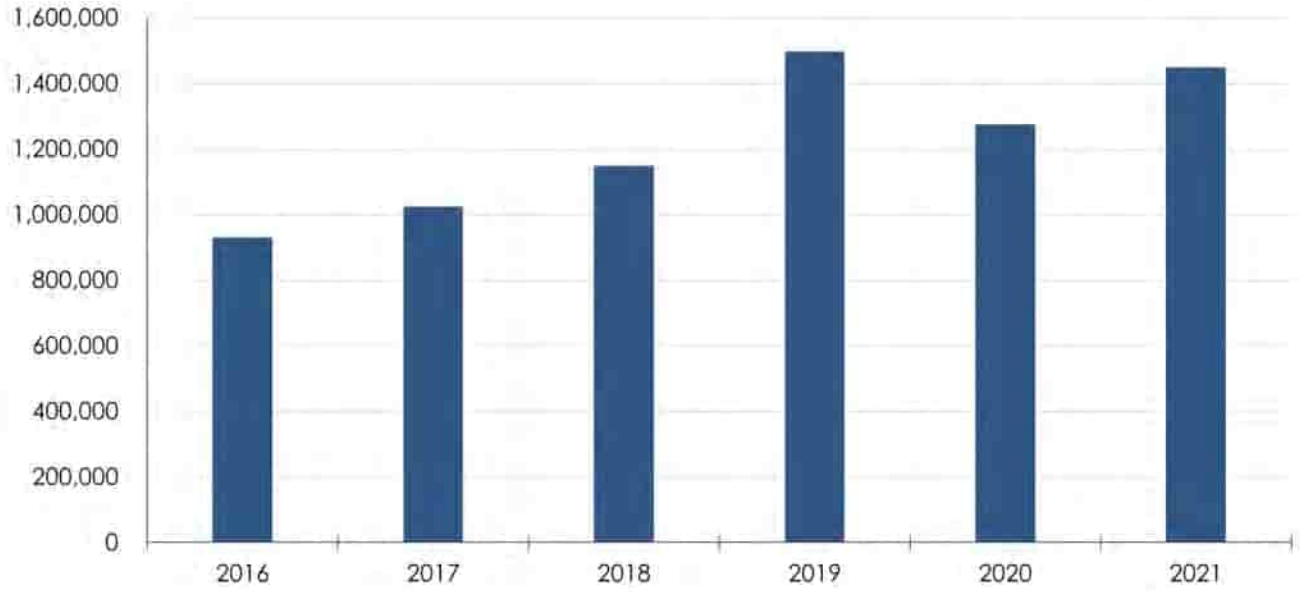
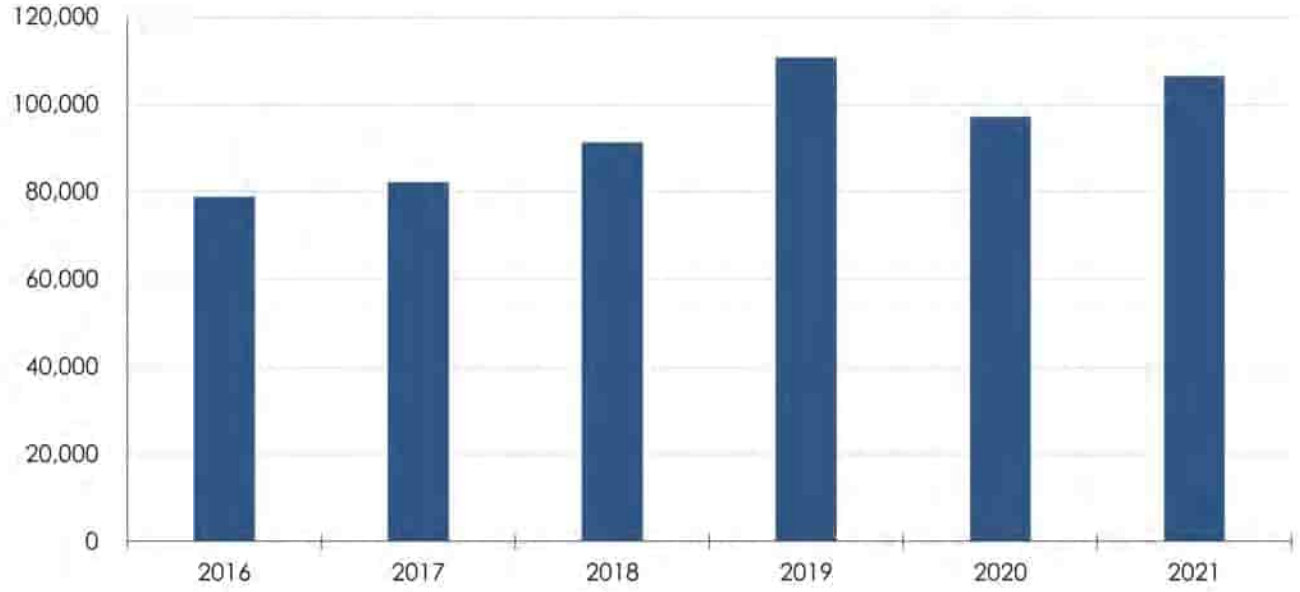


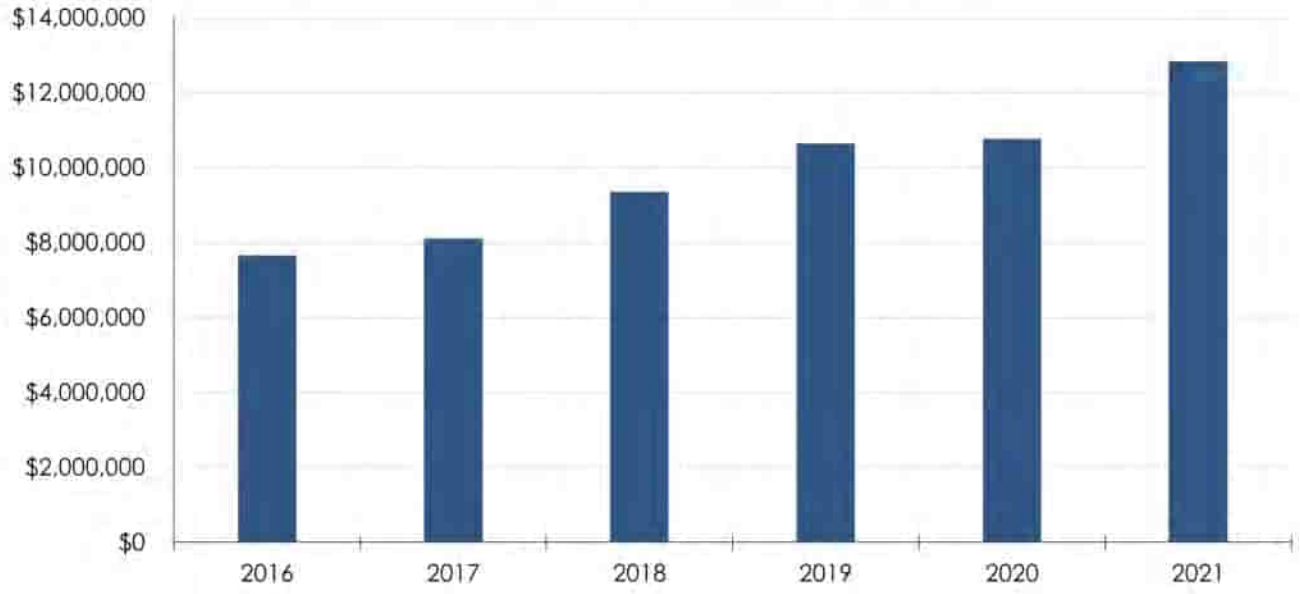
Figure A.62 Greater Portland Metro Vehicle Revenue Hours (2016–2021)



Budget Metrics

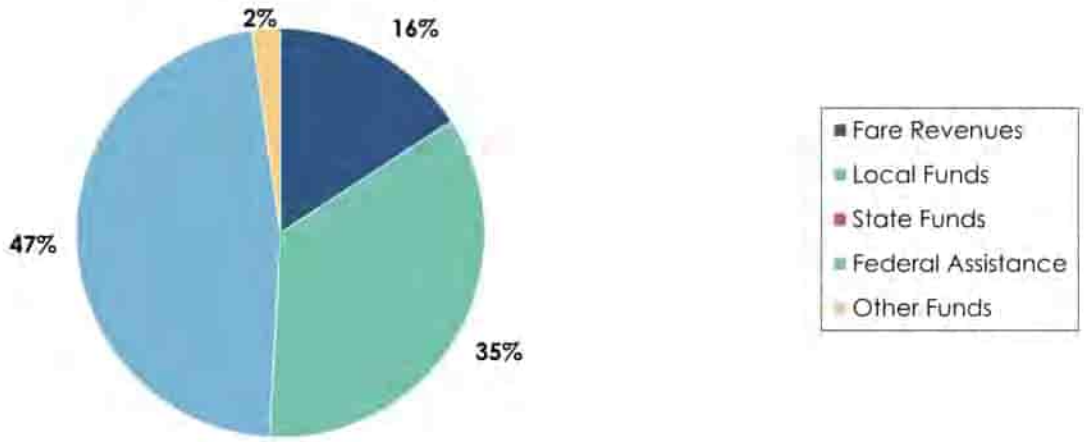
Annual operating expenses for 2016 through 2021 are shown in Figure A.63. Operating expenses rose gradually from 2016 through 2021 from $7.6 million to $12.8 million.

Figure A.63 Greater Portland Metro Operating Expenses (2016–2021)



The breakdown of operating expense funding sources for 2021 is shown in Figure A.64. In 2021, Federal assistance accounted for 47 percent of operating expense funding. Farebox revenue accounted for 16 percent of funding. Remaining funding was largely comprised of local funds which accounted for 35 percent of total funding.

Figure A.64 Greater Portland Metro Operating Funding Sources (2021)



Service efficiency metrics are shown in Figure A.65 and Figure A.66. Both metrics fluctuated between 2016 and 2020. Vehicle revenue mile operating expenses dropped from $8.35 to $7.10 from 2016 through 2019, before rising to just under $8.50 in 2020. Vehicle revenue hour operating expenses rose from to $102 in 2018 before dropping in 2019, and subsequently rising to $111 in 2020 and $120 in 2021.

Figure A.65 Greater Portland Metro Operating Expenses per Vehicle Revenue Mile (2016–2021)

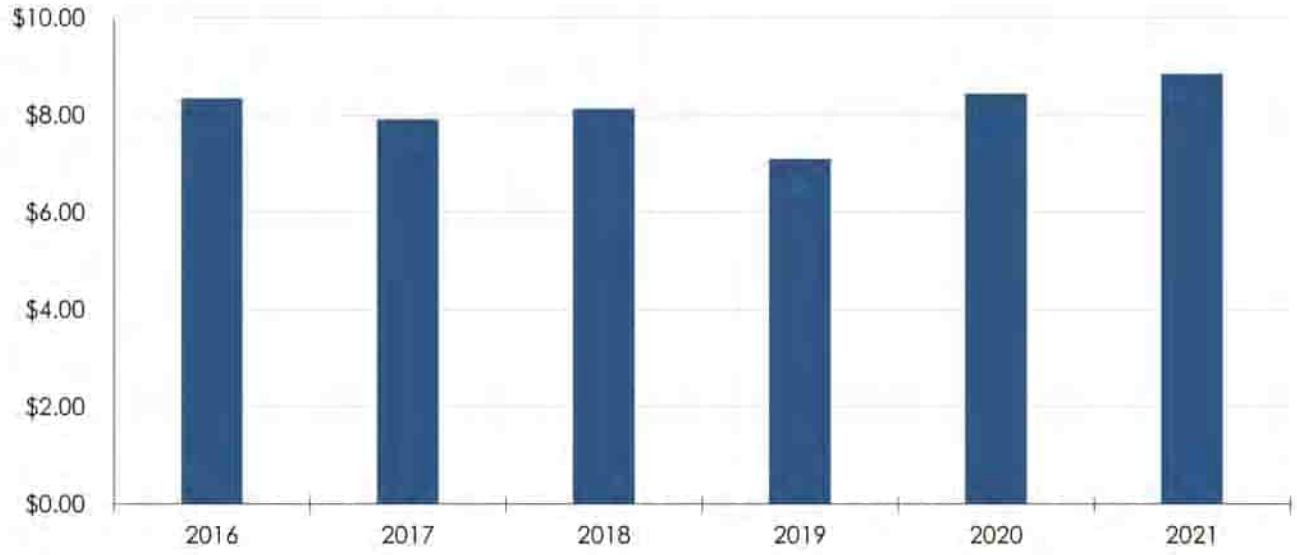
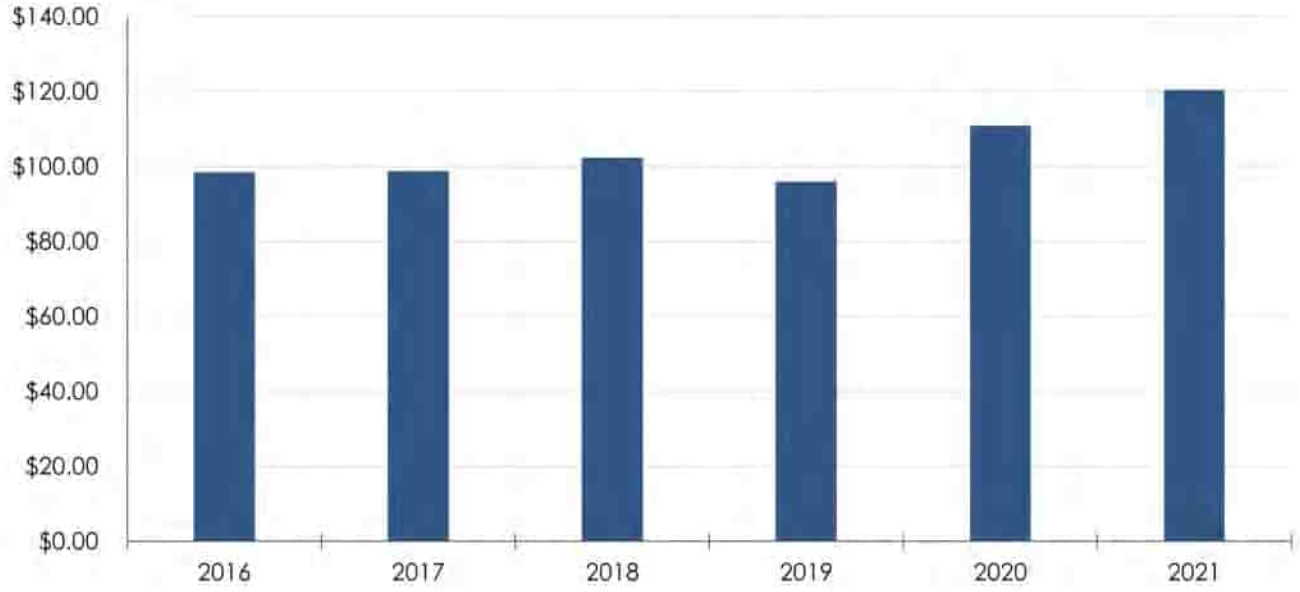
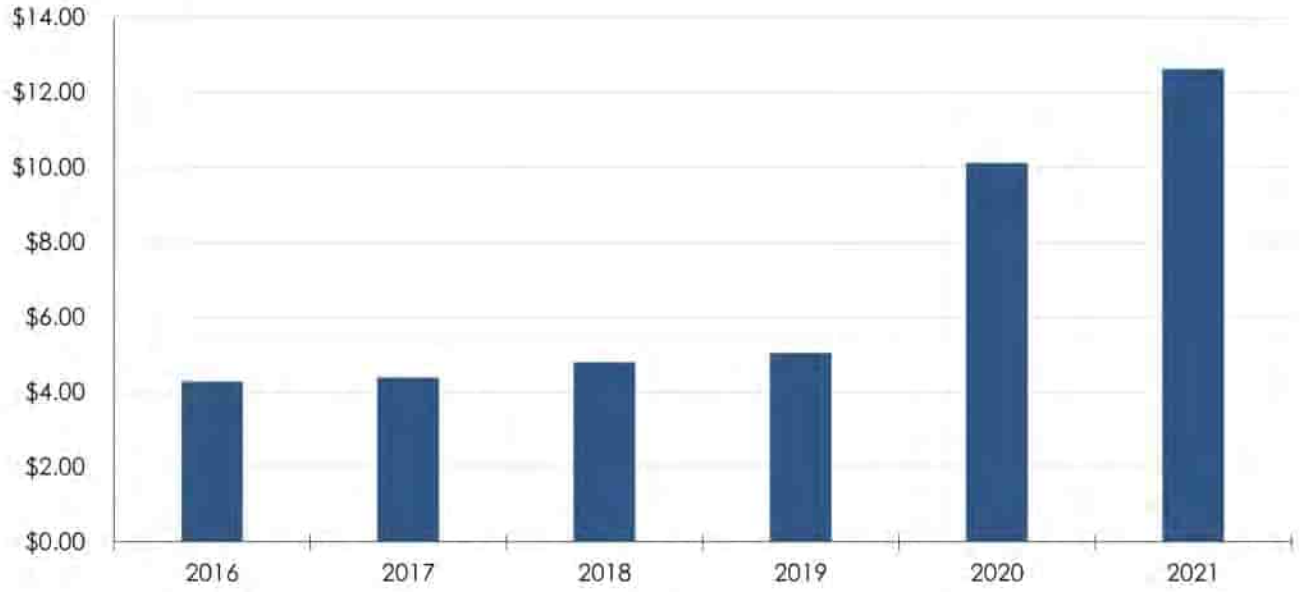


Figure A.66 Greater Portland Metro Operating Expenses per Vehicle Revenue Hour (2016–2021)



Operating expenses per unlinked passenger trip are shown in Figure A.67. Per passenger operating expenses rose between 2016 and 2019 from approximately $4.30 to $5.00. In 2020, per passenger operating expenses doubled to just over $10.00. This increase continued through 2021 to over $12.00.

Figure A.67 Greater Portland Metro Operating Expenses per Unlinked Passenger Trip (2016–2021)



Organizational Management Structure

Management of Greater Portland Metro is comprised of:

- Executive Director
- Finance Director (Oversees accounting, IT, and procurement operations)
- Chief Transit Officer (Oversees all transit operations)
- Human Resources Director
- Transit Development Director (Oversees marketing)
- Board of Directors (President, Vice President, Treasurer, Secretary, 9 Board Members)

Asset Management

Transit asset management is conducted through the Greater Portland Metro Tier II Transit Asset Management Plan. In 2020, the Greater Portland Metro fleet consisted of:

- 44 revenue vehicles.
- 6 service vehicles.

The Greater Portland Metro fleet utilized for maximum service consisted of:

- 34 buses.

Technology Capabilities

Greater Portland Metro utilizes the following software in their operations:

- **Scheduling Software:** Enghouse Software
- **Fare Payment System:** Cubic Umo
- **Asset Management Software:** Tyler-MUNIS
- **Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL):** Clever Devices
- **GTFS:** Output by Clever Devices CAD/AVL system
- **Electric Buses:** 2 Proterra's were delivered in March 2022 for service beginning in Spring 2022

A.12 Greyhound Lines

Greyhound Lines is a private intercity bus provider of service across the United States. This includes select service into Maine.

Service Description and Fares

Greyhound Lines is the largest operator of intercity bus service in the United States, with a network spanning every state except Alaska and Hawaii and service to select portions of Canada and Mexico. In Maine, Greyhound service consists of one daily run per direction between Bangor and points south towards Boston. This includes stops in Portland, Lewiston, Augusta, and Waterville. In line with other intercity bus services, fares vary based on specific origins and destinations. As a private carrier, additional information on Greyhound Lines related to ridership and operations was unavailable.

A.25 York County Community Action Corp.

York County Community Action Corp. (YCCAC) is a Regional Transportation Program serving York County.

Service Description and Fares

YCCAC provides multiple transportation services, including:

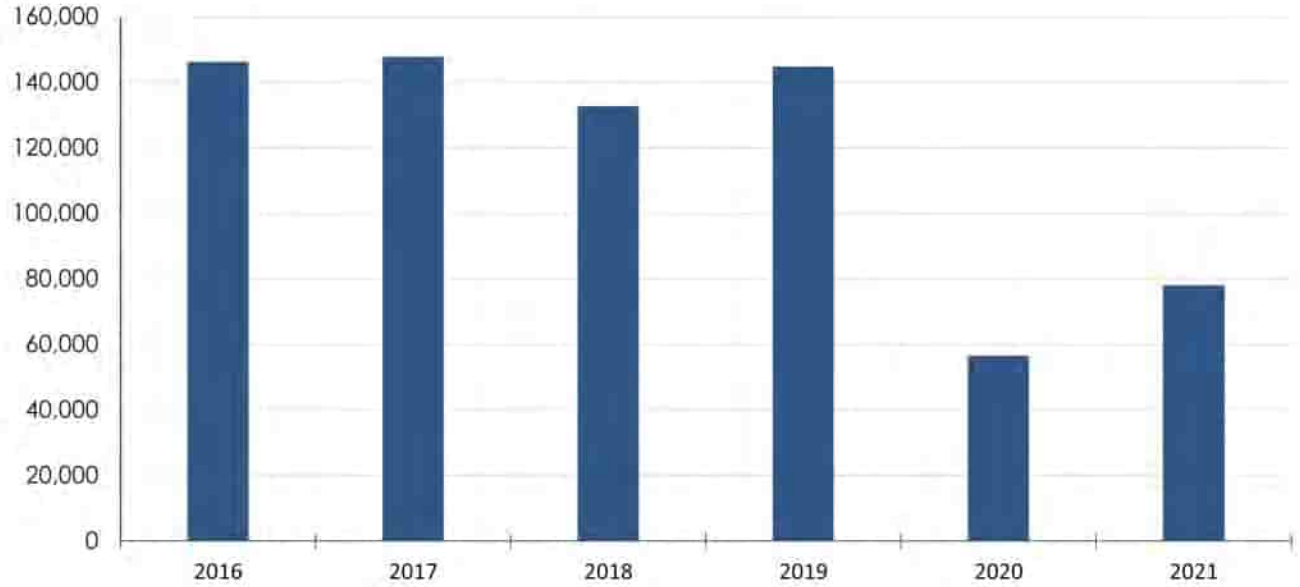
- **Sanford Transit:** Flexible scheduled weekday service between Sanford and Springvale.
- **WAVE:** Demand-response daily service from Sanford to Biddeford and Wells.
- **Shoreline Explorer:** Seasonal trolley service within York, Ogunquit, Wells, and Kennebunkport.
- **Local Rides:** Demand-response weekday service connecting York County municipalities with the closest regional shopping center and/or medical destinations. Different clusters of York County municipalities are assigned to one day of the week for service.
- **Connecting to Cancer:** Provides transportation services to York County residents needing assistance to get to cancer care at area facilities with advance reservations.
- **KITT—Kennebunkport in Town Transportation:** Flexible scheduled Tuesday service in Kennebunkport.
- **Southern Maine Connector:** Flexible scheduled weekday service between Springvale/Sanford and Biddeford.
- **Orange 5:** Scheduled daily service between Sanford and Wells with a focus on key shopping centers.

YCCAC includes multiple transfer locations, including Sanford and Wells. Fares vary based on the specific service.

Ridership

Total ridership for 2016 through 2021 is shown in Figure A.160 below. Between 2016 and 2019, ridership was approximately 140,000. With the onset of the COVID-19 pandemic in 2020, ridership dropped to under 60,000. Although ridership rebounded to approximately 78,000, this remains below pre COVID-19 levels.

Figure A.160 YCCAC Annual Unlinked Trips (2016–2021)



Modal Operating Characteristics

Revenue miles and revenue hours are shown in Figure A.161 and Figure A.162. Revenue miles rose through 2018 to a high of just under 490,000 followed by a drop through 2021. Revenue hours declined through 2018, increased in 2019 to approximately 34,000, and dropped to under 20,000 in 2020 and 2021.

Figure A.161 YCCAC Vehicle Revenue Miles (2016–2021)

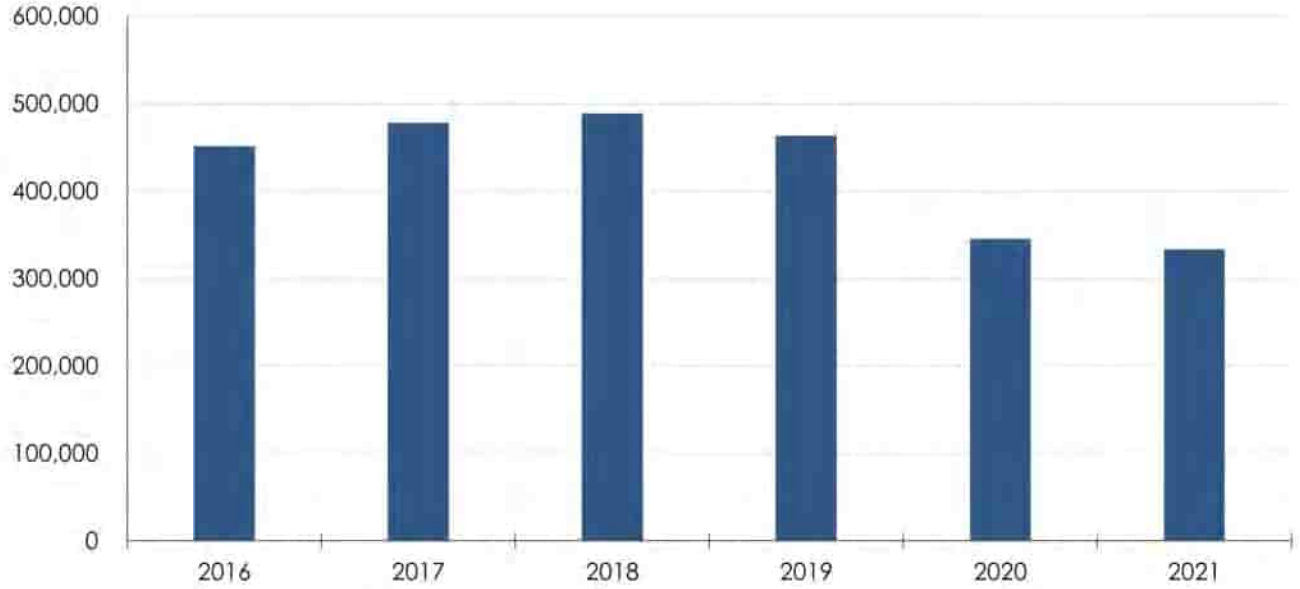
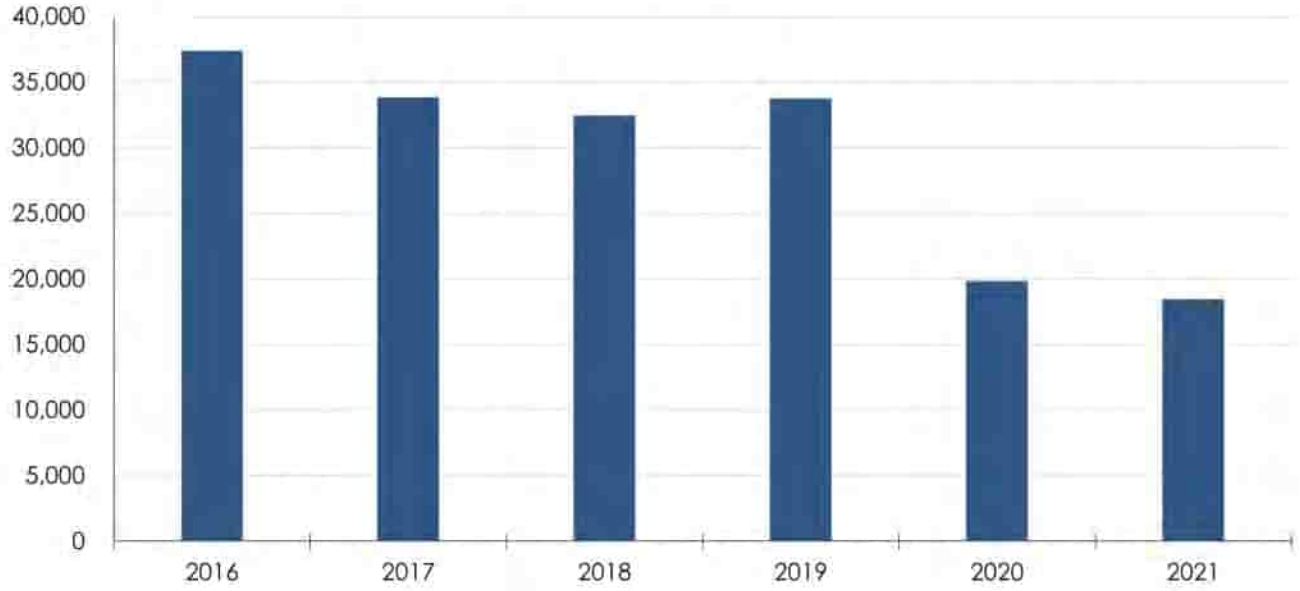


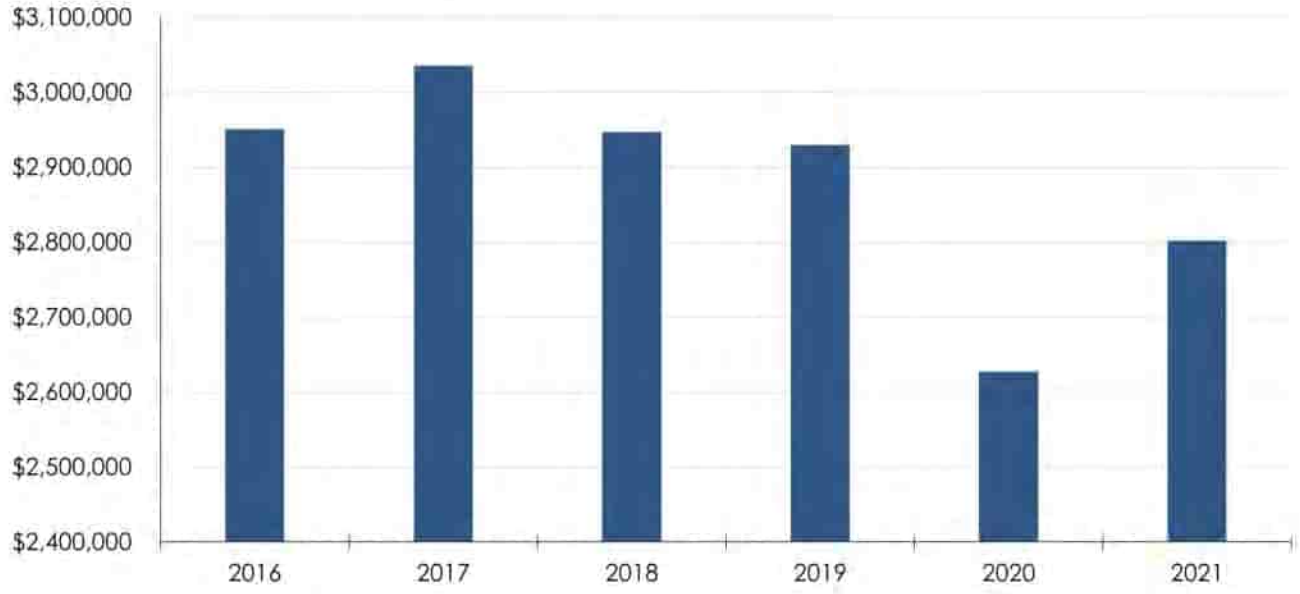
Figure A.162 YCCAC Vehicle Revenue Hours (2016–2021)



Budget Metrics

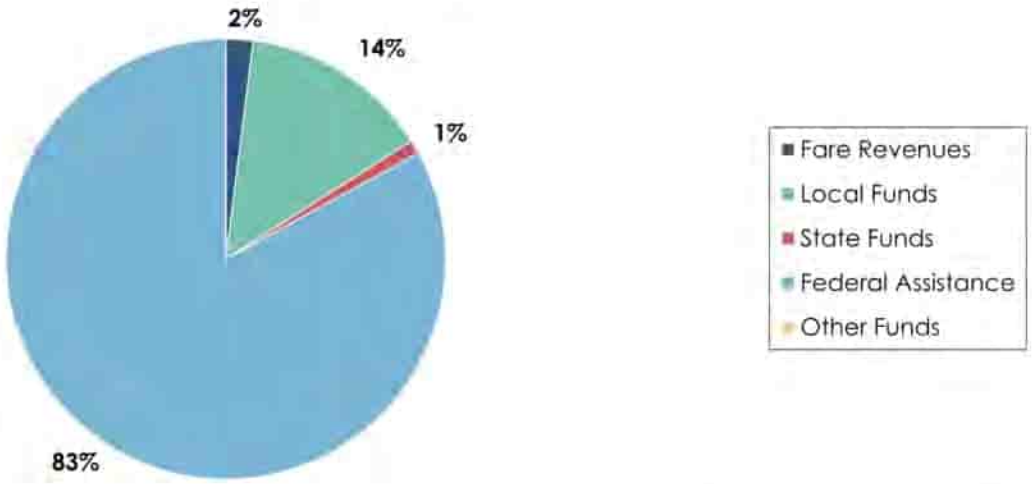
Annual operating expenses for 2016 through 2021 are shown in Figure A.163. Operating expenses peaked in 2017 at just over $3 million, fell to $2.6 million in 2020, and rose again to $2.8 million in 2021.

Figure A.163 YCCAC Operating Expenses (2016–2021)



The breakdown of operating expense funding sources for 2020 is shown in Figure A.164 In 2020, Federal assistance accounted for 83 percent of operating expense funding. Farebox revenue accounted for 2 percent of funding. Remaining funding was largely comprised of local funds, which accounted for 14 percent of total funding.

Figure A.164 YCCAC Operating Funding Sources (2020)



Service efficiency metrics are shown in Figure A.165 and Figure A.166. Vehicle revenue mile operating expenses rose through 2018 to a high of $4.00. Following a drop in 2019, this figure rose to over $8.00 in 2021. Vehicle revenue hour operating expenses followed a similar pattern with a peak of approximately $50.00 in 2018, a drop in 2019, and a rise to over $150.00 in 2021.

Figure A.165 YCCAC Operating Expenses per Vehicle Revenue Mile (2016–2021)

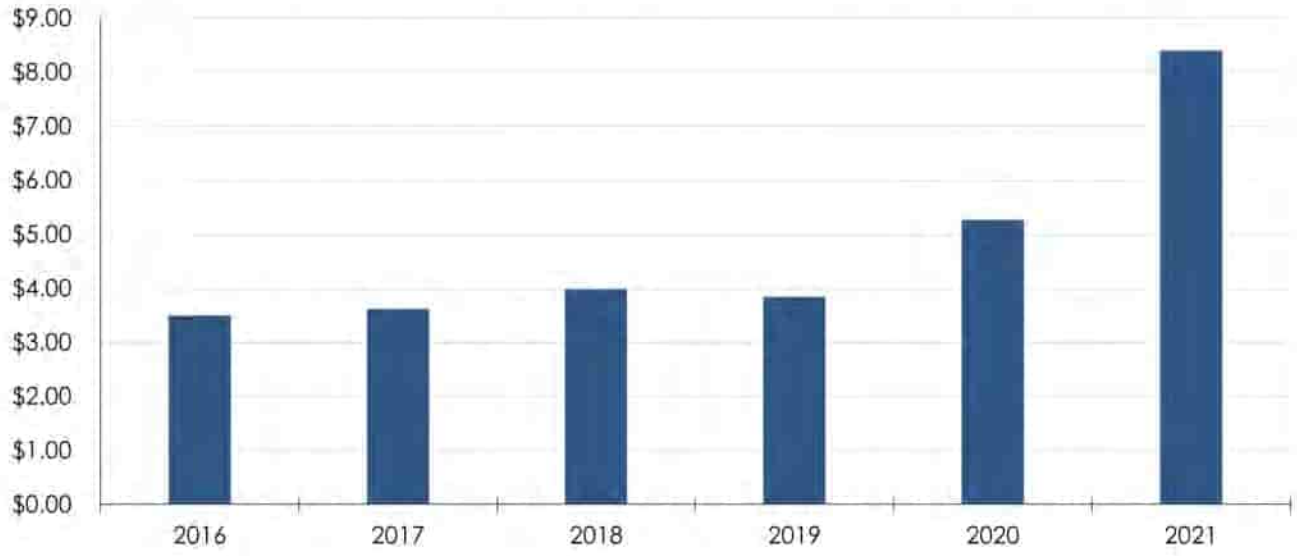
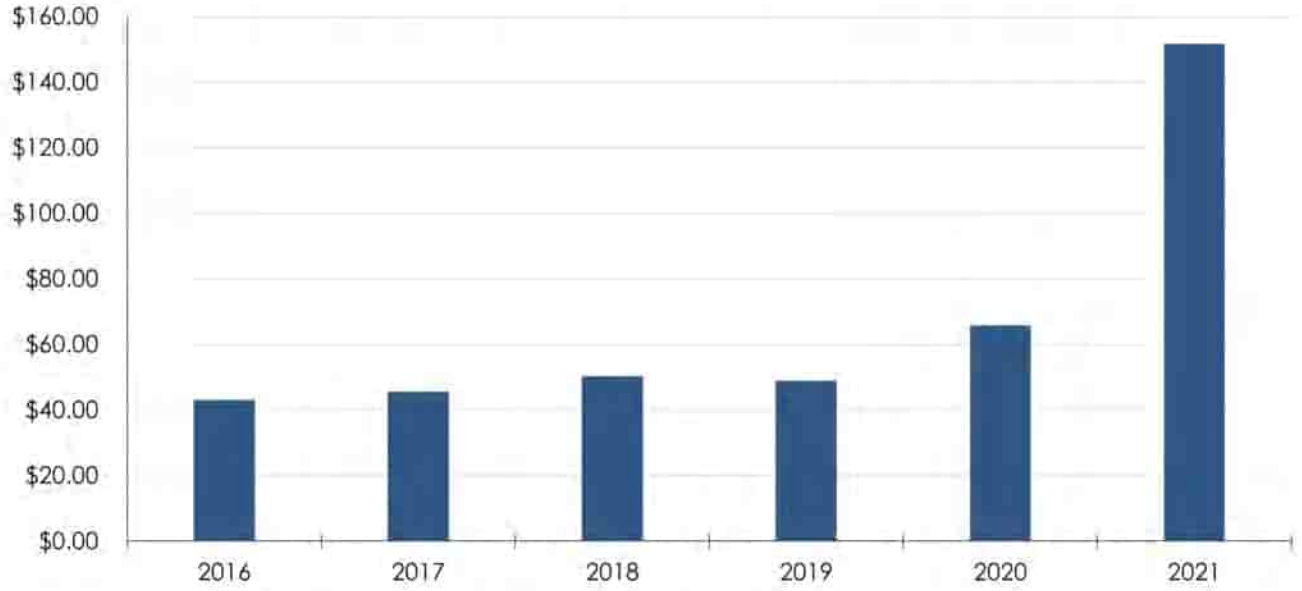
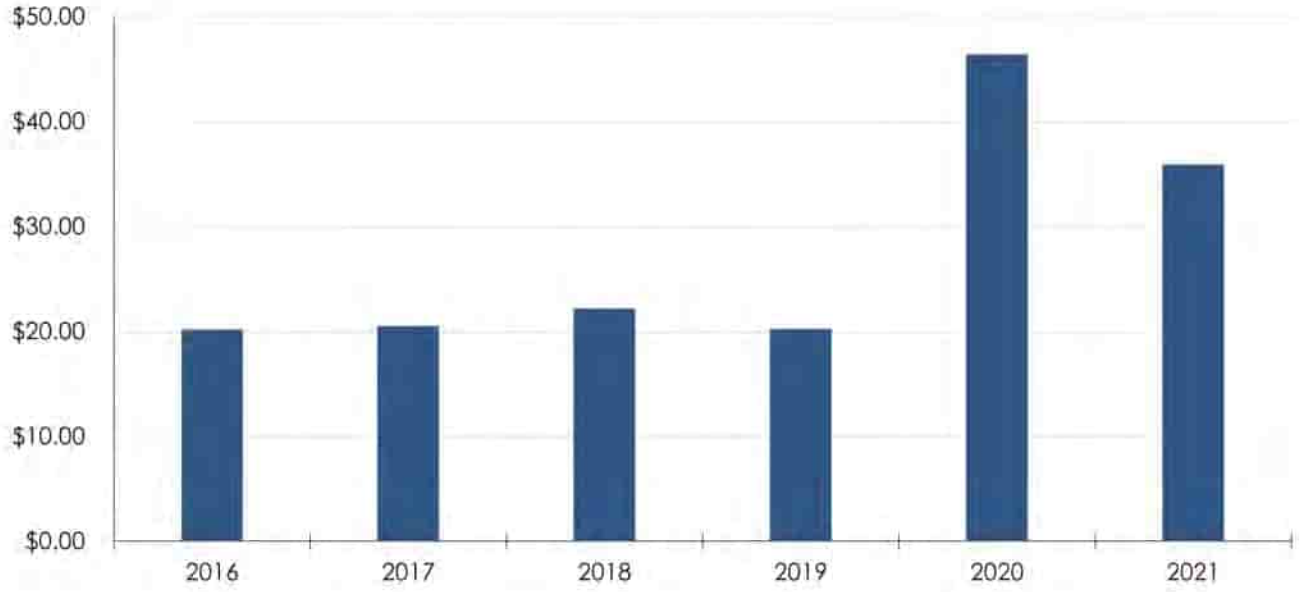


Figure A.166 YCCAC Operating Expenses per Vehicle Revenue Hour (2016–2021)



Operating expenses per unlinked passenger trip are shown in Figure A.167. From 2016 through 2019, per passenger operating expenses ranged between $20.00 and approximately $22.00 before increasing to over $46.00 in 2020.

Figure A.167 YCCAC Operating Expenses per Unlinked Passenger Trips (2016–2021)



Organizational Management Structure

Management of YCCAC is comprised of:

» Executive Director

» Deputy Director

» Director of Transportation

» Assistant Transportation Director of Operations

» Assistant Transportation Director—Administration

» Addition non-transportation related managers

Asset Management

Transit asset management of YCCAC is conducted through the Maine Tier II Transit Asset Management Plan for rural transit agencies. In 2020, the YCCAC fleet consisted of:

» 32 revenue vehicles.

The YCCAC fleet utilized for maximum service consisted of:

» 24 demand response vehicles.

Technology Capabilities

YCCAC utilizes the following software in their operations:

» **Scheduling Software:** Easy Rides/Syncromatics

» **Asset Management Software:** Integrated with BSOOB transportation maintenance program (Dossier)

» **Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL):** AVL integration through Easy Rides


A FOUR-YEAR PLAN FOR CLIMATE ACTION
MAINE
WON'T WAIT
DECEMBER 2020
MAINE CLIMATE COUNCIL

EXECUTIVE SUMMARY

In June 2019, Governor Janet Mills signed LD 1679 into law, with strong support from the Maine Legislature, to create the Maine Climate Council. The Council — an assembly of scientists, industry leaders, bipartisan local and state officials, and engaged citizens — was charged with developing this four-year Climate Action Plan to put Maine on a trajectory to decrease greenhouse gas emissions by 45% by 2030 and 80% by 2050, and achieve carbon neutrality by 2045.

Starting in September of that year, the Council and six working groups and a subcommittee — totaling more than 200 Maine people with a diverse set of experiences and backgrounds — began this work. This four-year Climate Action Plan, Maine Won't Wait, is the consensus result of those months of painstaking study, dialogue, discussion, and public deliberation to determine the steps Maine must take to combat climate change.

Backed by the first comprehensive scientific and technical assessment about climate change in Maine in a decade, Maine Won't Wait outlines the urgency with which Maine must slow the effects of climate change to make a meaningful contribution to global efforts, while also taking bold action to prepare Maine people, communities, and environment for climate-related harms to come.

At the same time, Maine Won't Wait details how addressing climate change presents transformational economic opportunities, such as from the growth of clean-energy sources and incentives for significant consumer, business and industrial investment in energy efficiency through weatherization, cutting-edge building materials, and alternative energy sources. These considerations take on added importance given the economic disruption caused by COVID-19.

Staving off climate change also protects the character of Maine — the pristine forests, rugged coastlines, and local farms that depend on strong, healthy, and vibrant natural ecosystems. These important natural and working lands are most at risk from climate change, and yet their ability to store carbon is a powerful tool against the harmful effects of climate change.

The failure to act against the effects of climate change carries a great risk for Maine, as doing nothing will cause costly damage to Maine's buildings and infrastructure, vulnerable ecosystems, iconic species, and public health.

This is why Maine won't wait, and why hundreds of volunteers gave their time and talents to develop this Climate Action Plan, and countless more Maine people offered insights, opinions, and inspiration during the process to inform this set of strategies that truly represents a plan that is right for Maine.

MAINE'S CLIMATE ACTION PLAN GOALS

Reduce Maine's Greenhouse Gas Emissions

While Maine has been among the leading U.S. states when it comes to mitigating greenhouse gas emissions, significant progress must still be made to meet the state's 2030 and 2050 targets.

Avoid the Impacts and Costs of Inaction

Maine must take action to ensure that our people, environment, economy, and society are more resilient to the impacts of climate change that are now occurring. While mitigating the causes of climate change and better preparing Maine for its impacts will require significant public and private investment, inaction will cost Maine substantially more, and those costs will accelerate over time.

Foster Economic Opportunity and Prosperity

Today, as Maine charts the course for economic recovery, many of the proposed solutions in this Climate Action Plan can leverage Maine's strengths and reverse workforce trends by supporting good-paying jobs that attract new workers and families, growing the economy, protecting key economic sectors most at risk from climate change, and fostering innovation in new business sectors that will drive climate solutions.

Advance Equity through Maine's Climate Response

Like other dislocations and disruptions to society, from recessions to pandemics, the costs of Maine's inaction on climate change will be acutely borne by vulnerable communities, which should be given foremost consideration for opportunities and support from climate action. A new Equity Subcommittee of the Maine Climate Council will support ongoing planning and implementation of Maine's climate strategies to ensure shared benefits across diverse populations of Maine people and to understand any concerns for implementation.

STRATEGY A
Embrace the Future of Transportation in Maine

Transportation is responsible for 54% of Maine's annual greenhouse gas emissions. To meet our emissions-reductions goals by 2030 and 2050, our state must pivot to the future by pursuing aggressive transition strategies and innovative solutions within this important sector.

1
Accelerate Maine's Transition to Electric Vehicles

- **Achieve emissions-reduction goals by putting 41,000 light-duty EVs on the road in Maine by 2025 and 219,000 by 2030.**
- **By 2022, develop a statewide EV Roadmap to identify necessary policies, programs, and regulatory changes needed to meet the state's EV and transportation emissions-reduction goals.**
- **By 2022, create policies, incentives, and pilot programs to encourage the adoption of electric, hybrid, and alternative-fuel medium- and heavy-duty vehicles, public transportation, school buses, and ferries.**

2
Increase Fuel Efficiency and Alternative Fuels

- **Continue to support increased federal fuel-efficiency standards.**
- **Significantly increase, by 2024, freight industry participation in EPA's SmartWay program.**
- **Increase, by 2024, local biofuel and biodiesel production and use in Maine transportation sectors, especially heavy-duty vehicles (assuming Maine biofuels production becomes viable).**
- **Establish a time-limited incentive program, targeted to low- and moderate-income drivers, to encourage drivers to upgrade to higher-efficiency vehicles in the near term.**

3
Reduce Vehicle Miles Traveled

- **Reduce light-duty VMT over time, achieving 10% reductions by 2025 and 20% by 2030.**
- **Reduce heavy-duty VMT by 4% by 2030.**
- **Deploy high-speed broadband to 95% of Maine homes by 2025 and 99% by 2030.**
- **By 2024, establish state coordination, strengthen land-use policies, and use state grant programs to encourage development that supports the reduction of VMT.**
- **Increase public transportation funding to the national median of $5 per capita by 2024.**
- **Relaunch GO Maine to significantly increase shared public commuting options by 2022.**

From increasing land and ocean temperatures, to rising sea levels, more frequent severe storms, shortening winters and disrupted agricultural seasons, and more prevalent public-health risks, scientists have cataloged, and continue to catalog, the current and expected harms of climate change on our state. The Maine Climate Council's expert Scientific and Technical Subcommittee (STS) is leading this charge. They identified the impacts on Maine from climate change in their exhaustive report, "Scientific Assessment of Climate Change and its Effects in Maine."

The Assessment, which represents the contributions of nearly a hundred leading scientists and other experts, is the most comprehensive analysis of climate change's effect on Maine in more than a decade. Its findings informed the work of the Maine Climate Council as it developed this Climate Action Plan.

The report's conclusion is unequivocal: There is an urgent need for Maine to reduce harmful greenhouse gas emissions to support global efforts to slow climate changes and to prepare for the impacts of climate change.

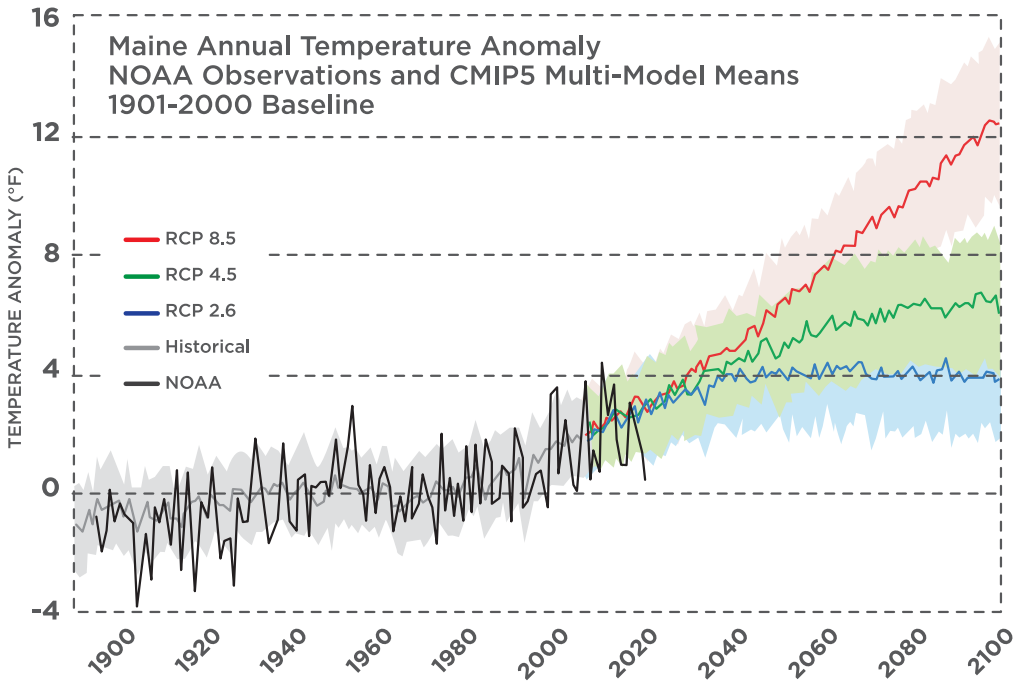
As greenhouse gas emissions drive dramatic changes in Earth's climate systems, the warming trends documented in Maine are more prominent than those observed by scientists globally.

Since 1895, Maine's statewide annual temperatures have risen by 3.2°F (1.8°C), with coastal areas warming more than the interior of the state. Of all the seasons, winters in Maine have warmed the most, which has caused Maine's agricultural growing season to increase by two weeks. Extreme weather conditions in Maine, such as drought and large rain events, are harming agriculture, shellfisheries, and freshwater and coastal ecosystems susceptible to climate change effects.

Climate models suggest Maine may warm by an additional 2 to 4°F by 2050 and up to 10°F by 2100, depending on the success of curbing greenhouse gas emissions.

Nearly two-thirds of Maine's plants and animals, habitats, and at-risk species are either highly or moderately vulnerable to climate change. If warming remains unchecked, our most sensitive plant and animal species

Figure 1: Historical trends in Maine's temperatures and projections of potential future temperatures.



Observed (black line) and model-projected (gray and colored lines) potential future temperature anomalies for Maine under different socio-economic/emissions scenarios (RCPs – Representative Concentration Pathways). Anomalies are the difference between the temperature in a particular year and the 1901-2000 baseline average. See the Scientific Assessment of Climate Change and its Effects in Maine, Climate chapter for more details.

on land and sea are expected to shift their ranges further northward in pursuit of their preferred environmental conditions.

Human and animal health are effected by climate change and will continue to be into the future. Temperature extremes, extreme weather, tick- and mosquito-borne diseases, food- and water-borne infections, and pollen pose some of the highest risks to Mainers' health.

Exposure to climate-related events and disasters, such as extreme storms, flooding, drought, and extreme heat, can cause negative mental as well as physical health effects, and people with existing mental illness are often disproportionately vulnerable to climate-related events.

Warming is also causing Maine to become wetter overall, with statewide annual precipitation (rainfall and snowfall) increasing by 6 inches (152 mm) since 1895. Heavy storms of 2 to 4 inches of precipitation are becoming more frequent, which increases the probability of floods that will erode infrastructure and degrade water quality in ponds, lakes, streams, rivers, and coastal areas.

The impact of warming is perhaps most evident in the vibrant subarctic ecosystem of the Gulf of Maine, where surface temperatures have increased faster than most other ocean regions on Earth, a foreboding trend expected to continue through at least 2050.

This continued warming will result in additional warmer-water species and fewer subarctic species in the Gulf of Maine, an ecosystem shift that would have substantial negative impacts on Maine's marine resources and coastal communities, as well as important industries such as commercial fishing and aquaculture.

Rising greenhouse gases will also cause rapid ocean acidification — which has risen at least 30% on average globally — to continue. Ocean and coastal acidification most affect marine organisms that produce calcium carbonate to build shells, such as scallops, clams, mussels, and sea urchins.

Looking ahead, if greenhouse gas emissions are brought under control so that global temperatures do not rise more than 2.7°F (1.5°C) above pre-industrial levels, it's possible the southern coast of Maine may have an ocean climate akin to Massachusetts or Rhode Island today by the end of the century.

However, if emissions remain unchecked, even the eastern coast of Maine may feel like Rhode Island, with temperatures rising and exceeding 5.4°F (3°C) above the baseline by the year 2100.

Two effects of warming oceans are melting ice and rising sea levels, of which the latter in Maine is accelerating. Sea levels along Maine's coast have risen about 1 foot/century (approximately 0.1 inches/year) in the last few decades, after rising at 0.6 to 0.7 feet/century since the early 1900s. About half of the last century's sea-level rise in Maine has occurred since the early 1990s.

As Maine's relative sea level rises, coastal communities and ecosystems will see increased frequency of nuisance flooding, inundation of coastal lowlands with saltwater, erosion, and loss of dry beaches, sand dunes, and other habitats. A 1.6-foot sea-level rise may submerge 67% of Maine's coastal sand dunes and reduce the dry beach area by 43%, which could happen by 2050 or earlier and would have significant impacts on coastal tourism.

Sea level has risen in Maine over the last century and is expected to continue rising along Maine's coastline well beyond 2100. The Scientific and Technical Subcommittee recommends the State commit to manage for 1.5 feet of relative sea-level rise by 2050 and 3.9 feet of relative sea-level rise by 2100 (green arrows in the figure), and consider preparing to manage for 8.8 feet of sea-level rise by 2100, especially for low-risk-tolerant infrastructure. (See the Scientific Assessment of Climate Change and its Effects in Maine, Sea Level Rise and Storm Surge chapter for more details.)

As part of its report, the Scientific and Technical Subcommittee developed sea-level rise projections for Maine's coastal areas. Based on those projections, the Maine Climate Council recommends the state ***commit to manage*** **for 1.5 feet of relative sea-level rise by 2050, and 3.9 feet by 2100.** The Council also recommends the state ***prepare to manage*** **for 3 feet of relative sea-level rise by 2050 and 8.8 feet by 2100.**

This scientific, scenario-based approach to sea-level rise allows Maine to consider a range of potential outcomes, as well as the risk tolerance of different kinds of infrastructure, and it has been adopted by several New England states and municipalities.

Changing climate conditions, particularly more extreme precipitation and declining snowpack from warmer winter seasons, create significant stress in Maine's forests, which cover 89% of the state and support an important forest industry sector that has at least an $8 billion direct economic impact. Maine also has some of the highest densities of non-native forest pests in the United States, further stressing important tree species.

Maine's forests and forestry sector are important resources for meeting our climate goals. Forests sequester over 60% of our annual carbon emissions (approximately 75% including forest growth and durable products).

Climate shifts are also affecting Maine's diverse agriculture sector, which generates over $660 million of direct value into Maine's economy. Warming temperatures and increasingly variable precipitation, including droughts and extreme weather events, are causing damage to farm livelihoods, impacting farmers, workers, crops, and livestock. Warming temperatures may provide a new season and opportunities, a potential transition and benefit.

Climate change will affect all sectors of Maine's economy, from tourism, agriculture, and forestry to transportation and trade. Warmer temperatures, more rain, and sea-level rise will increase the incidence of flooding and damage to property and infrastructure.




All told, the scientific assessment of climate change in Maine is clear. Our state must prepare for the harmful impacts from climate change now, while striving to reduce our greenhouse gas emissions to avoid potential worst-case scenarios that may otherwise lie ahead.

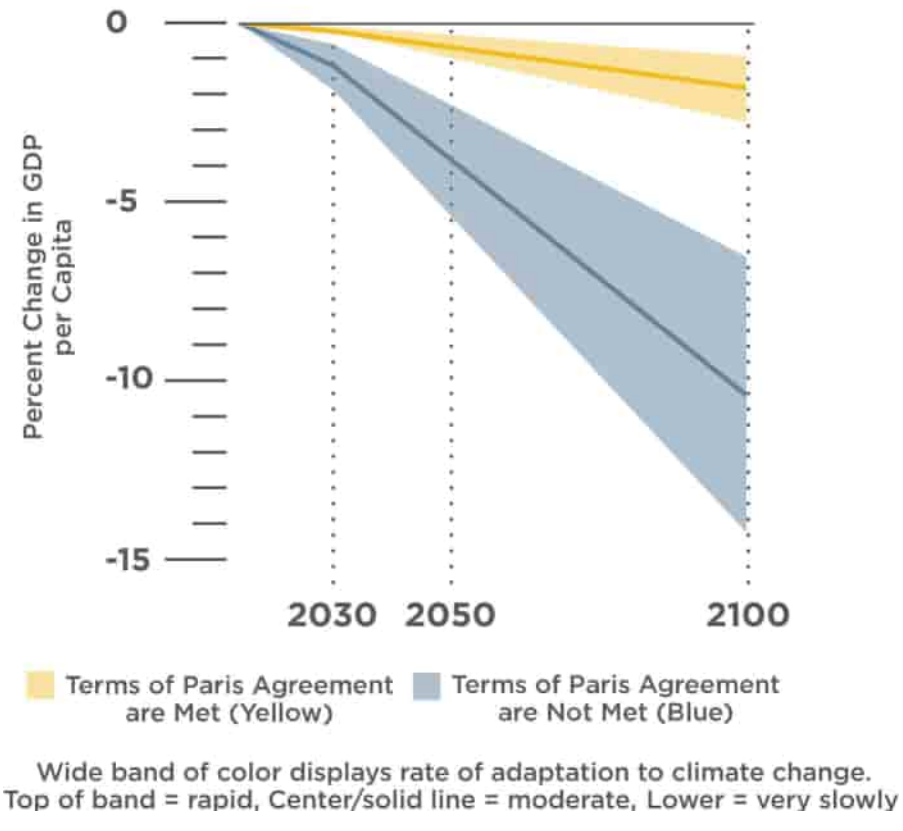
REDUCE MAINE'S GREENHOUSE GAS EMISSIONS

The consensus of climate scientists worldwide is that the world is facing unprecedented challenges associated with climate change as a result of human activities — primarily the combustion of fossil fuels that emits carbon dioxide (CO_2) and other greenhouse gases. The increased challenges of extreme weather activity and rising temperatures highlight that these changes are already here.

Greenhouse gas emissions are rising at increasing rates in the United States and around the world. Global average atmospheric carbon dioxide levels reached 409.8 ± 0.1 parts per million in 2019 — a level of CO_2 not experienced on Earth for at least 3 million years.

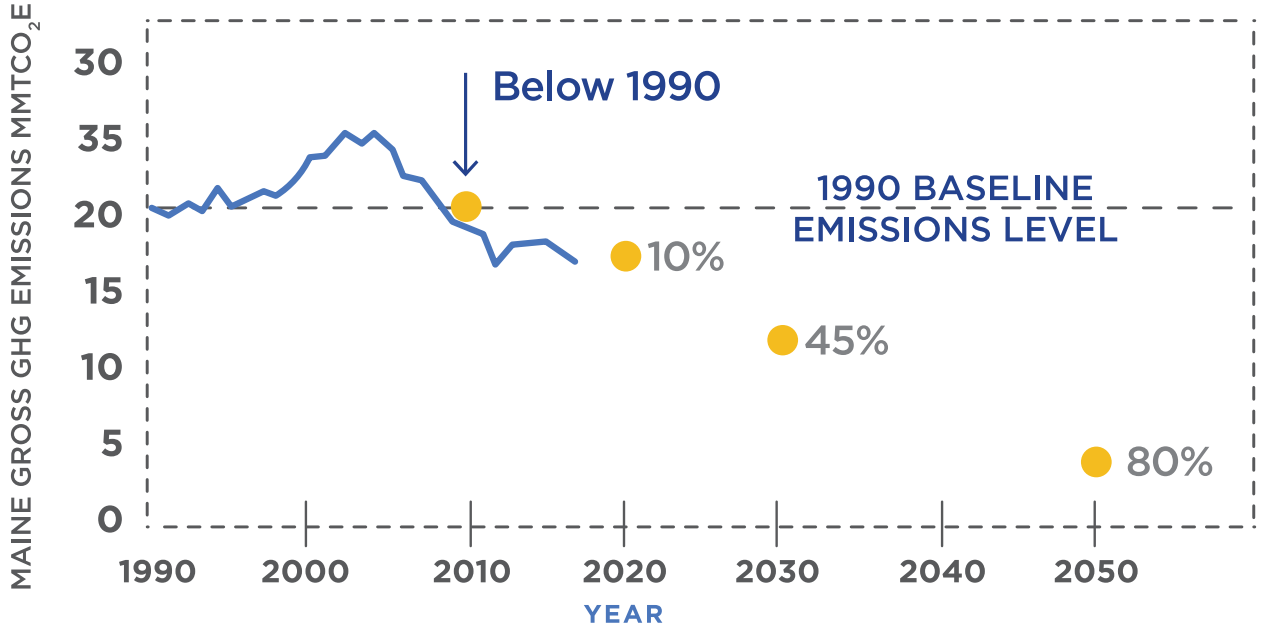
Climate science indicates at least 1.8° F (1.0°C) of global warming has happened since pre-industrial times, and that the Earth will likely warm by 2.7°F (1.5°C) between 2030 and 2052 at current emissions rates. The Intergovernmental Panel on Climate Change (IPCC) has determined the risks from climate change to people, species, and natural systems are much higher if global warming reaches 2.0°C than if warming is limited to 1.5°C or less. To accomplish this, the IPCC has found that we need to globally reach net zero CO_2 emissions, meaning that emissions sources are balanced by uptake of CO_2 by ecosystems and other processes, and greatly reduce other greenhouse gas emissions by 2050.

Figure 3: The Costs of Climate Change in GDP.



Source: "Long-Term Macroeconomic Effects of Climate Change: A Cross-Country Analysis." by Matthew E. Kahn et. al. National Bureau of Economic Research, August 2019

Figure 4: Maine's Annual Greenhouse Gas Emissions and Reductions Goals.



Source: Maine Department of Environmental Protection 8th Report on Progress toward GHG Reduction Goals.

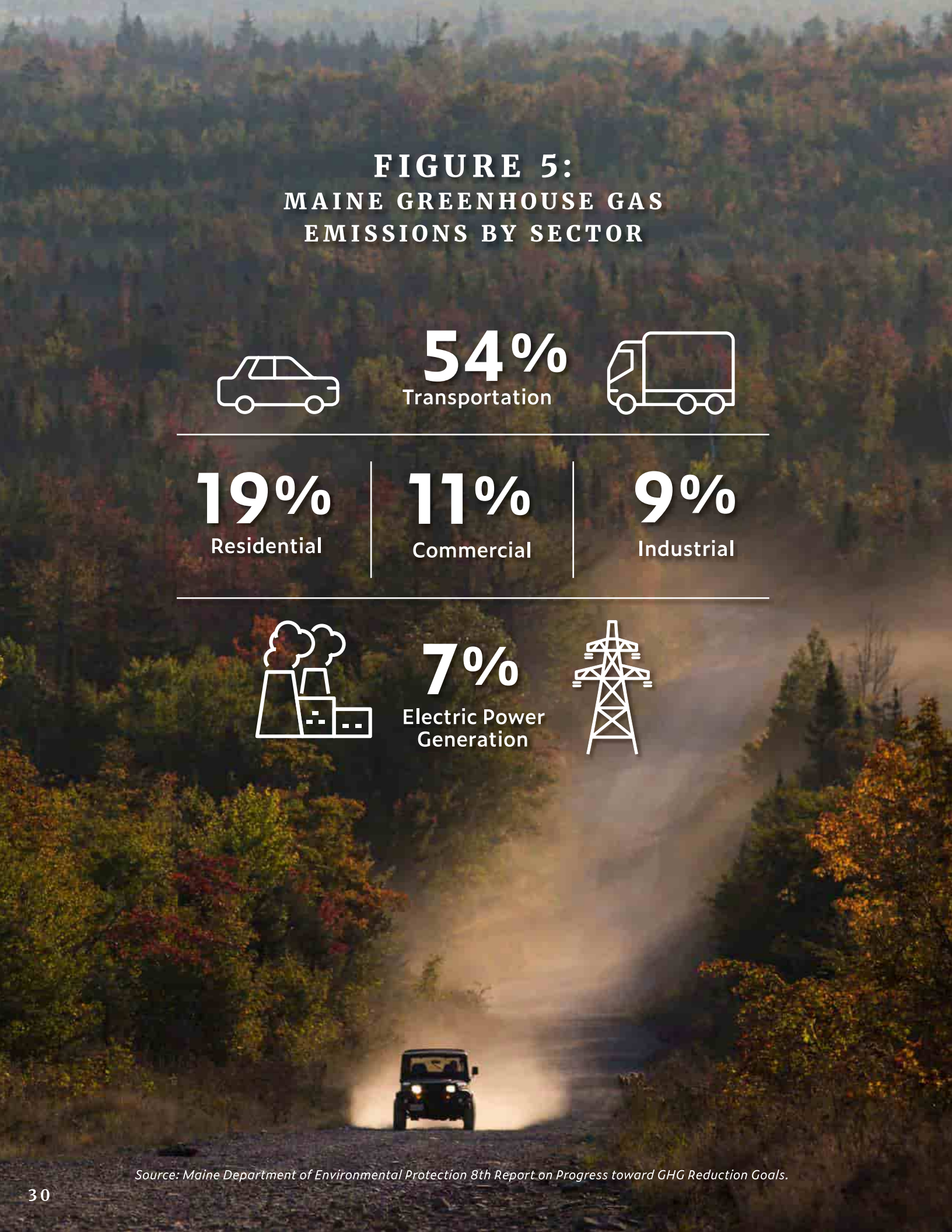
To limit warming and reduce the severe impacts of climate change, the science is clear that the world must reduce greenhouse gas emissions as quickly as possible. In 2019, Governor Janet Mills signed legislation to require the reduction of Maine's greenhouse gas emissions 45% by 2030 and by at least 80% by 2050, and to create Climate Action Plans every four years to ensure the state has a roadmap for actions to accomplish these targets. In addition to these reductions set forth in law, Governor Mills has signed an Executive Order committing Maine to an additional target of carbon neutrality by 2045.

The strategies in this Climate Action Plan offer specific actions that support the state's meaningful contributions to the international efforts to slow global climate change, in alignment with the scientifically rigorous emissions reductions goals recommended by the IPCC. The 2016 Paris Climate Agreement aims to keep a global temperature rise this century well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5°C. These same goals have been adopted by the United States Climate Alliance (USCA), a bipartisan coalition of 25 states including Maine formed when the U.S. withdrew from the Paris Climate Agreement.

While Maine has been among the leading U.S. states when it comes to mitigating greenhouse gas emissions, reducing our annual emissions from a high of 26.53 million metric tons of CO_2 equivalents ($MMTCO_2e$) in 2002 to 17.5 $MMTCO_2e$ in 2017 (a reduction of 34% from 2002 levels, or 17.5% from 1990 levels), significant progress must still be made to meet the state's 2030 and 2050 targets.

In 2017, most of Maine's greenhouse gas emissions came from transportation, followed by residential and commercial buildings and operations, then industrial sources, and lastly from electricity generation. This Climate Action Plan outlines strategies to reduce emissions from all sectors, with an emphasis on the most significant sources of Maine's emissions.

FIGURE 5:
MAINE GREENHOUSE GAS EMISSIONS BY SECTOR



Source: Maine Department of Environmental Protection 8th Report on Progress toward GHG Reduction Goals.

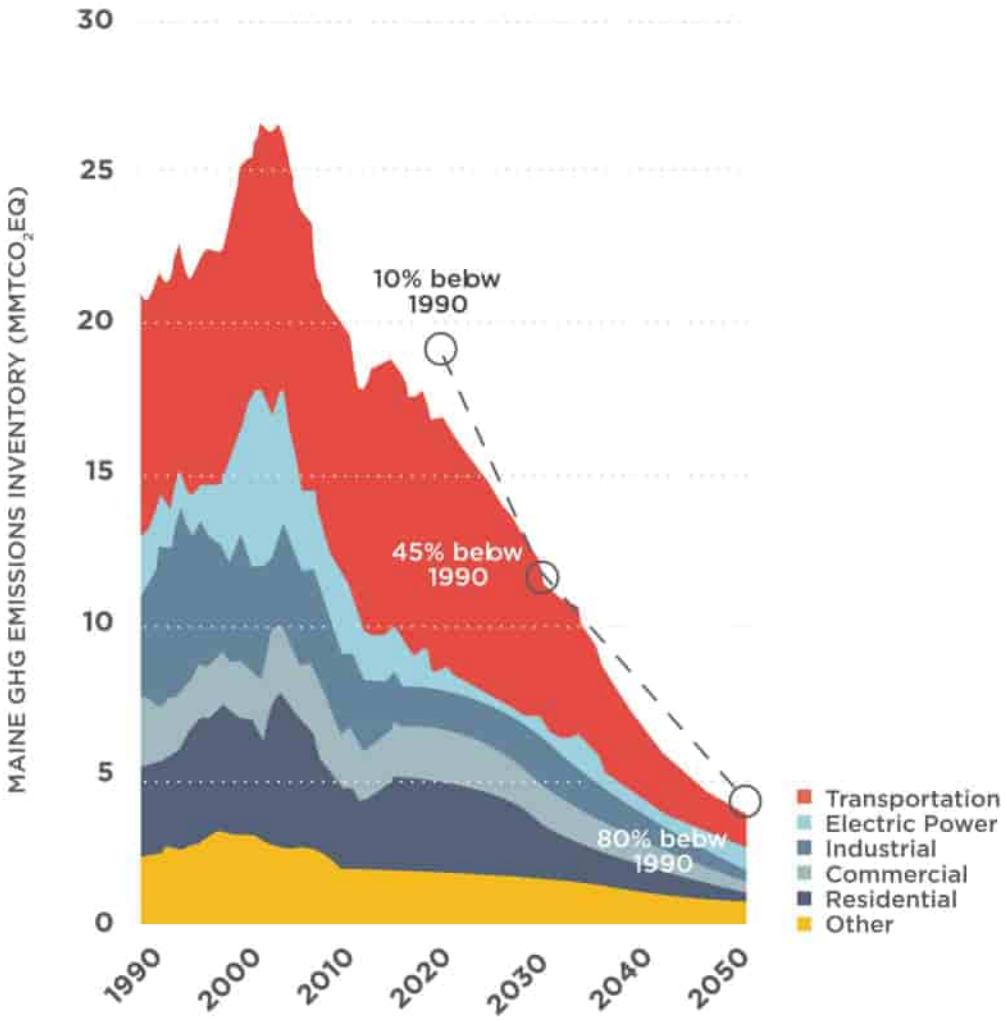
The Maine Climate Council analyzed the future scenarios for Maine's greenhouse gas emissions, modeling different pathways for reductions and the status quo. There is always some uncertainty in projections and models, but they are a valuable tool for quantifying the impacts of particular strategies and clarifying the timing required to achieve our state's emissions-reductions goals.

The analysis showed that if Maine continues on a "business as usual" path, emissions will slowly decline through 2030 and then flatten out in later years. Under that scenario, our 2050 emissions will be 13.8 million metric tons, which is 9.6 million metric tons greater than our 2050 target. In this scenario, transportation accounts for 41% of emissions in 2050 and remains Maine's largest emissions source.

Figure 6 demonstrates a potential pathway that utilizes the strategies proposed by the Maine Climate Council in this plan, including a transition over time to a largely electrified transportation and buildings sector, combined with a transition to a clean electricity sector, allowing for significant greenhouse emissions reductions.

This pathway meets Maine's 2030 and 2050 emissions-reduction goals. By 2030, total emissions are 11.67 million metric tons, equal to the target of 45% below 1990 levels. Total emissions in 2050 are 3.72 million metric tons, or 82% below 1990 levels.

Figure 6: Maine Emissions by Source, 1990-2050 Modeling.



Source: Synapse Energy Economics.

Table 1: Projected Emissions by Sector, 2017-2050

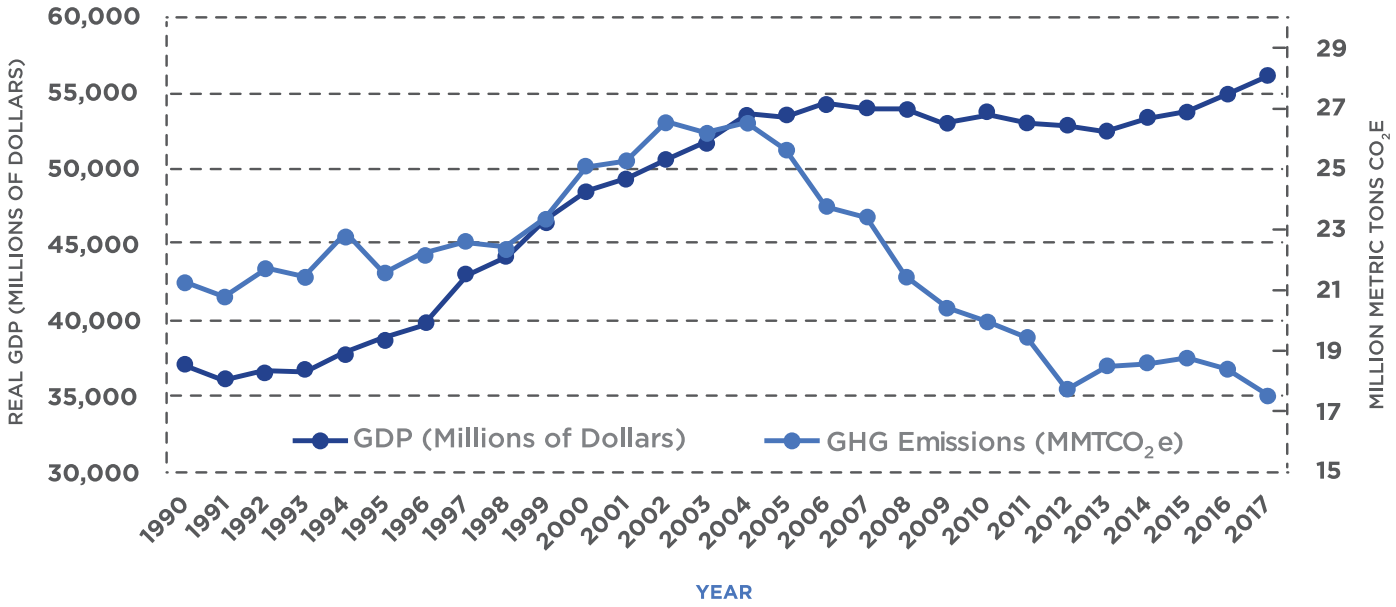
SECTOR	2017 GHG Inventory ($MMTCO_2e$)	2030 Projected Emissions	2050 Projected Emissions
Transportation	8.57	5.19	1.10
Electric Power	1.03	0.39	0.70
Industrial	2.46	2.37	0.78
Commercial	1.71	1.31	0.36
Residential	3.00	1.83	0.30
Other	0.74	0.59	0.49
Total	17.51	11.68	3.73

Source: Synapse Energy Economics.

Even as we reduce our greenhouse gas emissions to meet our reduction goals, Maine's carbon neutrality goal of net-zero emissions by 2045 will require our natural and working lands — such as forests, farms, and coastal lands — to store carbon (or sequester that carbon in natural materials) for decades to come. Enhancing these systems for greater carbon storage capacity, while continuing to provide critical economic, recreation, and habitat benefits and drinking-water protection, will help Maine reach our goals and support healthy natural and working forests, farmland, and coastal lands.

Curbing emissions can also be done while growing a state's economy. The 25 states of the United States Climate Alliance, including Maine, are reducing emissions and growing their economies at a faster pace than non-USCA states. Maine cut emissions by 32% from 2005 to 2017 while the state's GDP grew.

Figure 7: Greenhouse Gas Emissions and Gross Domestic Product (GDP).



Source: Maine Department of Environmental Protection 8th Report on Progress toward GHG Reduction Goals.

Economic benefits, including job and business creation as well as savings for consumers, are also expected through advancements in technological innovation, particularly in the transportation, energy, and industrial sectors. In addition, bold renewable-energy production targets now enshrined in Maine law for the electricity sector —

STRATEGY A

EMBRACE THE FUTURE OF TRANSPORTATION IN MAINE


Transportation is responsible for 54% of Maine's annual greenhouse gas emissions. To meet our emissions-reductions goals by 2030 and 2050, our state must pivot to the future by pursuing aggressive transition strategies and innovative solutions within this important sector.

When emissions are analyzed by vehicle type, 59% of Maine's transportation-related emissions are from light-duty passenger cars and trucks; 27% are from medium- and heavy-duty trucks; and the remaining 14% come from rail, marine, aviation, and utility equipment vehicles.

The most significant reductions of greenhouse gas emissions in Maine's transportation sector will come through the long-term and large-scale electrification of our transportation systems, combined with strategies to increase the efficiency of gas- and diesel-powered vehicles, and to reduce the number of miles Mainers drive through expanded options and funding for public transportation, increased broadband deployment across the state, and support for policies that encourage development of housing, schools, and shopping areas in pedestrian-friendly downtowns and villages.

In addition to reduced carbon dioxide (CO_2) emissions to achieve Maine's emissions-reduction goals, there are also major health benefits associated with cleaner air from reduced transportation emissions, including reduced nitrogen oxides, sulfur dioxide, and particulate matter.

Maine's rural character and relatively low emissions from other sectors — like electricity generation — make our transportation emissions disproportionately high compared to other states. The average Maine vehicle travels approximately 12,000 miles per year. An analysis of vehicle miles traveled (VMT) in Maine found that 65% of our driving occurs on rural roads, with 35% in urban and suburban areas. Most of these total miles are driven in the southern half of Maine.

Maine's transportation emissions also include emissions attributable to visitors to Maine — an estimated 37.4 million seasonal visitors and tourists in 2019, according to the Maine Office of Tourism.

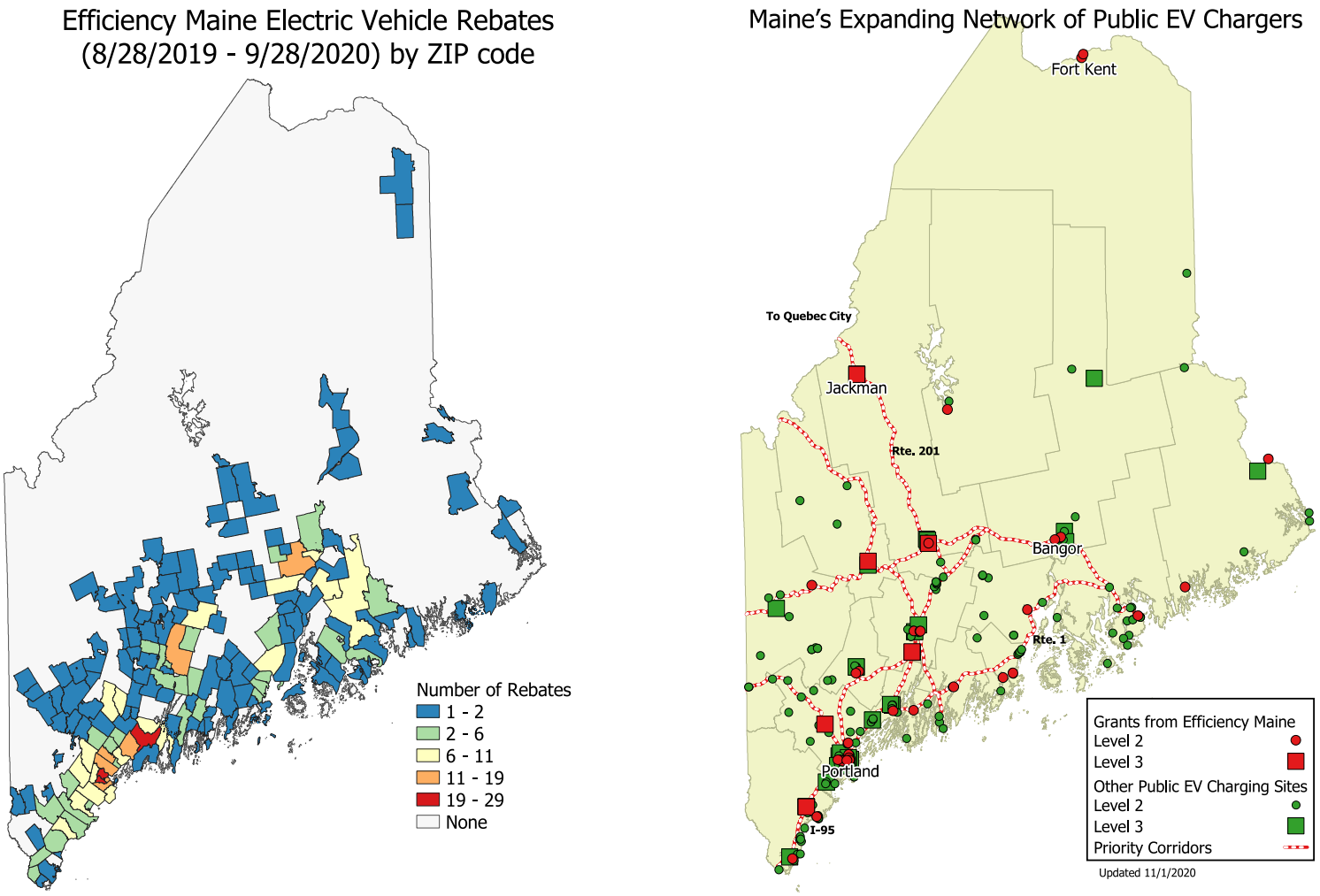


Figure 8: Year 1 of Maine's EV Rebate Program and State-wide Charging Infrastructure Distribution.

These visitors generate emissions when they arrive and travel through Maine by road, boat, air, or rail. In order to help Maine meet its climate-change goals we should consider options that shift some of the burden for emissions reductions and associated costs to these visitors.

The Equity Assessment prepared for the Maine Climate Council identified several considerations for transportation strategies, with an emphasis on ensuring affordability and access to emerging transportation options for low- to moderate-income Mainers.

These considerations include targeted incentives for low- to moderate-income drivers, such as for purchasing new or used electric vehicles (EVs) including plug-in hybrid electric vehicles (PHEVs). Public and shared transit was noted for its importance to aging Mainers and Maine people without other transportation options.

In addition, the Assessment highlighted the equity benefits of expanding broadband and online services, bringing virtual educational, health, work, and business opportunities to more people, while reducing the need for driving and associated emissions.

In 2021, ecomaine of Portland is expected to become the first company in the U.S. to use all-EVs for waste hauling powered by its own waste-to-energy operation. The purchase of the EVs to replace diesel-powered trucks was made possible in large part by a combined grant from the U.S. Environmental Protection Agency's Diesel Emissions Reduction Act program and the Maine Department of Environmental Protection. The grant, combined with funds matched by ecomaine, allowed the company to secure two electric trucks from the Lion Electric Company of St. Jerome, Quebec. In addition to reduced maintenance costs, ecomaine expects to save 75% on fuel compared to diesel over the first six years.

1

Accelerate Maine's Transition to Electric Vehicles

- **Achieve emissions-reduction goals by putting 41,000 light-duty EVs on the road in Maine by 2025 and 219,000 by 2030.**
- **By 2022, develop a statewide EV Roadmap to identify necessary policies, programs, and regulatory changes needed to meet the state's EV and transportation emissions-reduction goals.**
- **By 2022, create policies, incentives, and pilot programs to encourage the adoption of electric, hybrid, and alternative-fuel medium- and heavy-duty vehicles, public transportation, school buses, and ferries.**

Maine's clean electric grid means that EVs emit significantly less greenhouse gas emissions per mile compared to gas or diesel vehicles. EVs currently account for less than 0.5% of registered vehicles in Maine. However, the market for, and supply of, EVs is expected to increase in coming years, due to advancements in technology, reductions in cost, and growth in consumer demand. Maine is also one of 13 states that has adopted California's emissions standards under the Clean Air Act, a foundational policy for accelerating EV adoption.

Adoption targets to incentivize the EV market are also growing; California, New Jersey, and Quebec have committed to reach 100% zero emission new car sales by 2035, with other states considering similar goals. Delivery companies like Amazon, UPS, and FedEx are also shifting to electrify their delivery fleet, while other companies, like furniture giant IKEA, have directed their supply chain to "use electric vehicle or other zero-emissions solutions" for delivery.

PHEVs can also be part of a potential transition to increased electric driving, with more and more vehicles on the market getting from 20 to as many as 100 miles from a single charge before utilizing their gas engine.

EVs and other zero-emissions vehicles in the heavy-duty market are also a key target for emissions reductions, with early examples like school buses, garbage trucks, and public transit buses arriving in Maine in late 2020 and 2021. The heavy-duty market is important to long-term emissions reductions. Evolving technology innovations with new electric and hydrogen vehicles emerging in both national and international markets will help support reduced emissions in this sector.

To outline a specific plan to accelerate the widespread adoption of EVs, PHEVs, and other clean-car technologies in Maine, an "EV Roadmap" will be completed by 2022. This statewide EV Roadmap will identify necessary policies, programs, and regulatory changes needed to meet the state's EV and transportation emission reduction goals, including strategic planning, incentive programs, charging infrastructure, consumer engagement, as well as transition and equity considerations.

Equitable access to EVs and PHEVs and charging is key — ensuring all Maine people have an opportunity to these new, lower-emissions transportation options that can save families money in operations and maintenance costs.

Utilizing current settlement dollars, Maine has both established a state EV-incentive program and has been installing charging infrastructure across the state through the Efficiency Maine Trust. While federal tax incentives for many vehicles are attractive (at $7,500 for many EV models), as currently designed they decrease and disappear entirely with more EV adoption (for example, Tesla and GM have both exceeded the limits on number of vehicles and are no longer eligible). A renewal of the federal incentives is needed. Additional purchase incentives and targeted program design, including enhanced rebates, supportive charging infrastructure and utility policies, used clean-vehicle options, and potential financing support, should be part of the Roadmap planning to ensure access to EVs, regardless of income and location.

2

Increase Fuel Efficiency and Alternative Fuels

- **Continue to support increased federal fuel-efficiency standards.**
- **Significantly increase, by 2024, freight industry participation in EPA's SmartWay program.**
- **Increase, by 2024, local biofuel and biodiesel production and use in Maine transportation sectors, especially heavy-duty vehicles (assuming Maine biofuels production becomes viable).**
- **Establish a time-limited incentive program, targeted to low- and moderate-income drivers, to encourage drivers to upgrade to higher-efficiency vehicles in the near term.**

With ambitious goals of widespread EV adoption in the light-duty vehicle market later in the coming decade, Maine must also seek, where possible, to reduce transportation emissions from cars and trucks currently on the roads. A time-limited incentive program that encourages drivers to upgrade to higher-efficiency vehicles would drive emissions reduction in the short term and create financial benefits for Maine drivers, especially those in rural areas, by reducing fuel costs. The program would provide incentives to income-eligible Maine households to purchase new and used higher-fuel-efficiency and hybrid vehicles.

In the heavy-duty freight transportation sector, EPA's SmartWay program helps improve efficiency and save money with new technologies such as aerodynamic

TRAVIS RITCHIE

Travis Ritchie, a STEM teacher at Geiger Middle School in Lewiston, is co-founder of the Maine Electric Vehicle Association (a community of EV enthusiasts) and a former EV mechanic. He leads "EV 101" seminars for prospective EV owners looking to flip the switch — which Maine will need to reach projected EV targets for curbing greenhouse gas emissions.

Why does an EV make sense for you?

I like driving but not commuting. I struggled between having a car I enjoyed and a great commuter that cut my driving costs. Prior to my EV, I would tally my fuel and maintenance expenses from commuting and say, 'What a waste.' Now, I have the best of both worlds using an EV as a daily driver. It costs pennies to get to work, and I have the instant torque to keep me interested in the drive.

What do you think is the biggest obstacle to EV adoption?

Range and cost are clearly the two most obvious hurdles, but I would say education is a close third. I think if more people understood how EVs work, how you don't need a public charger if you can plug in at home, the reduced maintenance costs, and winter driving characteristics, they'd look forward to owning one someday. Most people I know can't buy a new car, but once there is a better market for used EVs (choice and all-wheel-drive options), they will be on board.

What do you think of the Council's recommendation on EVs?

The fact that they are considering the environment as well as the economy makes me impressed already. I am worried about the future of our planet, and I think EVs are one of many steps that must happen to transition to a sustainable future. I am already taking action, and hope to continue driving EVs and eventually switch to sustainable energy sources for heat and electricity in the future. I think the governor and legislature should try to find a way to include small, local businesses in the implementation of this plan wherever possible.

design, low-resistance tires, and reduced idling. Voluntary participation should be encouraged in Maine to significantly increase participation through loans or grants, by ensuring technology is available, and recognizing excellence within the program.

Maine should promote the increased production and use of biofuels in applications where electrification is not currently practical. Unlike petroleum-based diesel, biofuels are based on plant- or algae-based carbon that was recently in the atmosphere, which means that when these fuels are burned, net emissions are lower than for fossil fuels. When these fuels are produced in Maine, there are economic benefits from their production that support both the forest-products industry and rural communities, and further emissions reductions from reduced fuel-transportation costs.

Federal fuel-economy standards (the National Highway Traffic Safety Administration's Corporate Average Fuel Economy [CAFE] standards) regulate how many miles vehicles must travel on 1 gallon of fuel, and these standards have already led to emission reductions in Maine's transportation sector. The Trump Administration rolled back the Obama-era CAFE, so the current standards are very weak. Maine has adopted California vehicle standards which are more stringent than federal standards. The state should continue to support efforts to push ongoing improvement in national CAFE standards.

3

Reduce Vehicle Miles Traveled

- **Reduce light-duty VMT over time, achieving 10% reductions by 2025 and 20% by 2030.**
- **Reduce heavy-duty VMT by 4% by 2030.**
- **Deploy high-speed broadband to 95% of Maine homes by 2025 and 99% by 2030.**
- **By 2024, establish state coordination, strengthen land-use policies, and use state grant programs to encourage development that supports the reduction of VMT.**
- **Increase public transportation funding to the national median of $5 per capita by 2024.**
- **Relaunch GO Maine to significantly increase shared public commuting options by 2022.**

By enabling and encouraging Mainers and visitors to drive less, while offering more alternative transportation options, we can reduce our greenhouse gas emissions.

Greater access to virtual work, medicine, education, and other opportunities that allow people to utilize online services without driving is key to this strategy. This action has assumed greater interest and relevance due to the COVID-19 pandemic with the growing prevalence of remote work, but it's dependent on expansion of high-speed broadband Internet access.

Expanding broadband is also a key recommendation in the state's 10-year economic strategy and was one of the top priorities identified by the Governor's Economic Recovery Committee to stabilize Maine's economy against the economic damage caused by COVID-19.

These recommendations align with a recent finding that one in six Americans is expected to switch permanently to remote work for at least two days each week after the pandemic subsides, and that over 33% of U.S. companies say the practice will remain "more common" at their company after the pandemic is over.

Expanding public transportation and ride-sharing programs, such as the GO Maine commuter service, and developing innovative public transportation options in rural areas can replace the number of single-occupancy trips and also reduce household vehicle and commuting costs. Public-private partnerships like the Island Explorer (at far left) in Acadia National Park have shown that increased public transportation can support both commuting options for Maine residents and also decreased emissions from tourists.

To make the improvements necessary to expand participation and access for Maine people without other transportation options, funding for public transit needs to increase. Maine currently spends less than the national median of $5 per capita.

Transportation emissions can be reduced when commuting is reduced. Development strategies that locate schools, workplaces, and shopping opportunities near where people live will reduce the need for driving. These kind of cities, villages, and communities facilitate walking and biking, and support easier public transportation and ride-sharing options. Co-benefits include improved public health, reduced costs of infrastructure, and support for aging in place.

Supporting development in Maine's village centers, cities, or rural crossroads would require effective local, regional, and state land-use policies and would include encouraging state capital investments such as affordable housing and schools, and safe pedestrian and bicycling infrastructure in these areas.

GOVERNOR'S OFFICE OF Policy Innovation & the Future

Sea Level Rise in Maine: An Accelerating Problem

Maine's 5,000 miles of coastline and offshore islands make us especially sensitive to ocean climate change. Sea level rise from human-driven climate change poses a substantial and growing challenge for our waterfront and shorefront communities, industries, and environments. Historical patterns of sea level rise do not account for accelerating impacts from climate change. The future path of climate and sea level impacts in Maine will depend on society's success in reducing emissions and feedbacks in Earth's climate system. Because of this, the Maine Climate Council has recommended that the State of Maine manage for 1.5 feet of relative sea level rise (SLR) by 2050 and 3.9 feet by 2100.

The Problem

- Maine SLR has accelerated since the early 1990s to about 1 ft/century (3 to 4 mm/year), up from ~0.6 ft/century (1.8 to 2 mm/year)
- Long-term average SLR in Maine has been 7 to 8 inches since the early 1900s, with more SLR expected until 2100 and beyond
- Abrupt +/- 1 foot annual changes in sea level have happened on top of long-term SLR
- "Nuisance" flooding and coastal storm impacts will be than **10x more frequent with just 1 foot of SLR**

King Tide Flooding, Portland, Nov. 2020
Portland experienced 4x more nuisance flooding in the last decade than the 20th century average

Impacts and Adaptation Solutions

- Between 2020 and 2050, SLR and storm surge will cause substantial damage and costs in the absence of planning for climate change, up to:
  - » Over 20,000 jobs lost
  - » $17.5B in coastal building damage
  - » 336 miles of public roads, 61 miles of rail, and ~1400 crossings and culverts with restricted flow exposed to inundation
- Valuable coastal ecosystems -like beaches, sand dunes, bluffs, eelgrass beds, and salt marshes – and associated ecosystem services may be lost if they cannot keep pace with sea level rise. These include flood control, water quality improvements, valuable habitat, carbon sequestration, and much more.
- New and upgraded infrastructure must be designed to withstand the conditions expected over its decades-long lifetime. Otherwise, any modest cost savings today are purchased at the expense of much higher repair and replacement costs in the future, not to mention the public safety, health, and economic losses incurred when infrastructure fails.
- Where appropriate, **nature-based solutions** like living shorelines and "green infrastructure" can provide effective and lower-cost protection (6:1 to 12:1 benefit-cost ratio on average) for climate change-related challenges while restoring coastal and marine habitats.

SEA LEVEL RISE Causes the Following to Rise Too:

Nuisance & Sunny-Day Flooding • Coastal Erosion • Groundwater Contamination by Saltwater

Flooded:
Businesses | Beaches | Wetlands
Roads & Coastal Infrastructure

Some access roads to communities may be cut off with rising sea levels, or occasionally impassable for emergency services

Produced by the Gov. Office of Policy Innovation and the Future in partnership with the Dept. of Environmental Protection.
Visit our website at https://www.maine.gov/future/

GOVERNOR'S OFFICE OF Policy Innovation & the Future

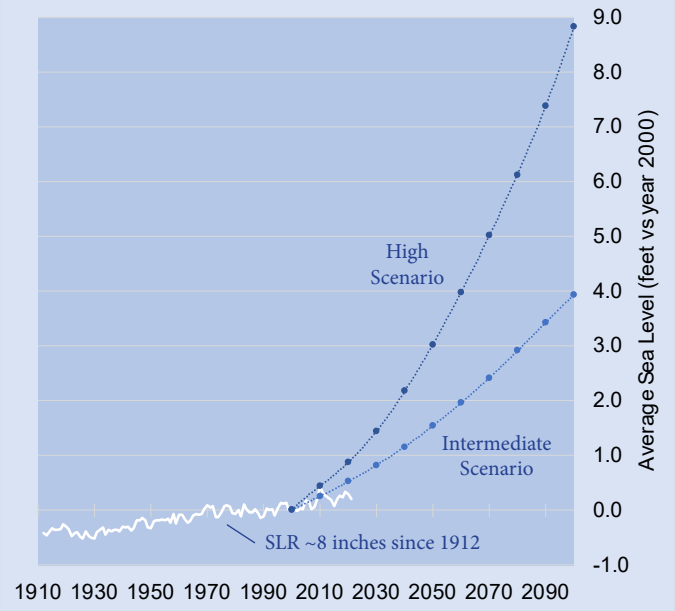
Sea Level Rise in Maine: An Accelerating Problem

Sea Level Rise Scenario (over 2000 sea level)	Statewide Annual GDP Loss from Lost Jobs (2019$)	Dry Beach Area Lost	How Many Fewer Annual Tourist Beach Visits	Annual Tourism Spending Lost (2018$)
+1.6 ft	$119M (0.2% GDP)	42%	1,088,000	$136M
+ 3.9 ft	$665M (1.1% GDP)	75%	6,120,000	$765M
+ 8.8 ft	$2.4B (4.1% GDP)	98%	13,328,000	$1.7B

Estimated impacts to annual Maine gross domestic product (GDP) from lost jobs, dry beach width, number of tourists, and annual tourism spending from 1.6 feet, 3.9 feet, and 8.8 feet of sea level rise. Source: Maine Climate Council report "Assessing the Impacts Climate Change May Have on the State's Economy, Revenues, and Investment Decisions, Vol. 1: Cost of Doing Nothing Analysis"

Future SLR Projections for Maine

- Maine's sea level will continue to rise through 2100 and well beyond, but the exact trajectory will depend in large part on humanity's success in curbing greenhouse gas emissions.
- The Maine Climate Council has recommended managing for these science-based SLR projections:
  - » **Commit to manage** for an intermediate SLR scenario of 1.5 feet by 2050 and 3.9 feet by 2100 (over a baseline year of 2000).
  - » **Prepare to manage** for a high SLR scenario of 3.0 feet by 2050 and 8.8 feet by 2100, depending on the risk tolerance of different kinds of infrastructure.
- Northeast and New England cities and states taking a similar risk tolerance-based approach to SLR: Portland/South Portland, Portsmouth, Connecticut, New Hampshire, and New Jersey.



Historical annual average sea level in Maine and intermediate and high projections of Maine's future SLR.

LD 1572 A Resolve to Analyze the Impact of Sea Level Rise

- **A Resolve to Analyze the Impact of Sea Level Rise** (LD 1572, link) directs DACF, DVEM, MEMA, DEP, DIFW, DMR, and DOT to review the laws and rules they administer and recommend to the Legislature by January 1, 2022 any changes necessary to:
  - » Incorporate projections of SLR of 1.5 ft by 2050 and 3.9 ft by 2100 into administration of those laws and rules
  - » Implement strategy F3 in the State Climate Action Plan, Maine Won't Wait, to enhance community resilience to flooding and other climate impacts through updated land-use regulations, laws, and practices
- LD 1572 will:
  - » Establish the sea-level rise scenario to be used throughout Maine for regulating development and other activities that impact our natural environment
  - » Ensure science-based projections of future SLR impacts will be used for the first time in Maine laws and rules

Explore Maine's historical sea level rise data and future projections for yourself on GOPIF's Climate Science Dashboard, climatecouncil.maine.gov/maine-climate-science-dashboard

Produced by the Gov. Office of Policy Innovation and the Future in partnership with the Dept. of Environmental Protection.
Visit our website at https://www.maine.gov/future/

GOVERNOR'S Energy Office

GOVERNOR'S OFFICE OF Policy Innovation and the Future

CADMUS

Maine Clean Transportation Roadmap

December 2021

Executive Summary

The State of Maine is leading on climate action among peer states. In its 2020 *Maine Won't Wait* Climate Action Plan, the state lays out a bold set of strategies to reduce greenhouse gas (GHG) emissions by 45% by 2030 and 80% by 2050 and achieve carbon neutrality by 2045, and its progress toward achieving these goals is real. For example, since 2019 the number of battery electric and plug-in hybrid electric vehicles **increased by 90% to 5,577 vehicles** and the number of public charging stations **increased by 62% to 265 stations.** [1] The electricity that powers these vehicles continues to be cleaner as the state makes progress toward achieving its requirement of 80% renewable energy by 2030.[2] Further, the state and regional partners continue to explore new approaches for providing public transportation efficiently and effectively, including innovative solutions in rural Maine, and in 2021 spent **$11.55 per capita on public transit.**

This **Clean Transportation Roadmap**—a specific action of *Maine Won't Wait*—identifies the policies, programs, and regulatory changes needed to continue decarbonizing Maine's transportation sector in coming years. The work was conducted in 2021 by researchers at Cadmus and E2Tech, with oversight from a steering committee composed of state agency staff. An external advisory group provided technical input for the modeling, analysis, and recommendations.

Maine's transportation sector produced **54% of statewide, fossil-fuel GHG emissions** in 2017, or approximately 8 million metric tons of carbon dioxide equivalent ($MMTCO_2e$). Decarbonizing the transportation sector is a challenge with over 1 million vehicles on the road and thousands of off-road vehicles, aircraft, and marine vessels. Light-duty cars and trucks are the source of **approximately 60% of total sector GHG emissions**. Given the cost and scarcity of low-carbon fuels, the light-duty vehicle (LDV) fleet must achieve near-zero emissions in the aggregate by 2050 for Maine to achieve its 2050 GHG goal. Medium- and heavy-duty surface vehicles produce the next largest segment of sector emissions—**approximately 27% in 2017**—and must similarly be decarbonized but with a greater variety of fuels and at a pace sensitive to the needs of the business community in Maine.

Although multiple strategies could reduce emissions to near-zero levels, deployment of electric vehicles (EVs) appears to be the most important, technologically ready strategy for almost all modes, due to comparatively low fuel cost, high drive-train efficiency, and sustained falling costs of batteries. As a result, EVs represent the largest focus of this Clean Transportation Roadmap. Yet, increasing the adoption of EVs faces several constraints. In the near-term (probably the next two years), EV adoption will be constrained due to global supply chain issues, insufficient diversity of makes and models, higher upfront costs of EVs relative to comparable vehicles, and low inventory of used vehicles. By the mid-2020s, these constraints are expected to ease.

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1 Maine Climate Council (2021) https://www.maine.gov/future/sites/maine.gov.future/files/inline-files/MaineWontWait_OneYearProgressReport_SinglePgs.pdf

2 State of Maine (2021) https://www.maine.gov/energy/initiatives/renewable-energy/renewable-portfolio-standards

This roadmap also highlights strategies to reduce vehicle miles traveled (VMT) and shift travel away from personal automobiles. These strategies include pricing strategies, infill development, transit expansion, telecommuting, and bicycle and pedestrian infrastructure.

Because of the long planning horizon necessary for the design and construction of infrastructure projects, the Maine Department of Transportation (MaineDOT) advanced several new initiatives prior to the publication of this roadmap. These include rewriting the state's Complete Streets Policy, hiring a consultant to prepare transit bus electrification plans for select Maine transit agencies, updating the Statewide Strategic Transit Plan, and relaunching the Go Maine initiative in partnership with the Turnpike Authority. Maine's efforts to increase the availability of high-speed broadband internet service through the establishment of the new Maine Connectivity Authority will also yield transportation emissions reduction dividends as will the new Legislative Commission to Increase Housing Opportunities by Studying Zoning and Land Use Restrictions and the significant inclusion of federal resources via the American Recovery Plan Act (ARPA) and the Infrastructure Investment and Jobs Act (IIJA).

Additional policy interventions are necessary to accelerate a transition toward a decarbonized transportation sector while minimizing unintended consequences, stranded investments, and socioeconomic inequities. This roadmap, a first attempt at a plan for this transition, focuses on the strategies needed before 2025, although longer-term considerations are also discussed.

Policy Recommendations

Through its analysis, Cadmus developed a set of recommended new programs for state government, local governments, utilities and their regulator, and Efficiency Maine Trust, as listed in Table 1. This work was aided by E2Tech, which facilitated a statewide stakeholder engagement process. These recommendations will help direct consumers, businesses, and government agencies toward cleaner transportation options. Each recommended policy is associated with a goal and a rationale.

Table 1. Cadmus Recommendations for New Programs

	Program	Goal	Rationale
State-or Efficiency Maine Run Programs	**Advanced Clean Cars II**	Increase EV Adoption	• If implemented, programs will have profound impact on GHG emissions from the transportation sector. • Sends clear, long-term signal to automakers to increase deliveries of EVs. • Historically, EV market share has been roughly twice as high in states that follow California emission regulations (Section 177 states), illustrating effectiveness of vehicle sales requirements.[3]
	Advanced Clean Trucks		
	Public DCFC Incentive and/or Ownership	Expand Charging Network	• Cadmus analysis using MA3T model suggests expanding public fast chargers by 15% in 2030 boosts EV sales by 7% in 2030 relative to business-as-usual. • Academic literature clearly demonstrates positive relationship between DCFC access and EV sales.[4]

[3] Center for American Progress (CAP; Cattaneo, Lia). June 2018. "*Plug-In Electric Vehicles: Evaluating the Effectiveness of State Policies for Increasing Deployment".* https://cdn.americanprogress.org/content/uploads/2018/06/06140002/EVreport-5.pdf

[4] For example, see review by Hardman, Scott. 2019. "Understanding the impact of reoccurring and non-financial incentives on plug-in electric vehicle adoption – A review." *Transp. Res. A Policy Pract.* 119, 1-14. https://phev.ucdavis.edu/wp-content/uploads/reoccurring-incentives-literature-review.pdf

	Program	Goal	Rationale
	Multi-Unit Dwelling (MUD) L2 Charger Incentive Program	Expand Charging Network	• Availability of charging in MUDs unlocks latent demand for EVs.[5] • 21% of Maine households are in MUDs (buildings with 2+ households).[6] • MUD households have approximately 50% lower household income in Maine than households in single-family homes.[7] • Cadmus analysis in MA3T model shows that enabling access to charging at MUDs is more impactful on EV sales than providing charging for single-family homes.
	Expanded Low-Income EV Incentive Program with L2 Charger	Incentivize Clean Vehicles	• EV rebate programs with a low-income component reduce free-riders and potentially increase cost-effectiveness.[8] • Low-income households have the largest transportation-related health burden of any group.
	Cash for Clunkers Program	Incentivize Clean Vehicles	• Removes high polluting vehicles, creating potential benefit to low-income households, which are most burdened by transportation emissions. • One of few programs capable of increasing turnover of vehicle stock. • Program requires equitable design—for example, in the 2009 federal CARS program participants were higher income than average used car buyers,[9] though lower income than average new car buyers, and only 1% of subsidies went to individuals in the bottom 50% of income.[10]
	Medium- and Heavy-Duty EV Incentive	Incentivize Clean Vehicles	• Incentives will help reduce the cost differential of ZEV MHDVs for fleet owners • Electrifying MHDVs is critical for meeting Maine's 2030 and 2050 GHG goals.[11]
	Marketing and Awareness Campaign	Education & Awareness	• Ensures public has concise, accurate information on clean transportation modes, incentives, and technologies. • Provides technical assistance to stakeholders in need.

5 DeShazo, J.R. 2019. "Overcoming Barriers to Electric Vehicle Charging in Multi-unit Dwellings: A Westside Cities Case Study" https://innovation.luskin.ucla.edu/wp-content/uploads/2019/03/Overcoming_Barriers_to_EV_Charging_in_MUDs-A_Westside_Cities_Case_Study.pdf

6 Only 19% when including Group Quarters. Data from US Census (2019) American Community Survey, 5-year Survey. https://data.census.gov/

7 Data from US Census (2019) American Community Survey, 5-year Survey. https://data.census.gov/

8 DeShazo, J. R., T. L. Sheldon, and R. T. Carson. 2017. "Designing Policy Incentives for Cleaner Technologies: Lessons from California's Plug-In Electric Vehicle Rebate Program." *Journal of Environmental Economics and Management* (84): 18–43. https://doi.org/10.1016/j.jeem.2017.01.002

9 Parker, T. & Gayer, E. Cash for Clunkers: An Evaluation of the Car Allowance Rebate System. Tech. Rep. (2013). https://www.brookings.edu/research/cash-for-clunkers-an-evaluation-of-the-car-allowance-rebate-system/

10 Miller, K. S., Wilson, W. W. & Wood, N. G. Environmentalism, Stimulus, and Inequality Reduction Through Industrial Policy: Did Cash for Clunkers Achieve the Trifecta? *Economic Inquiry* **58**, 1109–1128 (2020). https://doi.org/10.1111/ecin.12889

11 State of Maine (2020) Maine Won't Wait, Climate Action Plan. https://www.maine.gov/future/sites/maine.gov.future/files/inline-files/MaineWontWait_December2020.pdf

	Program	Goal	Rationale
Local Programs	**EV-Ready Building Codes**	Expand Charging Network	• EV-ready and EV-capable building codes are critical for reducing the cost of future charging installation on the customer side. • Estimates show that electric vehicle supply equipment (EVSE) installation costs increase by two[12] to six[13] times if a parking space is made EV-ready after construction compared to during construction.
	Transit Village to Encourage Transit Oriented Development (TOD)	VMT Reduction & Mode Shift	• Reduces VMT, boosts transit ridership, and reduces need for traditional road infrastructure.
	Bicycle & Pedestrian Investment	VMT Reduction & Mode Shift	• Ensures prioritization of nonmotorized modes. • Facilitates support of emerging micro-mobility technologies, such as e-bikes and e-scooters.
	Marketing and Awareness Campaign	Education & Awareness	• Ensures public has concise, accurate information on clean transportation modes, incentives, and technologies.
Utility or Efficiency Maine Programs	**Demand Charge Relief**	Expand Charging Network	• Cadmus analysis of CMP rates suggests demand charges account for between 34% and 70% of total costs for a 50 kW DCFC station and between 24% and 62% of total costs for a 350 kW DCFC station. • Critical for corridor charging, certain fleets, and sites with many plugs. • In a tariff analysis, Rocky Mountain Institute shows that reducing or eliminating demand charges can promote a more conducive business environment for the public DCFC market.[14]
	Utility-Side Make-Ready Infrastructure	Expand Charging Network	• Removes key barrier to expanding charging infrastructure, following California and New York programs.[15,16]
	Time Of Use (TOU) Rates	Incentivize Clean Vehicles	• Supports demand response and efficiency of grid. • Lowers operating cost of EVs.
	Marketing and Awareness Campaign	Education & Awareness	• Ensures public has concise, accurate information on clean transportation modes, incentives, and technologies.

Funding Recommendations

The roadmap also explores the magnitude and timing of investment needed between 2022 and 2025 for charging infrastructure and for an expanded low- and moderate-income (LMI) EV rebate. As shown in Table 2, the estimated investment for these programs increases over time as EV adoption grows. Note that the investments in Table 2 are typically shared between government, the business community, homeowners, and other entities. DCFC charging and LMI EV rebates are the two most critical programs

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12 Great Plains Institute (GPI; McFarlane, B. D., M. Prorok, and T. Kemabonta). 2019a. "Analytical White Paper: Overcoming Barriers to Expanding Fast Charging Infrastructure in the Midcontinent Region." https://scripts.betterenergy.org/reports/GPI_DCFC_Analysis_July_2019.pdf

13 California Electric Transportation Coalition (CalETC; DoVale K., E. Kamei, C. Kido, and E. Pike). 2019. *Plug-In Electric Vehicle Infrastructure Cost Analysis Report for CALGreen Nonresidential Update.* https://caletc.com/assets/files/CALGreen-2019-Supplement-Cost-Analysis-Final-1.pdf

14 Rocky Mountain Institute (RMI) (2019). https://rmi.org/wp-content/uploads/2017/04/eLab_EVgo_Fleet_and_Tariff_Analysis_2017.pd

15 NRDC (2021) https://www.nrdc.org/experts/miles-muller/ca-approves-new-rules-support-ev-charging-infrastructure

16 NY (2021) https://jointutilitiesofny.org/ev/make-ready

for the State of Maine to fund, based on experience in other states. See notes below the table for more detail about how the estimates were calculated.

Table 2. Annual Investment Needed for Charging Infrastructure and Expanded LMI EV Rebate Program

(Values in bold are in millions $2021. Numbers in parentheses are new plugs or EVs rebated)[a,b]

	2022	2023	2024	2025
Public L2 Charging [c]	**$4.1M** (200 plugs)	**$4.9M** (247 plugs)	**$5.5M** (291 plugs)	**$6.0M** (334 plugs)
Public DCFC Charging [c]	**$7.7M** (55 plugs)	**$10.6M** (77 plugs)	**$14.4M** (104 plugs)	**$17.6M** (132 plugs)
Residential L1 Charging [d]	**$0.4M** (1045 plugs)	**$0.5M** (1269 plugs)	**$0.6M** (1474 plugs)	**$0.6M** (1664 plugs)
Residential L2 Charging [d]	**$1.8M** (1568 plugs)	**$2.2M** (1903 plugs)	**$2.6M** (2212 plugs)	**$2.9M** (2495 plugs)
LMI New EV Rebate [e]	**$6.4M** (853 EVs)	**$7.0M** (1028 EVs)	**$7.5M** (1203 EVs)	**$7.7M** (1377 EVs)
LMI Used EV Rebate [e]	**$4.6M** (1139 EVs)	**$6.0M** (1655 EVs)	**$7.7M** (2320 EVs)	**$8.8M** (2996 EVs)
Total	**$25.0M**	**$31.2M**	**$38.2M**	**$43.7M**

Table notes:

[a] Future EV population associated with estimates in this table use the ACC II Lower/Upper Bound scenarios. See the *Outlook: Transportation Electrification* chapter for more information on scenarios.

[b] The LMI EV Rebate estimates are aligned with California LMI EV Rebate levels. However, the rebate values will likely require year-to-year adjustments in per-vehicle incentive to achieve the desired uptake.

[c] Public charger refers to publicly accessible chargers (as opposed to chargers at workplaces, apartment complexes, hotels, etc.). The number of new Level 2 and DCFC charging plugs are estimated by multiplying the EV population by ratios of plugs/EVs from the EVI-Pro Lite tool. Ratios are given in Table 10. Assumed per-plug costs are in Table 9. Costs in this table are the net present value (NPV) of costs and revenues associated with the station over the assumed 10-year life of equipment and assumed 30-year lifetime of make-ready infrastructure. A 4% discount rate is used. Costs include customer-side make-ready, station installation, equipment, revenue from drivers, electricity (using CMP commercial tariff including demand charges), maintenance, warranty, and networking costs. Station revenues are $0.25 per kWh for Level 2 plugs and $0.37 per kWh for DCFC plugs. Assumed utilization of stations aligns with current utilization in Maine and increase over time.

[d] Number of new residential charging plugs are estimated using ratios of existing residential plugs / EVs and applying an assumed gradual shift over time toward slightly greater public charging. Ratios are given in Table 10. Assumed per-plug costs are in Table 9. These costs reflect costs at a detached, single-family home rather than a multi-unit dwelling (MUD). A program to fund MUD charging should be funded separately. See Note c for assumptions on discount rate and equipment lifetime. Costs include customer-side make-ready, station installation, equipment, maintenance, and warranty (and networking costs for L2 chargers).

[e] New and used EV rebate assumptions are described in the *Clean Vehicle Funding* chapter and assume rebates are available only to households with income under $50,000 per year. New and used EV rebates start at $7,500 and $4,000 per vehicle in 2022, respectively, and decline over time to $5,500 and $3,000 per vehicle by 2025, respectively. In alignment with the new and used car market, households earning $50,000 or less are assumed to be 21% of the new EV market and 52% of the used EV car market.

The State of Maine has limited existing funding for charging infrastructure and EV rebates:

- **$8 million** available for charging infrastructure through its Fiscal Year 2026 from the *Maine Jobs & Recovery Plan*.[17]
- **$19 million** available for charging infrastructure through 2025 the federal *Infrastructure Investment and Jobs Act (IIJA)* formula funding to Maine for charging infrastructure.
- **$3.75 million** for EV rebates and **$1.25 million** for qualified low-income EV rebates from the New England Clean Energy Connect stipulation and the potential for an additional **$8 million** for charging infrastructure over four years. The $3.75 million will likely be fully used by June 2022.

Clearly, existing funding sources are insufficient to meet the funding needs described in Table 2. For example, if the State of Maine funds only new DCFC charging, it would need **$7.7 million** in 2022 and **$17.6 million** in 2025. Fully funding and distributing rebates under the LMI EV Rebate program would require an additional **$11.0 million** in 2022 and **$16.5 million** by 2025**.** Together, these programs exceed

[17] Maine fiscal year runs from July 1 through June 30. The values in Table 2 are for calendar year.

existing funding. The IIJA's **$2.5 billion** of competitive grant funding for charging infrastructure could help partially fill the funding gap. A fair share allocation of this $2.5 billion based on Maine's population would imply approximately **$10 million**. Additionally, Maine could develop a new funding source, such as a clean fuel standard, road user charge (or VMT tax), gas tax, carbon mechanism, and/or vehicle feebate program. These options are briefly described in the *Clean Vehicle Funding* chapter.

Table 2 does not include these five cost categories that may require public funding support in the future: (1) electricity distribution system expansion; (2) installation of chargers at multi-unit dwellings (MUDs); (3) installation of MHDV chargers; (4) installation of workplace charging; and (5) MHDV rebates.

Future Research

Finally, during the development of this roadmap, several new knowledge gaps and research needs arose. Table 3 summarizes future research opportunities.

Table 3. Recommendations for Future Research

Opportunities for Future Research	Description
Zero-Emissions MHDV Roadmap	In support of the implementation of programs such as Advanced Clean Trucks (ACT), develop a MHDV roadmap and corresponding stakeholder group that focuses on charging needs, funding, duty cycles, range, timeline on vehicle availability, and costs of electric and other zero-emissions MHDVs. Also, the MHDV roadmap could examine the feasibility of "lead by example" programs with zero-emissions MHDVs.
Make-Ready Mapping	Develop a publicly available ArcGIS map that shows areas suitable for fleet charging without a need to upgrade the local distribution system. Such a map could be especially important for electric MHDV fast chargers as well as for charging providers looking to site new stations.
Tourism Study	Maine's GHG inventory counts emissions from all fuel purchased in the state, including from tourists. Yet, relatively little data exist about how much fuel is purchased by in-state versus out-of-state drivers. The State of Maine should conduct a study to investigate opportunities and barriers for lowering emissions from out-of-state drivers. Such a study could also examine the feasibility of programs that increase EV penetration among tourists through rental cars and/or other incentives and fees.
Case Studies on Rural Transit and/or Electrification	Develop case studies on jurisdictions (in or outside of Maine) that have successful electric micro-transit or rural transit programs that simultaneously increase access and decarbonize transportation.
Loan Loss Reserve Program for EVs	Loan Loss Reserve (LLR) programs provide loan loss coverage to financing partners such as local and regional banks and credit unions. LLR programs, often used in clean energy financing, are a form of credit enhancement that can be constructed to offer below-market-rate terms to increase participation by low-income consumers, who often have poor or limited credit to access financing of a vehicle. Program could be modeled after New York's LLR program or California's Clean Vehicle Assistance Program (CVA Program).
Government Fleet Electrification	Develop a study of costs and feasibility of fleet electrification within state, local, and utility-owned vehicles. Estimate costs of charging infrastructure and vehicles. Additionally, study reimbursement options for drivers who park at home overnight and charge.
School Bus Electrification Study	Conduct an analysis of feasibility, power supply, duty cycle, market availability, and other factors related to school bus electrification in Maine. Coordinate with ongoing research by The Nature Conservancy and the Vermont Energy Investment Corporation (VEIC).
Emergency Management Plans	Identify opportunities through state planning processes to ensure that future energy assurance or emergency management plans consider high penetrations of vehicle electrification and the impacts of necessary infrastructure. This could include events such as natural disasters, mass evacuations, and prolonged grid blackouts.

Market and Technological Trends

This chapter explores recent market and technological trends related to electric vehicles, charging infrastructure, electric bikes and scooters, and transportation network companies.

Electric Vehicles

Electric Vehicle Availability

Statewide EV sales growth is constrained by a lack of the pickup trucks, vans, and SUVs preferred by most Maine drivers. As of 2021, Mainers could purchase 43 different EV models—28 PHEVs and 15 BEVs. Across the United States, California has the most availability of EV models, with 65 total PHEV and BEV models, while Montana has the fewest, with 21 total PHEV and BEV models.[41] According to an interview with three Maine auto dealerships, this discrepancy in availability is driven purely by the demand for EVs and the respective strategy by the automakers.[42] Figure 6 is a snapshot of the light-duty vehicle stock in Maine across vehicle categories.

- The far-left bar shows the breakdown of the entire light-duty vehicle stock. Sports utility vehicles, vans, and pickup trucks comprise nearly two-thirds of all light-duty vehicles.[43]
- The second from left bar shows the breakdown of all EVs on the market in Maine, highlighting the lack of pickup trucks.
- The third bar shows the breakdown of all EVs eligible for the Efficiency Maine Trust rebate, with an even larger share of vehicles in the sedan category likely due to the maximum purchase price of $50,000 for the rebate.
- The far-right bar shows the breakdown of EVs on the market expected in 2024.

Overall, Figure 6 demonstrates the misalignment between the types of vehicles driven by people in Maine and the types of EVs offered. Specifically, the lack of electric pickup trucks acts as a constraint on the market. However, it is worth noting that the bars for “All LDV’s in Maine” and “All EVs on the Market by 2024” are not directly comparable. For example, a single model of an electric truck (e.g., the Ford F-150 Lightning) could satisfy all 21% of the pickup segment in Maine. By 2024, if automakers meet their target delivery dates, 7% of EVs on the market will be pickup trucks (see far right bar). As of this writing, Rivian has begun initial deliveries of its R1T pickup truck, and the Ford Motor Company has announced that deliveries of the F-150 Lightning will start in the spring of 2022.

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41 Atlas Public Policy. 2020. “EVHub dashboard.” https://www.atlasevhub.com/materials/state-ev-sales-and-model-availability/

42 Discussions between the authors and Tim Archambault, Adam Lee, and Tim Seymour in September 2021

43 Rubin, Jonathan, Kathryn Ballingall, and Erin Brown. 2021. *Electric, Hybrid and High Fuel Efficiency Vehicles: Cost-Effective and Equitable GHG Emission Reductions in Maine.* https://digitalcommons.library.umaine.edu/cgi/viewcontent.cgi?article=1002&context=mcspc_transport

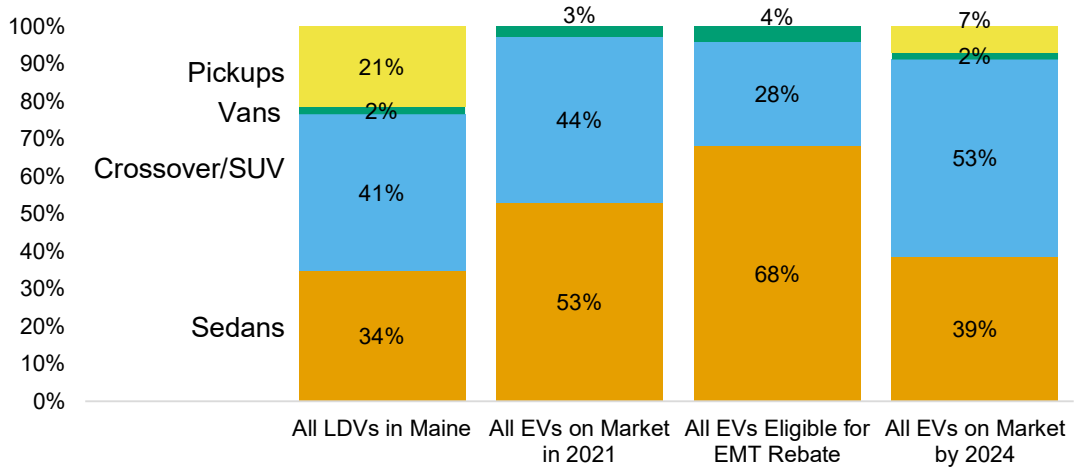

Figure 6. Breakdown of Light-Duty Vehicles in Maine

Electrification Costs

Consumers typically compare the cost of EVs and internal combustion engine vehicles (ICEVs) by their upfront retail cost or their total cost of ownership (TCO), which includes the upfront cost, fuel and maintenance costs, vehicle disposal cost, and ancillary costs such as home charger costs. Upfront costs of EVs are still currently higher than similar ICEVs comparable vehicles, while the TCO is close or even favorable for EVs.[44]

Several interrelated trends are changing the costs of the EV market:

- **Battery pack cost declines.** The costs of manufacturing EVs are dropping rapidly due to technological advances and economies of scale in the vehicle supply chain. In particular, costs of manufacturing battery packs continue to decline, as shown in Figure 7. Since 2010, the average cost of battery packs worldwide has declined by more than 50%. Battery pack costs account for approximately a quarter to a third of the cost of a BEV, depending on the all-electric range.

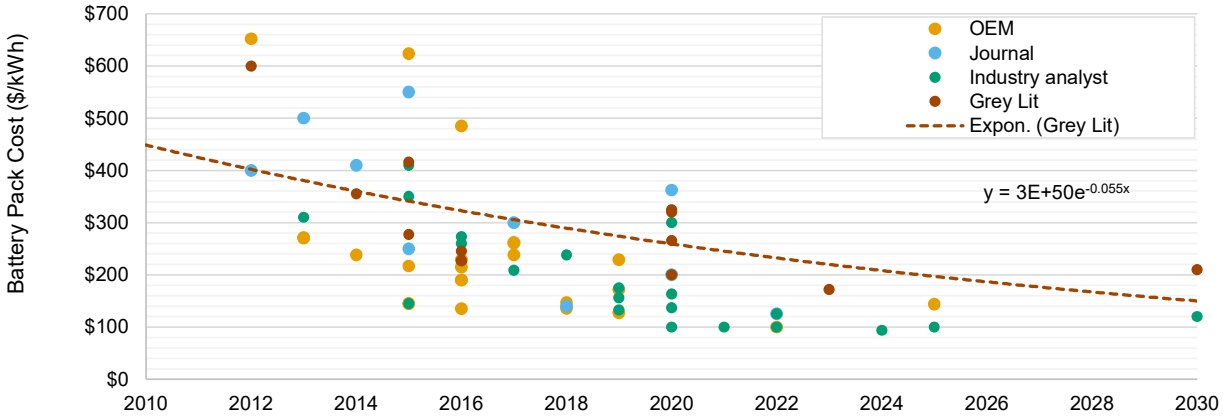

Figure 7. Battery Cost Estimates ($/kWh)

[44] International Council on Clean Transportation (ICCT; Lutsey, Nic, and Michael Nicholas). 2019. *Update on EV costs in the United States through 2030*. https://theicct.org/publications/update-US-2030-electric-vehicle-cost

- **Energy density of battery packs.** According to Bloomberg New Energy Finance's EV Outlook 2021, energy density has been improving at 7% per year in recent years.[45]
- **Emerging electricity rate designs.** Most of Maine's residents are serviced by CMP or Versant Power. Both utilities have time-of-use (TOU) rates available to customers, which provide a lower cost per kWh during off-peak hours. However, only a small percentage of customers typically take advantage of these rates. According to CMP's 2019 EIA-861 filing, 1% of its residential customers take advantage of TOU rates. Uptake is particularly low when a TOU program is a voluntary opt-in program. A survey of EV drivers who received the Maine EV rebate found that only 8% of residential customers used TOU rates. On the other hand, Lawrence Berkeley National Laboratory found robust evidence that opt-out programs produce substantially higher enrollment rates (93% to 98%), without affecting program retention patterns.
- **Increasing all-electric range.** Automakers are increasingly expanding all-electric range for EVs. For example, the weighted average all-electric range of EVs in California has shifted from about 150 miles in 2014 to 275 miles in 2021.[46]
- **MSRPs have stayed relatively steady.** Despite declining battery pack costs and improving energy densities, the MSRP of EVs has stayed relatively stable in recent years. However, two vehicle categories, BEV and PHEV SUVs, have seen steady declines in cost. This is mainly due to the availability of less expensive SUVs joining more expensive luxury models (namely, the Tesla Model X) in recent years. Figure 8 provides the average MSRP of EVs in Maine between 2015 and 2020 by vehicle category.[47]

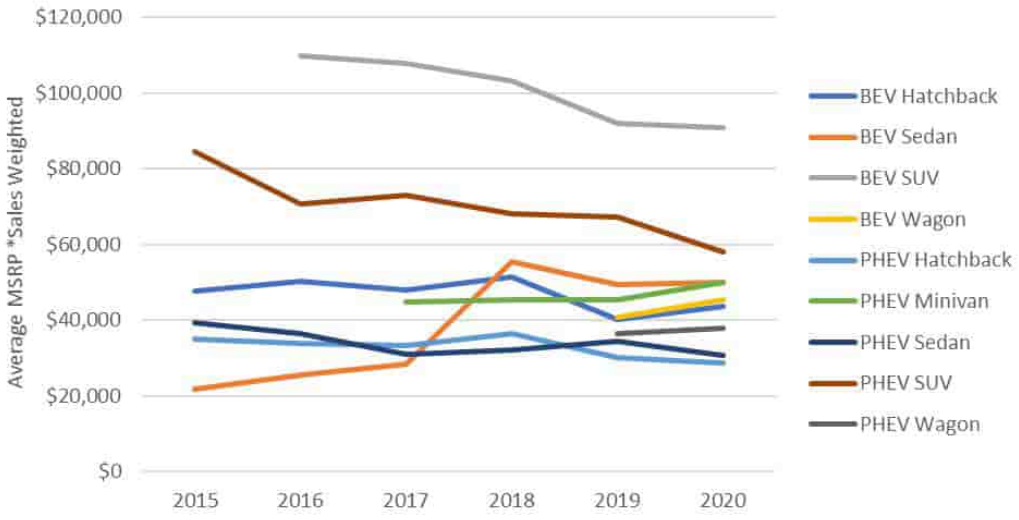

Figure 8. Average MSRP of EVs Sold in Maine by Vehicle Category.

[45] BNEF (2021) EV Outlook. https://about.newenergyfinance.com/electric-vehicle-outlook/

[46] California Air Resources Board. 2021. "Advanced Clean Cars (ACC) II Workshop." https://ww2.arb.ca.gov/sites/default/files/2021-08/ACC%20II%20August%202021%20Workshop%20Presentation.pdf

[47] Analysis *by University of Maine, Kathryn Ballingall, Research Associate, Margaret Chase Smith Policy Center, based on July 2020 BMV data*

Recent estimates suggest light-duty BEVs are expected to reach cost parity on a TCO basis between 2022 and 2025, depending on the vehicle's all-electric range, size category, duty-cycle, and charging location.[48] Researchers estimate that upfront vehicle price parity will lag TCO parity by two to five years.[49] Nonetheless, consumers' attitude toward constraints on charging access, limited public charging availability, long charge times, and range anxiety will contribute to the persistence of ICEV sales. Some of these concerns have already been addressed by technology development. For example, many EVs can travel 200 to 300 miles on a charge[50] and charge to 80% in 20 to 30 minutes using a DCFC station.[51]

The MHDV subsector exhibits similar trends to the LDV subsector, although TCO and upfront cost parity is a few years further away for most vehicle categories.[52] Even when electric MHDVs reach parity with conventional MHDV on a TCO basis, adoption by fleets will be challenging for some segments. Fleets are often constrained in their capital budgets and are disinclined to take a risk on a new technology. Further, many MHDV segments require high power charging (i.e., 50 kW or higher) to serve the full array of use cases. This requires a local electricity distribution system that can handle the higher power demands. In particular, the most challenging fleet vehicles to electrify will be those with high daily mileage requirements, heavy payloads, minimal downtime for charging, and/or depots without access to high power charging. The public sector in other states is addressing these challenges with a variety of programs, including paying 80% to 100% of the chargers and/or distribution system upgrades (i.e., make-ready),[53] providing incentives for the upfront cost of vehicles,[54] providing free advisory services for fleet electrification,[55] and providing all-inclusive charging-as-a-service to fleets.[56]

Maine's Suitability for Electric Vehicles

According to data from the 2017 National Household Travel Survey, the average daily miles driven in private cars is 33 miles for Maine's urban residents and 30 miles for rural residents.[57] Nationally, average daily mileage is 30 miles. Figure 9 shows the distribution of average daily miles across urban and rural

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48 International Council on Clean Transportation (ICCT); Lutsey, Nic, and Michael Nicholas. 2019. *Update on EV Costs in the United States through 2030*. https://theicct.org/publications/update-US-2030-electric-vehicle-cost

49 Ibid.

50 U.S. Department of Energy, Office of Energy Efficiency & Renewable Energy. Accessed November 2021. https://fueleconomy.gov/feg/evtech.shtml

51 Plug in America, "What is DC fast charging for electric vehicles?". Accessed November 2021. https://pluginamerica.org/dc-fast-charging-for-electric-vehicles/

52 International Council on Clean Transportation (ICCT); Hall, Dale, and Nic Lutsey. 2019. https://theicct.org/publications/zero-emission-truck-infrastructure

53 State of New York (2021). Make-Ready Program. https://jointutilitiesofny.org/ev/make-ready

54 State of California (2021) HVIP Program. https://californiahvip.org/

55 National Grid (2021) Fleet Advisory Services. https://www.nationalgridus.com/ev-fleet-hub/Get-Started/Fleet-Advisory-Services-Program

56 Sacramento Municipal Utility District (2021). https://www.smud.org/-/media/Documents/Corporate/About-Us/Board-Meetings-and-Agendas/2021/Oct/2021-10-19-Finance-and-Audit-Exhibit-to-Agenda-Item-1---Ed-Hamzawi.ashx

57 Rural and urban classifications based on US Census classification. Average daily miles calculated using vehpop file and applying household weights to BestMile variable.

Clean Vehicle Funding

Current funding sources for Maine's clean transportation system include the American Rescue Plan Act (ARPA), Volkswagen Settlement, and Infrastructure Investment and Jobs Act (IIJA) as well as state and local sources such as state-issued bonds and the New England Clean Energy Connect (NECEC) settlement. Because of the challenge of isolating and quantifying every funding source, this roadmap focuses on funding for charging infrastructure and EV rebates.

Currently, the State of Maine has the following funding available:

- **$8 million** for charging infrastructure through its Fiscal Year 2026 from the *Maine Jobs & Recovery Plan*.[147]
- **$19 million** for charging infrastructure through 2026 from the federal *Infrastructure Investment and Jobs Act (IIJA)* formula funding to Maine.
- **$3.75 million** for EV rebates and **$1.25 million** for qualified low-income EV rebates from the New England Clean Energy Connect stipulation and the potential for an additional **$8 million** for charging infrastructure over four years. The $3.75 million will likely be fully used by June 2022.

In addition, Maine is eligible to compete with other states for up to $2.5 billion in funding for chargers in the IIJA as well as for other funding summarized on the White House fact sheet.[148] If $2.5 billion were allocated to states based on the relative size of the population, Maine would receive $10 million. The federal Build Back Better bill would increase the EV tax credit from a maximum of $7,500 to $12,500 per vehicle and remove the 200,000 vehicle cap (per manufacturer) in the current tax credit.[149]

Funding Needs for Charging Infrastructure

Figure 20 shows the annual estimated investment needed for residential chargers and public chargers for 2022 and 2025. Funding levels increase over time as the state's EV population grows. Estimates in this figure use cost assumptions described in *Appendix E. Methodology for Projecting Charger Costs*. The estimated number of plugs are based on the ACC II curves shown earlier in Figure 12. The ACC II curves were chosen as a central, most-likely curve, and are identical to the year 2025. Values in this figure do not necessarily reflect the State of Maine's needed investment since homeowners, businesses, and other entities in Maine should play a part in installing charging equipment and paying for its operation.

147 Maine fiscal year runs from July 1 through June 30. The values in Table 2 are for calendar year.

148 White House (2021) https://www.whitehouse.gov/wp-content/uploads/2021/08/MAINE_Infrastructure-Investment-and-Jobs-Act-State-Fact-Sheet.pdf

149 White House (2021) https://www.whitehouse.gov/briefing-room/statements-releases/2021/10/28/president-biden-announces-the-build-back-better-framework/

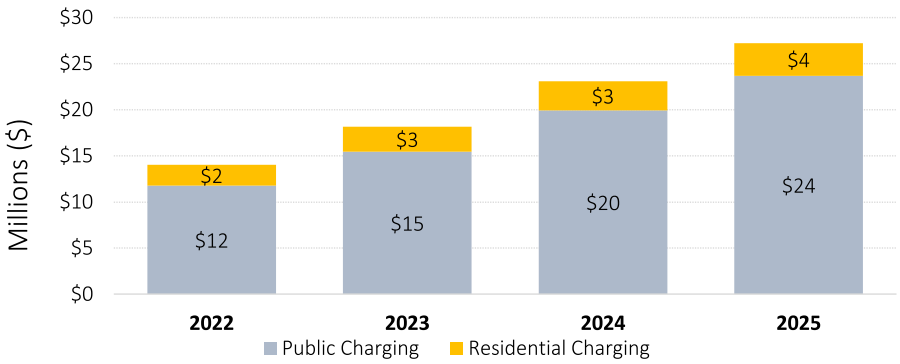

Figure 20. Funding Needs for New Residential and Public Charging

Funding Needs for Low-Income Vehicle Rebate

This section presents a proposal for the design of an expanded low-income EV rebate program and an estimate of the state funding needed to support such a program. Currently, Maine's EV rebate for income-qualified households provides up to $5,500 for a new EV and $2,500 for a used EV. Rebate programs that target low-income households reduce free-riders (people who would have purchased an EV even without an incentive), thereby potentially improving the program's cost-effectiveness.[150]

Figure 21 shows the income distribution of new EV buyers, all new car buyers, and all used car buyers.[151] Historically, EV buyers have had higher income levels than the general population. As shown in the top bar, over 50% of survey recipients in the EV rebate program indicated they came from households that earn more than $100,000 per year.[152] Maine's current low-income EV rebate has had few participants in comparison to the overall program. Thus, higher incentive levels are likely needed to increase uptake.

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150 DeShazo, J. R., T. L. Sheldon, and R. T. Carson. 2017. "Designing Policy Incentives for Cleaner Technologies: Lessons from California's Plug-In Electric Vehicle Rebate Program." *Journal of Environmental Economics and Management* (84): 18–43. https://doi.org/10.1016/j.jeem.2017.01.002

151 Data for the New EV buyers is from Maine's EV rebate survey, provided by Efficiency Maine Trust. Data for the New Car Buyers and Used Car Buyers is from the National Household Travel Survey. Note that New Car Buyers is for all of the United States, whereas the Used Car Buyers is specific to Maine. There was a lack of data in the New Car Buyers for a Maine specific graphic.

152 EMT Survey of EV Rebate Program participants

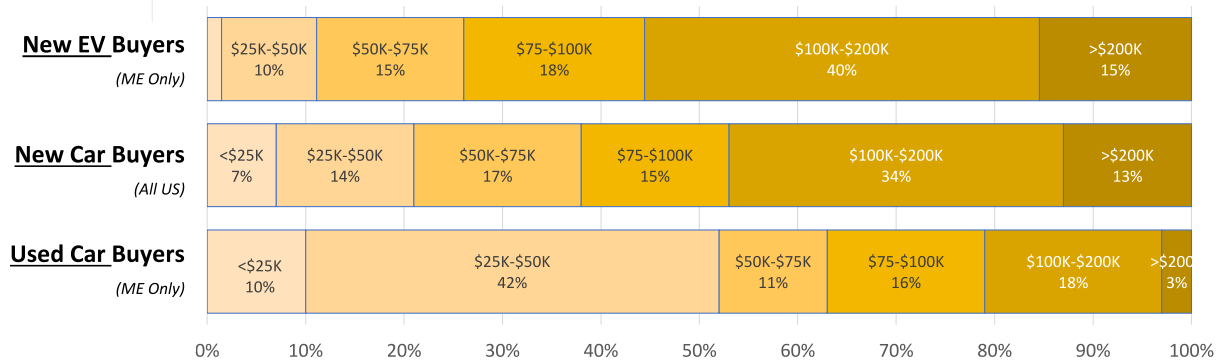

Figure 21. Income Distribution of New EV Buyers, New Car Buyers, and Used Car Buyers

An alternative program design could adjust the incentive level until uptake of the rebate matches the income distributions in the rest of the car market. Suppose the State of Maine wants to incentivize clean vehicle purchases in households with an annual income below $50,000 per year. To match the income distribution in the bottom two bars in Figure 21, the EV rebate would need to be sufficiently high to ensure that 21% of new EVs and 52% of used EVs were purchased by households making less than $50,000 per year.

Cadmus made the simplifying assumption that a $7,500 EV rebate on a new vehicle and a $4,000 EV rebate on a used vehicle will induce sufficient demand to achieve this goal. Figure 22 illustrates a program design for a low-income rebate program. The line graph along the top shows the assumed decreasing per-vehicle incentive over time. The two bar graphs below the line graph show the necessary annual funding for new EVs (left) and used EVs (right). Overall program funding for such a program would require $11 million to $28.8 million per year.

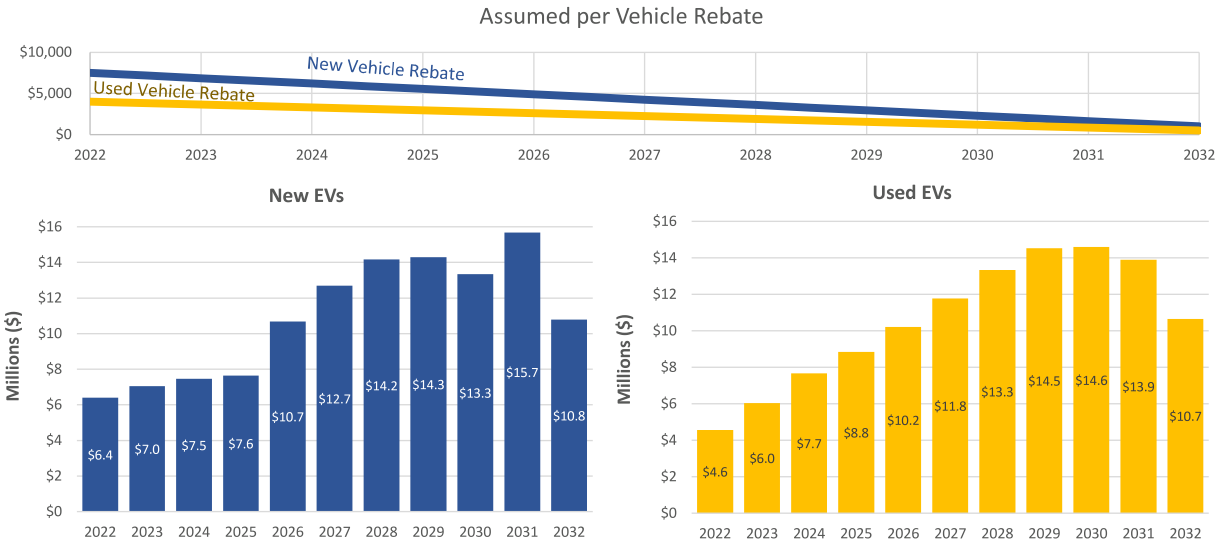

Figure 22. Example Program Design for Low-Income Rebate Program

Other Potential Funding Needs

Several potential future costs are not included in the estimates presented above:

Electricity distribution system expansion is a future cost described in the

- Load Impact of Electric Vehicles section above. A full study of such costs would require a capacity expansion model that accounts for increased sizing of transmission and distribution lines as well as increases in load from other sectors such as buildings.
- **Installation of chargers at multi-unit dwellings (MUDs)** will become an increasingly important element of EV charging. Efficiency Maine Trust released an RFP in 2021 to fund MUD chargers (and other chargers) up to $4,000 per plug for networked chargers and $2,000 per plug for non-networked chargers.
- **Installation of workplace charging**, including installation and equipment, is a relatively small cost compared to other costs described above. Workplaces are increasingly adding Level 1 and Level 2 chargers as an employee benefit.
- **Installation of MHDV chargers** is estimated to cost $20 million per year in the early years of the Advanced Clean Truck (ACT) regulation. These costs would escalate as the adoption of electric MHDVs increases.
- **MHDV rebates.** Vehicle rebates would likely be needed to help defray the incrementally higher upfront costs of MHD EVs.

Recommendations

This chapter provides a set of recommendations that will catalyze Maine's clean transportation sector. The recommended new programs in Table 7 show strong evidence of their impact from the analytical modeling and experience in peer jurisdictions. Of these new programs, ACC II and ACT are the most critically important in terms of impact on GHG emissions. Assuming they are adopted and remain unchanged in the future, these two programs together can lead to large reductions in transportation sector GHG emissions. Cadmus' work for the State of New York shows that these two programs alone can result in approximately 60% to 70% reduction in GHG emissions in the state's transportation sector by 2050. Many other programs listed in Table 7 can smooth the rapid transition needed and help toward distributing benefits in an equitable manner.

Table 7. Cadmus Recommendations for New or Expanded Programs

	Program	Goal	Rationale
State-or Efficiency Maine Run Programs	**Advanced Clean Cars II**	Increase EV Adoption	• If implemented, programs will have profound impact on GHG emissions from the transportation sector. • Sends clear, long-term signal to automakers to increase deliveries of EVs. • Historically, EV market share has been roughly twice as high in states that follow California emission regulations (Section 177 states), illustrating effectiveness of vehicle sales requirements.[153]
	Advanced Clean Trucks		
	Public DCFC Incentive and/or Ownership	Expand Charging Network	• Cadmus analysis suggests expanding public fast chargers by 15% in 2030 boosts EV sales by 7% in 2030 relative to business-as-usual. • Academic literature clearly demonstrates positive relationship between DCFC access and EV sales.[154]
	Multi-Unit Dwelling (MUD) L2 Charger Incentive Program	Expand Charging Network	• Availability of charging in MUDs unlocks latent demand for EVs.[155] • 21% of Maine households are in MUDs (buildings with two or more households).[156] • MUD households have approximately 50% lower household income in Maine than households in single-family homes.[157] • Cadmus' analysis shows that enabling access to charging at MUDs has more impact on EV sales than providing charging for single-family homes.

153 Center for American Progress (CAP; Cattaneo, Lia). June 2018. *Plug-In Electric Vehicles: Evaluating the Effectiveness of State Policies for Increasing Deployment.* https://cdn.americanprogress.org/content/uploads/2018/06/06140002/EVreport-5.pdf

154 For example, see review by Hardman, Scott, 2019. "Understanding the impact of reoccurring and non-financial incentives on plug-in electric vehicle adoption – a review." *Transp. Res. A Policy Pract*. 119, 1–14. https://phev.ucdavis.edu/wp-content/uploads/reoccurring-incentives-literature-review.pdf

155 DeShazo, J.R., Overcoming Barriers to Electric Vehicle Charging in Multi-unit Dwellings: A Westside Cities Case Study, https://innovation.luskin.ucla.edu/wp-content/uploads/2019/03/Overcoming_Barriers_to_EV_Charging_in_MUDs-A_Westside_Cities_Case_Study.pdf

156 Only 19% when including Group Quarters. Data from US Census (2019) American Community Survey, 5-year Survey. https://data.census.gov/

157 Data from US Census (2019) American Community Survey, 5-year Survey. https://data.census.gov/

	Program	Goal	Rationale
	Expanded Low-Income EV Incentive Program with L2 Charger	Incentivize Clean Vehicles	• EV rebate programs with a low-income component reduce free-riders and potentially increase cost-effectiveness.[158] • Low-income households have the largest transportation-related health burden of any group.
	Cash for Clunkers Program	Incentivize Clean Vehicles	• Removes high-polluting vehicles, creating potential benefit to low-income households that are most burdened by transportation emissions. • One of few programs capable of increasing turnover of vehicle stock. • Program requires equitable design. For example, in the 2009 federal Car Allowance Rebate System (CARS) program, participants had higher income than average used car buyers,[159] though lower income than average new car buyers, and only 1% of subsidies went to individuals in the bottom 50% of income.[160]
	Medium- and Heavy-Duty EV Incentive	Incentivize Clean Vehicles	• Many fleet operators are ill-equipped to pay premium for electric MHDVs. • Electrifying MHDVs is critical for meeting Maine's 2030 and 2050 GHG goals.[161]
	Marketing and Awareness Campaign	Education & Awareness	• Ensures public has concise, accurate information on clean transportation modes, incentives, and technologies. • Provides technical assistance to stakeholders in need.
Local Programs	**EV-Ready Building Codes**	Expand Charging Network	• EV-ready and EV-capable building codes are critical for reducing the cost of future charging installation on the customer side. • Estimates show that EVSE installation costs increase by two[162] to six[163] times if a parking space is made EV-ready after construction compared to during construction.
	Transit Village to Encourage Transit Oriented Development (TOD)	VMT Reduction & Mode Shift	• Reduces VMT, boosts transit ridership, and reduces need for traditional road infrastructure.
	Bicycle & Pedestrian Investment	VMT Reduction & Mode Shift	• Ensures prioritization of nonmotorized modes. • Facilitates support of emerging micro-mobility technologies, such as e-bikes and e-scooters.
	Marketing and Awareness Campaign	Education & Awareness	• Ensures public has concise, accurate information on clean transportation modes, incentives, and technologies.

158 DeShazo, J. R., T. L. Sheldon, and R. T. Carson. 2017. "Designing Policy Incentives for Cleaner Technologies: Lessons from California's Plug-In Electric Vehicle Rebate Program." *Journal of Environmental Economics and Management* (84): 18–43. https://doi.org/10.1016/j.jeem.2017.01.002

159 Parker, T. & Gayer, E. Cash for Clunkers: An Evaluation of the Car Allowance Rebate System. Tech. Rep. (2013). http://www.brookings.edu/$/sim$/media/research/files/papers/2013/10/cashforclunkersevaluationgayer/cash_for_clunkers_evaluation_paper_gayer.pdf

160 Miller, K. S., Wilson, W. W. & Wood, N. G. Environmentalism, Stimulus, and Inequality Reduction Through Industrial Policy: Did Cash for Clunkers Achieve the Trifecta? *Economic Inquiry* **58**, 1109–1128 (2020). https://doi.org/10.1111/ecin.12889

161 State of Maine (2020) Maine Won't Wait, Climate Action Plan. https://www.maine.gov/future/sites/maine.gov.future/files/inline-files/MaineWontWait_December2020.pdf

162 Great Plains Institute (GPI; McFarlane, B. D., M. Prorok, and T. Kemabonta). 2019a. "Analytical White Paper: Overcoming Barriers to Expanding Fast Charging Infrastructure in the Midcontinent Region." https://scripts.betterenergy.org/reports/GPI_DCFC_Analysis_July_2019.pdf

163 California Electric Transportation Coalition (CalETC; DoVale K., E. Kamei, C. Kido, and E. Pike). 2019. *Plug-In Electric Vehicle Infrastructure Cost Analysis Report for CALGreen Nonresidential Update.* https://caletc.com/assets/files/CALGreen-2019-Supplement-Cost-Analysis-Final-1.pdf

	Program	Goal	Rationale
Utility or Efficiency Maine Programs	**Demand Charge Relief**	Expand Charging Network	• The Cadmus analysis of CMP rates suggests demand charges account for between 34% and 70% of total costs for a 50 kW DCFC station and between 24% and 62% of total costs for a 350 kW DCFC station. • Critical for corridor charging, certain fleets, and sites with many plugs. • In a tariff analysis, Rocky Mountain Institute shows that reducing or eliminating demand charges can promote a more conducive business environment for the public DCFC market.[164]
	Utility-Side Make-Ready Infrastructure	Expand Charging Network	• Removes key barrier to expanding charging infrastructure, following California[165] and New York[166] programs.
	Time Of Use (TOU) Rates	Incentivize Clean Vehicles	• Supports demand response and efficiency of grid. • Lowers operating cost of EVs.
	Marketing and Awareness Campaign	Education & Awareness	• Ensures public has concise, accurate information on clean transportation modes, incentives, and technologies.

As demonstrated in the previous Clean Vehicle Funding chapter, current funding for EV chargers and vehicles is insufficient beyond fiscal year 2022 or 2023. To fill this gap, Maine could consider one or more funding mechanisms, as described here.

Potential Funding Mechanisms for Transportation Under Consideration in Other Jurisdictions

- **Federal competitive grant funding**. The federal IIJA provides $2.5 billion in competitive grant money for electric vehicle chargers. Other competitive grant opportunities could be leveraged for bicycle and pedestrian improvements. Maine should aggressively pursue this funding within the next year to ensure it receives its fair share.
- **Clean Fuel Standard (CFS)**. This program would regulate fuel providers. Current programs in other states require a 10% reduction in the average carbon intensity of each fuel provider over a 10-year period through a tradeable credits system. In its Interim Clean Energy and Climate Plan for 2030, Massachusetts has expressed interest in coordinating a Northeast CFS. Current programs exist in California, Oregon, British Columbia, and Quebec. New York is also considering adopting a program. CFSs are attractive because they accelerate carbon reductions and mitigate program costs by directing funding toward cleaner fuels rather than toward a general fund. A CFS uses a lifecycle emissions perspective, so it does not currently align with how Maine DEP measures emissions at the source.
- **VMT Tax**. This places a fee on miles driven. An Oregon pilot project demonstrated that a VMT tax reduced VMT by 11% to 12% for the same magnitude of gas tax, all else equal, simply because of

164 Rocky Mountain Institute (RMI) (2019). https://rmi.org/wp-content/uploads/2017/04/eLab_EVgo_Fleet_and_Tariff_Analysis_2017.pd

165 NRDC (2021) https://www.nrdc.org/experts/miles-muller/ca-approves-new-rules-support-ev-charging-infrastructure

166 NY (2021) https://jointutilitiesofny.org/ev/make-ready

the psychological shift in paying for each mile. VMT tax is regressive and may require redistributing proceeds.

- **Gas Tax**. This is a fee on petroleum-based fuels. As with VMT tax, a gas tax is regressive and may require redistributing proceeds (e.g., through a low-income tax credit). Note that the Maine Constitution currently limits gas tax revenue to be used for road maintenance and enforcement of traffic laws; nevertheless, this mechanism may still effectively impact VMT.
- **Carbon Mechanism**. This fee on fuels is based on carbon intensity and provides a simple approach to generating revenue and lowering emissions. It is also a regressive tax. It will probably not have a large impact on VMT (0.2% for every 1% increase in fuel price).
- **Feebate**. Vehicles are incentivized based on level of emissions. EVs decrease in price and ICEVs increase in price. A feebate program is currently moving forward in New York State, though it has not yet been otherwise tested in the United States. This is a revenue-neutral policy to generate vehicle incentives.

Cadmus' work on this roadmap also highlighted knowledge gaps. Table 8 summarizes four urgent research needs for the State of Maine.

Table 8. Recommendations for Future Research

Opportunities for Future Research	Description
Zero-Emissions MHDV Roadmap	In support of the implementation of programs such as ACT, develop a MHDV roadmap and corresponding stakeholder group that focuses on charging needs, funding, duty cycles, range, timeline on vehicle availability, and costs of electric and other zero-emissions MHDVs. Also, the MHDV roadmap could examine the feasibility of lead-by-example programs with zero-emissions MHDVs.
Make-Ready Mapping	Develop a publicly available ArcGIS map that shows areas suitable for fleet charging without a need to upgrade the local distribution system. Such a map could be especially important for electric MHDV fast chargers as well as for charging providers looking to site new stations.
Tourism Study	Maine's GHG inventory counts emissions from all fuel purchased in the state, including tourists. Yet, relatively little data exist about how much fuel is purchased by in-state versus out-of-state drivers. The State of Maine should conduct a study to investigate opportunities and barriers for lowering emissions from out-of-state drivers. Such a study could also examine the feasibility of programs that increase EV penetration among tourists through rental cars and/or other incentives and fees.
Case Studies on Rural Transit and/or Electrification	Develop case studies on jurisdictions (within or outside of Maine) that have successful electric micro-transit or rural transit programs that simultaneously increase access and decarbonize transportation.
Loan Loss Reserve Program for EVs	Loan Loss Reserve (LLR) programs provide loan loss coverage to financing partners such as local and regional banks and credit unions. LLR programs, often used in clean energy financing, are a form of credit enhancement that can be constructed to offer below-market-rate terms to increase participation by low-income consumers, who often have poor or limited credit to access financing of a vehicle. Program could be modeled after New York's LLR program or California's Clean Vehicle Assistance Program (CVA Program).
Government Fleet Electrification	Develop a study of costs and feasibility of fleet electrification for state, local, and utility-owned vehicles. Estimate costs of charging infrastructure and vehicles. In addition, study reimbursement options for drivers who park at home overnight and charge.
School Bus Electrification Study	Conduct an analysis of feasibility, power supply, duty cycle, market availability, and other factors related to school bus electrification in Maine. Coordinate with ongoing research by The Nature Conservancy and Vermont Energy Investment Corporation (VEIC).

Multi-State Medium- and Heavy-Duty Zero Emission Vehicle

Memorandum of Understanding

WHEREAS, the Signatory States and the District of Columbia[1] recognize the importance of state leadership and coordinated state action to ensure national progress in the effort to reduce greenhouse gas (GHG) emissions and stabilize global warming;

WHEREAS, the Signatory States have statutory obligations or otherwise seek to significantly reduce statewide GHG emissions by 2050, consistent with science-based targets;

WHEREAS, transportation is now the nation's largest source of GHG emissions, and, after light-duty vehicles, medium- and heavy-duty trucks are the next largest source of transportation sector GHG emissions;

WHEREAS, the Signatory States have a statutory obligation to provide their citizens with air quality that complies with national health-based air quality standards, which are required to be protective of health and the environment with an adequate margin of safety;

WHEREAS, fossil fuel related emissions from medium- and heavy-duty vehicles (MHDVs) are a major source of nitrogen oxides (NOx), particulate matter, and toxic air emissions, which are preventing many densely populated areas from achieving compliance with federal ambient air quality standards;

WHEREAS, emissions from MHDVs are a widely acknowledged, but unaddressed, environmental justice problem that directly and disproportionately impacts disadvantaged communities located near freight corridors, ports and distribution centers;

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[1] Except where indicated otherwise, "Signatory States," as used in this document, includes the District of Columbia.

WHEREAS, electrification[2] of the transportation sector is essential to achieve the GHG emission reductions needed to avoid the worst effects of climate change, and in conjunction with the introduction of low-NOx heavy duty trucks, to reduce harmful emissions of NOx, particulate matter, and toxic air contaminants that adversely impact public health;

WHEREAS, many of the Signatory States have adopted California's zero emission vehicle (ZEV) regulation and are signatories to a 2013 Governors' ZEV memorandum of understanding by which the states committed to collaborative action to accelerate consumer adoption of light-duty electric vehicles through the formation of a Multi-State ZEV Task Force and the subsequent adoption and implementation of a ZEV Action Plan;

WHEREAS, the Signatory States are already implementing market-enabling initiatives to overcome barriers to consumer adoption of electric passenger cars and light-duty trucks ranging from financial incentives to strategic deployment of charging infrastructure to consumer outreach and education programs;

WHEREAS, similar strategies are needed to accelerate adoption of MHDVs as ZEV options for public transit buses and a growing number of high-mileage trucks and vans become commercially available;

WHEREAS, electrification of all classes of MHDVs will help to improve air quality, reduce the use of petroleum-based fuels in the transportation sector, lower total cost of ownership and offer commercial fleets lower and more stable energy prices; and

WHEREAS, investment in electrification of the MHDV sector will help to stimulate economic growth by creating new jobs in the electric vehicle and charging/fueling equipment manufacturing, supply chain and service sectors.

NOW THEREFORE, as Governors of the Signatory States and Mayor of the District of Columbia, through this memorandum of understanding (MOU), we express our mutual understanding and cooperative relationship as follows:

1. OVERALL COMMITMENT

The Signatory States agree to work together to foster a self-sustaining market for zero emission medium- and heavy-duty vehicles through the existing Multi-State ZEV Task Force, which will

[2] Electric vehicle, as used in this document, means a battery electric (BEV), plug-in hybrid (PHEV), or fuel cell electric vehicle (FCEV).

serve as a forum for state coordination, collaboration and information sharing on market enabling actions, research, and technology developments.

2. ACTION PLAN FOR ZERO EMISSION MHDVs

Within six months following execution of this MOU, the Task Force will develop a multi-state action plan to identify barriers and propose solutions to support widespread electrification of medium- and heavy-duty vehicles (Zero Emission Medium- and Heavy-Duty Vehicle Action Plan). In developing the Action Plan, the Task Force shall give consideration, as appropriate, to the need for:

- Financial vehicle and infrastructure incentives;
- Non-financial vehicle and infrastructure incentives;
- Actions to encourage public transit and public fleet zero emission MHDV deployment;
- Effective infrastructure deployment strategies;
- Funding sources and innovative financing models to support incentives and other market-enabling programs;
- Leveraging environmental and air quality benefits associated with adoption of the California Advanced Clean Trucks rule under Section 177 of the Clean Air Act;
- Coordinated outreach and education to public and private MHDV fleet managers;
- Utility actions to promote zero emission MHDVs, such as electric distribution system planning, beneficial rate design and investment in "make-ready" charging infrastructure;
- Measures to foster electric truck use in densely populated areas;
- Addressing vehicle weight restrictions that are barriers to zero emission MHDV deployment;
- Uniform standards and data collection requirements; and
- Any other initiative the Task Force deems appropriate.

In developing the Action Plan, the Task Force shall consult with and solicit input from key partners and stakeholders.

3. FOCUS ON DISADVANTAGED COMMUNITIES

The Signatory States will seek to accelerate the deployment of zero-emission medium- and heavy-duty trucks and buses to benefit disadvantaged communities that have been historically burdened with higher levels of air pollution.

4. MEASURABLE MHDV SALES TARGETS

The Signatory States agree to strive to make sales of all new medium- and heavy-duty vehicles in our jurisdictions zero emission vehicles by no later than 2050. In order to ensure adequate progress toward the 2050 goal, the Signatory States will strive to make at least 30 percent of all

new medium- and heavy-duty vehicle sales in our jurisdictions zero emission vehicles by no later than 2030. Each Signatory State will report, within its available capabilities and on a schedule agreed to by the States, medium- and heavy-duty vehicle registration data needed to track progress toward meeting these targets. In 2025, the Signatory States agree to assess progress toward meeting the 2030 and 2050 targets and determine whether an adjustment to the 2030 interim sales target is appropriate.

5. PUBLIC FLEET PURCHASES AND FUELING STATIONS

To lead by example, each Signatory State will progress toward electrification of its government and quasi-governmental agency fleets and explore opportunities for coordinated/aggregated vehicle and infrastructure procurement.

6. INTER-AGENCY COORDINATION WITHIN STATES

The Signatory States will seek to support and facilitate the successful commercialization of zero emission MHDVs and maximize the use of renewable energy for ZEV charging and hydrogen fueling through inter-agency consultation and coordination with state public utility commissions, and environmental, energy, planning and transportation agencies, as appropriate.

7. PARTNERSHIPS WITH KEY STAKEHOLDERS

The Signatory States will explore opportunities to cooperate, coordinate and partner, as appropriate, with truck manufacturers, charging and fueling providers, community and environmental advocates, utilities, corporate fleet owners, financial institutions, Clean Cities Coordinators, and others to accelerate electrification of the MHDV sector.

8. NO LEGAL OBLIGATIONS, RIGHTS OR REMEDIES

This MOU is a voluntary initiative. It does not create any legally binding rights or obligations and creates no legally cognizable or enforceable rights or remedies, legal or equitable, in any forum whatsoever. In addition, the pledges in this MOU are not conditioned upon reciprocal actions by other Signatory States; each Signatory State retains full discretion over implementation of its pledges in light of the Signatory State's individual circumstances, laws, and policies; and each Signatory State is free to withdraw from the MOU.

9. ADDITIONAL PROVISIONS

a. A Signatory State may terminate its participation in this MOU with a written statement to other Signatory States.
b. Other states that commit to the conditions of this agreement may sign on to this MOU.
c. This MOU may be amended in writing upon the collective agreement of the authorized representatives of the Signatory States.

This Multi-State Zero Emission Medium- and Heavy-Duty Vehicle Memorandum of Understanding signed as of this 10th day of July 2020.

THE STATE OF MAINE

By: 

Janet Mills
Governor

STATE OF MAINE

LEAD BY EXAMPLE REPORT

2023–2024

GOVERNOR'S OFFICE OF
Policy Innovation
and the Future

GOVERNOR'S
Energy Office

INTRODUCTION

By taking aggressive action to reduce state emissions and promote energy efficiency, Maine state government can help meet the state's emissions reductions required by law while saving taxpayer dollars, building a healthier work environment, investing in Maine's economy, and inspiring others to take action.

Executive Order 13 (signed November 26, 2019), "An Order for State Agencies to Lead by Example Through Energy Efficiency, Renewable Energy, and Sustainability Measures," directs Maine agencies to lead by example by investing in energy efficiency, renewable energy, and emissions reductions; promoting health and sustainability in the workplace; and building resilient infrastructure.

The Executive Order also establishes a Lead by Example Leadership Committee, led by the Governor's Energy Office (GEO) and the Governor's Office of Policy Innovation and the Future (GOPIF) with representatives from the Department of Environmental Protection (DEP), Efficiency Maine Trust (EMT), Department of Administrative and Financial Services (DAFS), and Department of Transportation (DOT).

Together, the Leadership Committee prepared the first Lead By Example (LBE) report in 2021, generating a baseline of energy use and greenhouse gas emissions from state operations. This emissions baseline, based on the best available data from 2020, was used to establish the goal of reducing state operational emissions a further 30 percent from 2020 levels by 2030. This goal is aligned with statewide emissions reduction requirements contained in statute and reflected in *Maine Won't Wait*, the state's climate action plan. The first LBE report also established goals related to efficient buildings, clean transportation, waste reduction, and climate resilient infrastructure. Every two years, the state will report its annual energy use, sources, greenhouse gas emissions, and progress on our LBE plan to the Governor, the Legislature and the public.

This report is the state's second LBE report, and the first since targets were established in 2021. The report covers actions taken across state government in 2021 and 2022. This report updates the state's 2020 emissions baseline, using more comprehensive and precise data collected since our first report, and we report our emissions from 2022. We celebrate leadership across state agencies, and report on the status of ongoing activities. And we establish priorities for state action in the coming two years, focusing our efforts to meet or exceed our near-term targets.

This report also accelerates our ambition in the areas of green building and building energy efficiency. Global fossil fuel prices reached historic highs when Russia invaded Ukraine in early 2022. The invasion disrupted global fossil fuel markets, which were already under pressure from economic effects due to the COVID-19 pandemic. Exacerbated by Maine's overreliance on fossil fuels for heating and New England's dependence on natural gas, our region has been distinctly vulnerable to these global market forces.

Beneficial electrification and building decarbonization are priorities in Maine. Our climate goals and the responsible stewardship of taxpayer dollars require leadership from the state to drive demand and build markets for large and small building retrofits statewide. That is why Governor Mills released a new Executive Order 5 (FY23/24)To Lead By Example in State Owned and Leased Buildings in partnership with this report. The Order commits the state to complying with at least the most recent building and energy code (International Energy Conservation Code 2021) and, in most cases, with the most recently adopted stretch code in new construction and major renovations; requires all future new construction and major renovations to have zero-emissions heating, cooling, and water heating sources and be code compliant; requires EV infrastructure readiness measures in certain public improvements at a level consistent with EV purchase requirements contained in 5 MRSA §1830; requires preference to be given to energy efficiency in future leased space procurements, as well as energy data and improvements to be incorporated into future and existing lease terms; directs DAFS Bureau of General Services (BGS) to develop criteria for advanced wood products and pilot their use in at least two new state projects; and directs BGS to develop a plan to reduce GHG emissions by at least 50% from existing state buildings while committing to at least a 25% reduction in Energy Use Intensity (EUI) across the portfolio, in the next 10 years. Together, the actions in this Executive Order implement the goals set out in the 2021 report, accelerate the state's leadership, and provide a pathway forward to statewide building decarbonization.

With recent and significant federal funding for energy efficiency, transportation and clean energy investments from the Bipartisan Infrastructure Law and the Inflation Reduction Act, there is ample opportunity for the state of Maine to continue to lead by example. We look forward to continuing to inspire action, innovation, and leadership consistent with our statewide climate goals and targets.

State Greenhouse Gas Emissions

Executive Order 13 (2019) established a goal for state government to achieve greenhouse gas reductions consistent with the statewide mandate of 45 percent reduction from 1990 levels by 2030, and 80 percent by 2050. In the first LBE report, the state established a complementary target of achieving a 30 percent reduction in state emissions by 2030, based on a 2020 baseline. This target reflected the assumption that the state has achieved emissions reductions of 17.5% since 1990, consistent with statewide results, and leaving a further 30% to go.

The first LBE report used best available data to establish an emissions baseline of around 92,500 metric tons of greenhouse gas emissions (CO_2e) contributed by state operations in 2020.

In 2022, the Efficiency Maine Trust (EMT), in partnership with the DAFS Bureau of General Services (BGS), hired an energy management consultant to work with the state for two years to establish a comprehensive energy baseline for state owned buildings, and to track energy usage of state owned and leased space over time. Through the work of the consultant and comprehensive data collection over the last two years, we have refined the state's emissions baseline using corrected historical data, as well as developed a more robust account of buildings, transportation, and other emissions sources across state operations. In addition, further investigation discovered errors in the original 2020 transportation data and the prior report overcounted electricity usage, which we have since corrected. Our new 2020 emissions baseline, as explored below, is just below 80,000 metric tons of greenhouse gas emissions (CO_2e).

Emissions Baseline and State Operational Emissions

Over the past year, GEO and GOPIF worked closely with DAFS and EMT to collect energy usage data across owned and leased state facilities and the state fleet. The hire of a new energy manager in October 2022 streamlined data collection and allowed the state to (1) establish a corrected energy baseline for 2020, (2) obtain updated data on energy consumption in 2021 and 2022, and (3) create a triaged list of recommendations for reduction in emissions from state assets.

Figure 1 and **Figure 2** provide a high-level overview of energy consumption across the state's buildings and vehicles in 2020, 2021, and 2022. While electricity consumption has remained mostly consistent, consumption of fossil fuels such as heating oil, natural gas, motor gasoline, and on-road diesel have all increased from 2020 to 2022. The COVID pandemic reduced institutional fuel use in 2020 due to stay-at-home orders for state employees; 2022 usage is likely closer to our pre-pandemic baseline energy usage, though we will continue to use a 2020 baseline to measure our progress.

DEP's 2019 statewide emissions report shows a steady decline of statewide emissions, with emissions levels falling 25% in 2019 based on a 1990 baseline. However, there has been a 3.8% increase in the state's operational emissions in 2022 based on a 2020 baseline (**Figure 3**), which is at least partially attributable to operational conditions during COVID as compared to now. Emissions from buildings and facilities increased 2% between 2020 and 2022, driven by an increase in oil use. Transportation emissions increased by 1.8%, driven primarily by fuel consumption increases associated with a larger state fleet.

As **Figure 4** shows, nearly half of state operational emissions come from transportation; nearly a third from process fuels associated with heating and cooling our buildings; and the remainder from electricity generation associated with state electricity usage.

We expect future years of this program to achieve a reduction in state operational emissions, as policies are adopted which enable and reward greater leadership by state agencies – while saving taxpayer dollars.

FIGURE 1: MAINE STATE FACILITIES ENERGY USAGE (2020-2022)

FIGURE 2: MAINE STATE FACILITIES ELECTRICITY USAGE (2020-2022)

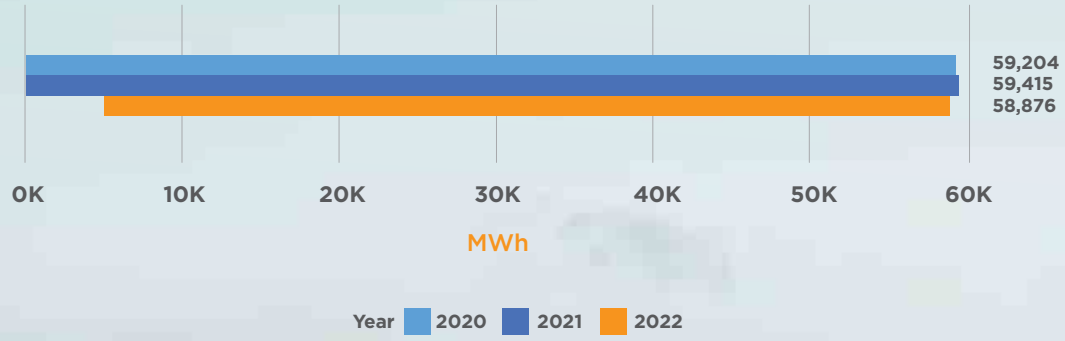


FIGURE 3: GROSS MAINE STATE EMISSIONS (2020-2022)

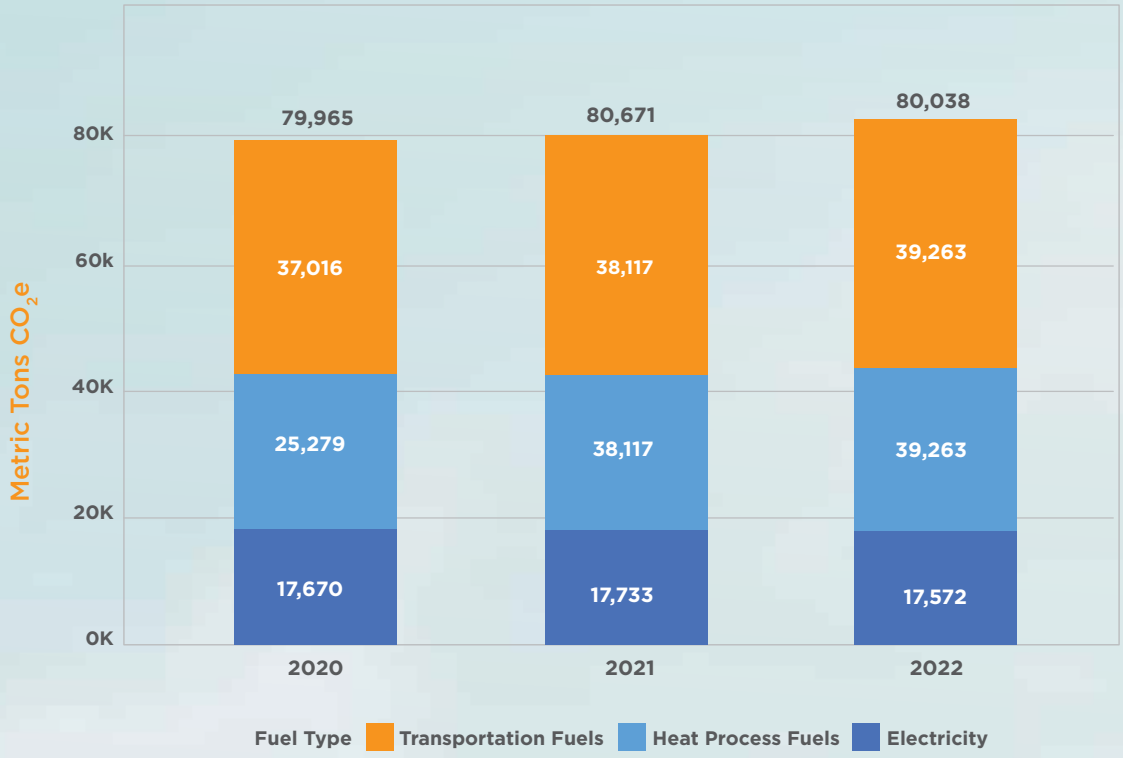
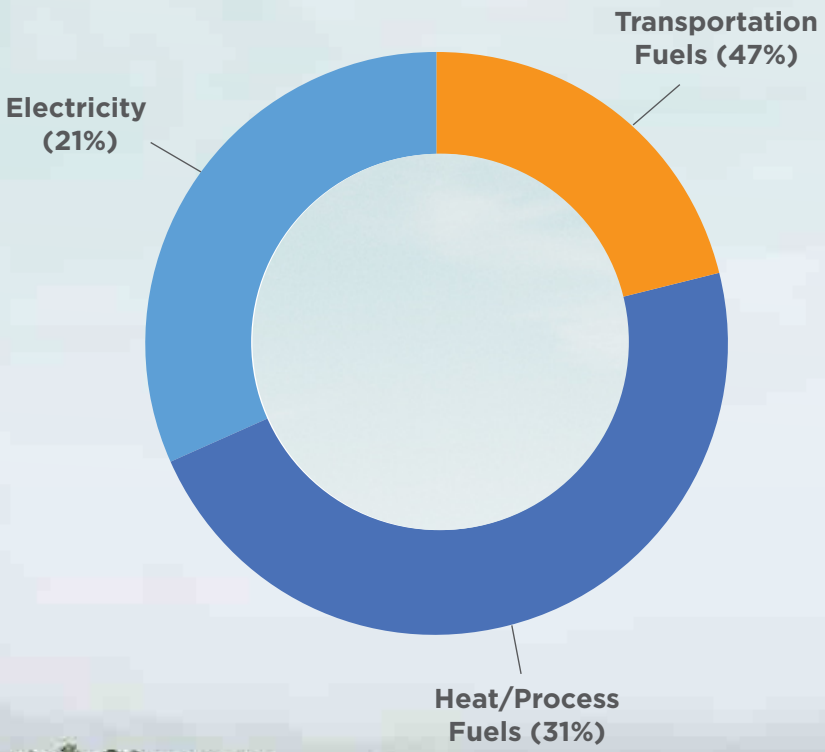


FIGURE 4: MAINE STATE EMISSIONS (2022)



Emissions from State facilities

The State of Maine uses three major energy sources in building operations: electricity, natural gas, and #2 heating oil. As compared to 2020, 2022 saw a 0.6% reduction in electric energy use, a 1.4% reduction in natural gas consumption, and a 6.9% increase in oil consumption.

Electric Energy Use

Small electric energy use reductions were driven in large part by facility changes that took place between 2020 and 2022, including the occupancy of the new Maine Correctional Center facility, a more efficient facility which replaced the prior facility built in 1900, and the installation of solar panels at the Long Creek correctional facility. In addition, two large state buildings (Ray Building, Cultural Building) were unoccupied in 2022 due to renovations.

These reductions were partially offset by increased electric energy use at the Augusta East campus, where a natural gas fired central heating plant was right-sized, resulting in an increase of grid-supplied electricity (with a commensurate reduction in natural gas use). In this renovation, very large boilers were replaced with 3 smaller boilers to "right size" boiler use, allowing shutdowns as needed, and resulting in higher electricity consumption. Additional increased electric energy use was due to a new Maine Army National Guard (MEARNG) readiness center in Bangor, increased occupancy of the Long Creek correctional facility after the completion of non-energy related renovations, and the installation of heat pumps at the Augusta Armory.

Natural Gas Use

Natural gas use is not widespread in state facilities outside of Augusta, due to limited natural gas distribution within the state. The decrease in natural gas use between 2020 and 2022 is associated with the occupancy of the new and more-efficient Maine Correctional Center facility and subsequent sunsetting of the older facility (both fired by natural gas); as well as the aforementioned heat pumps installed at the Augusta Armory, the decreased use of the central heating plant at the Augusta East campus, and vacancy of the Ray Building and Cultural Building. In addition, the Deering Building was electrified and was removed from the central East Campus boiler plant.

These decreases were partially offset by the new natural gas loads associated with the installation of a combined heat and power (CHP) unit at MEARNG in Bangor, a new MEARNG facility in Waterville, and the occupancy of new office space at the at the Augusta East campus (Greenlaw Building).

Oil Use

Unlike electricity and natural gas, oil use increased between 2020 and 2022. These increases were driven by Department of Correction (DOC) facilities,

Not All Fuels Are Equal

Emissions associated with various energy sources are a factor of both the magnitude of energy use, and the carbon dioxide equivalent (CO_2e) factor of a given fuel. Increases or decreases in fuels like oil have a greater impact on emissions than natural gas due to their higher CO_2e content. So, while oil made up 42% of total fuel energy use in 2022, it accounted for 49% of total fuel related emissions. Conversely natural gas, which accounts for 53% of total fuel energy use, only accounts for 44% of total fuel related emissions. To meet our greenhouse gas emissions reduction targets, large portions of the energy used in state facilities will need to be converted from higher emitting sources, like fossil fuels, to low carbon resources and electricity—a transition referred to as beneficial electrification—and at the same time, this electricity must increasingly come from cleaner generation sources.

which consume more than 50% of the total oil consumed by all state facilities. These DOC facilities are in areas without natural gas service, and rely on a mix of heating oil, propane, and wood for facility heating. Increased oil use at Mountain View Correctional Facility was due to a decrease in propane and wood use. Opening of a newly constructed Downeast Correctional Facility accounted for additional increases as compared to 2020.

The increased oil use at DOC facilities was mitigated by decreased use at 221 State Street, a state-owned facility with multiple occupants, due to a reduction in use and occupancy of the space; and through the installation of heat pumps at several facilities including the East Campus Deering Building and several MaineDOT facilities. However, many MaineDOT facilities continue to rely on oil for heating. The installation of heat pumps at existing facilities has demonstrated the energy and emissions reductions that can be achieved, and MaineDOT is continuing to install heat pumps, offsetting oil and other heating fuel in the process.

Emissions from State-Owned Transportation

Central Fleet Management (CFM), a division of DAFS, centrally procures, distributes, and disposes of passenger vehicles and light truck vehicles on behalf of many state agencies – with a few notable exceptions described below. In 2022, CFM managed 2304 light duty vehicles; of this fleet, 41 are battery electric or conventional hybrid vehicles (Figure 5 and 6).

In addition to CFM vehicles, there are approximately 850 medium- and heavy-duty vehicles (MHDV) in the state fleet, comprised of construction vehicles, delivery vans, snow plows, refuse trucks, school buses, utility pickup trucks, and other vehicles; not to mention a significant fleet from planes, boats, and off road vehicles (snow mobiles, ATVs). There are currently no electric MHDVs in the state fleet.

Box Trucks	4
Car	701
Motorcycle	1
SUV	213
Trucks: Light Duty	1111
Trucks: Medium Duty	70
Vans: Mini & Full	204
TOTAL	**2304**

Figure 5: state fleet vehicles owned by CFM in 2022

Battery Electric Vehicles (BEV)	17
Plug in Hybrid Electric Vehicles (PHEV)	1
Conventional Hybrids (ie Toyota Prius)	23
Internal Combustion Engine (ICE) Vehicles	2263
TOTAL:	2304

Figure 6: CFM vehicles by drivetrain 2022

Finally, the Department of Public Safety (DPS) independently manages a fleet of approximately 635 vehicles of various makes and models. The Maine State Police began a gradual shift of only a handful of hybrid vehicles in 2019 to all front-line vehicles becoming hybrid with the 2023 vehicle order. There are currently 29 hybrid vehicles in the fleet.

SUMMARY OF 2021 LEAD BY EXAMPLE TARGETS

BY 2022

- Relaunch GO Maine
- MaineDOT will promote a program and incentives to encourage state workers to share commuting options.
- Agencies may provide infrastructure for employees to store personal or shared bicycles, making short trips during the day more convenient.
- Establish a teleworking policy that considers lessons from the health emergency and allows feasible teleworking options.
- The state will set targets that lead to healthier workplaces and that reduce solid waste from state-owned facilities.

BY 2024

- Purchase 100% clean energy for state electricity usage.
- Maximize the use of state buildings and lands for clean energy generation, where practicable.

BY 2025

- At least 50% of newly purchased or leased light-duty state fleet vehicles will be ZEVs or PHEVs.
- The state will ensure the availability of adequate and coordinated charging infrastructure to meet this target.

TRANSPORTATION

CLEAN ENERGY AND EMISSONS

BUILDINGS AND ENERGY EFFICIENCY

BGS Augusta "Master Plan" Implementation:

- Prioritize modern HVAC upgrades, integration of renewables
- efficient building improvements,
- focusing on the most cost-effective options.

Construction of new buildings will:

- Prioritize highly-efficient building design and the use of modern, climate-friendly wood-based building materials
- Incorporate renewable energy, where possible
- Use advanced wood products, including cross-laminated timber (CLT) and other innovative options, with a focus on those produced in Maine

The state will develop more specific guidance for agencies to integrate climate risk management into asset construction and maintenance.

The Maine Climate Council's sea level rise projections will be taking into consideration for facility building and improvement.

BY 2023

BY 2030

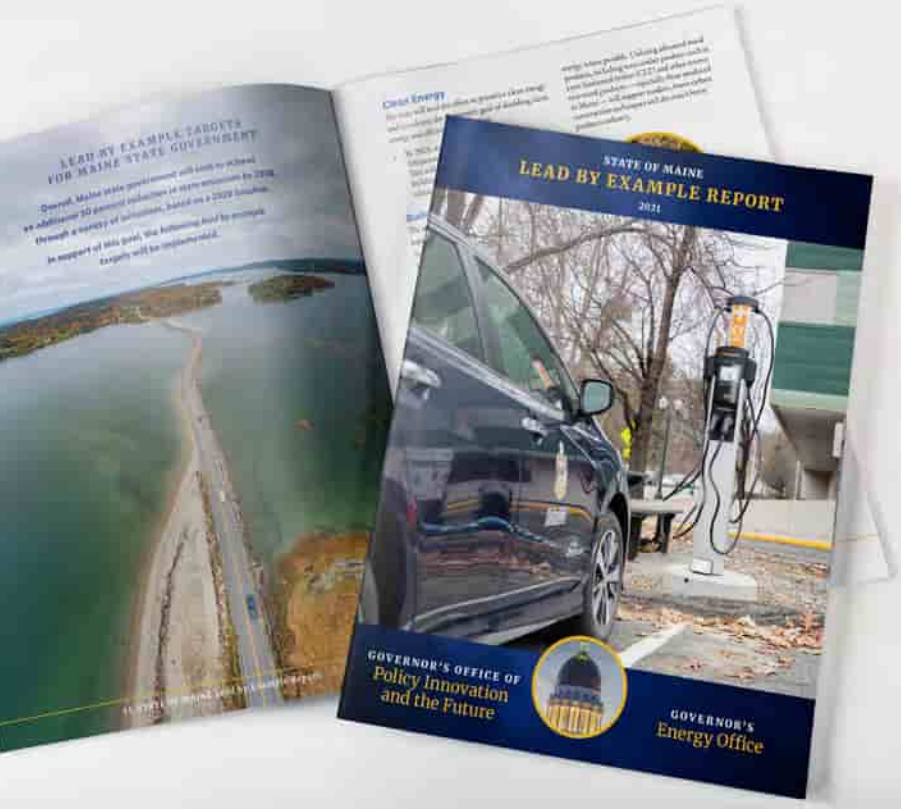
State institutions will purchase at least 20% of their food and food products from local producers.

100% of all newly purchased or leased light-duty state fleet vehicles will be ZEVs.

State government agencies will test new low and zero-emission technologies for medium and heavy-duty vehicles, setting future targets based on emerging technology options.

RESILIENCE

GREEN PROCUREMENT AND WASTE REDUCTION



Lead By Example Targets for Maine State Government

The state's first LBE report established targets to guide state action in support of our emissions reduction goals. Targets included action in the areas of clean energy, buildings and energy efficiency, transportation, resilient infrastructure, and green procurement and waste reduction.

PROGRESS SNAPSHOT

Clean Energy and Emissions

- 3.3% percent increase in state emissions in 2022 based on a 2020 baseline
- 51% clean energy[1] purchased for state electricity usage in 2022
- 284,356 kWh of solar energy produced by state owned solar installations[2] in 2022; this is enough electricity to power 43 average Maine houses for one year[2]

Buildings and Energy Efficiency

- More than 10 capital renovation projects to increase efficiency of state-owned buildings were completed or ongoing in 2022 (Appendix B)
- $87,000 VW settlement funds committed for state building efficiency retrofits

Clean Transportation

- GOMaine reduced over 1.5 million vehicle miles traveled (VMT) between its relaunch in April 2022 and December 31, 2022; nearly 20% of these VMT were reduced by State of Maine employees who are also members of GOMaine
- 31% of state of Maine employees are teleworking fulltime or parttime, avoiding over 400,000 commuting miles each week
- 5% of new vehicles purchased in 2022 (221) were battery electric (10) or plug in hybrid electric (1)
- 18 state properties have publicly accessible EV charging (44 total ports) (Appendix C)

1 The state's energy supply was compliant with the statutory renewable portfolio standard requirements in 2022.

2 Blaine House: 24207 kWh (CY 2022); MEARNG: 149,769 kWh (CY 2022); DOC Downeast Correctional Facility: 110,380 kWh (CY 2022)

3 An average Maine household uses 6,600 kWh of electricity annually: https://www.maine.gov/energy/electricity-prices

CLEAN TRANSPORTATION LEAD BY EXAMPLE TARGETS

- **Relaunch GoMaine and other programs that encourage shared commuting options and active transportation for state workers. This includes infrastructure for personal or shared bicycle usage during the day.**
- **By 2022, the state shall have a policy on teleworking.**
- **By 2025, a minimum of 50 percent of newly purchased or leased light-duty state fleet vehicles will be ZEVs or PHEVs. By 2030, 100 percent of all newly purchased or leased light-duty state fleet vehicles will be ZEVs. The state will ensure the availability of adequate and coordinated charging infrastructure to meet this target.**
- **State government agencies will pilot emerging low and zero emission technologies for medium and heavy-duty vehicles as new technologies emerge.**

As the largest source of statewide emissions, the state is taking steps to transition away from internal combustion engine vehicles and towards electric alternatives. This includes purchasing electric or hybrid vehicles, installing electric vehicle charging in places where state employees live and work, and encouraging teleworking, carpooling, public transportation, and active transportation as methods to reduce vehicle miles travelled.

Action 5: The state will encourage shared commuting options and active transportation for state workers. This includes relaunching GOMaine and providing infrastructure for personal or shared bicycle usage during the day.

GOMaine provides ride matching services for commuters and rewards for those participating. Members can find travel options like buses, carpools, vanpools, biking, or walking, and can record trips and earn rewards for reducing their transportation emissions. Additional benefits include provision of an "emergency ride home", a Multimodal Trip Planner and preferential parking at state facilities.

MaineDOT relaunched the GOMaine program in April 2022, reducing over 1.5 million vehicle miles traveled (VMT) before the end of the 2022 calendar year. Nearly 20% of these VMT were reduced by State of Maine employees who are also members of GOMaine**.** In the same timeframe, GOMaine helped reduce 646 tons of CO_2, the equivalent of avoiding more than 74,000 trips in individual occupancy personal vehicles.

200 Maine state employees are currently members of GOMaine; MaineDOT and DHHS employees have the largest level of participation. In addition to MaineDOT, DCED, MaineHousing, DHHS and DEP have all shared information encouraging employees to register for the program. And GOPIF and other agencies have offered GOMaine as a carpooling option for in-person conferences, allowing registrants to carpool with others and reduce emissions associated with state-run events.

State agencies are also taking a *healthy* interest in active transportation, including biking and walking. MaineHousing has an Actwell team that promotes wellness and exercise by all staff including monthly walking/step challenges. In June 2022, MaineDOT hosted an e-bike test ride event for nearly 30 State of Maine employees in Augusta; at least two MaineDOT employees regularly commute to work on e-bikes. Most state agencies offer outdoor bike racks at some of their locations, with MaineHousing also offering indoor bike storage;

Department of Education Teleworking

More than 80% of employees at the DOE are on permanent telework or hybrid work arrangements. To support this shift, the DOE has decreased their overall office footprint – even with an increase in positions – and has radically reconfigured their spaces. Employees that telework full time no longer have in-office desk space, employees with a hybrid schedule share a desk with another employee with an opposite schedule. The department set up 18 "hotel" spaces, 2 of which are cubicle offices with doors; employees with no assigned desk can book these spaces for a day if they need to come into the office. Lockers are also available to secure items while in the office for employees who do not have desk space or a reserved hotel space. DOE has also implemented new communications channels to support a majority remote workforce, including a biweekly commissioner's meeting, a weekly email with helpful snippets for all employees, a monthly email with helpful information for supervisors, and in-person informal lunches for those employees who miss the socialization part of their workday. Overall, DOE employees report that working remotely has increased their productivity, increased their availability due to less travel time, saved money on gas, and helped create a better work-life balance.

in addition, MaineDOT and the Department of Labor (DOL) have space for indoor e-bike charging. Finally, at least 11 state agencies have shower facilities for cyclists and runners to use.

Action 6: The state will develop a policy on teleworking that allows for teleworking options where feasible.

As the second largest employer in Maine, the state is in a position to be a leader in workplace innovation, environmental stewardship, and economic development. After many years of contemplating the viability and possibility of remote work for State employees, at the onset of the COVID-19 pandemic, a large portion of the state's workforce was moved to ad hoc telework, accelerating us past contemplation of telework to full implementation—including an evaluation of the impact of telework for both operations and employees. In August 2021, the Executive Branch Baseline Telework Policy was finalized, and over the course of the next year, both return-to-work and permanent teleworking arrangements were implemented across state government.

Nearly a third of state employees now telework on a regular basis, on average teleworking three days a week. Teleworking has led to a significant reduction in vehicle miles travelled, time spent commuting, and money spent on gas and other vehicle expenses by state employees. DAFS has developed a public telework dashboard, and a suite of internal reports that allow managers to help organize teleworking arrangements across their departments. State agencies are also changing the way they use space, creating more flexible hoteling and drop-in spaces to allow teleworking employees to seamlessly return to the office when needed, and investing in A/V systems that allow for hybrid meeting participation. BGS has also developed a suite of technical assistance to support state agencies in redesigning office spaces for hybrid work arrangements.

Action 7: The state will continue to electrify transportation, by transitioning its fleet to ZEVs and PHEVs and by piloting emerging low and zero emission technologies for medium and heavy-duty vehicles.

The state faces the same electric vehicle supply constraints which impact drivers across Maine. While national and global carmakers have pledged to go fully electric within the next decade, purchasing an electric vehicle in Maine remains challenging; in a recent round of state-led procurement, no Maine dealer offered an electric model for sale to the state.

Even with these challenges, multiple state agencies are pursuing cleaner vehicles and are utilizing EMT rebates when purchasing electric vehicles and charging infrastructure. Of the 2,300 light duty vehicles currently managed by CFM, 41 are battery electric or conventional hybrid vehicles. Many state agencies have expressed interest in acquiring electric vehicles as they become available, and DAFS has recently approved a new vehicle procurement policy that requires state agencies to seek a formal exemption when seeking to replace a CFM vehicle with a conventional internal combustion engine vehicle.

LEAD BY EXAMPLE: Fleet Electrification at the Department of Inland Fisheries and Wildlife

DIFW is Leading by Example with the electrification of its vehicle fleet. In 2022, the Department launched a pilot project with the purchase of two Ford F-150 Lightnings, replacing two gas-powered pickups. DIFW's F-150 Lightnings are being used in their Augusta and field offices to assess their suitability for travel to regional offices and local field work, particularly winter performance and range impacts from towing. The Department estimates that the switch will result in more than $1,500 annually in fuel savings.

While DOC has one electric transit van, the state has yet to pilot any medium or heavy-duty electric vehicles (MHDVs). There are approximately 850 MHDVs in the state fleet, comprised of construction vehicles, delivery vans, snow plows, refuse trucks, school buses, utility pickup trucks, and other vehicles; not to mention a significant fleet of planes, boats, and off road vehicles (snow mobiles, ATVs). MaineDOT has purchased one hybrid electric ferry and is committing to looking at hybrid and electric options for all future ferry replacements which are owned and managed by the state. Together with a variety of partners, the Maine Clean School Bus Program has supported the deployment of more than 30 electric school buses around the state. MaineDOT continues to explore federal funding opportunities to support the pilot of additional MHDVs across the state fleet.

Adequate charging infrastructure is necessary for state agencies to transition to a fully electric fleet. This includes a combination of fleet charging at state facilities, publicly accessible fast charging for those state vehicles which travel significant distances in a single day, and some at-home employee charging for those vehicles assigned to a specific state employee. Through funding from EMT, at least 18 state properties have currently been able to install publicly accessible EV charging (Appendix C); BGS is working with a consultant to study electric vehicle infrastructure needs associated with the Augusta campuses and will begin implementing this Augusta Charging Master Plan in 2024. Maine DOT, EMT, GOPIF, GEO, and others have been collaborating on a 5-year Plan for EV charging infrastructure, investing more than $25 million of state and federal funding to ensure a statewide network of fast charging along all of Maine's major travel routes. Finally, DAFS has convened a work group to develop a policy governing at-home charging of state-owned EVs, and successfully received funding in the FY 24/25 biennial budget to outfit all CFM vehicles with telematics, providing valuable route, operational, and charging data to facilitate cost reimbursement and savings calculations.

Next Steps

Significant federal funds are currently available to help green the state fleet. New federal clean vehicle tax credits, competitive grant programs, rural

LEAD BY EXAMPLE: Fleet Electrification at The Department of Public Safety

The DPS fleet is comprised of approximately 635 vehicles of various makes and models. Vehicles are deployed throughout DPS, including the Maine State Police, Office of the Fire Marshal, and the Communications Division.

The Maine State Police began a gradual shift of only a handful of hybrid vehicles in 2019 to all front-line vehicles becoming hybrid with the 2023 vehicle order. There are currently 29 hybrid vehicles in the fleet. DPS hopes to test and evaluate fully electric pursuit rated vehicles within the next year, or as soon as manufacturer development allows them to be available.

DPS has been piloting a telematics program with a limited number of State Police vehicles, providing valuable data including CO_2 emissions and fuel consumption. The data shows a significant savings in fuel between hybrid and gasoline-only powered engines. Data also indicates a significant reduction in CO_2 emissions with hybrid vehicles in this pilot program.

charging infrastructure funding, and other flexible funding designed to reduce transportation emissions can be used to help support electrification of both passenger vehicles and MHDVs.

The state is developing better data, clearer policy, new guidance, and additional education to help reach our goals. Once installed, telematics units promise to provide clear vehicle-by-vehicle data on operations, miles travelled, and fuel usage. At the same time, the state requires a comprehensive fleet transition plan to help plan for, fund, and acquire the number of vehicles and coordinated charging infrastructure to meet our 2025 and 2030 LBE targets. In the coming year, GEO and GOPIF will work with DAFS, CFM, and other partners to support this comprehensive planning effort. Each state agency must also take active steps to understand their fleet operations, and to educate drivers about the benefits and operations of EVs. For this reason, state agency green teams will include in their LBE planning efforts a plan for achieving LBE fleet transition goals. Finally, behavioral change remains a barrier to fleet electrification. Working together with EMT and other partners, CFM will host up to 6 EV ride and drive events at state facilities in the coming year, allowing employees and fleet managers to learn about and drive common EV models.

There is still potential to organize teleworking arrangements to achieve the dual promise of reducing vehicle emissions *while at the same time* reducing the state's building emissions footprint. In combination with adopting building energy management systems, coordinated teleworking schedules could reduce or eliminate in-person employees in a particular building or on a particular floor on any given day of the week, reducing the need to heat/cool/light that floor during traditional hours of operations for those buildings with building control systems. This type of coordination requires a holistic look across workers and departments, considering schedules, locations, and operational needs; the benefits are potentially large in terms of decreasing the state's overall building and energy footprint. DAFS will continue to support this work, helping agencies achieve the multiple benefits associated with teleworking. Finally, broadband internet access remains a barrier to teleworking in some parts of the state, a challenge being addressed by the Maine Connectivity Authority.

Maine must improve the climate readiness and resilience of state-owned infrastructure so that it serves Maine better under day-to-day conditions and functions reliably during emergencies. In addition, the state needs to understand the impacts of climate on its workforce, both directly and indirectly, during both climate emergencies and daily operations.

CONCLUSION: ACCELERATING ACTION ACROSS STATE GOVERNMENT

In preparing this report, a survey of agency LBE Coordinators surfaced enthusiasm for these opportunities but also several important challenges to implementing lead by example initiatives. Agencies need clear implementation guidance to help with managing for climate risk; new procurement contracts to help them buy clean and carbon friendly products; a champion on their leadership teams to support LBE priorities; and additional staff and financial support to contribute to this important work.

Together across state agencies – and with external partners, including the U.S. Climate Alliance, the National Association of State Purchasing Officials, and expert technical assistance from EMT – the state will continue to seek creative solutions to overcome these challenges. These solutions include:

- Within the next year, GOPIF and GEO will jointly hire a Lead By Example program lead. This lead will continue to support educational efforts, provide technical assistance directly to state agencies, and will work with agency LBE green teams to prepare their agency specific plans for leading by example.

- The LBE Leadership Committee will support each agency to establish a green team, comprised of participants from the Commissioner's office, facilities managers, transportation managers, procurement personnel, and other interested parties. Together, these teams will develop a plan to achieve lead by example targets, drawing on the specific circumstances, priorities, abilities, and enthusiasm of their agencies.

- The LBE Leadership Committee will continue to provide coordinated and centralized support of this initiative, focusing on developing and promulgating clear guidance addressing waste reduction, clean energy procurement, green procurement, EV charging and purchasing, and climate resilience of state-owned facilities. The Leadership Committee will also work to identify opportunities for partnership with the legislature, include the opportunity to advance enabling legislation in support of this body of work.

Every two years, the state will continue to report on our efforts. In future years, we will work to align reporting timelines with agency calendars, including evaluating a potential shift towards collecting fiscal year vs calendar year data.

By leading by example, Maine state government can help meet our state's ambitious climate goals while saving taxpayer dollars, building a healthier work environment, investing in Maine's economy, creating jobs, and inspiring others to take climate action. And while this report is focused on state infrastructure and operations, this work will create opportunities to collaborate with other entities such as school districts, municipalities, and other large institutions like hospitals and the state's higher education systems.

We commend Maine's agencies for starting this important work and leading by example.

MaineDOT Carbon Reduction Strategy

Submitted to the Federal Highway Administration: November 14, 2023

MaineDOT

Executive Summary

The Carbon Reduction Strategy (CRS), a requirement of the 2021 federal Bipartisan Infrastructure Law (BIL), serves as a guide for MaineDOT to reduce carbon emissions from Maine's transportation system. The CRS serves two primary purposes:

1. Identifying goals and supporting strategies to reduce transportation emissions, appropriate to the population density and context of the state (including Metropolitan Planning Organizations (MPO)), while fulfilling the requirements of §11403; 23 United States Code 175 in developing a Carbon Reduction Strategy that will guide MaineDOT's investment of Carbon Reduction Program (CRP) funding.
2. Highlighting how the CRS aligns with existing statewide climate initiatives, MaineDOT's Family of Plans, and other MaineDOT climate efforts, including some that go beyond emissions reduction to include resilience and adaptation to climate change.

Rather than lay out a new set of goals, the CRS builds on and supports existing statewide climate initiatives, such as the State's climate action plan (*Maine Won't Wait*) and the *Clean Transportation Roadmap*. The CRS also supports the vision and goals laid out in MaineDOT's Family of Plans, especially MaineDOT's Long-Range Transportation Plan. MaineDOT is dedicated to the development of an environmentally sustainable transportation system and will use the CRS as one tool to continue investing in practical transportation solutions that mitigate impacts on the natural world and prepare for the realities of climate change. In implementing the CRS, MaineDOT will uphold the commitments listed in the MaineDOT Statement on Equity, which reiterates MaineDOT's commitment to ensuring that all Maine people have access to safe and reliable transportation options that support economic opportunity and quality of life regardless of a person's economic, social, ethnic, racial, age, sexual orientation, physical, mental, or geographic circumstance. Implementation of the CRS, along with other elements of MaineDOT's Climate Initiative (which are described in the CRS) will help to support achievement of the Maine's climate goals: a 45% reduction in carbon emissions by 2030, an 80% reduction by 2050, and carbon neutrality by 2045.

The strategies identified in the CRS will guide MaineDOT's use of approximately $27.5 million in federal CRP funding, which will be allocated to Maine over the span of five years (FY22-FY26). In accordance with the requirements of BIL, 65% of these funds will be allocated to certain areas of the state based on their share of the population, while MaineDOT will be able to allocate the remaining 35% anywhere in the state. The CRS provides guidance about what types of projects should be prioritized for CRP funding, rather than a list of specific projects. This provides MaineDOT with the flexibility to respond to opportunities as they arise and enables us to continue coordinating with Maine's MPOs and consulting with Maine's Regional Planning Organizations (RPOs) in the coming years to identify the most beneficial projects to support their regions and reduce emissions.

After discussions with our MPO and RPO partners, and an extensive public outreach process that provided important insights into the priorities of partners and citizens from across the state, MaineDOT has identified the following core strategies for the CRS to guide the investment of MaineDOT's CRP funds:

- **Strategy 1: Enhance Active Transportation Options**
  - Strategy 1-A: Prioritize first- and last-mile infrastructure and support local, non-motorized trips
  - Strategy 1-B: Fill gaps in the Active Transportation network
  - Strategy 1-C: Invest in equipment to support demonstration and pilot programs
- **Strategy 2: Reduce Vehicle Miles Traveled (VMT) Through Improved Transit Options**
  - Strategy 2-A: Improve transit service and accessibility- through small, cost-effective projects
- **Strategy 3: Support Existing Electrification Priorities and Programs**
  - Strategy 3-A: Lead by example by increasing access to public electric vehicle chargers

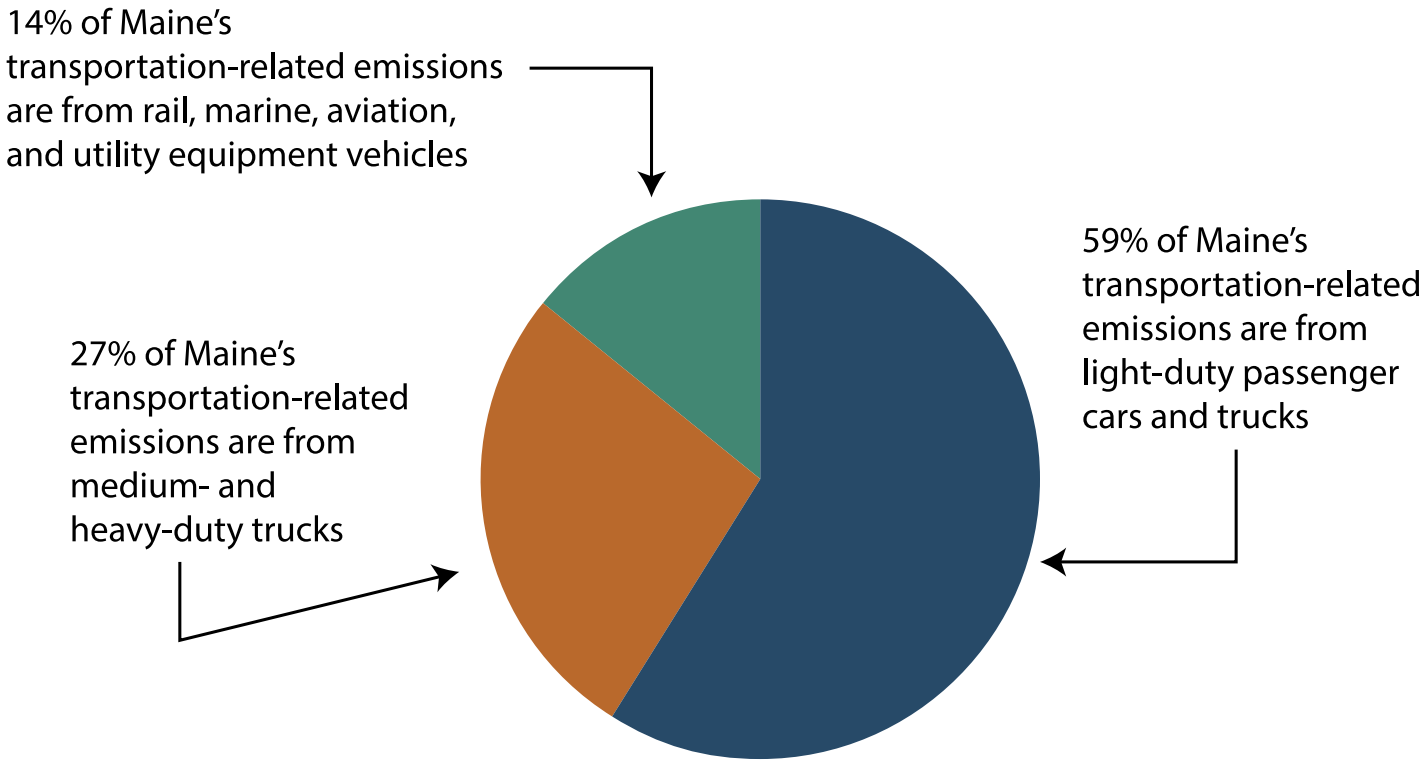
Going forward, MaineDOT will implement these strategies by prioritizing eligible projects for CRP funding through our Work Plan process. MaineDOT will continue to coordinate with our MPO partners in urban areas, and consult with our RPO partners in rural areas, when selecting projects in their regions. By implementing the CRS, MaineDOT and our partners will continue to make good on our commitment to support Maine's climate goals and to deliver a safe, multimodal, and efficient transportation network that leads to carbon reductions across Maine's transportation system.

Introduction

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") (BIL) into law. The BIL authorizes a new Carbon Reduction Program (CRP) codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This Carbon Reduction Strategy (CRS) will guide the Maine Department of Transportation's (MaineDOT) use of federal CRP funds.

MaineDOT developed this Strategy to support ongoing and future efforts to reduce CO2 emissions from the transportation sector in Maine, consistent with BIL and CRP requirements, in alignment with current State of Maine policies, statutes, and existing MaineDOT initiatives, and in coordination with our Metropolitan Planning Organization (MPO) partners around the state.

Transportation is responsible for 49% of Maine's annual greenhouse gas emissions. Maine's rural character and relatively low emissions from other sectors—like electricity generation—make our transportation emissions disproportionately high compared to other states. When emissions are analyzed by vehicle type, 59% of Maine's transportation-related emissions are from light-duty passenger cars and trucks; 27% are from medium- and heavy-duty trucks; and the remaining 14% come from rail, marine, aviation, and utility equipment vehicles. The most significant reductions of greenhouse gas emissions in Maine's transportation sector will come through the long-term and large-scale electrification of our transportation systems, reduction of the number of miles Maine People drive through expanded options and funding for public transportation and ride-sharing (including through GO MAINE, the statewide travel resource program), increased broadband deployment across the state, and support for human-scaled downtowns and villages.



Funding

Carbon Reduction Program

Maine expects to receive approximately $27.5 million in federal CRP funding from FY22-FY26. While Maine was originally allocated $29.9 million, the Federal Highway Administration (FHWA) retained some CRP funds from each state in FY22 to stand up the program, reducing the total available to MaineDOT. Federal CRP funds may only cover up to 80% of the total cost of any project. The remaining 20% must be made up of state and/or local matching funds.

The annual breakdown of funds is illustrated below. These numbers are approximate and based on a 90% obligation authority, as is standard assumption with federal funds. These figures do not include state or local matching funds.

Fiscal Year (FY	Available federal funds
FY22	$3.3 million
FY23	$5.2 million
FY24	$5.3 million
FY25	$5.4 million
FY26	$5.4 million

BIL requires that CRP funds be obligated in different areas of the state based on their population. The breakdown is as follows:

- 65% of Maine's CRP funds must be obligated in different areas of the state. The proportion of these funds obligated in each area must be based on each area's share of the state's total population:
    - Urbanized areas with a population over 200,000
    - Urbanized areas with a population between 50,000-200,000
    - Urban areas with a population between 5,000-49,999
    - Areas with a population below 5,000
- MaineDOT retains the ability to obligate 35% of Maine's CRP funds anywhere in the state, regardless of population.

For instance, in FY24, MaineDOT would allocate approximately $3.45 million to parts of the state based on their share of the population, leaving approximately $1.85 million to allocate anywhere in the state.

MaineDOT will coordinate with the MPOs to program CRP funds in Maine's urban areas and consult with our Regional Planning Organizations (RPOs) to program CRP funds in rural areas. MaineDOT is currently working with our MPO partners to confirm the final borders for Maine's urban areas based on the 2020 Census, which will determine which municipalities are included in which urban area classifications.

Other MaineDOT Investments

MaineDOT funding for projects that support Maine's climate goals are not limited to what is available through the CRP. In addition to the CRP funding commitments, MaineDOT's Three-Year Work Plan for 2023-2025 provides nearly $68 million for active transportation capital projects, including $46.5 million in funding for 82 stand-alone active transportation projects, encompassing nearly 42 miles in 45 different communities across Maine. This is in addition to other projects funded as a part of highway, bridge, or other capital projects that also may integrate active transportation improvements. This Work Plan also provides more than $100.4 million in transit capital funding investments. This total includes federal, state, and local funds. These investments provide support to Maine's 20 regional and local transit providers.

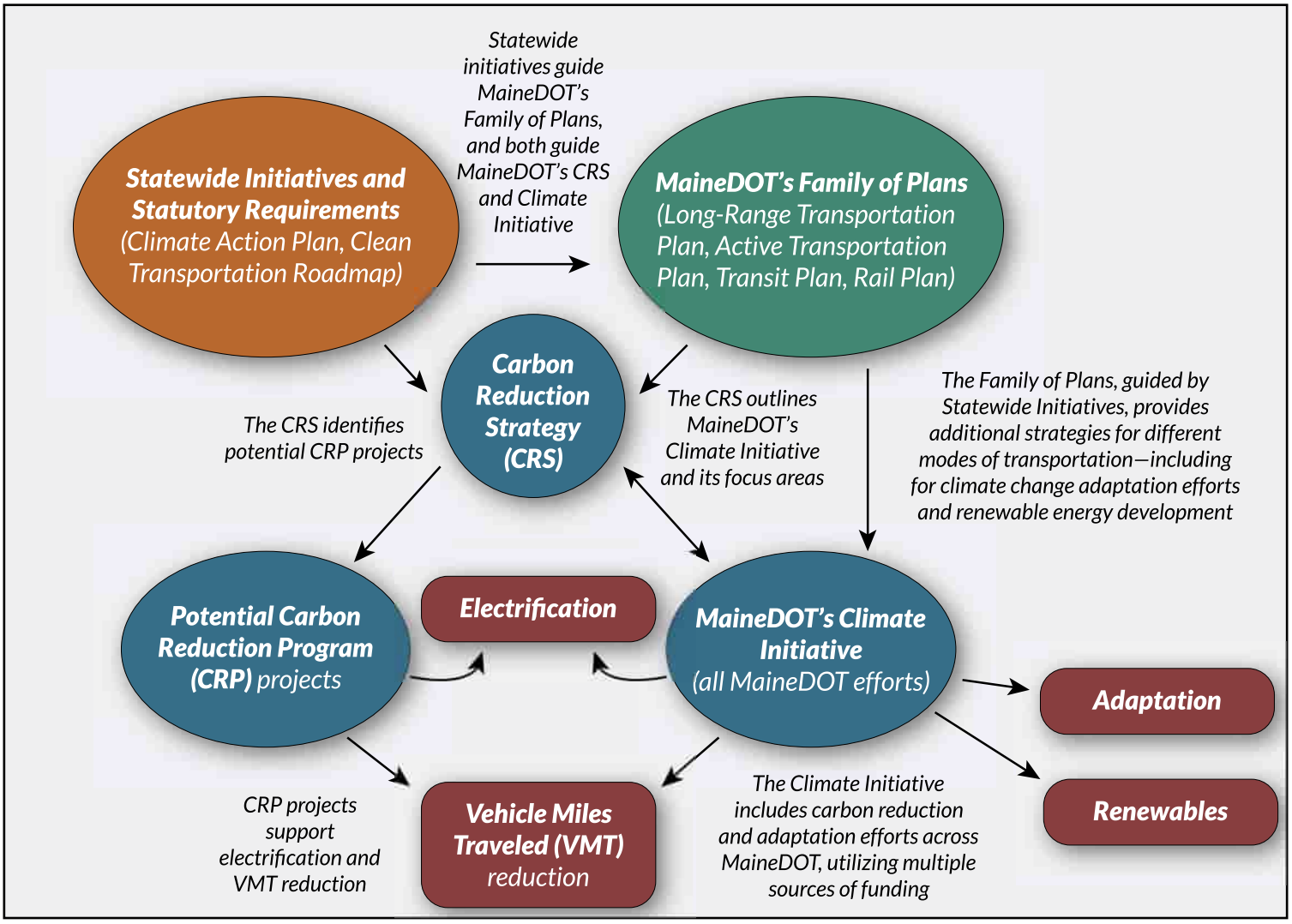
Carbon Reduction Strategy Alignment with Existing Plans

MaineDOT developed this Carbon Reduction Strategy with input from numerous existing and ongoing State of Maine and MaineDOT planning documents and initiatives. The CRS is only one component of MaineDOT's Climate Initiative, focused on how to use CRP funding to support emissions reduction through electrification and vehicle miles travelled (VMT) reduction.

This section provides important context about the statewide goals guiding MaineDOT's climate efforts and MaineDOT's goals for the transportation system as they relate to climate change and the environment. It also describes MaineDOT's overarching Climate Initiative, which is centered around four major focus areas: electrification, VMT reduction, adaptation, and renewables. The CRS will be an important component of these efforts, guiding CRP investments to support electrification and VMT reduction.

The illustration below lays out how these different efforts are interconnected and mutually supportive.

Illustration: The CRS' Place in MaineDOT's Climate Efforts



Climate Action Plan, Maine Won't Wait

In June 2019, Governor Janet Mills signed An Act to Promote Clean Energy Jobs and to Establish the Maine Climate Council into law. The Maine Climate Council, an assembly of scientists, industry leaders, bipartisan local and state officials, and engaged citizens was charged with developing a four-year Climate Action Plan (Plan) to achieve the ambitious emissions reductions goals laid out in law: 45% by 2030 and 80% by 2050 and carbon neutrality by 2045.

The Climate Action Plan, *Maine Won't Wait*, identified four key strategies to reduce carbon emissions in Maine. Strategy A focuses on the future of transportation in the state, which is responsible for 49% of Maine's annual greenhouse gas emissions. To meet emissions reductions goals identified in statute, Maine must pivot to the future by pursuing aggressive transition strategies and innovative solutions within this important sector.

Strategy A includes three sub-strategies to accomplish the goals of the Plan:

Accelerate Maine's Transition to Electric Vehicles

- Achieve emissions-reduction goals by putting 41,000 light-duty electric vehicles (EVs) on the road in Maine by 2025 and 219,000 by 2030.
- By 2022, develop a statewide EV Roadmap to identify necessary policies, programs, and regulatory changes needed to meet the state's EV and transportation emissions-reduction goals.
- By 2022, create policies, incentives, and pilot programs to encourage the adoption of electric, hybrid, and alternative-fuel medium- and heavy-duty vehicles, public transportation, school buses, and ferries.

Increase Fuel Efficiency and Alternative Fuels

- Continue to support increased federal fuel-efficiency standards.
- Significantly increase, by 2024, freight industry participation in EPA's SmartWay program.
- Increase, by 2024, local biofuel and biodiesel production and use in Maine transportation sectors, especially heavy-duty vehicles (assuming Maine biofuels production becomes viable).
- Establish a time-limited incentive program, targeted to low- and moderate-income drivers, to encourage drivers to upgrade to higher-efficiency vehicles in the near term.

Reduce Vehicle Miles Traveled

- Reduce light-duty VMT over time, achieving 10% reductions by 2025 and 20% by 2030.
- Reduce heavy-duty VMT by 4% by 2030.
- Deploy high-speed broadband to 95% of Maine homes by 2025 and 99% by 2030.
- By 2024, establish state coordination, strengthen land-use policies, and use state grant programs to encourage development that supports the reduction of VMT.
- Increase public transportation funding to the national median of $5 per capita by 2024. (Note: the original figure referenced in Maine Won't Wait did not include all public transportation services. With all sources of state funding included, Maine's per capita state funding for transit was $10.81 in 2020 and $15.03 in 2021).
- Relaunch GO MAINE to significantly increase shared public commuting options by 2022.

The most recent Maine Won't Wait Progress Report was released in 2022. It identified several transportation successes, including a doubling of registered electric vehicles in Maine since 2020, the installation of 169 additional charging stations, the relaunch of GO MAINE, procurement of electric vehicles for the state fleet, and investments in broadband and multimodal transportation infrastructure.

Maine Won't Wait is a four-year plan, and the Maine Climate Council has begun the process of developing the next iteration of the State's Climate Action Plan. The updated plan is scheduled to be presented to the Legislature in December 2024. MaineDOT will review the updated Climate Action Plan and ensure our climate efforts align with its goals and strategies.

Maine Clean Transportation Roadmap

The Maine Clean Transportation Roadmap (Roadmap)—a specific action of Maine Won't Wait and supported by an Executive Order by Governor Janet Mills—identifies the policies, programs, and regulatory changes needed to continue decarbonizing Maine's transportation sector in coming years. The Roadmap integrates modeling of the transportation sector through 2050 and explores the relative contributions of electrification, vehicle miles traveled (VMT) management, and system efficiencies in achieving the desired greenhouse (GHG) emission reductions.

The Roadmap also provides a set of recommendations that will catalyze Maine's clean transportation sector.

Note: Only the recommendations related to MaineDOT's Carbon Reduction Strategy are listed.

State Run Programs	Goal	Rationale
Public DC Fast Charging (DCFC) Incentive and/or Ownership	Expand Charging Network	Academic literature clearly demonstrates positive relationship between DCFC access and EV sales.
Multi-Unit Dwelling (MUD) L2 Charger Incentive Program	Expand Charging Network	Analysis shows that enabling access to charging at MUDs has more impact on EV sales than providing charging for single-family homes.
Medium- and Heavy-Duty EV Incentive	Incentivize Clean Vehicles	Electrifying MHDVs is critical for meeting Maine's 2030 and 2050 GHG goals.
Marketing and Awareness Campaign	Education & Awareness	Ensures public has concise, accurate information on clean transportation modes, incentives, and technologies.
Local Programs	**Goal**	**Rationale**
Transit Village to Encourage Transit Oriented Development (TOD)	VMT Reduction & Mode Shift	Reduces VMT, boosts transit ridership, and reduces need for traditional road infrastructure.
Bicycle & Pedestrian Investment	VMT Reduction & Mode Shift	Ensures prioritization of nonmotorized modes and facilitates support of emerging micro-mobility technologies, such as e-bikes and e-scooters.

MaineDOT's Family of Plans

MaineDOT's Family of Plans is a set of multimodal and modal transportation planning documents that lay out the department's vision for Maine's transportation system, present recommendations for how to achieve the vision, and lay out the path to implementing them.

Long-Range Transportation Plan

The Long-Range Transportation Plan (LRTP) is MaineDOT's overarching plan to communicate the vision for the transportation system and the strategies that MaineDOT and our partners plan to implement throughout the next 20+ years.

One of the LRTP's five core goals is the development of an environmentally sustainable transportation system by investing in practical transportation solutions that mitigate impacts on the natural world and prepare for the realities of climate change. MaineDOT's objectives for this goal are to reduce greenhouse gas emissions from the use, maintenance, operation, and construction of the transportation system; mitigate the transportation system's environmental footprint; and reduce transportation disruptions due to climate change. The LRTP also identifies several strategies to help MaineDOT achieve these objectives, including positioning for an electric vehicle future, preparing for climate change, and leading by example.

Maine State Active Transportation Plan

The first-ever Maine State Active Transportation Plan (AT Plan) assesses the current state of active transportation (AT) in Maine, identifies and evaluates the state's goals, and proposes an implementation plan to achieve those goals. The plan will enable MaineDOT to enhance safety and accessibility throughout the state. The AT Plan states MaineDOT's belief that "a robust AT system statewide will support the Maine Climate Action Plan and the Maine Economic Development Strategy 2020-2029 and enhance the vibrancy of Maine's cities, quintessential villages, and rural areas."

The AT Plan calls for prioritized, cost-effective improvements to the on-road AT network that will improve active transportation in villages and downtowns, and enhancement of multimodal connections for all Maine people by increasing access to multimodal connections and providing additional consideration for underserved communities.

Maine State Transit Plan

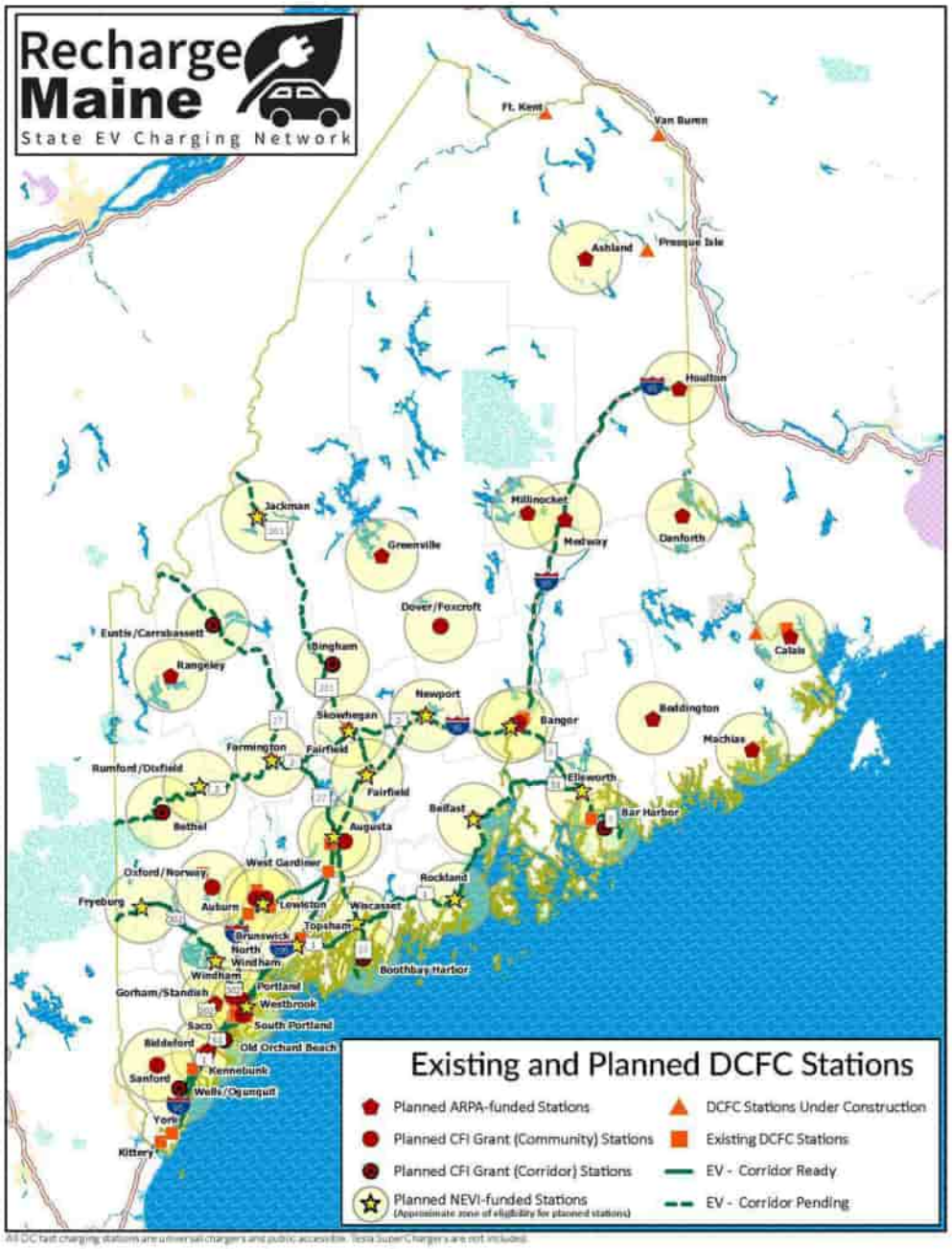
The Maine State Transit Plan (Transit Plan) is an update to the 2015 Statewide Strategic Transit Plan. The Transit Plan reviews existing conditions and needs to help identify potential system efficiencies, practices, and alternatives appropriate for Maine, and new modes and approaches for providing needed public transportation in rural Maine. The plan focuses on over-the-road public transportation, addressing passenger rail and ferry service at a high level.

The Transit Plan's needs assessment identified climate change as one of its key themes, with specific needs including the continued implementation of hybrid, electric, and other low- and zero-emission transit vehicles, as well as the continued development of a robust transit system. The Transit Plan presented 11 strategies for achieving Maine's public transit vision, including improving transit customer facilities statewide by improving amenities such as bus stops, shelters, signage, stations, transfer points, customer information and related amenities. The Transit Plan also calls for removing barriers to riding transit and making transit easier through modernizing payment systems and improving connections between transit agencies.

Plan for Electric Vehicle Infrastructure Deployment (Recharge Maine Plan)

The Bipartisan Infrastructure Law established a National Electric Vehicle Infrastructure Formula Program (NEVI) to provide funding to states to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

MaineDOT worked with Efficiency Maine Trust and other state agencies (including the Governor's Office of Policy Innovation and the Future, the Governor's Energy Office, and the Maine Department of Environmental Protection) to develop a Plan for Electric Vehicle Infrastructure Deployment describing how the NEVI funds would be used to expand the electric vehicle charging network across the state. This plan was approved for implementation by the FHWA in September 2022. An updated plan was submitted to FHWA on July 31st, 2023 and that plan will be posted on MaineDOT's Climate Initiative webpage once it is approved.



The 2023 NEVI Plan focuses on implementation of the $19M of NEVI funding available but also incorporates the overall Recharge Maine plan, including Maine Jobs and Recovery Plan (MJRP) funding and discretionary CFI funding. The Recharge Maine strategy (as seen in the below map) has been thoughtfully developed to utilize available funding sources concurrently while meeting the varying requirements of the funding sources. While the NEVI funding is required to be spent on designated alternative fuel corridors, MJRP funds and CFI community grants can support infrastructure in other locations across the state.

In 2023, Recharge Maine announced 7 new DC fast charger sites awarded with NEVI funds in Bangor, Augusta, and along Route 1 between Freeport and Ellsworth, as well as 5 new DC fast charger sites awarded with MJRP funds along the most traveled routes to the Crown of Maine and to the eastern border with New Brunswick.

Maine State Rail Plan

The Maine State Rail Plan (Rail Plan) is a multi-year guide for focusing federal, state, and local investments on a rail system that supports MaineDOT's vision, goals, and objectives for rail. One of the Rail Plan's six goals is to "Improve Maine's quality of life and economic competitiveness through transportation investments that promote energy efficiency, environmental sustainability, and equity." Some of the key objectives that support emissions reduction include encouraging greater use of freight and passenger rail, and investing in rail infrastructure and equipment that will reduce energy use and emissions.

MaineDOT's Climate Initiative

MaineDOT has been an active member in the Maine Climate Council (MCC) and the State's Lead by Example efforts. Since the release of Maine Won't Wait in 2020, MaineDOT has been actively working to reduce emissions and increase resiliency of infrastructure and has emerged as a leading state agency. These efforts will continue, with CRP funding providing additional resources for emissions reduction efforts. More information about MaineDOT's Climate Initiative can be found on our website.

Electrification

Charging Infrastructure

MaineDOT has been working with Efficiency Maine Trust (EMT) to expand electric vehicle charging infrastructure across the state since the VW settlement funds became available in 2018. Between 2018 and 2023, MaineDOT and EMT administered over $7 million in funds to install more than 50 DC fast charger ports and more than 200 Level 2 ports across the state. The state has received $8 million for public EV charging infrastructure through the Maine Jobs and Recovery Plan (MJRP), $18 million in funds from the National Electric Vehicle Infrastructure (NEVI) program to build a national network of EV chargers through the Bipartisan Infrastructure Law (BIL), and the state will also compete for additional funding through the BIL's Discretionary Program, Charging and Fueling Infrastructure (CFI) program. The CFI Program is a 5-year, $2.5 billion competitive grant program; MaineDOT submitted an application in June 2023 requesting over $15M in funding to support Recharge Maine, the statewide initiative to expand public level 2 and DC fast chargers in Maine.

Transit Electrification

In addition to public charging infrastructure, MaineDOT provided financial support for the first four battery electric buses and associated charging infrastructure for Greater Portland Metro and Biddeford-Saco-OOB Transit. The buses are now in operation and the charging infrastructure has been installed.

In addition, MaineDOT hired a consultant (HATCH LTK) to develop a best practices summary for transit vehicle electrification and, in collaboration with eight transit providers, complete individual fleet transition analyses and develop plans for transitioning select transit bus fleets to electric or hybrid vehicles. Details such as bus replacement schedules and recommended facility upgrades will position Maine's transit agencies for discretionary grant funding and ultimately more successful adoption of battery electric buses. The plans for each transit agency are available at the links below.:

- Bangor Community Connector (PDF)
- BSOOB (PDF)
- CityLink (PDF)
- Downeast (PDF)
- Metro (PDF)
- RTP (PDF)
- SPBS (PDF)
- YCCAC (PDF)

Hatch has begun working on transition plans for Kennebec Valley Community Action Program, Waldo Community Action Partners, and Western Maine Transportation Services. Hatch will resume work on these plans and begin work on a transition plan for Aroostook Regional Transportation System pending finalization of the contract extension.

MaineDOT worked with Hatch to apply on behalf of seven transit agencies for FTA's Low or No Emission Vehicle grant in April but was not successful in this round of Low No grants.

Electric ferry technology is improving but, like transit technology, the available models may not suit the needs of all trip types and routes. Hybrid ferries can reduce emissions compared to conventional diesel-only vessels. MaineDOT is committed to considering hybrid ferry options for all future ferry replacements. The following Maine State Ferry Service (MSRF) ferries have planned hybrid diesel-electric replacements scheduled:

- The M/V Almer Dinsmore is currently under construction at Senesco Marine and is scheduled for completion in late 2023. It will be the first ocean going hybrid-electric RoPax ferry in service in the United States and will serve Vinalhaven. The ferry will be based out of Rockland.
- The replacement for Margaret Chase Smith (Lincolnville and Islesboro) is currently in design. MaineDOT recently received a $28M grant for low emissions ferries. This ferry will be a double ended electric ferry powered by 2MW of onboard stored power and can operate in all-electric mode, with diesel generators onboard capable of providing additional power if needed.

Reducing Vehicle Miles Traveled (VMT)

Reducing the number of vehicle miles traveled is another key strategy to reducing emissions in the transportation sector, identified in the state's climate action plan. Although MaineDOT can't ask drivers to use their vehicles less, the Department can provide drivers with the choice of alternative modes of transportation. There are a number of projects underway which have goals of increasing mobility options and increasing active transportation safety, both of which may influence a driver's decision to drive their vehicle.

GO MAINE

MaineDOT, in partnership with the Maine Turnpike Authority, administers the state's ridesharing and trip planning program, GO MAINE, which was relaunched in early 2022. GO MAINE provides ride matching for carpoolers, rewards people for taking green commutes and offers the Emergency Ride Home Benefit for members. GO MAINE serves the entire state of Maine, and services are free.

Workforce Transportation Pilot

The Workforce Transportation Pilot program is an initiative of Governor Mills' Maine Jobs & Recovery Plan to pursue and develop transportation solutions that connect workers with employers across Maine. This $5 million program provides competitive grants of up to $750,000 to local and regional partnerships to pilot innovative ways to connect workers and employers through ridesharing, vanpools, and other subsidized transit options. Many grants have already been awarded to projects across Maine, including projects with Sunday River, Timber HP/GO Lab, and Gagne Foods that involve the purchase of electric vans, vehicles, and bicycles. Other projects include development of a new transit service between Biddeford, Sanford, and Kennebunk; connecting students in Oxford County with training, work, skill-building, and mentorship opportunities; and the extension of existing transit service hours in the Lewiston-Auburn region. It is anticipated that all Workforce Transportation Pilot funds will be committed by the end of 2023.

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E-Bikes

MaineDOT has supported the increasing use of electric bicycles (e-bikes) across Maine. MaineDOT has provided financial support to a bikeshare program in Portland since 2022, which includes both conventional and electric bicycles. In partnership with Bicycle Coalition of Maine, MaineDOT is operating a small fleet of e-bikes that are available for e-bike demonstrations at public or corporate events to promote bicycle commuting, safety, and the use of e-bikes as a transportation alternative. MaineDOT is also pursuing other e-bike initiatives with other state agencies around workforce transportation utilizing e-bikes.

Complete Streets

It is the policy of MaineDOT to carefully consider the needs of all users in the earliest stages of infrastructure project design. MaineDOT has delivered projects to improve pedestrian and vulnerable user safety which include new sidewalks, as well as the addition of shoulders, bike lanes, transit stops, freight unloading zones and accommodations for people with disabilities. Under Complete Streets, recent projects in urban or village areas, such as in Belgrade, Ogunquit, Thomaston, Yarmouth, Bar Harbor and Hallowell, have focused on safety for all users of the roadway, and resulted in streetscapes that are much safer and friendlier to pedestrians and other non-motorized users of the road network. In accordance with the Maine State Active Transportation Plan, MaineDOT is currently reviewing the state's Complete Streets Policy and plans to update the policy by early 2024.

Gateway Treatments

Some funding within MaineDOT's Village Partnership Initiative will be used to install roadway features that signal to drivers when they are entering downtown areas that they need to drive carefully. The goal of these gateway features is to improve safety for pedestrians and access to businesses. MaineDOT has identified the roadway features that are most effective in the state, which are outlined in this list of gateway treatment options.

Reducing Emissions Through Renewables

MaineDOT has identified and pursued ways to decrease emissions using alternative fuels and by generating renewable energy. MaineDOT recognizes that electrification is not a one-size-fits-all solution and continues to evaluate other techniques for reducing the agency's building, on-road, and fleet emissions.

MaineDOT completed the installation of solar arrays on I-95 Exits 109 and 112 in Augusta, utilizing degraded land that could serve few other purposes. These renewable roadsides have been explored by many state transportation agencies to reduce electricity costs, among other benefits. The cost to the state of Maine is nominal. MaineDOT's developer is covering the cost of development, construction, operation, maintenance, and the 20-year land lease. Additionally, MaineDOT will be planting pollinator-friendly plant species around the panels; many of these plant species are native to Maine.

MaineDOT continues to use locally produced biofuel to heat 11 facilities, and uses biodiesel in vehicles, which reduces carbon emissions compared to petroleum-based alternatives. In Q4 2022, MaineDOT reduced CO2 emissions by 43,662 lbs. and 142,906 lbs. by using biofuel and biodiesel, respectively. This pilot program supports the State's Lead by Example efforts and has given other municipalities and agencies to experiment with the biodiesel and biofuels.

Adaptation to Climate Change

Maine is experiencing the effects of climate change first-hand. In 2022 and 2023, a number of large storm events resulted in infrastructure failure, causing impassable roads, extended detours, and millions of dollars in damage. The Maine Climate Council's report notes that many culverts across the state have a greater than 66% chance of overtopping within the next 30 years and also recommends a commitment to manage 1.5 feet of relative sea level rise by 2050 and 3.9 feet of sea level rise by 2100. To lower the risk of future damage to infrastructure, MaineDOT has taken a number of steps to reduce vulnerability to climate change for transportation assets and other infrastructure.

MaineDOT has hired Climate Advisory LLC to conduct a Statewide Vulnerability Assessment of all assets within the State transportation infrastructure. The Assessment will consider the sensitivity and adaptive capacity of the infrastructure to climate hazards, identify which infrastructure is the most vulnerable, and finally determine the probability and consequence of failure, which will be used to recommend actions and focus areas for the Department. This effort will consider the other initiatives pursued by the state, federal, and municipal levels. The Assessment results and methods will be made publicly available so that others can utilize and replicate the work. The Assessment will support the State's climate action plan and Lead by Example efforts, in addition to saving money on future disaster events.

The *Bridge Design Guidance* was revised to require assessment of 4 feet of sea level rise per 100 years for new bridge designs. The change was based on the National Oceanic and Atmospheric Administration's (NOAA) historical data for the Maine coast and a range of predictions for future sea level rise, and is consistent with the current recommendations of the Maine Climate Council. Further, DOT culverts are now designed for 100-year flow rates; prior design guidance was for the 25-year storm event.

Additionally, MaineDOT is developing a high-resolution, dynamic, and probabilistic model of flood risk along the Maine coast from storm events and projected sea level rise – the Maine Coastal Flood Risk Model (ME-CFRM). The Model will take advantage of a new NOAA LiDAR dataset that will provide consistent, high-quality topographic and bathymetric data covering nearly the entire coast of Maine.

Carbon Reduction Strategy Coordination, Consultation, and Public Involvement

Like MaineDOT's Family of Plans, the development of the Carbon Reduction Strategy included a comprehensive public engagement process. MaineDOT coordinated with Maine's four MPOs, nine RPOs, and reached key stakeholders and members of the public through an on-demand virtual public meeting, in accordance with MaineDOT's Public Involvement Plan.

Urban and Rural Planning Organizations

Coordination in Urbanized Areas

The BIL requires that a state agency shall coordinate with any MPO that represents the urban area before obligating CRP funds for an eligible project in an urbanized area that is not a transportation management area. It also requires that the state agency consult with MPOs to develop and update the CRS.

MaineDOT conducted two in-person meetings with Maine's four MPOs:

- May 15, 2023 to introduce the Program and MaineDOT's initial approach to the Carbon Reduction Strategy
- September 12, 2023 to communicate how the Carbon Reduction Strategy had been influenced by stakeholder and public input.

MaineDOT also conducted individual, virtual meetings with each MPO throughout the month of June.

Consultation in Rural Areas

The BIL also requires that a state agency shall consult with any planning organization that represents a rural area prior to determining which activities should be carried out under the project before obligating CRP funds for an eligible project.

MaineDOT conducted a collective, virtual meeting with all RPOs on June 21, 2023. Eight of Maine's engaged RPOs attended.

Key Stakeholder Meeting Takeaways

- Most of the MPOs' priority projects align with MaineDOT's selected strategies, specifically transit and active transportation projects.
- Active transportation and transit enhancements were identified as stronger needs in the MPO regions than electrification.
- Unfunded needs for transit stop improvements and amenities, including connectivity to other modes and destinations, were identified.
- There are also unmet funding needs for demonstration projects and pilot programs, including microtransit options.
- Challenging and deficient sidewalk networks exist throughout the state and create unsafe conditions that could be targeted with CRS.

Virtual Public Engagement

MaineDOT elected to host one virtual public meeting to gather public feedback during the development of the Carbon Reduction Strategy. This meeting was publicized on social media, was featured in the press, and was included in the Maine Won't Wait newsletter (with approximately 5,000 subscribers—including the members of the Maine Climate Council). Seventy-nine unique comments were received during the public comment period between June 28 and August 7, with 46 unique communities represented. An on-demand public meeting using the MaineDOT-developed PIMA site allowed MaineDOT to hear from the widest range of engaged public members and gauge support for various carbon emissions reducing strategies.

Key Virtual Public Engagement Takeaways

Common themes among all comments received through the virtual public meeting included strong support for active transportation facilities statewide, some support for improvements to transit facilities (and an emphasis on improved service), and an overall neutral position on whether electrification was the key to carbon emissions reduction in Maine. In general, there was a desire to see significantly more emphasis placed on the reduction of VMT, rather than just electrification of the vehicle fleet.

The bullets below summarize some of the major themes and recurring comments received from the public during the virtual public meeting.

Active Transportation

- Policies and projects that make communities more walkable and bikeable, such as implementing Complete Streets principles and building separated active transportation facilities, received strong support.
- Active transportation strategies and projects should be implemented in rural communities as well as urban areas.
- MaineDOT should focus on creating a network of safe active transportation arterials, such as the proposed AT arterials network referenced in the Maine State Active Transportation Plan.
- Transit Improvements
- Support for improved transit in rural areas and between towns where travel distances make active transportation challenging.
- Transit needs to be prioritized, and enhanced with improved transit hubs and stops, and smart technology like real time bus location.
- Vehicle Electrification
- There are identified needs for electric vehicle charging beyond the Alternative Fuel Corridors identified in other programs.

- While there is general support for EVs, the electrification of the current private vehicle fleet will not be sufficient to address climate change and VMT reduction should be prioritized.

Results of the Coordination, Consultation, and Public Engagement Process

After reviewing the feedback received from stakeholders and members of the public, MaineDOT staff made several revisions to the draft CRS strategies. The most significant changes included:

- Removing the rural/urban distinction for transit projects. While the original draft was only focused on transit projects in urban areas, the revised CRS includes transit projects in rural areas that are likely to result in a reduction in emissions.
- Adding active transportation projects as one of the core goals. While some active transportation projects were included in the original draft (especially first- and last-mile connections to transit stops), the revised CRS includes active transportation as one of the three core components of MaineDOT's CRS.
- Focusing the EV charging component on easily implementable projects that fill gaps in the Recharge Maine network, as it develops.

Carbon Reduction Strategies and Implementation

MaineDOT developed three categories of strategies with aligned projects that will support Maine's carbon emissions reduction goals. These strategies are meant to provide MaineDOT with a pragmatic and implementable framework to meet the requirements of the Carbon Reduction Program and support MaineDOT's Climate Initiative by guiding the prudent investment of CRP funds. Implementing will require dedication on the part of MaineDOT and cooperation with numerous stakeholders throughout the state.

Goal 1	Goal 2	Goal 3
Enhance Active Transportation Options	*Reduce VMT Through Improved Transit Options*	*Support Existing Electrification Priorities and Programs*

Strategy 1: Enhance Active Transportation Options

In accordance with the Maine State Active Transportation Plan, create active transportation systems with connectivity to origins and destinations that are compatible with human-powered or micro-mobility mode choices and enable transportation system users to feel safe leaving their personal vehicle behind. By enabling and encouraging Maine people and visitors to drive less, while offering more alternative transportation options, we can reduce our greenhouse gas emissions.

Strategy 1-A: Prioritize first- and last-mile infrastructure and support local, non-motorized trips

Selecting projects that are centered around origins such as built neighborhoods or multi-unit housing developments and destinations such as municipal or civic facilities including schools, retail and other commercial locations, and transit facilities will encourage local, non-motorized trips and modal choice. Example project types include, but are not limited to, sidewalks, bike lanes (including protected lanes), side-paths, multi-use paths, and crosswalk improvements.

Active Transportation Project Example

The recently completed Brewer Riverwalk represents the third and final phase of a pathway that starts near the Joshua Chamberlain Bridge and continues for about 3,700 feet along the Penobscot River. The pathway connects riverfront homes and businesses to sidewalks on each end, providing connectivity for pedestrians, cyclists, and users of non-motorized transportation.

Strategy 1-B: Fill gaps in the Active Transportation network

Developing infrastructure that closes gaps in existing human-scale facilities, such as adding crosswalks with pedestrian lighting, signage, or other intelligent transportation technology; or adding sidewalks between two existing facilities; will encourage using active transportation modes over greater distances. Where feasible given the limits of CRP funding, connecting longer gaps between towns or villages via facilities such as multi-use paths could also help to reduce VMT, especially through the use of e-bikes and similar mobility technology.

Strategy 1-C: Invest in equipment to support demonstration and pilot programs

Develop a structured program to support demonstration projects for first-/last-mile connections and at gaps in the existing network before constructing a final solution; and support pilot programs, such as shared mobility programs with e-bikes.

Strategy 2: Reduce Vehicle Miles Traveled (VMT) Through Improved Transit Options

In accordance with the Maine State Transit Plan, invest in public transit in order to make it a more competitive alternative to single-occupancy vehicle trips in some settings. By encouraging greater utilization of Maine's various public transit systems, MaineDOT can reduce VMT and emissions from personal vehicle use. Expanding transit service, where feasible, is also a critical element of increasing transit use. However, CRP funds are for capital expenses and cannot be used to fund ongoing transit operational costs. Although transit investments are important in both rural and urban areas, expanded urban transit will have a greater impact on carbon emissions. This does not rule out potential transit investments with CRP funds in rural areas, but only if there is likely to be a significant impact on emissions reduction. MaineDOT has access to other sources of rural transit funding.

Strategy 2-A: Improve transit service and accessibility through small, cost-effective projects

Make targeted and cost-effective investments that have a high potential to improve the accessibility, utility, and attractiveness of public transit options. The total amount of CRP funds available to Maine, coupled with the need to spread them out across the state's urban and rural areas, means that they are generally insufficient for large-scale transit capital projects. Alternative sources of funding would need to be identified for any large-scale expansions. To maximize the utility of CRP funds, projects such as bus stop improvements (shelters, bike parking, lighting, sidewalks, displays, etc.), updated payment and real-time bus tracking technology, and transit signal priority—among others—can have a measurable impact on the accessibility, comfort, and utility of public transit at a reasonable cost. Innovative projects such as microtransit may also have some start-up capital expenses that may be considered for CRP funding, if there is a reasonable expectation that the service will lead to a reduction in emissions

Transit Stop Project Example

To encourage multimodal connections and provide safe access to park and ride facilities, transit facilities, and active transportation facilities, MaineDOT and the Town of Brunswick constructed the Brunswick Cedar Street Park and Ride. This facility connects commuters, neighborhoods, and business districts in Brunswick with transit options on the Downeaster and Portland Metro BREEZ. The transit stop pictured serves the BREEZ and provides a comfortable shelter, lighting, and accessibility for transit riders.

Strategy 3: Support Existing Electrification Priorities and Programs

MaineDOT has already made significant advancements in access to electric vehicle charging throughout Maine, utilizing more than $8 million of ARPA funding and $18 million of NEVI formula funds, as well as applying for discretional grants through BIL's Charging and Infrastructure Discretionary Grant Program. MaineDOT's Carbon Reduction Strategy will support these efforts by identifying gaps in the existing programs and areas of Maine that are less likely to receive priority funding, which could benefit from investments of CRP funds. MaineDOT will continue to seek all available funding outside

of the CRP program to install and maintain chargers as a part of our overarching Climate Initiative.

Strategy 3-A: Lead by example by increasing access to public electric vehicle chargers

MaineDOT and other state agencies have an opportunity to lead by example through the electrification of publicly owned fleets and incentivizing employees to own alternative fuel vehicles. MaineDOT will work within the Department and across departments in state government to identify opportunities to locate EV charging infrastructure at large facilities or in areas where multiple facilities are able to access the infrastructure. These facilities will be publicly accessible, supporting the electrification of both the state fleet and private vehicles. Identification and construction of these charging facilities will be carried out in conjunction with the Recharge Maine Plan and will prioritize locations that fill gaps in the existing and planned charging network.

Electrification Project Example

MaineDOT has installed publicly accessible electric vehicle charging equipment at all regional offices and at several camps across the state. The use of electric vehicles and installation of the charging equipment works towards reducing emissions in support of the State Climate Action Plan, as well as the State's Lead by Example efforts.

CRP Funding Flexibility

While these three strategies represent the core components of MaineDOT's Carbon Reduction Strategy, there may be other CRP-eligible projects that fall outside of these three categories that have potential for significant transportation emissions reduction. MaineDOT will evaluate these alternative opportunities for CRP funding as appropriate.

Implementation and Project Selection

Implementation of the CRS will be carried out in alignment with all other MaineDOT policies and plans, including the Long-Range Transportation Plan and the Family of Plans. As with all MaineDOT projects, the Department will uphold the commitments listed in the MaineDOT Statement on Equity, which reiterates MaineDOT's commitment to ensuring that all Maine people have access to safe and reliable transportation options that support economic opportunity and quality of life regardless of a person's economic, social, ethnic, racial, age, sexual orientation, physical, mental, or geographic circumstance. A key component of equity is acknowledgement that transportation needs and solutions differ depending on geography, demographics, and individual circumstances. MaineDOT is committed to equitable delivery of our programs and services to meet the mobility equity needs of all Maine people in both rural and urban areas—including through the implementation of the CRS.

Implementation of the CRS will also be carried out in accordance with MaineDOT's Complete Streets Policy. It is MaineDOT's policy to consider the needs of all users in the planning and development of its projects, in order to provide safe and efficient access to the transportation system. Complete Streets is an important tool in promoting safety, livability, and equity and should be considered in every step of the complete project lifecycle. MaineDOT is in the process of updating its Complete Streets Policy, and future CRP-funded projects will be delivered in accordance with the updated policy once it is finalized.

Engagement

To effectively achieve the goals and priorities of the CRS, MaineDOT will continue to coordinate with our MPO partners in the selection and programming of CRP projects within Maine's urban areas. In rural areas of the state, MaineDOT will continue to consult with the RPOs when programming CRP projects. MaineDOT will also maintain and enhance regular outreach with advocates, stakeholders, and underserved communities. MaineDOT will continue coordination between MaineDOT bureaus and other state agencies to track existing MaineDOT performance measures related to carbon

reduction, especially with the Governor's Office of Policy, Innovation, and the Future.

Funding Ready Projects

In order to take full advantage of the CRP funds available throughout the state, MaineDOT will prioritize projects for capital investments that can be rapidly implemented and have the largest likely carbon reduction impacts of appropriately scaled projects. While planning is critical for developing construction-ready projects, there are other mechanisms available to support these efforts and planning studies will not be prioritized for CRP funding.

Three-Year Work Plan

MaineDOT will use its existing project selection process to choose projects for CRP funding. This approach will reduce the administrative burden of deploying these funds effectively and allow MaineDOT to expend funds more easily in accordance with the complex division of funds among different areas of the state.

MaineDOT's project selection process determines project funding by considering several factors, including long-term and program-specific planning such as the Long-Range Transportation Plan, the Family of Plans, the CRS, and data-driven technical asset management principles; resource allocation principles arising from funding eligibility and system priorities, asset management studies, community outreach, partnership initiatives; and project selection input from experts on various MaineDOT committees as well as our MPO and RPO partners.

This approach to funding CRS projects will also allow MaineDOT to retain flexibility to support new opportunities as they arise during the latter years of the Carbon Reduction Program. Although the Three-Year Work Plan is developed annually, MaineDOT will accept project nominations throughout the year and fund appropriate projects as responsively and dynamically as possible.

The annual Statewide Transportation Improvement Program (STIP) features a detailed assessment of how Maine's federal transportation funding is being spent. This will include information about which projects have been selected to receive CRP funds, and how much they are programed to receive. The STIP is available to the public on MaineDOT's website.

Conclusion

MaineDOT is committed to supporting identified state and local goals to achieve a 45% reduction in carbon emissions by 2030 and 80% by 2050 and achieve carbon neutrality by 2045. MaineDOT is embracing this challenge, focusing on leveraging technological advances and deepening partnerships with MPOs, RPOs, transit agencies, and other key stakeholders to deliver a safe, multimodal, and efficient transportation network that leads to carbon reductions across Maine's transportation system. MaineDOT will monitor and evaluate implementation of the CRS as outlined, and may periodically update the CRS, as needed, in advance of the next update in four years as required.

Maine Department of Transportation

Statewide Transportation Improvement Program 2023-2024-2025-2026

Approved May 2, 2023

Prepared by
The Maine Department of Transportation
Results and Information Office

U.S. Department
of Transportation

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May 2, 2023

Bruce A. Van Note, Commissioner
Maine Department of Transportation
16 State House Station
Augusta, Maine 04330-0016

Subject: Maine 2023-2026 Statewide Transportation Improvement Program (STIP) Approval

Dear Commissioner Van Note:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the Maine Department of Transportation's (MaineDOT) April 10, 2023 request for approval of the 2023-2026 Statewide Transportation Improvement Program (STIP). A Notice of Availability for review and comment of Maine's 2023-2026 STIP was originally published on MaineDOT's website beginning March 29, 2023 and the comment period closed on April 7, 2023.

The Environmental Protection Agency (EPA) Region 1 has reviewed the air quality conformity analysis contained as part of the 2023-2026 STIP for the Portland, Maine and Midcoast Maine Maintenance areas under the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS). EPA concurrence for a positive transportation conformity determination for the STIP was received via email dated May 1, 2023.

Therefore, in accordance with 23 CFR 450.220, and based upon the MaineDOT and metropolitan planning organization (MPO) self-certifications of their statewide and metropolitan transportation planning processes and federal agency routine involvement in the transportation planning processes, FHWA and FTA hereby make the following determinations:

1. The projects in the 2023-2026 STIP are based on a transportation planning process that substantially meets the requirements of Title 23, U.S.C. 134 and 135, 49 U.S.C. Section 5303 – 5304 and 23 CFR Part 450 Subparts A, B, and C.

2. We find that each regional Transportation Improvement Program (TIP) is based on a continuing, comprehensive, cooperative transportation planning process carried on cooperatively by the State, the MPOs, and the transit operators in accordance with the provisions of 23 U.S.C. 134 and 135, and 49 U.S.C. Section 5303 – 5304.

3. As of the date of this letter, the MPO TIPs within the Portland and Midcoast maintenance areas are found to be in conformity with the goals of the State Implementation Plan (SIP) and are consistent with the Clean Air Act and the EPA conformity regulations in accordance with 40 CFR Parts 51 and 93. The conformity determinations of the TIPs will remain in effect until a new determination is required by 40 CFR 93.104.

In support of our determination, enclosed is the approved joint FHWA/FTA planning finding on the transportation planning process found in 23 CFR 450. Pursuant to the regulations, the requirements for Federal Planning Finding applies to both the STIP (23 CFR 400.220(b)) and MPO TIPs (23 CFR 450.330(a)). The Statewide and MPO planning finding is based on a continuing, comprehensive, cooperative transportation planning process and the self-certification statements submitted by MaineDOT and the MPOs under 23 CFR 450.220 and 23 CFR 450.336 respectively. It is also based upon documentation of routine FHWA/FTA involvement in the statewide and metropolitan planning processes, public involvement, and fiscal constraint determination.

Approval of the STIP does not constitute project or grant approval. Both agencies may need additional information on some of the projects in the approved STIP when a project agreement or grant submission approval is requested. If you have any questions regarding this approval and determination, please contact Rachel LeVee, FHWA, at (207) 512-4912, or Leah Sirmin, FTA, at (617) 494-2459.

Sincerely,

PETER SHANNON BUTLER
Digitally signed by PETER SHANNON BUTLER
Date: 2023.05.02 09:20:09 -04'00'

Peter Butler
Regional Administrator
Federal Transit Administration
Region 1

TODD D JORGENSEN
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Date: 2023.05.02 11:56:37 -04'00'

Todd D. Jorgensen
Division Administrator
Federal Highway Administration
Maine Division

Enclosure

cc:
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Statewide Transportation Improvement Program (STIP)
2023-2024-2025-2026
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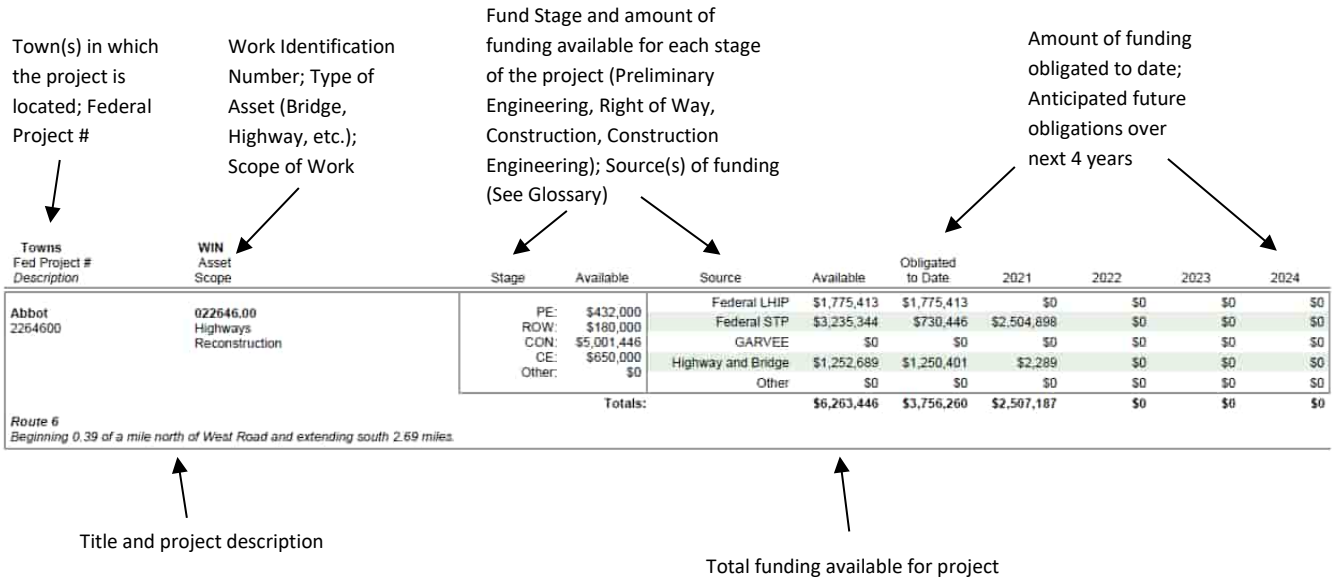
Preface: What is the STIP?

The *Statewide Transportation Improvement Program (STIP*) is a four year, federally required, transportation capital improvement program. The *STIP* must be approved by federal agencies in order for Maine to receive Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding. Federal regulations related to the *STIP* apply equally to all 50 states and do not take into account individual states' sizes, legislative processes or budget cycles. Those regulations require each state to produce a *STIP* that identifies federal funding by year for scheduled transportation projects that may be receiving FHWA or FTA funding. MaineDOT produces a *STIP* to meet the following principal requirements:

- The State of Maine must show fiscal constraint by not scheduling more transportation projects for construction, per year, than it can reasonably expect to receive in funding.
- To certify that the State's transportation program conforms to Federal air quality regulations.
- To provide all interested parties a reasonable opportunity to comment on the proposed *STIP*.

The *STIP* is a fiscally constrained document that is formally submitted to the FHWA and FTA for review and approval and includes capital projects identified in MaineDOT's State-initiated Calendar Year *Work Plan* and, capital projects under construction. The *Work Plan* lists projects to be worked on over the next three calendar years, beginning with the present year. The majority of the capital projects listed in the *Work Plan* are eligible for FHWA and FTA funding.

How to Read the STIP Project Listings



A. Introduction

The Maine Department of Transportation (MaineDOT) Results and Information Office coordinated the development and preparation of this document with support from other bureaus and offices throughout MaineDOT. The Maine *Statewide Transportation Improvement Program* (*STIP*) is prepared annually, complying with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) requirements. This document encompasses a four-year timeframe spanning the years 2023, 2024, 2025 and 2026.

The *STIP* is a multimodal document that includes investments in various modes of transportation infrastructure, including but not limited to pedestrian, bicycles, highways and transit services. The *STIP* identifies MaineDOT's mutually agreed upon investment goals and objectives, as well as the recently identified performance measures and targets, and balances transportation needs with available funding. MaineDOT develops the *STIP* in cooperation with the four Maine Metropolitan Planning Organizations (MPOs), Maine municipalities, public transportation providers, and in consultation with Regional Planning Councils. To better represent the geographic areas of the state, the *STIP* contains the four MPO TIPs as their own sections and a non-MPO section to represent the rest of the state. Additionally, this *STIP* has been developed based on the Clean Air Act and subsequent amendments and all regulations issued pursuant thereto, and the terms and provisions in the *Infrastructure Investment and Jobs Act (IIJA)*. In the event that a future funding act is significantly different than the *IIJA*, or significant changes are made to the *IIJA*, MaineDOT may need to revise the *STIP* accordingly.

B. Performance Measures and Project Selection

MaineDOT and Maine's four MPOs signed cooperative agreements in 2018 regarding the coordination of establishing both FHWA and FTA performance measures/targets, which formalized ongoing processes. Statewide targets are listed in this STIP, while targets for individual MPOs may be found in their respective TIP documents.

FTA Project Selection and Performance Targets:

The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. Part 673) intends to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems. It requires certain recipients and subrecipients of Federal Transit Administration (FTA) grants that operate public transportation to develop and implement safety plans that establish processes and procedures to support the implementation of Safety Management Systems (SMS) and measure agency safety performance through a set of national performance measures. In Maine, transit agencies are required to meet differing PTASP requirements based on agency size as defined in the PTASP final rule:

A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode. MaineDOT has no Tier 1 agencies.

A Tier II agency is a subrecipient of FTA 5307 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

Transit agencies track and report safety related data to the Federal Transit Administration's National Transit Database annually. These reports are used for tracking transit agency safety performance and are the basis for setting safety performance targets.

Tier II Public Transportation Agency Safety Plans

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 C.F.R. Part 673, requires covered public transportation providers and State Departments of Transportation (DOT) to establish safety performance targets (SPTs) to address the safety performance measures (SPMs) identified in the National Public Transportation Safety Plan (NSP) (49 C.F.R. § 673.11(a)(3)).

MaineDOT worked collaboratively with recipients of FTA Section 5307 funds who did not opt out of state assistance to develop their agency PTASP. Each PTASP is customized for the individual transit agency and documents the Safety Management Systems (SMS), Safety Performance Targets and, Employee Reporting Programs. Each transit agency is responsible for their plan's implementation and annual review. The passage of the Bipartisan Infrastructure Law (BIL) on November 15, 2021, required several changes to the safety plans. Those updates have been made and transit agencies are compliant with the new regulations.

Initial safety targets were adopted by each transit agency but may have been revised due to BIL. As per the PTASP final rule, each transit agency submits their safety targets to their MPO for inclusion in their TIPs.

As described in the NSP, each PTASP establishes by mode seven SPTs in four categories:

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

Data of the four agencies participating in the initial development of these targets was combined to determine initial safety performance targets. Targets were compiled using the five-year average methodology based on data from 2014-2018 National Transit Database (NTD) reporting years. The exception to this is data on major mechanical failures, as reduced reporters are not required to submit that information to the NTD. Each individual agency provided historical data from their maintenance logs. Rates were calculated per 100,000 vehicle revenue miles.

The two modes of transit are defined as Fixed/Flex Route (MB) and Non-Fixed Route [Demand Response (DR)]. Lewiston Auburn Transit Committee (LATC), operates both MB and DR service, Biddeford-Saco-Old Orchard Beach Transit Committee (BSOOB Transit) operates MB service; and Regional Transportation Program, Inc., (RTP) and York County Community Action Program (YCCAC) both operate DR service. The initial targets developed were:

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

Funding for Transit Safety Related Projects:

Funding for public transportation safety related projects is primarily implemented through a combination of federal, state, and local funds. Federal funds for transit projects include Sections 5307, 5310, 5311, and 5339 for urban and rural transit. MaineDOT and transit agencies utilize the PTASPs and Transit Asset Management (TAM) plans to plan and prioritize capital investments.

FTA project selection entails funding projects that align with and help meet the goals and strategies outlined in the 10-year comprehensive transit plan. The most recent plan is in draft form at found here: https://storymaps.arcgis.com/stories/27763afe326645c285cb1d726ee68cae

Additionally, FTA project selection considers targets and performance measures identified for 2022 for rolling stock, equipment and facilities included in the federally required Transit Asset Management (TAM) Plan finalized by MaineDOT in 2018 and Revised in 2022 available here. https://www.maine.gov/mdot/transit/publications/tam/

Maine analyzes inventory from all of its transit subrecipients to establish rolling stock, equipment, and facilities targets. Those subrecipients are: Aroostook Regional Transportation System, Bath City Bus, BSOOB Transit (rural only) Cyr Bus Line, Downeast Community Partners, Downeast Transportation, Kennebec Valley Community Action Program, Penquis Lynx, Regional Transportation Program, WaldoCAP (dba Mid-Coast Public Transportation), West Bus Service, Western Maine Transportation, York County Community Action. Ferry Boat targets are gleaned from existing inventory for Maine State Ferry Service, Isle au Haut Boat Service, and Cranberry Isles contracted services.

The data is reviewed and assessed annually, and the current 2023 performance targets are listed below:

Asset Category*	Performance Measure	Asset Class	2021 Actuals	2022 Target Beyond Useful Life	2022 Actuals	2023 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)	Class 1 Class 2 Class 3 Class 4 Class 5 Class 6	47% 32% 31% 97% 0% 33%	39% 36% 34% 100% 0% 22%	49% 42% 33% 97% 0% 40%	50% 42% 29% 100% 0% 56%

Equipment	Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Automobiles Service Truck	100% 30%	100% 30%	100% 33%	100% 33%
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA Term Scale	Support (Main. & Admin.) Passenger	0%	0%	0%	0%

Note: Class 1 has two categories (minivans and vans) and 2022 performance separately reported as 100% and 19% with targets of 100% and 31% respectively.
Note: Class 3, 4 and 5 were combined and reported under Bus for NTD reporting purposes for 2022 performance at 52% with target of 49%.

Note: Combined rescue boats with service trucks under Truck & Other Rubber Tire Vehicles.

FHWA Project Selection and Performance Targets:

All FHWA projects listed in the *STIP* have been ranked, prioritized and selected based upon MaineDOT's own Highway Corridor Priorities (HCPs) and Customer Service Levels (CSLs), as well as the recently established performance measures required by FHWA per 23 U.S.C 135(h), all of which is included in MaineDOT's Transportation Asset Management Program (TAMP) published in 2019. To date, performance measures and targets have been established for 2023 for HSIP and Safety (PM1) (to be revised and adopted annually), as well as for Pavement and Bridge Condition (PM2) and System Performance/Freight/CMAQ (PM3) (both targets to be revised and adopted every two and four years). Analysis of 2022 data is ongoing to determine if performance targets have been met.

Statewide Performance Measures for PM1, PM2, and PM3

Federal Measure Trends																
	2015	2016	2017	2018	2019	2019 Target	Progress	2020	2020 Target	Progress	2021	2021 Target	Progress	2022 Target	2023 Target	2025 Target
FHWA																
PM1 - Safety																
Annual Fatalities	156	160	173	136	157			164								
Annual Fatality Rate	1.07	1.08	1.17	0.92	1.06			1.25								
Annual Serious Injuries	754	746	728	685	689			607								
Annual Serious Injury Rate	5.15	5.03	4.94	4.63	4.63			4.64								
Annual Non-Motorized Fatalities and Serious Injuries	83	93	97	80	80			59								
100m VMT	145.79	148.15	147.86	147.83	148.11			131.2								
Five-Year Average Fatalities			152.8	151.2	156.4	165.0	Yes	158.0	161.0	Yes	*156.8*	158.0	*Yes*	160.0	160.0	
Five-Year Average Fatality Rate			1.052	1.032	1.060	1.100	Yes	1.096	1.070	Yes	*1.070*	1.120	*Yes*	1.120	1.120	
Five-Year Average Serious Injuries			781.6	745.6	720.4	737.6	Yes	691.0	737.0	Yes	*684.4*	725.0	*Yes*	715.0	710.0	
Five-Year Average Serious Injury Rate			5.388	5.09	4.876	4.900	Yes	4.774	4.900	Yes	*4.690*	5.020	*Yes*	4.900	4.800	
Five-Year Average Non-Motorized Fatalities and Serious Injuries			89.2	90.4	86.6	91.0	Yes	81.8	90.0	Yes	*80.0*	89.0	*Yes*	87.0	85.0	
PM2 - Asset Condition																
Interstate Pavement - Good Condition			36.3%	9.4%	26.1%			20.1%			31.1%	40.0%	Yes		28.0%	32.0%
Interstate Pavement - Poor Condition			1.2%	0.6%	0.9%			0.9%			0.2%	1.5%	Yes		1.5%	1.5%
Non-Interstate NHS Pavement (full distress + IRI) - Good Condition			31.2%		38.2%	32.0%	Yes	42.8%			42.9%	34.0%	Yes		40.0%	40.0%
Non-Interstate NHS Pavement (full distress + IRI) - Poor Condition			5.5%		7.1%	5.0%	No	5.4%			5.2%	5.0%	Yes		6.2%	7.5%
NBI Bridges on the NHS - Good Condition			29.4%	28.5%	27.2%	32.0%	No	26.2%			25.3%	30.0%	No		26.2%	27.5%
NBI Bridges on the NHS - Poor Condition			5.4%	3.5%	4.1%	4.0%	Yes	6.5%			7.1%	4.0%	No		7.1%	5.5%
PM3 - System Performance																
% Person Miles Traveled in Reliable Conditions - Interstate			100.0%	100.0%	100.0%	95.0%	Yes	100.0%			100.0%	95.0%	Yes		95.0%	95.0%
% Person Miles Traveled in Reliable Conditions - Non-Interstate NHS					91.5%			94.9%			93.1%	90.0%	Yes		90.0%	90.0%
Truck Travel Time Reliability Index			1.23	1.24	1.27	1.50	Yes	1.20			1.24	1.50	Yes		1.40	1.40
Notes:	*2021 safety performance measures are preliminary results. FHWA does not report until final FARS data is available.*															
	2021 significant progress determinations for safety measures are also preliminary															

23 U.S.C 135(d) requires each State shall carry out a statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will:

(A) support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
(B) increase the safety of the transportation system for motorized and nonmotorized users;
(C) increase the security of the transportation system for motorized and nonmotorized users;
(D) increase the accessibility and mobility of people and freight;
(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
(F) enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
(G) promote efficient system management and operation;
(H) emphasize the preservation of the existing transportation system;
(I) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
(J) enhance travel and tourism.

These planning efforts are completed by cooperating with nonmetropolitan areas, Indian tribal governments, and Federal land management agencies within the boundaries of the state.

The *IIJA* requires long-range statewide transportation plans and statewide transportation improvement programs (STIPs) to provide for the development and integrated management and operation of transportation systems and facilities that enable an intermodal transportation system, including active transportation facilities. It adds to this list other facilities that support intercity transportation (including intercity buses, intercity bus facilities, and commuter vanpool providers). [23 U.S.C. 135(a)(2)]. The *IIJA* continues the requirement that public ports and certain private providers of transportation (including intercity bus operators and employer-based commuting programs) to the list of interested parties that the State must provide with reasonable opportunity to comment on the proposed *STIP* and long-range transportation plan. [23 U.S.C. 135(f)(3)(A)(ii) & (g)(3)]

MaineDOT, FHWA, and FTA must work together to ensure that the National Environmental Policy Act (NEPA) Process is complete before a project is constructed or implemented. Importantly, before FHWA and/or FTA can provide the final NEPA decision (i.e., ROD, FONSI, or CE) the proposed project must:

Before a Final Environmental Decision (ROD, FONSI, CE) is Approved In:	Fiscal Constraint must be demonstrated by:
Metropolitan Areas	• At least one subsequent phase of the Project is in the TIP (more if within TIP timeframe) • Full funding is reasonably available for the completion of the entire project.
Non-Metropolitan Areas (Outside MPO)	• At least one subsequent phase of the Project is in the STIP (more if within STIP timeframe) • Full funding is reasonably available for the completion of the entire project.

C. *STIP* Public Involvement Plan

The *STIP* document is published as a stand-alone federal document and contains projects that are FHWA funded, FTA funded, or completely State funded that are eligible to receive federal funding. Most projects listed in the *STIP* have been through or are involved in a public involvement process specific to the individual project, and are closely linked to the preparation of MaineDOT's State-initiated Calendar Year *Work Plan*. Additionally, a systematic documented approach to soliciting public input/comments is ongoing for not only projects but the process itself. For more information on MaineDOT's public involvement process, please use the following link: https://www.maine.gov/mdot/planning/docs/2021/pip0321.pdf

In support of MaineDOT's biennial budget request, prior to preparing a *STIP*, MaineDOT submits the *Work Plan* to the Maine State Legislature. Most projects that are included in the *STIP* have been represented in a MaineDOT *Work Plan* and/or have received federal approval through inclusion in a prior *STIP* or as an amendment to a prior *STIP*.

In an effort to obtain public input on the document, the *STIP* is placed on the MaineDOT website for 10 days and accompanied by an errata sheet if necessary. During that time, the public has the ability to submit comments on the document through various means and review the errata sheet (containing all corrections, omissions, public comments, responses, etc.) as it is updated. Methods by which the public may comment include:

- Phone
- E-mail
- Website

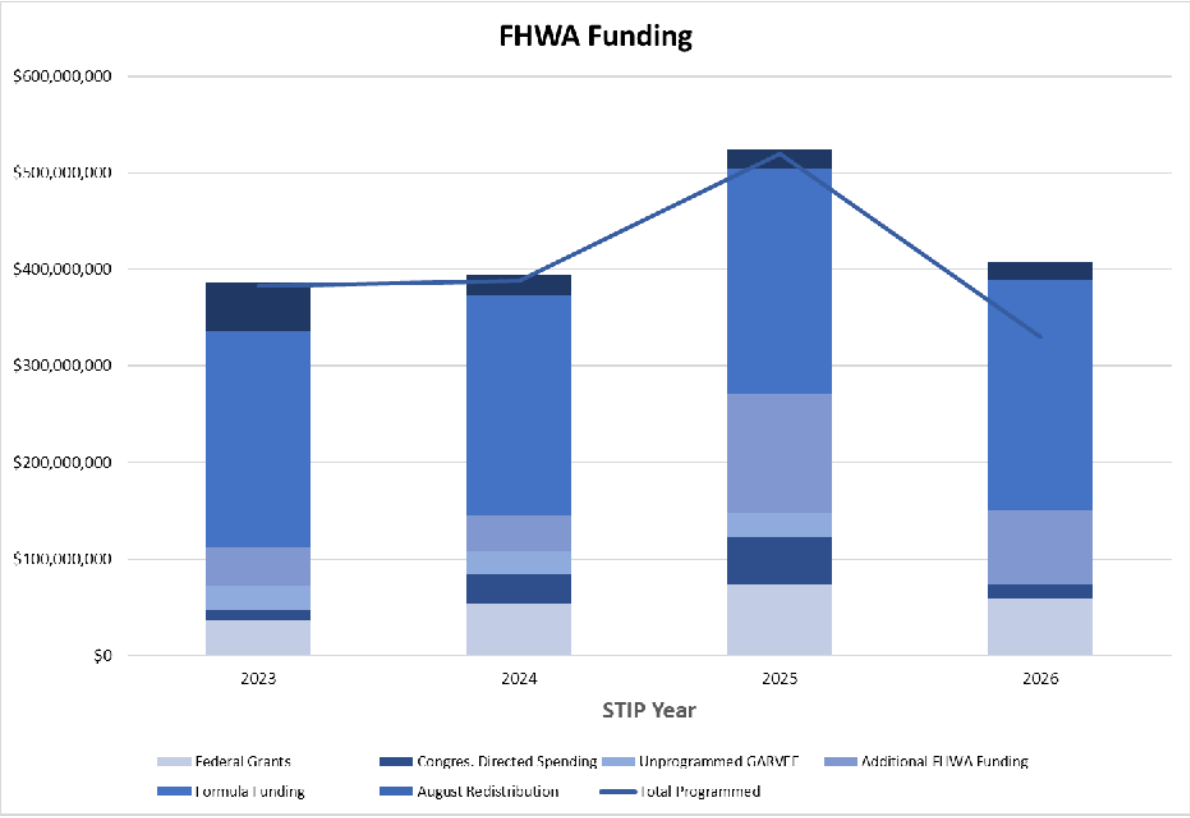
After the 10-day public review and comment period, and after all corrections, omissions, public comments, and responses have been addressed and incorporated into the errata sheet, the *STIP* is submitted for review and approval to FHWA and FTA. Upon approval, the document becomes the *STIP* of record. The errata sheet is incorporated into the approved *STIP* document and the complete document is posted to the MaineDOT website, alongside a dynamic listing of approved *STIP* changes.

D. *STIP* Finances

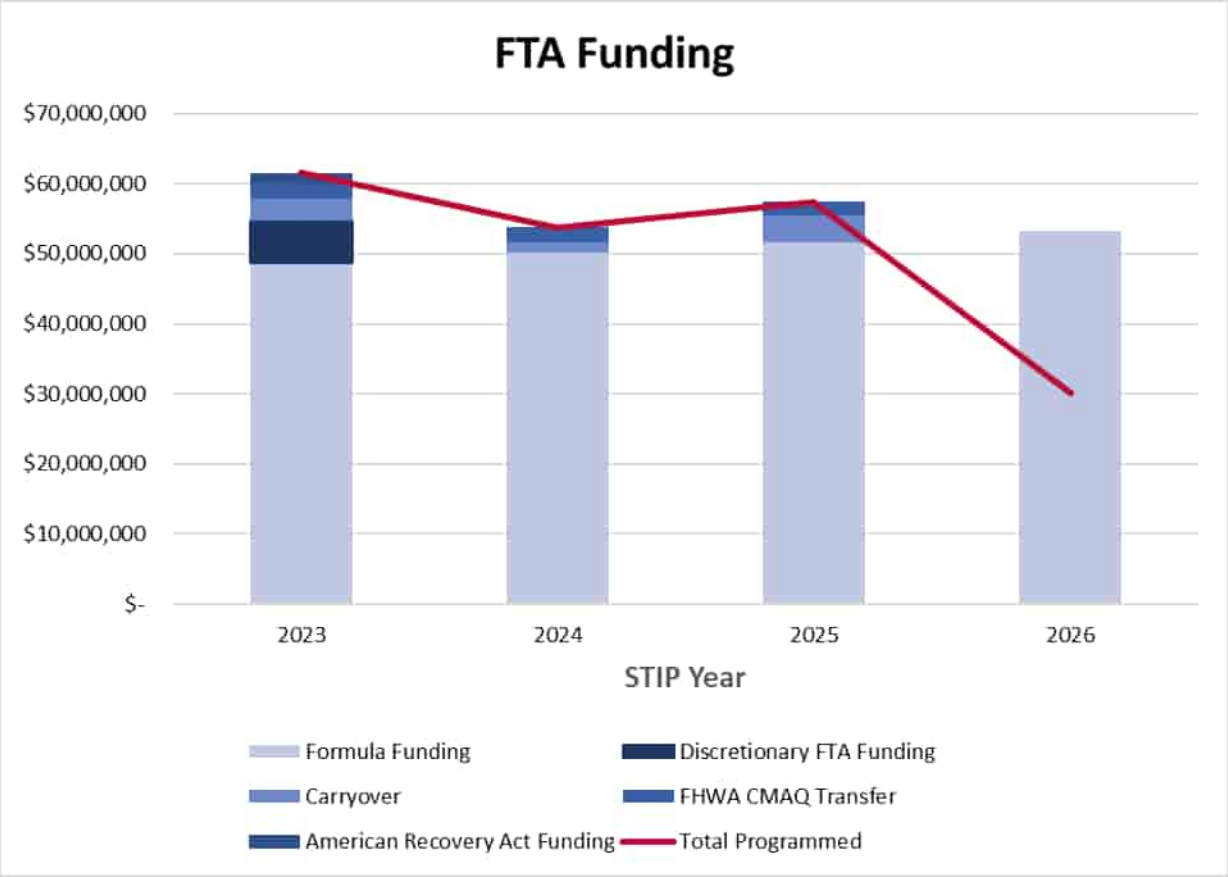
There are three main sources of funds for transportation programming, which are discussed in more detail in *MaineDOT's Work Plan: 2023 Edition* available at https://www.maine.gov/mdot/projects/workplan/. The three sources of funding are:

- Federal transportation funding
- State transportation funding (including approved bonds and GARVEE)
- Municipal and/or private funding

The *STIP* provides the estimated utilization of federal funding, by fund source, for each one of the four years of the *STIP*. For FHWA funded projects, MaineDOT does not adjust for inflation. Instead, it adjusts all project costs on an annual basis to reflect the latest bid tab information. The chart below shows an estimated obligation limit (90.0% of the apportionment) of FHWA formula funds, including an assumed $50.4 million for August redistribution in 2023 and $20 million annually for 2024, 2025, 2026 and Congressional Directed Spending (CDS) funding, both awarded and assumed in comparison to the amount programmed by MaineDOT. The fourth year of the *STIP* assumes 90% of the core FHWA formula funds shown in the IIJA funding tables for Maine, however, the programmed amounts for the fourth year are lower due to the fact that MaineDOT has not fully programmed work for the fourth year. To date, MaineDOT has obligated $26.2 million of FHWA's 2023 Obligation Authority (as of 2/1/2023). In order to meet the remaining obligations, MaineDOT may request transfers between apportioned highway programs, authorized under statutes; 23 U.S.C. 104 (g), 126 (a) (b) and (c) and 144 (e). This *STIP* demonstrates fiscal constraint for the FHWA program.



The chart below shows the projected FTA funding over the next four years. MaineDOT has utilized the IIJA Maine FTA formula funding tables, while also including carryover (unexpended funds) from the previous year and anticipated ARP and discretionary FTA funding in the programmed amounts. This helps to explain the higher amounts in the first year(s) of the *STIP*. The available funding vs programming leaves additional work to be programed. This will be worked out as the state handles the use of ARP funding. This *STIP* demonstrates fiscal constraint for the FTA program.



If MaineDOT receives more federal resources than what is currently proposed in this *STIP*, MaineDOT will request *STIP* amendments to add new projects or add new stages to current projects in the *STIP* document. If MaineDOT receives fewer resources than proposed, MaineDOT will delay or cancel projects. State transportation funding is based upon approved non-federal capital transportation resources in *MaineDOT's Work Plan: 2023 Edition*. MaineDOT has sufficient funds to match all anticipated resources from FHWA and FTA.

Toll Credits

Federal regulations (23 USC §120) allow a State to use toll credits toward the non-federal match requirement of a project, provided that the project is listed in the *STIP*. These credits are based on toll revenues that are generated and used by public, quasi-public, and private agencies to build, improve, or maintain highways, bridges, or tunnels that serve the public purpose of interstate commerce. Such

public, quasi-public, or private agencies shall have built, improved, or maintained such facilities without federal funds.
To receive these toll credits, a State shall show that it has maintained its non-federal transportation capital expenditures in accordance with FHWA's requirements. MaineDOT has shown that they have met these requirements to match federal funds. Consistent with existing practices, the *2023-2026 STIP* identifies the use of toll credits by project and accounts for the use as part of the financial constraint information.

E. Maintenance and Operations

FTA and FHWA regulations require the *STIP* to demonstrate that appropriate funds are available for adequately operating and maintaining the state transportation system, as a whole. Maine's Governor's budget includes $185.2 million in State Fiscal Year 2023, $204.3 million in State Fiscal Year 2024, and $207.3 million in State Fiscal Year 2025 for operating and maintaining Maine's transportation system. The majority of funds used to pay operating and maintenance costs are State funds, which are included in the State of Maine's current biennial transportation budget for State Fiscal Years 2022 and 2023 and the biennial transportation budget for State Fiscal Years 2022 and 2023. Additionally, FTA funds are used for transit system operations and maintenance of facilities, as well as maintenance of equipment/rolling stock.

The Bureau of Maintenance and Operations has 5 Regional Offices that are responsible for all state transportation infrastructure including the highway and bridge system, and each region has adequate resources to accomplish this mission. The headquarters office, in Augusta, includes the Divisions of Fleet Services, Traffic Engineering, Highway Maintenance, Bridge Maintenance, Community Services and Multimodal Maintenance. Fleet Services manages and maintains all equipment owned by MaineDOT. Traffic Engineering establishes statewide traffic standards, reviews and establishes speed limits, maintains traffic signals, highway lighting, signing, striping and pavement markings. Bridge Maintenance provides technical oversight and statewide strategies for bridge operation and maintenance activities and provides statewide structural engineering and bridge inspection, including state-owned rail bridges. Highway Maintenance develops statewide standards for highway operation and maintenance activities, utility permitting, asset management and work reporting standards, maintenance contracting and highway maintenance engineering. Multimodal Maintenance has responsibility for inspection and maintenance of state-owned rail lines, inspection of all private rail lines, traveler facilities, facility management, and the operation of the Maine State Ferry System.

The Bureau of Maintenance and Operations has included all maintenance work items for Calendar Years 2023, 2024, and 2025 in MaineDOT's current *Work Plan*.

F. Statewide Transportation Planning Self-Certification

STATEWIDE TRANSPORTATION PLANNING SELF-CERTIFICATION
(To be submitted with the Statewide Transportation Improvement Program)

The Maine Department of Transportation, in accordance to Title 23 §450.220 and 23 CFR Part 450 hereby certifies that the statewide transportation planning process is addressing major issues facing the State, and is being carried out in accordance with the following requirements:

(1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;

(2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;

(3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(4) 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;

(5) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(6) 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;

(7) In States containing 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;

(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) 23 U.S.C. 324, 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: Andrew T Bickmore
Andrew T Bickmore (Feb 1, 2023 10:14 EST)

Printed Name: Andrew T. Bickmore

Title: Director, Results and Information Office

Date: Feb 1, 2023

SECTION I

Federal Highway Ad ra o and Federal Transit Ad ra o – Fund Source Obligation Summaries

Schedule of Fund Source Obligation

- **FHWA Summary by fund source and fiscal year of obligation for all FHWA funded projects.**
- **FTA Summary by fund source and fiscal year of obligation for all FTA funded projects.**

FHWA/ FTA **FHWA** FS Type **Federal**

FHWA Fund Sources

Source	Available	Obligated to Date	Rem to Obligate	2023	2024	2025	2026
Federal Bridge Program	$32,073,399	$31,255,295	$818,104	$328,837	$283,933	$117,333	$29,333
Federal CBIP	$4,648	$4,648	$0	$0	$0	$0	$0
Federal CMAQ	$31,341,264	$21,138,339	$10,202,925	$7,306,240	$1,290,342	$1,606,342	$0
Federal CRP	$14,400,000	$0	$14,400,000	$600,000	$600,000	$4,800,000	$4,200,000
Federal Civil Rights	$311,865	$173,585	$138,280	$58,280	$40,000	$40,000	$0
Federal FBD	$0	$0	$0	$0	$0	$0	$0
Federal FBP	$12,946,918	$4,541,764	$8,405,154	$477,866	$1,257,207	$2,772,266	$2,382,756
Federal FO	$4,613,247	$4,608,745	$4,503	$2,251	$2,251	$0	$0
Federal FTA	$1,076,523	$225,468	$851,055	$851,055	$0	$0	$0
Federal Federal Grants	$457,902,150	$187,969,869	$269,932,281	$37,024,566	$53,920,622	$73,059,762	$59,060,604
Federal Forest Highways	$972,670	$937,900	$34,770	$0	$11,590	$11,590	$11,590
Federal Grants	$52,800,002	$0	$52,800,002	$4,404,361	$11,412,764	$17,600,001	$13,195,639
Federal HPP	$51,763,631	$3,139,761	$48,623,870	$7,584,311	$12,379,890	$13,917,594	$10,704,371
Federal HPP - Toll Credits	$370,000	$340,000	$30,000	$10,000	$10,000	$10,000	$0
Federal HSIP	$95,955,685	$25,090,226	$70,865,459	$11,342,807	$17,330,900	$23,594,509	$11,189,329
Federal IM	$3,715,240	$3,684,784	$30,456	$30,456	$0	$0	$0
Federal ITS	$310,159	$310,159	$0	$0	$0	$0	$0
Federal LHIP	$166,794,792	$32,398,614	$134,396,178	$14,332,387	$12,559,327	$42,887,208	$33,806,589
Federal LTAP	$7,495	$7,495	$0	$0	$0	$0	$0
Federal MPP	$9,511,231	$913,904	$8,597,327	$5,424,431	$1,057,632	$1,057,632	$1,057,632
Federal NHFP	$13,222,658	$9,068,595	$4,154,063	$66,941	$49,242	$1,378,788	$1,329,546
Federal NHPP	$612,114,983	$228,304,905	$383,810,077	$76,034,684	$92,247,829	$115,466,466	$63,306,690
Federal NHS	$56,687,598	$4,578,857	$52,108,741	$39,798,003	$8,919,179	$2,752,193	$529,694
Federal PROTECT	$314,400	$0	$314,400	$104,800	$104,800	$104,800	$0
Federal Planning	$29,797,428	$10,446,720	$19,350,709	$8,240,737	$5,554,986	$5,554,986	$0
Federal R&D	$100,000	$100,000	$0	$0	$0	$0	$0
Federal RH Xing Program	$7,912,366	$3,639,906	$4,272,461	$512,167	$1,074,754	$1,408,087	$944,120
Federal RTP	$6,062,000	$0	$6,062,000	$2,328,667	$933,333	$1,400,000	$933,333
Federal Rail	$694,203	$0	$694,203	$653,946	$7,500	$15,919	$8,419
Federal SHRP	$160,000	$160,000	$0	$0	$0	$0	$0
Federal STIC	$552,823	$552,823	$0	$0	$0	$0	$0
Federal STP	$970,207,566	$254,695,441	$715,512,125	$156,817,481	$162,798,172	$206,718,348	$124,656,578
Federal Safe Routes	$1,860,207	$293,500	$1,566,707	$301,191	$511,383	$474,133	$280,000
Federal Safety	$7,346,114	$0	$7,346,114	$6,123,778	$789,568	$432,768	$0
Federal Scenic Byways	$444,846	$444,846	$0	$0	$0	$0	$0
Federal Seat Belt Safety	$137,161	$137,161	$0	$0	$0	$0	$0
Federal Supportive Services	$179,674	$89,227	$90,448	$90,448	$0	$0	$0
Federal TAP	$16,699,986	$6,766,283	$9,933,703	$1,847,533	$2,988,492	$2,933,811	$1,962,267
Totals:	**$2,661,364,934**	**$836,018,821**	**$1,825,346,113**	**$382,698,224**	**$388,135,699**	**$520,114,536**	**$329,588,492**

FS Type **Federal**

FTA Fund Sources (Any CMAQ shown is transferred from FHWA)

Fed Srce	Available	Obligated to Date	Rem to Obligate	2023	2024	2025	2026
5337 STATE OF GOOD REPAIR	$7,327,889	$0	$7,327,889	$1,057,096	$1,057,096	$5,213,697	$0
CONGESTION MITIGATION & AIR QUALITY	$35,412,723	$0	$35,412,723	$15,212,723	$10,100,000	$10,100,000	$0
FTA / 5339	$25,997,334	$0	$25,997,334	$9,108,728	$6,705,813	$4,554,530	$5,628,262
FTA SECTION 16 / 5310	$10,019,717	$0	$10,019,717	$4,017,574	$1,879,932	$2,127,790	$1,994,421
FTA SECTION 18 / 5311	$35,107,046	$0	$35,107,046	$0	$9,191,754	$18,813,528	$7,101,764
FTA SECTION 8 / 5303	$3,312,907	$0	$3,312,907	$791,875	$815,631	$840,099	$865,302
FTA SECTION 9 / 5307	$85,714,320	$0	$85,714,320	$31,357,247	$24,023,576	$15,841,080	$14,492,417
Totals:	**$202,891,935**	**$0**	**$202,891,935**	**$61,545,243**	**$53,773,802**	**$57,490,724**	**$30,082,166**

SECTION II

Statewide Non-MPO

- **Federal Highway Administration**
  - Listing of individual projects, alphabetically by municipality
- **Federal Transit Administration**
  - Listing of individual projects, by fund source

Non-MPO FHWA MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Abbot, Greenville, Monson, Shirley 2570700	**025707.00** Highways Cold-In-Place Recycle	PE:	$500,000	Federal Grants	$16,000,000	$0	$0	$0	$5,333,333	$5,333,333
		ROW:	$20,000	Federal STP	$416,000	$0	$138,667	$138,667	$138,667	$0
		CON:	$18,500,000	Highway and Bridge	$4,104,000	$20,000	$28,000	$28,000	$1,361,333	$1,333,333
		CE:	$1,500,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$20,520,000**	**$20,000**	**$166,667**	**$166,667**	**$6,833,333**	**$6,666,667**
Route 6 *Beginning at Lily Bay Road and extending south 21.45 miles, then beginning 0.98 of a mile south of Gales Road and extending south 0.56 of a mile. Project funding is contingent on Congressionally Directed Spending approval.*										
Abbot, Guilford 2576300	**025763.00** Highways Ultra-Thin Bonded Wearing Course	PE:	$9,410	Federal STP	$257,652	$7,528	$250,124	$0	$0	$0
		ROW:	$0	Highway and Bridge	$64,413	$64,413	$0	$0	$0	$0
		CON:	$298,540	Other	$0	$0	$0	$0	$0	$0
		CE:	$14,115							
		Other:	$0							
		Totals:			**$322,065**	**$71,941**	**$250,124**	**$0**	**$0**	**$0**
Route 6 *Beginning 0.03 of a mile west of the Guilford town line and extending east 0.92 of a mile.*										
Acton 2026700	**020267.00** Highways Highway Rehabilitation	PE:	$600,000	Federal STP	$600,000	$600,000	$0	$0	$0	$0
		ROW:	$150,000	Highway and Bridge	$150,000	$150,000	$0	$0	$0	$0
		CON:	$0	Other	$0	$0	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$750,000**	**$750,000**	**$0**	**$0**	**$0**	**$0**
Route 109 *Beginning 0.60 of a mile south of Garvin Road and extending north 2.21 miles.*										
Acton 2482100	**027280.00** Highways Bridge Improvements	PE:	$285,000	Federal STP	$240,000	$0	$80,000	$80,000	$80,000	$0
		ROW:	$15,000	Highway and Bridge	$60,000	$0	$20,000	$20,000	$20,000	$0
		CON:	$0							
		CE:	$0							
		Other:	$0							
		Totals:			**$300,000**	**$0**	**$100,000**	**$100,000**	**$100,000**	**$0**
Milton Mills Road *Ben Brackett Bridge (#2065) over Salmon Falls River. Located at the New Hampshire state line.*										
Addison, Cherryfield, Columbia, Columbia Falls, Cutler, Debl 2482100	**024821.00** Production Support And Administration Planning Studies	PE:	$0	Federal Planning	$8,000	$0	$8,000	$0	$0	$0
		ROW:	$0	Highway and Bridge	$2,000	$2,000	$0	$0	$0	$0
		CON:	$0	Other	$0	$0	$0	$0	$0	$0
		CE:	$0							
		Other:	$10,000							
		Totals:			**$10,000**	**$2,000**	**$8,000**	**$0**	**$0**	**$0**
Washington County *Planning assistance to Washington County.*										
Addison 1684900	**016849.00** Highways Bridge Improvements	PE:	$400,000	Federal Bridge Program	$332,000	$220,000	$37,333	$37,333	$37,333	$0
		ROW:	$15,000	Highway and Bridge	$83,000	$55,000	$9,333	$9,333	$9,333	$0
		CON:	$0	Other	$0	$0	$0	$0	$0	$0
		CE:	$0	Private	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$415,000**	**$275,000**	**$46,667**	**$46,667**	**$46,667**	**$0**
Ridge Road *Dike Bridge (#3718) over West Branch Pleasant River. Located 0.06 of a mile southwest of Water Street.*										
Addison 2482100	**027160.00** Highways Bridge Replacement	PE:	$500,000	Federal LHIP	$4,000,000	$0	$137,333	$137,333	$1,333,333	$1,196,000
		ROW:	$15,000	Highway and Bridge	$1,000,000	$0	$34,333	$34,333	$333,333	$299,000
		CON:	$3,985,000							
		CE:	$500,000							
		Other:	$0							
		Totals:			**$5,000,000**	**$0**	**$171,667**	**$171,667**	**$1,666,667**	**$1,495,000**
E. Side Road *Lot Norton Bridge (#3754) over Knowles River. Located 0.11 of a mile north of W. McMann Road.*										
Albany Twp 2612200	**026122.00** Highways Bridge Deck Replacement	PE:	$60,000	Federal STP	$480,000	$0	$200,000	$140,000	$140,000	$0
		ROW:	$15,000	Highway and Bridge	$120,000	$15,000	$35,000	$35,000	$35,000	$0
		CON:	$465,000	Other	$0	$0	$0	$0	$0	$0
		CE:	$60,000							
		Other:	$0							
		Totals:			**$600,000**	**$15,000**	**$235,000**	**$175,000**	**$175,000**	**$0**
Route 5 *Crooked River Bridge (#5079) over Crooked River. Located 0.08 of a mile northwest of Route 35.*										
Albion 2529900	**025299.00** Highways Bridge Replacement	PE:	$150,000	Federal STP	$2,172,000	$0	$66,000	$746,000	$680,000	$680,000
		ROW:	$15,000	Highway and Bridge	$543,000	$33,000	$0	$170,000	$170,000	$170,000
		CON:	$2,400,000	Other	$0	$0	$0	$0	$0	$0
		CE:	$150,000							
		Other:	$0							
		Totals:			**$2,715,000**	**$33,000**	**$66,000**	**$916,000**	**$850,000**	**$850,000**
South Freedom Road *Puddle Duck Bridge (#3107) over 15 Mile Stream. Located 0.11 of a mile north of Knights Road.*										
Alfred, Arundel, Bar Harbor, Buxton, Caribou, Dixfield, Falm 2532100	**025321.00** Highways Safety Improvements	PE:	$881,680	Federal Federal Grants	$3,471,615	$0	$1,157,205	$1,157,205	$1,157,205	$0
		ROW:	$0	Highway and Bridge	$3,500,000	$881,680	$872,773	$872,773	$872,773	$0
		CON:	$5,538,885							
		CE:	$551,050							
		Other:	$0							
		Totals:			**$6,971,615**	**$881,680**	**$2,029,978**	**$2,029,978**	**$2,029,978**	**$0**
Various locations *Maine Advanced Signal Control and Connected Vehicle System for safe, efficient, and equitable rural transportation (MAST) Project. ATCMTD Grant recipient.*										
Alfred, Lyman 2282100	**022821.00** Highways Highway Improvement	PE:	$200,000	Federal NHPP	$60,000	$60,000	$0	$0	$0	$0
		ROW:	$10,000	Federal STP	$108,000	$0	$36,000	$36,000	$36,000	$0
		CON:	$0	Highway and Bridge	$42,000	$42,000	$0	$0	$0	$0
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$210,000**	**$102,000**	**$36,000**	**$36,000**	**$36,000**	**$0**
Route 111 *Beginning 0.08 of a mile east of Graves Road and extending west 0.96 of a mile.*										
Alfred, Sanford 2374900	**023749.00** Highways Cold-In-Place Recycle	PE:	$81,939	Federal NHPP	$2,257,986	$2,257,986	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$564,496	$564,496	$0	$0	$0	$0
		CON:	$2,650,543	Other	$0	$0	$0	$0	$0	$0
		CE:	$90,000							
		Other:	$0							
		Totals:			**$2,822,482**	**$2,822,482**	**$0**	**$0**	**$0**	**$0**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Route 202										
Beginning 0.30 of a mile east of June Street and extending east 2.93 miles. Including Route 4 and Route 202 intersection approaches.										
Alfred	**025459.00**	PE:	$200,000	Federal HSIP	$710,100	$0	$0	$0	$236,700	$236,700
2545900	Highways	ROW:	$150,000	Federal Safety	$315,000	$0	$105,000	$105,000	$105,000	$0
	Safety Improvements	CON:	$689,000	Highway and Bridge	$113,900	$35,000	$0	$0	$26,300	$26,300
		CE:	$100,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,139,000**	**$35,000**	**$105,000**	**$105,000**	**$368,000**	**$263,000**
Route 4										
Beginning 0.56 of a mile north of the Sanford town line and extending north 0.26 of a mile.										
Alfred	**026376.00**	PE:	$60,000	Federal NHPP	$396,000	$48,000	$0	$116,000	$116,000	$116,000
2637600	Highways	ROW:	$5,000	Federal NHS	$4,000	$0	$2,000	$2,000	$0	$0
	Large Culvert Replacement	CON:	$400,000	Highway and Bridge	$100,000	$13,000	$0	$29,000	$29,000	$29,000
		CE:	$35,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$500,000**	**$61,000**	**$2,000**	**$147,000**	**$145,000**	**$145,000**
Route 202										
Large culvert (#46513) located 0.05 of a mile south of Brock Road.										
Allagash, Saint Francis	**017236.00**	PE:	$619,057	Federal LHIP	$651,898	$651,898	$0	$0	$0	$0
1723600	Highways	ROW:	$110,000	Federal STP	$5,771,702	$5,016,552	$755,150	$0	$0	$0
	Slope Stabilization/Protection	CON:	$7,524,500	Highway and Bridge	$2,334,957	$2,184,396	$150,561	$0	$0	$0
		CE:	$505,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$8,758,557**	**$7,852,845**	**$905,711**	**$0**	**$0**	**$0**
Route 161										
Beginning 0.22 of a mile west of GC Hartt Road and extending southwest 0.16 of a mile. Continuing 0.02 of a mile west of Carney Road and extending northeast 0.11 of a mile.										
Allagash	**026422.00**	PE:	$25,000	Federal STP	$28,000	$0	$9,333	$9,333	$9,333	$0
2642200	Highways	ROW:	$10,000	Highway and Bridge	$7,000	$7,000	$0	$0	$0	$0
	Large Culvert Rehabilitation	CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$35,000**	**$7,000**	**$9,333**	**$9,333**	**$9,333**	**$0**
Route 161										
Cross culvert (#179682) located 1.07 miles east of Carney Road.										
Alna	**027250.00**	PE:	$150,000	Federal LHIP	$1,280,000	$0	$44,000	$44,000	$426,667	$382,667
	Highways	ROW:	$15,000							
	Bridge Rehabilitation	CON:	$1,285,000	Highway and Bridge	$320,000	$0	$11,000	$11,000	$106,667	$95,667
		CE:	$150,000							
		Other:	$0							
		Totals:			**$1,600,000**	**$0**	**$55,000**	**$55,000**	**$533,333**	**$478,333**
Dock Road										
Dock Bridge (#3284) over Sheepscot River. Located 0.22 of a mile south of Route 194.										
Alton, Argyle Twp, Edinburg, Howland, Mattamiscontis Twp, Me	**025485.00**	PE:	$25,000	Federal NHPP	$652,500	$0	$217,500	$217,500	$217,500	$0
2548500	Highways	ROW:	$0	Federal NHS	$22,500	$0	$22,500	$0	$0	$0
	Crack Sealing	CON:	$650,000	Highway and Bridge	$75,000	$2,500	$24,167	$24,167	$24,167	$0
		CE:	$75,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$750,000**	**$2,500**	**$264,167**	**$241,667**	**$241,667**	**$0**
Various locations										
Interstate crack sealing.										
Alton	**024123.00**	PE:	$28,000	Federal STP	$710,327	$16,000	$694,327	$0	$0	$0
2412300	Highways	ROW:	$0	Highway and Bridge	$177,582	$154,260	$23,322	$0	$0	$0
	1 1/4" Overlay	CON:	$818,184							
		CE:	$41,725	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$887,909**	**$170,260**	**$717,649**	**$0**	**$0**	**$0**
Route 16										
Beginning 0.37 of a mile south of Hatch Road and extending south 1.78 miles.										
Amherst	**024129.00**	PE:	$54,094	Federal NHPP	$1,889,655	$1,889,655	$0	$0	$0	$0
2412900	Highways	ROW:	$0	Federal STP	$0	$0	$0	$0	$0	$0
	Mill And Fill	CON:	$2,224,069	Highway and Bridge	$472,414	$472,414	$0	$0	$0	$0
		CE:	$83,906	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$2,362,069**	**$2,362,069**	**$0**	**$0**	**$0**	**$0**
Route 9										
Beginning 0.68 of a mile northeast of Peaked Mountain Drive and extending east 4.45 miles.										
Amity, Cary Twp	**025743.00**	PE:	$16,112	Federal STP	$792,129	$0	$792,129	$0	$0	$0
2574300	Highways	ROW:	$0	Highway and Bridge	$214,145	$206,150	$7,995	$0	$0	$0
	Highway Cyclical Pavement Resurfacing	CON:	$957,938							
		CE:	$32,224	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,006,274**	**$206,150**	**$800,124**	**$0**	**$0**	**$0**
Route 1										
Beginning 0.80 of a mile north of Tracy Road and extending north 4.24 miles.										
Amity	**025075.00**	PE:	$20,000	Federal STP	$20,000	$0	$20,000	$0	$0	$0
2507500	Production Support And Administration	ROW:	$5,000							
	Municipal/Public Outreach	CON:	$0	Highway and Bridge	$5,000	$0	$5,000	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$25,000**	**$0**	**$25,000**	**$0**	**$0**	**$0**
Estabrook Road										
Davis Bridge (#5067) over Davis Stream. Located 0.42 of a mile south of the Cary Twp. town line.										
Andover	**027276.00**	PE:	$300,000	Federal LHIP	$2,400,000	$0	$84,000	$84,000	$800,000	$716,000
	Highways	ROW:	$15,000							
	Bridge Replacement	CON:	$2,385,000	Highway and Bridge	$600,000	$0	$21,000	$21,000	$200,000	$179,000
		CE:	$300,000							
		Other:	$0							
		Totals:			**$3,000,000**	**$0**	**$105,000**	**$105,000**	**$1,000,000**	**$895,000**
Route 120										
Andover Falls Bridge (#3336) over Ellis River. Located 0.53 of a mile north of the Roxbury town line.										
Anson, Madison	**026113.00**	PE:	$100,000	Federal STP	$1,284,000	$0	$42,000	$442,000	$400,000	$400,000
2611300	Highways	ROW:	$5,000	Highway and Bridge	$321,000	$21,000	$0	$100,000	$100,000	$100,000
	Bridge Wearing Surface Replacement	CON:	$1,400,000							
		CE:	$100,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,605,000**	**$21,000**	**$42,000**	**$542,000**	**$500,000**	**$500,000**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Route 8/43/148/201A										
Bicentennial Memorial Bridge (#2491) over Kennebec River. Located on the Madison-Anson town line.										
Anson	**021657.01**	PE:	$0	Federal LHIP	$104,925	$0	$104,925	$0	$0	$0
2165701	Highways	ROW:	$5,000	Federal STP	$1,199,335	$0	$1,199,335	$0	$0	$0
	Bridge Replacement	CON:	$1,435,325	Highway and Bridge	$331,065	$242,932	$88,133	$0	$0	$0
		CE:	$195,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,635,325**	**$242,932**	**$1,392,392**	**$0**	**$0**	**$0**
Route 201A										
Ice House Bridge (#3726) over Gilbert Brook. Located 0.05 of a mile south of Campground Road.										
Anson	**023200.00**	PE:	$100,000	Federal STP	$848,000	$80,800	$260,533	$253,333	$253,333	$0
2320000	Highways	ROW:	$10,000	Highway and Bridge	$212,000	$21,000	$64,333	$63,333	$63,333	$0
	Bridge Wearing Surface Replacement	CON:	$850,000							
		CE:	$100,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,060,000**	**$101,800**	**$324,867**	**$316,667**	**$316,667**	**$0**
Route 201A										
Robert Garland Bridge (#2615) over Carrabassett River. Located 0.12 of a mile north of Route 234.										
Anson	**026069.00**	PE:	$49,428	Federal STP	$2,174,832	$0	$19,771	$731,534	$711,763	$711,763
2606900	Highways	ROW:	$0	Highway and Bridge	$543,708	$9,886	$0	$177,941	$177,941	$177,941
	1 1/4" Overlay	CON:	$2,471,400							
		CE:	$197,712	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$2,718,540**	**$9,886**	**$19,771**	**$909,475**	**$889,704**	**$889,704**
Route 201A										
Beginning at Main Street and extending north 4.60 miles.										
Argyle Twp	**021687.00**	PE:	$175,000	Federal Bridge Program	$9,000	$0	$4,500	$4,500	$0	$0
2168700	Highways	ROW:	$15,000	Federal STP	$2,363,000	$143,000	$0	$740,000	$740,000	$740,000
	Bridge Replacement	CON:	$2,600,000	Highway and Bridge	$593,000	$38,000	$0	$185,000	$185,000	$185,000
		CE:	$175,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$2,965,000**	**$181,000**	**$4,500**	**$929,500**	**$925,000**	**$925,000**
Route 116										
Hemlock Stream Bridge (#3735) over Hemlock Stream. Located 2.22 miles north of Argyle Road.										
Ashland, Castle Hill, T11 R4 Wels	**026488.00**	PE:	$46,496	Federal STP	$2,324,800	$0	$18,598	$781,133	$762,534	$762,534
2648800	Highways	ROW:	$0							
	1 1/4" Overlay	CON:	$2,673,520	Highway and Bridge	$581,200	$9,299	$0	$190,634	$190,634	$190,634
		CE:	$185,984							
		Other:	$0							
		Totals:			**$2,906,000**	**$9,299**	**$18,598**	**$971,766**	**$953,168**	**$953,168**
Route 163										
Beginning 0.18 of a mile west of T11 R4 WELS town line and extending east 3.18 miles.										
Ashland, Eagle Lake, Nashville Plt, Portage Lake, T14 R6 Wel	**026626.00**	PE:	$816,856	Federal LHIP	$0	$0	$0	$0	$0	$0
2662600	Highways	ROW:	$25,000	Federal STP	$673,485	$0	$224,495	$224,495	$224,495	$0
	Highway Improvement	CON:	$0	Highway and Bridge	$168,371	$10,000	$52,790	$52,790	$52,790	$0
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$841,856**	**$10,000**	**$277,285**	**$277,285**	**$277,285**	**$0**
Route 11										
Beginning at Route 163 in Ashland and extending northwest 37.34 miles.										
Ashland, Masardis, T8 R5 Wels, T9 R5 Wels	**026732.00**	PE:	$222,177	Federal STP	$4,887,895	$0	$1,747,793	$1,570,051	$1,570,051	$0
2673200	Highways	ROW:	$0	Highway and Bridge	$1,221,974	$44,435	$392,513	$392,513	$392,513	$0
	3/4" Overlay	CON:	$5,554,426							
		CE:	$333,266	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$6,109,869**	**$44,435**	**$2,140,306**	**$1,962,564**	**$1,962,564**	**$0**
Route 11										
Beginning 1.82 miles south of T9 R5 WELS town line and extending north 20.50 miles to Route 163.										
Ashland, Nashville Plt, Portage Lake	**026626.10**	PE:	$0	Federal Grants	$6,853,084	$0	$2,284,361	$2,284,361	$2,284,361	$0
	Highways	ROW:	$0	Federal STP	$1,835,004	$0	$611,668	$611,668	$611,668	$0
	1 1/4" Overlay	CON:	$10,153,761	Highway and Bridge	$2,172,022	$0	$724,007	$724,007	$724,007	$0
		CE:	$706,349							
		Other:	$0							
		Totals:			**$10,860,110**	**$0**	**$3,620,037**	**$3,620,037**	**$3,620,037**	**$0**
Route 11										
Beginning at Route 163 and extending north 16.24 miles. Project funding is contingent on Congressionally Directed Spending approval.										
Ashland	**026490.00**	PE:	$25,036	Federal STP	$390,480	$0	$143,513	$123,484	$123,484	$0
2649000	Highways	ROW:	$0	Highway and Bridge	$97,620	$5,007	$30,871	$30,871	$30,871	$0
	Mill And Fill	CON:	$432,946							
		CE:	$30,118	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$488,100**	**$5,007**	**$174,383**	**$154,355**	**$154,355**	**$0**
Route 163										
Beginning 0.01 of a mile east of Route 11 and extending east 0.58 of a mile.										
Ashland	**026834.00**	PE:	$5,000	Federal RH Xing Program	$298,439	$0	$102,813	$97,813	$97,813	$0
	Railroad	ROW:	$0							
	Rail Crossing Improvements	CON:	$283,439	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$10,000							
		Other:	$0							
		Totals:			**$298,439**	**$0**	**$102,813**	**$97,813**	**$97,813**	**$0**
Masardis Road										
Railroad crossing (#051188U) located 0.10 of a mile north of Masardis town line.										
Athens, Cornville	**025839.00**	PE:	$14,000	Federal STP	$638,960	$0	$220,453	$209,253	$209,253	$0
2583900	Highways	ROW:	$0	Highway and Bridge	$159,740	$2,800	$52,313	$52,313	$52,313	$0
	Highway Cyclical Pavement Resurfacing	CON:	$756,700							
		CE:	$28,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$798,700**	**$2,800**	**$272,767**	**$261,567**	**$261,567**	**$0**
Route 150										
Beginning 0.72 of a mile south of James Road and extending north 4.00 miles.										
Athens, Harmony	**025841.00**	PE:	$35,640	Federal STP	$1,626,610	$0	$561,211	$532,699	$532,699	$0
2584100	Highways	ROW:	$0	Highway and Bridge	$406,652	$7,128	$133,175	$133,175	$133,175	$0
	Highway Cyclical Pavement Resurfacing	CON:	$1,926,342							
		CE:	$71,280	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$2,033,262**	**$7,128**	**$694,386**	**$665,874**	**$665,874**	**$0**
Athens, Harmony 2584100	**025841.00** Highways Highway Cyclical Pavement Resurfacing									
Route 150 *Beginning 0.04 of a mile north of Academy Street and extending east 8.91 miles.*										
Auburn, Bangor, Brunswick, Caribou, Durham, Gray, Hermon, La 2426100	**024261.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$94 $0 $126,440 $0 $0	Federal HSIP Highway and Bridge Other	$113,880 $12,653 $0	$113,880 $12,653 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$126,534**	**$126,534**	**$0**	**$0**	**$0**	**$0**
Various Locations *Procurement of sign equipment and accessories.*										
Augusta, Belfast, Benton, China, Fairfield, Farmington, Gard 2430100	**024301.00** Highways Install Or Replace Traffic Signals	PE: ROW: CON: CE: Other:	$2,090,000 $200,000 $20,844,812 $1,600,000 $0	Federal Federal Grants Federal STP Highway and Bridge Other	$8,241,100 $6,667,446 $9,826,266 $0	$8,241,100 $0 $9,826,266 $0	$0 $3,333,723 $0 $0	$0 $3,333,723 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$24,734,812**	**$18,067,366**	**$3,333,723**	**$3,333,723**	**$0**	**$0**
Various Locations *Design and replacement of signals with Advanced Transportation Controller (ATC) capabilities at various intersections located around the state to address pedestrian, ADA, vehicle operational and mobility deficiencies. FHWA BUILD Grant recipient.*										
Augusta, Belgrade, New Sharon, Rome, Sidney 2662800	**026628.00** Highways Highway Improvement	PE: ROW: CON: CE: Other:	$45,000 $5,000 $0 $0 $0	Federal LHIP Federal STP Highway and Bridge Other	$0 $40,000 $10,000 $0	$0 $0 $10,000 $0	$0 $13,333 $0 $0	$0 $13,333 $0 $0	$0 $13,333 $0 $0	$0 $0 $0 $0
			Totals:		**$50,000**	**$10,000**	**$13,333**	**$13,333**	**$13,333**	**$0**
Route 27 *Beginning 0.19 of a mile north of Darin Drive and extending north 23.78 miles.*										
Augusta, Belgrade, Sidney 2662810	**026628.10** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$79,644 $0 $1,991,111 $119,467 $0	Federal STP Highway and Bridge Other	$1,752,178 $438,044 $0	$0 $15,929 $0	$626,536 $140,705 $0	$562,821 $140,705 $0	$562,821 $140,705 $0	$0 $0 $0
			Totals:		**$2,190,222**	**$15,929**	**$767,241**	**$703,526**	**$703,526**	**$0**
Route 27 *Beginning 0.03 of a mile north of Darin Drive and extending north 6.21 miles.*										
Augusta, Chelsea, Jefferson, Whitefield, Windsor 2576500	**025765.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$82,698 $0 $3,121,766 $204,254 $0	Federal STP Highway and Bridge Other	$2,726,974 $681,744 $0	$2,616,625 $675,007 $0	$110,349 $6,737 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$3,408,718**	**$3,291,632**	**$117,086**	**$0**	**$0**	**$0**
Route 17 *Beginning at Route 32 and extending west 12.75 miles to Route 9.*										
Augusta, Fairfield, Oakland, Sidney, Waterville	**027498.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$25,000 $0 $8,650,000 $300,000 $0	Federal NHPP Highway and Bridge	$8,077,500 $897,500	$0 $0	$5,625 $625	$5,625 $625	$5,625 $625	$2,690,625 $298,958
			Totals:		**$8,975,000**	**$0**	**$6,250**	**$6,250**	**$6,250**	**$2,989,583**
Interstate 95 Southbound *Beginning 0.08 of a mile west of the Benton town line and extending southwest 24.45 miles.*										
Augusta, Fairfield, Waterville 2613000	**026130.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$20,000 $0 $320,000 $20,000 $0	Federal STP Highway and Bridge	$288,000 $72,000	$8,000 $4,000	$280,000 $68,000	$0 $0	$0 $0	$0 $0
			Totals:		**$360,000**	**$12,000**	**$348,000**	**$0**	**$0**	**$0**
Interstate 95/Interstate 295 *Streaming cameras.*										
Augusta, Hallowell 2436500	**024365.00** Highways Highway Rehabilitation	PE: ROW: CON: CE: Other:	$95,000 $5,000 $0 $0 $0	Federal STP Highway and Bridge Other	$80,000 $20,000 $0	$76,000 $20,000 $0	$1,333 $0 $0	$1,333 $0 $0	$1,333 $0 $0	$0 $0 $0
			Totals:		**$100,000**	**$96,000**	**$1,333**	**$1,333**	**$1,333**	**$0**
Route 201 *Beginning at Maple Street and extending north 1.11 miles. Beginning 0.22 of a mile north of Winthrop Street and extending north 0.50 of a mile.*										
Augusta, Manchester 2239200	**022392.00** Highways Highway Rehabilitation	PE: ROW: CON: CE: Other:	$500,000 $75,000 $3,500,000 $525,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$3,476,000 $204,000 $920,000 $0	$0 $99,941 $51,059 $0	$128,000 $52,030 $31,970 $0	$1,201,333 $52,030 $300,304 $0	$1,073,333 $0 $268,333 $0	$1,073,333 $0 $268,333 $0
			Totals:		**$4,600,000**	**$151,000**	**$212,000**	**$1,553,667**	**$1,341,667**	**$1,341,667**
Route 202 *Beginning 0.16 of a mile east of the intersection of Granite Hill Road and extending east 1.67 miles.*										
Augusta, Sidney, Waterville	**027504.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$25,000 $0 $6,850,000 $250,000 $0	Federal NHPP Highway and Bridge	$6,412,500 $712,500	$0 $0	$7,500 $833	$7,500 $833	$2,137,500 $237,500	$2,130,000 $236,667
			Totals:		**$7,125,000**	**$0**	**$8,333**	**$8,333**	**$2,375,000**	**$2,366,667**
Interstate 95 Northbound *Beginning 0.07 of a mile north of the Hallowell town line and extending north 16.92 miles.*										
Augusta 2187200	**021872.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$585,751 $29,805 $4,684,128 $199,738 $0	Federal STP GARVEE Highway and Bridge Local Other	$1,378,119 $3,018,400 $1,099,203 $3,700 $0	$499,941 $0 $1,099,203 $3,700 $0	$878,178 $3,018,400 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$5,499,422**	**$1,602,844**	**$3,896,578**	**$0**	**$0**	**$0**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Water Street										
Rines Hill Bridge (#3528) over the Old Maine Central Railroad. Located 0.03 of a mile north of Green Street.										
Augusta	**023126.00**	PE:	$150,000	Federal STP	$1,200,000	$0	$66,000	$422,000	$356,000	$356,000
2312600	Highways	ROW:	$15,000	Highway and Bridge	$300,000	$23,000	$5,000	$94,000	$89,000	$89,000
	Bridge Replacement	CON:	$1,185,000							
		CE:	$150,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,500,000**	**$23,000**	**$71,000**	**$516,000**	**$445,000**	**$445,000**
Route 17										
Spaulding Brook Bridge (#2790) over Spaulding Brook. Located 0.41 of a mile southeast of Cony Road.										
Augusta	**024205.00**	PE:	$52,000	Federal HSIP	$67,647	$46,800	$6,949	$6,949	$6,949	$0
2420500	Highways	ROW:	$0	Federal Safety	$369,528	$0	$123,176	$123,176	$123,176	$0
	Safety Improvements	CON:	$412,750	Highway and Bridge	$48,575	$46,259	$772	$772	$772	$0
		CE:	$21,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$485,750**	**$93,059**	**$130,897**	**$130,897**	**$130,897**	**$0**
Route 3										
Beginning 0.75 of a mile north of West River Road and extending south 0.03 of a mile.										
Augusta	**024207.00**	PE:	$20,000	Federal HSIP	$18,000	$18,000	$0	$0	$0	$0
2420700	Highways	ROW:	$0	Federal Safety	$417,375	$0	$139,125	$139,125	$139,125	$0
	Safety Improvements	CON:	$442,750	Highway and Bridge	$48,375	$48,375	$0	$0	$0	$0
		CE:	$21,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$483,750**	**$66,375**	**$139,125**	**$139,125**	**$139,125**	**$0**
Route 3										
Beginning 0.13 of a mile south of Henry's Way and extending south 0.03 of a mile.										
Augusta	**024769.00**			Federal HSIP	$0	$0	$0	$0	$0	$0
2476900	Bicycle/Pedestrian	PE:	$35,000	Federal STP	$234,000	$0	$17,000	$83,667	$66,667	$66,667
	New Construction	ROW:	$15,000	Federal Safety	$6,000	$0	$3,000	$3,000	$0	$0
		CON:	$225,000	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$25,000	Local	$60,000	$1,500	$4,250	$20,917	$16,667	$16,667
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$300,000**	**$1,500**	**$24,250**	**$107,583**	**$83,333**	**$83,333**
High-Visibility Crosswalks										
High-Visibility Pedestrian Crossing Demonstration project at multiple locations that will include innovative treatments such as Rectangular Rapid Flashing Beacons (RRFBs), dynamic pedestrian signage, thermoplastic crossings, and in-road lighting.										
Augusta	**024883.00**	PE:	$19,537	Federal FO	$411,189	$411,189	$0	$0	$0	$0
2488300	Highways	ROW:	$0	Federal STP	$16,800	$16,800	$0	$0	$0	$0
	Highway Cyclical Pavement Resurfacing	CON:	$472,450	Highway and Bridge	$106,997	$106,997	$0	$0	$0	$0
		CE:	$43,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$534,987**	**$534,987**	**$0**	**$0**	**$0**	**$0**
Leighton Road										
Beginning at Old Winthrop Road and extending north 2.77 miles to Route 8.										
Augusta	**024885.00**	PE:	$16,000	Federal STP	$334,340	$12,800	$321,540	$0	$0	$0
2488500	Highways	ROW:	$0	Highway and Bridge	$83,585	$82,885	$700	$0	$0	$0
	Highway Cyclical Pavement Resurfacing	CON:	$383,285							
		CE:	$18,640	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$417,925**	**$95,685**	**$322,240**	**$0**	**$0**	**$0**
Route 105										
Beginning 0.28 of a mile west of Church Hill Road and extending east 2.33 miles.										
Augusta	**025273.00**	PE:	$100,000	Federal HSIP	$630,000	$99,000	$0	$177,000	$177,000	$177,000
2527300	Highways	ROW:	$10,000	Highway and Bridge	$70,000	$11,000	$0	$19,667	$19,667	$19,667
	Reconstruction	CON:	$550,000							
		CE:	$40,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$700,000**	**$110,000**	**$0**	**$196,667**	**$196,667**	**$196,667**
Route 201/Gage Street										
Located at the intersection of Route 201 and Gage Street.										
Augusta	**025467.00**	PE:	$235,000	Federal NHPP	$0	$0	$0	$0	$0	$0
2546700	Highways	ROW:	$15,000	Federal STP	$200,000	$0	$66,667	$66,667	$66,667	$0
	Bridge Improvements	CON:	$0	Highway and Bridge	$50,000	$50,000	$0	$0	$0	$0
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$250,000**	**$50,000**	**$66,667**	**$66,667**	**$66,667**	**$0**
Old Belgrade Road										
Old Belgrade Road/I-95 Bridge (#5806) over Interstate 95. Located 0.40 of a mile north of Eight Rod Road.										
Augusta	**025751.00**	PE:	$400,000	Federal HPP	$4,800,000	$0	$0	$0	$1,600,000	$1,600,000
2575100	Highways	ROW:	$50,000	Federal NHPP	$460,000	$0	$0	$0	$153,333	$153,333
	Reconstruction	CON:	$6,000,000	Federal STP	$360,000	$0	$120,000	$120,000	$120,000	$0
		CE:	$575,000	Highway and Bridge	$1,405,000	$90,000	$0	$0	$438,333	$438,333
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$7,025,000**	**$90,000**	**$120,000**	**$120,000**	**$2,311,667**	**$2,191,667**
Route 201/Route 202										
Beginning at Route 105 and extending north 0.64 of a mile on Route 201. Beginning at Route 201 and extending east 0.08 of a mile on Route 202. Including exits on the rotary. This project is using Congressionally Directed Spending.										
Augusta	**025767.00**	PE:	$28,000	Federal STP	$324,236	$18,400	$152,918	$152,918	$0	$0
2576700	Highways	ROW:	$0	Highway and Bridge	$81,059	$77,130	$1,964	$1,964	$0	$0
	Ultra-Thin Bonded Wearing Course	CON:	$352,295							
		CE:	$25,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$405,295**	**$95,530**	**$154,882**	**$154,882**	**$0**	**$0**
Route 9										
Beginning at the Chelsea town line and extending north 0.80 of a mile.										
Augusta	**026164.00**	PE:	$345,000	Federal STP	$280,000	$0	$93,333	$93,333	$93,333	$0
2616400	Highways	ROW:	$5,000	Highway and Bridge	$70,000	$70,000	$0	$0	$0	$0
	Bridge Improvements	CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$350,000**	**$70,000**	**$93,333**	**$93,333**	**$93,333**	**$0**
Route 201										
Augusta Memorial Bridge (#5196) over Kennebec River. Located 0.02 of a mile east of Gage Street.										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Augusta 2644400	**026444.00** Highways Bridge Replacement	PE:	$150,000	Federal STP	$1,200,000	$0	$66,000	$422,000	$356,000	$356,000
		ROW:	$15,000	Highway and Bridge	$300,000	$23,000	$5,000	$94,000	$89,000	$89,000
		CON:	$1,185,000							
		CE:	$150,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,500,000**	**$23,000**	**$71,000**	**$516,000**	**$445,000**	**$445,000**
Route 17 *Thorne Brook Bridge (#2850) over Thorne Brook. Located 0.28 of a mile southeast of Cony Road.*										
Augusta	**027244.00** Highways Bridge Improvements	PE:	$285,000	Federal NHPP	$270,000	$0	$90,000	$90,000	$90,000	$0
		ROW:	$15,000							
		CON:	$0	Highway and Bridge	$30,000	$0	$10,000	$10,000	$10,000	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$300,000**	**$0**	**$100,000**	**$100,000**	**$100,000**	**$0**
Interstate 95 *Interstate 95 Bridges (#1465, #5793) over Route 27. Located 0.13 of a mile north of Interstate 95 Exit 117 on-ramp.*										
Augusta	**027247.00** Highways Bridge Improvements	PE:	$235,000	Federal NHPP	$225,000	$0	$75,000	$75,000	$75,000	$0
		ROW:	$15,000							
		CON:	$0	Highway and Bridge	$25,000	$0	$8,333	$8,333	$8,333	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$250,000**	**$0**	**$83,333**	**$83,333**	**$83,333**	**$0**
Old Winthrop Road *Old Winthrop Road/I 95 Bridge (#5788) over Interstate 95. Located 0.13 of a mile west of Wildwood Road.*										
Avon 2309800	**023098.00** Highways Bridge Replacement	PE:	$200,000	Federal STP	$2,016,000	$120,400	$666,267	$614,667	$614,667	$0
		ROW:	$15,000	Highway and Bridge	$504,000	$33,000	$163,667	$153,667	$153,667	$0
		CON:	$2,100,000							
		CE:	$205,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$2,520,000**	**$153,400**	**$829,933**	**$768,333**	**$768,333**	**$0**
Route 4 *Cushman Bridge (#6588). Located 0.12 of a mile south of Airport Road.*										
Baileyville 2427700	**024277.00** Highways Large Culvert Replacement	PE:	$60,000	Federal NHPP	$48,500	$48,500	$0	$0	$0	$0
		ROW:	$5,000	Federal NHS	$3,500	$0	$1,750	$1,750	$0	$0
		CON:	$612,500	Federal STP	$518,000	$0	$0	$172,667	$172,667	$172,667
		CE:	$35,000	Highway and Bridge	$142,500	$13,000	$0	$43,167	$43,167	$43,167
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$712,500**	**$61,500**	**$1,750**	**$217,583**	**$215,833**	**$215,833**
Route 9 *Large culvert (#46925) located 0.39 of a mile west of Route 1.*										
Baldwin, Batchelders Grant Twp, Brownfield, Fryeburg, Gilead ME20081	**017633.00** Production Support And Administration Planning Studies	PE:	$30,000	Federal Scenic Byways	$24,000	$24,000	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$3,000	$3,000	$0	$0	$0	$0
		CON:	$0	Other	$0	$0	$0	$0	$0	$0
		CE:	$0	Private	$3,000	$3,000	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$30,000**	**$30,000**	**$0**	**$0**	**$0**	**$0**
Corridor Management Plan *Develop a Corridor Management plan for the Pequawket Trail Scenic Byway: Beginning at the intersection of Route 35 (Ossipee Trail) and Route 113 in Standish and extending to the intersection of Routes 2 and 113 in Gilead.*										
Bangor, Carmel, Hallowell, Hampden, Portland, Sidney, South 2423900	**024239.00** Highways Intelligent Transportation Systems	PE:	$60,000	Federal CMAQ	$848,000	$27,200	$820,800	$0	$0	$0
		ROW:	$0	Federal NHPP	$0	$0	$0	$0	$0	$0
		CON:	$950,000	Highway and Bridge	$212,000	$212,000	$0	$0	$0	$0
		CE:	$50,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,060,000**	**$239,200**	**$820,800**	**$0**	**$0**	**$0**
Various Locations *Installation of three large permanent Changeable Message Signs (CMS) on Interstate 295 and Interstate 95 with Dedicated Short-Range Communications (DSRC), radar, and cameras.*										
Bangor, Etna, Falmouth, Freeport, Richmond, Sidney 2421300	**024213.00** Highways Intelligent Transportation Systems	PE:	$0	Federal CMAQ	$444,982	$398,756	$46,226	$0	$0	$0
		ROW:	$0	Federal NHPP	$0	$0	$0	$0	$0	$0
		CON:	$455,000	Highway and Bridge	$50,018	$44,882	$5,136	$0	$0	$0
		CE:	$40,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$495,000**	**$443,638**	**$51,362**	**$0**	**$0**	**$0**
Various Locations *RWIS upgrade on I-295, I-95 and Soucy Hill (Route 11).*										
Bar Harbor, Ellsworth, Trenton	**027124.00** Highways Install Or Replace Traffic Signals	PE:	$300,000	Federal NHPP	$240,000	$0	$80,000	$80,000	$80,000	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$60,000	$0	$20,000	$20,000	$20,000	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$300,000**	**$0**	**$100,000**	**$100,000**	**$100,000**	**$0**
Route 1/Route 1A/Route 3 *Traffic signals at multiple locations.*										
Bar Harbor, Mount Desert	**027326.00** Highways Highway Cyclical Pavement Resurfacing	PE:	$28,000	Federal STP	$1,120,000	$0	$7,467	$7,467	$373,333	$365,867
		ROW:	$0							
		CON:	$1,316,000	Highway and Bridge	$280,000	$0	$1,867	$1,867	$93,333	$91,467
		CE:	$56,000							
		Other:	$0							
		Totals:			**$1,400,000**	**$0**	**$9,333**	**$9,333**	**$466,667**	**$457,333**
Route 3 *Beginning 0.04 of a mile north of Derby Lane and extending south 4.880 miles.*										
Bar Harbor, Trenton 2514300	**025143.00** Highways 1 1/4" Overlay	PE:	$38,588	Federal STP	$2,288,782	$0	$783,507	$752,637	$752,637	$0
		ROW:	$0	Highway and Bridge	$572,195	$7,718	$188,159	$188,159	$188,159	$0
		CON:	$2,668,038							
		CE:	$154,351	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$2,860,977**	**$7,718**	**$971,667**	**$940,796**	**$940,796**	**$0**
Route 3 *Beginning 0.20 of a mile east of Oak Point Road and extending southeast 3.37 miles.*										
Bar Harbor ME05003	**014197.02** Highways Scenic Improvements	PE:	$30,000	Federal Scenic Byways	$24,000	$24,000	$0	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$6,000	$6,000	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$30,000**	**$30,000**	**$0**	**$0**	**$0**	**$0**
Route 3										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Bar Harbor, Implementation of Corridor Management Plan, Acadia Byway										
Bar Harbor 2657400	**026574.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,200,000 $300,000 $0	$0 $33,000 $0	$66,000 $0 $0	$422,000 $89,000 $0	$356,000 $89,000 $0	$356,000 $89,000 $0
		Totals:			**$1,500,000**	**$33,000**	**$66,000**	**$511,000**	**$445,000**	**$445,000**
Ledgelawn Avenue *Cromwell Brook #3 Bridge (#0452) over Cromwell Brook. Located 0.03 of a mile north of White Spruce Road.*										
Bar Harbor 2672000	**026720.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$38,441 $0 $961,033 $57,662 $0	Federal STP Highway and Bridge Other	$845,709 $211,427 $0	$0 $7,688 $0	$302,405 $67,913 $0	$271,652 $67,913 $0	$271,652 $67,913 $0	$0 $0 $0
		Totals:			**$1,057,136**	**$7,688**	**$370,318**	**$339,565**	**$339,565**	**$0**
Route 3 *Beginning 0.01 of a mile north of Bay view Drive and extending north 2.98 miles.*										
Batchelders Grant Twp 1872400	**018724.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$151,100 $19,600 $1,094,739 $115,000 $0	Federal STP Highway and Bridge Other	$1,104,335 $276,104 $0	$131,200 $258,386 $0	$973,135 $17,718 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,380,439**	**$389,586**	**$990,853**	**$0**	**$0**	**$0**
Route 113 *Evans Brook Bridge (#5506) over Evans Brook. Located 1.44 miles south of the Gilead town line.*										
Batchelders Grant Twp	**026916.00** Highways Guardrail Installation/Replacement	PE: ROW: CON: CE: Other:	$30,000 $0 $518,500 $20,000 $0	Federal HSIP Highway and Bridge	$511,650 $56,850	$0 $0	$9,000 $1,000	$9,000 $1,000	$170,550 $18,950	$161,550 $17,950
		Totals:			**$568,500**	**$0**	**$10,000**	**$10,000**	**$189,500**	**$179,500**
Route 113 *Various locations along Route 113.*										
Bath 1939000	**019390.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$50,000 $50,000 $437,000 $40,000 $0	Federal STP Federal TAP Highway and Bridge Local Other	$329,895 $131,705 $0 $115,400 $0	$8,800 $32,000 $0 $82,674 $0	$321,095 $99,705 $0 $32,726 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$577,000**	**$123,474**	**$453,526**	**$0**	**$0**	**$0**
Commercial Street *Beginning at Leeman Highway and extending north 0.13 of a mile.*										
Bath 2166400	**021664.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$150,000 $20,000 $1,225,000 $150,000 $0	Federal HSIP Federal Safety Highway and Bridge Other	$1,376,100 $14,400 $154,500 $0	$128,899 $0 $26,701 $0	$3,234 $4,800 $0 $0	$3,234 $4,800 $0 $0	$415,734 $4,800 $45,833 $0	$412,500 $0 $45,833 $0
		Totals:			**$1,545,000**	**$155,600**	**$8,034**	**$8,034**	**$466,367**	**$458,333**
State Road/Richardson Street *Beginning 0.08 of a mile southeast of Richardson Street and extending northwest 0.15 of a mile, including 0.02 of a mile on Richardson Street.*										
Bath 2166500	**021665.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$149,733 $267 $858,953 $100,500 $0	Federal Safe Routes Federal TAP Highway and Bridge Local Other	$132,000 $699,813 $0 $277,640 $0	$132,000 $681,813 $0 $277,640 $0	$0 $18,000 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$1,109,453**	**$1,091,453**	**$18,000**	**$0**	**$0**	**$0**
Oak Grove Avenue *Beginning at Crawford Drive and extending south 0.41 of a mile, including 0.02 of a mile for divided highway. Then beginning at Oak Grove Avenue and extending west 0.15 of a mile to Old Brunswick Road.*										
Bath 2548700	**025487.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$160,000 $20,000 $0 $0 $0	Federal STP Federal TAP Highway and Bridge Local Other	$144,000 $0 $0 $36,000 $0	$0 $0 $0 $36,000 $0	$48,000 $0 $0 $0 $0	$48,000 $0 $0 $0 $0	$48,000 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$180,000**	**$36,000**	**$48,000**	**$48,000**	**$48,000**	**$0**
Leeman Highway *New sidewalks along the north and southbound sections of Leeman Highway to close gaps in the city's existing sidewalk network.*										
Bath	**027292.00** Highways Bridge Wearing Surface Replacement	PE: ROW: CON: CE: Other:	$10,000 $5,000 $75,000 $10,000 $0	Federal LHIP Highway and Bridge	$80,000 $20,000	$0 $0	$4,000 $1,000	$4,000 $1,000	$26,667 $6,667	$22,667 $5,667
		Totals:			**$100,000**	**$0**	**$5,000**	**$5,000**	**$33,333**	**$28,333**
Winter Street *Winter Street Bridge (#0998) over SMO Railroad. Located 0.09 of a mile west of Willow Street.*										
Bath	**027492.00** Highways Bridge Wearing Surface Replacement	PE: ROW: CON: CE: Other:	$10,000 $5,000 $75,000 $10,000 $0	Federal LHIP Highway and Bridge	$80,000 $20,000	$0 $0	$4,000 $1,000	$4,000 $1,000	$26,667 $6,667	$22,667 $5,667
		Totals:			**$100,000**	**$0**	**$5,000**	**$5,000**	**$33,333**	**$28,333**
Oak Street *Oak Street Bridge (#0997) over M.D.O.T. Railroad. Located 0.04 of a mile east of Middle Street.*										
Beddington, Devereaux Twp, T24 Md Bpp, T30 Md Bpp 2352700	**023527.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$54,034 $0 $4,952,058 $365,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$2,845,910 $1,449,836 $1,075,347 $0	$2,845,910 $1,449,836 $1,075,347 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$5,371,092**	**$5,371,092**	**$0**	**$0**	**$0**	**$0**
Route 9 *Beginning 0.23 of a mile south of the Devereaux Twp.-Beddington town line and extending north 8.50 miles.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Beddington, T22 Md Bpp 2412500	**024125.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$40,100 $0 $1,659,237 $128,736 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$38,398 $77,989 $1,346,072 $365,615 $0	$38,398 $0 $1,346,072 $365,615 $0	$0 $77,989 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$1,828,073**	**$1,750,084**	**$77,989**	**$0**	**$0**	**$0**

Route 9
Beginning 0.38 of a mile east of Smith Ridge Road and extending northeast 3.40 miles.

Belfast 2187400	**021874.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$268,095 $36,816 $3,267,082 $209,325 $0	Federal Bridge Program Federal LHIP Federal NHPP Federal STP Highway and Bridge Other Private	$54,203 $76,000 $1,612,341 $1,076,935 $704,870 $0 $256,970	$54,203 $76,000 $1,612,341 $870,476 $653,255 $0 $256,970	$0 $0 $0 $206,459 $51,615 $0 $0	$0 $0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0 $0
			Totals:		**$3,781,318**	**$3,523,245**	**$258,073**	**$0**	**$0**	**$0**

Route 1
Goose River Bridge (#2319) over Goose River. Located 0.15 of a mile east of Mitchell Street.

Belfast 2529500	**025295.00** Highways Bridge Superstructure Rehabilitation	PE: ROW: CON: CE: Other:	$20,000 $5,000 $205,000 $20,000 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$16,000 $4,000 $180,000 $50,000 $0	$16,000 $0 $0 $5,000 $0	$0 $2,000 $0 $0 $0	$0 $2,000 $60,000 $15,000 $0	$0 $0 $60,000 $15,000 $0	$0 $0 $60,000 $15,000 $0
			Totals:		**$250,000**	**$21,000**	**$2,000**	**$77,000**	**$75,000**	**$75,000**

Route 1
Veterans Memorial Bridge (#5750) over the Passagassawaukeag River. Located 0.27 of a mile east of High Street.

Belfast	**027026.00** Highways Bridge Superstructure Replacement	PE: ROW: CON: CE: Other:	$70,000 $15,000 $545,000 $70,000 $0	Federal LHIP Highway and Bridge	$560,000 $140,000	$0 $0	$22,667 $5,667	$22,667 $5,667	$186,667 $46,667	$164,000 $41,000
			Totals:		**$700,000**	**$0**	**$28,333**	**$28,333**	**$233,333**	**$205,000**

Shepard Road
Brier Bridge (#1123) over Passagassawakeag River. Located 0.10 of a mile south of Route 137.

Belfast	**027032.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$80,000 $10,000 $510,000 $50,000 $0	Federal HSIP Highway and Bridge	$520,000 $130,000	$0 $0	$36,000 $9,000	$185,333 $46,333	$149,333 $37,333	$149,333 $37,333
			Totals:		**$650,000**	**$0**	**$45,000**	**$231,667**	**$186,667**	**$186,667**

Route 1/Congress Street
Located at the intersection of Route 1 and Congress Street.

Belfast	**027092.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$40,000 $5,000 $315,000 $40,000 $0	Federal LHIP Highway and Bridge	$320,000 $80,000	$0 $0	$12,000 $3,000	$12,000 $3,000	$106,667 $26,667	$94,667 $23,667
			Totals:		**$400,000**	**$0**	**$15,000**	**$15,000**	**$133,333**	**$118,333**

Route 1
Route US 1/Route 3 Bridge (#1378) over Route 3. Located 0.39 of a mile north of Route 52.

Belgrade, Rome	**026986.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$57,242 $0 $1,431,050 $114,484 $0	Federal STP Highway and Bridge	$1,282,221 $320,555	$0 $0	$15,265 $3,816	$15,265 $3,816	$427,407 $106,852	$412,142 $103,036
			Totals:		**$1,602,776**	**$0**	**$19,081**	**$19,081**	**$534,259**	**$515,178**

Route 27
Beginning 0.26 of a mile north of Hulin Road and extending north 2.97 miles.

Belgrade	**027518.00** Highways Cold-In-Place Recycle	PE: ROW: CON: CE: Other:	$317,826 $0 $6,356,520 $635,652 $0	Federal STP Highway and Bridge	$5,847,998 $1,462,000	$0 $0	$84,754 $21,188	$84,754 $21,188	$1,949,333 $487,333	$1,864,579 $466,145
			Totals:		**$7,309,998**	**$0**	**$105,942**	**$105,942**	**$2,436,666**	**$2,330,724**

Route 27
Beginning 0.140 of a mile south of Hazel Drive and extending north 7.181 miles.

Benedicta Twp, Crystal, Dyer Brook, Herseytown Twp, Houlton, 1876923	**018769.23** Highways Striping	PE: ROW: CON: CE: Other:	$15,000 $0 $2,065,000 $20,000 $0	Federal HSIP Federal Safety Highway and Bridge Other	$2,085,000 $15,000 $0 $0	$0 $0 $0 $0	$2,085,000 $15,000 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$2,100,000**	**$0**	**$2,100,000**	**$0**	**$0**	**$0**

Interstate Striping
Polyurea striping for the interstate.

Benedicta Twp 2530700	**025307.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$80,000 $5,000 $485,000 $80,000 $0	Federal NHPP Federal STP Highway and Bridge	$508,500 $76,500 $65,000	$0 $72,000 $8,500	$0 $2,250 $0	$169,500 $2,250 $18,833	$169,500 $0 $18,833	$169,500 $0 $18,833
			Totals:		**$650,000**	**$80,500**	**$2,250**	**$190,583**	**$188,333**	**$188,333**

Casey Road
Casey Road/I-95 Bridge (#6165) over Interstate 95. Located 0.76 of a mile west of Aroostook Road.

Benedicta Twp 2623800	**026238.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$450,000 $15,000 $3,585,000 $450,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$3,631,500 $418,500 $450,000 $0	$0 $0 $46,500 $0	$0 $139,500 $0 $0	$0 $139,500 $0 $0	$1,210,500 $139,500 $134,500 $0	$1,210,500 $0 $134,500 $0
			Totals:		**$4,500,000**	**$46,500**	**$139,500**	**$139,500**	**$1,484,500**	**$1,345,000**

Casey Road
Casey Road/I-95 Bridge (#6165) over Interstate 95. Located 0.76 of a mile west of Aroostook Road.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Benton, Burnham, Clinton, Fairfield, Oakland, Pittsfield, Wa 2551900	**025519.00** Highways Ultra-Thin Bonded Wearing Course	PE:	$34,892	Federal LHIP	$2,550,687	$2,550,687	$0	$0	$0	$0
		ROW:	$0	Federal NHFP	$238,500	$238,500	$0	$0	$0	$0
		CON:	$12,173,993	Federal NHPP	$8,558,809	$8,558,790	$19	$0	$0	$0
		CE:	$400,000	Highway and Bridge	$1,260,888	$1,260,886	$2	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$12,608,885**	**$12,608,864**	**$21**	**$0**	**$0**	**$0**
Interstate 95 Northbound *Beginning 1.47 miles north of the Sidney town line and extending north 18.14 miles.*										
Benton, Burnham, Clinton, Newport, Pittsfield 2480300	**024803.00** Railroad Rail Crossing Improvements	PE:	$7,500	Federal RH Xing Program	$443,842	$442,807	$1,035	$0	$0	$0
		ROW:	$0	Highway and Bridge	$2,250	$2,135	$115	$0	$0	$0
		CON:	$470,658	Other	$0	$0	$0	$0	$0	$0
		CE:	$15,000	Private	$47,066	$47,066	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$493,158**	**$492,007**	**$1,151**	**$0**	**$0**	**$0**
Pan Am Freight Mainline *Various locations along the Pan Am Mainline.*										
Benton, Burnham, Clinton, Pittsfield 2646000	**026460.00** Highways Ultra-Thin Bonded Wearing Course	PE:	$50,000	Federal NHFP	$45,000	$45,000	$0	$0	$0	$0
		ROW:	$0	Federal NHPP	$5,850,000	$0	$1,950,000	$1,950,000	$1,950,000	$0
		CON:	$6,200,000	Highway and Bridge	$655,000	$5,000	$216,667	$216,667	$216,667	$0
		CE:	$300,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$6,550,000**	**$50,000**	**$2,166,667**	**$2,166,667**	**$2,166,667**	**$0**
Interstate 95 Southbound *Beginning 0.13 of a mile north of the Newport town line and extending south 15.95 miles.*										
Benton, Clinton, Fairfield, Waterville, Winslow	**026898.00** Highways Bridge Beam Ends & Bearing Painting	PE:	$150,000	Federal LHIP	$1,200,000	$0	$41,333	$41,333	$400,000	$358,667
		ROW:	$5,000	Highway and Bridge	$300,000	$0	$10,333	$10,333	$100,000	$89,667
		CON:	$1,195,000							
		CE:	$150,000							
		Other:	$0							
		Totals:			**$1,500,000**	**$0**	**$51,667**	**$51,667**	**$500,000**	**$448,333**
Various locations *Region 2 bridges (#3389, #3106, #1141, #6374, #1522, #1523).*										
Benton, Clinton, Waterville 2506100	**025061.00** Highways Bridge Joint Replacement	PE:	$150,000	Federal NHPP	$536,569	$45,000	$491,569	$0	$0	$0
		ROW:	$5,000	Federal NHS	$2,074,500	$0	$2,074,500	$0	$0	$0
		CON:	$2,596,188	Highway and Bridge	$290,119	$290,119	$0	$0	$0	$0
		CE:	$150,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$2,901,188**	**$335,119**	**$2,566,069**	**$0**	**$0**	**$0**
Interstate 95 Northbound *Various bridge joint improvements on Interstate 95 northbound in Clinton, Benton, and Waterville.*										
Benton, Fairfield, Waterville	**027184.00** Highways Bridge Wearing Surface Replacement	PE:	$500,000	Federal NHPP	$4,500,000	$0	$151,500	$151,500	$1,500,000	$1,348,500
		ROW:	$5,000	Highway and Bridge	$500,000	$0	$16,833	$16,833	$166,667	$149,833
		CON:	$3,995,000							
		CE:	$500,000							
		Other:	$0							
		Totals:			**$5,000,000**	**$0**	**$168,333**	**$168,333**	**$1,666,667**	**$1,498,333**
Interstate 95 *Interstate 95 bridges (#1459, #1458, #1457, #1456, #1455).*										
Benton, Fairfield 2643200	**026432.00** Highways Mill And Fill	PE:	$77,122	Federal NHS	$61,698	$0	$30,849	$30,849	$0	$0
		ROW:	$0	Federal STP	$2,381,106	$0	$0	$793,702	$793,702	$793,702
		CON:	$2,770,724	Highway and Bridge	$610,701	$15,424	$0	$198,425	$198,425	$198,425
		CE:	$205,658	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$3,053,504**	**$15,424**	**$30,849**	**$1,022,976**	**$992,127**	**$992,127**
Route 201/Route 201S *Beginning 0.01 of a mile north of the Waterville town line and extending north 2.77 miles.*										
Benton 2318600	**023186.00** Highways Bridge Painting	PE:	$40,000	Federal NHPP	$310,500	$36,000	$0	$91,500	$91,500	$91,500
		ROW:	$5,000	Federal NHS	$4,500	$0	$2,250	$2,250	$0	$0
		CON:	$265,000	Highway and Bridge	$35,000	$4,500	$0	$10,167	$10,167	$10,167
		CE:	$40,000							
		Other:	$0							
		Totals:			**$350,000**	**$40,500**	**$2,250**	**$103,917**	**$101,667**	**$101,667**
Interstate 95 Northbound *Interstate 95 NB/ River Road Bridge (#5993) over River Road. Located 0.75 of a mile east of Interstate 95 northbound Exit 133.*										
Benton 2322000	**023220.00** Highways Bridge Painting	PE:	$40,000	Federal NHPP	$310,500	$36,000	$0	$91,500	$91,500	$91,500
		ROW:	$5,000	Federal NHS	$4,500	$0	$2,250	$2,250	$0	$0
		CON:	$265,000	Highway and Bridge	$35,000	$4,500	$0	$10,167	$10,167	$10,167
		CE:	$40,000							
		Other:	$0							
		Totals:			**$350,000**	**$40,500**	**$2,250**	**$103,917**	**$101,667**	**$101,667**
Interstate 95 Southbound *I-95 SB/ River Road Bridge (#1455) over River Road. Located 0.53 of a mile east of the Fairfield town line.*										
Benton 2361100	**023611.00** Highways Bridge Strengthening	PE:	$25,000	Federal NHPP	$27,000	$27,000	$0	$0	$0	$0
		ROW:	$5,000	Federal NHS	$519,863	$0	$519,863	$0	$0	$0
		CON:	$552,625	Highway and Bridge	$60,763	$60,763	$0	$0	$0	$0
		CE:	$25,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$607,625**	**$87,763**	**$519,863**	**$0**	**$0**	**$0**
Interstate 95 *I-95 SB/ River Road Bridge (#1455) over River Road. Located 0.53 of a mile east of the Fairfield town line.*										
Benton 2571700	**025717.00** Highways Highway Cyclical Pavement Resurfacing	PE:	$13,296	Federal STP	$543,423	$543,423	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$149,152	$149,152	$0	$0	$0	$0
		CON:	$665,909	Other	$0	$0	$0	$0	$0	$0
		CE:	$13,370							
		Other:	$0							
		Totals:			**$692,575**	**$692,575**	**$0**	**$0**	**$0**	**$0**
Route 139 *Beginning 0.06 of a mile south of Sebasticook Bridge Road and extending west 1.89 miles.*										
Bethel 2166700	**021667.00** Bicycle/Pedestrian New Construction	PE:	$108,000	Federal TAP	$452,000	$452,000	$0	$0	$0	$0
		ROW:	$45,000	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$348,000	Local	$113,000	$113,000	$0	$0	$0	$0
		CE:	$64,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$565,000**	**$565,000**	**$0**	**$0**	**$0**	**$0**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Route 26										
Beginning at existing sidewalk and extending south 0.09 of a mile to Railroad Street.										
Bethel	**021667.10**	PE:	$9,500	Federal RH Xing Program	$9,000	$8,550	$450	$0	$0	$0
2166710	Railroad	ROW:	$0	Federal Rail	$22,500	$0	$7,500	$7,500	$7,500	$0
	Rail Crossing Improvements	CON:	$20,000	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$5,000	Local	$3,000	$3,000	$0	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
			Totals:		**$34,500**	**$11,550**	**$7,950**	**$7,500**	**$7,500**	**$0**
Route 26/Railroad Street										
Pedestrian at-grade crossing protection, located at the intersection of Route 26 (Main Street) and Railroad Street.										
Bethel	**023154.00**	PE:	$7,000	Federal NHPP	$24,030	$4,800	$19,230	$0	$0	$0
2315400	Highways	ROW:	$0	Federal NHS	$329,570	$0	$329,570	$0	$0	$0
	Bridge Painting	CON:	$375,000	Highway and Bridge	$88,400	$84,592	$3,808	$0	$0	$0
		CE:	$60,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$442,000**	**$89,392**	**$352,608**	**$0**	**$0**	**$0**
Route 2										
C.N. Railroad Crossing Bridge (#3791) over C.N. Railroad and Railroad Street. Located 0.27 of a mile south of Riverside Lane.										
Bethel	**024367.00**	PE:	$80,000	Federal TAP	$440,000	$56,000	$14,000	$132,667	$118,667	$118,667
2436700	Bicycle/Pedestrian	ROW:	$25,000	Highway and Bridge	$0	$0	$0	$0	$0	$0
	Multimodal Improvements	CON:	$400,000	Local	$110,000	$14,000	$3,500	$33,167	$29,667	$29,667
		CE:	$45,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$550,000**	**$70,000**	**$17,500**	**$165,833**	**$148,333**	**$148,333**
Route 2										
Beginning at Route 2 overpass and extending north 0.30 of a mile.										
Bethel	**025845.00**	PE:	$6,616	Federal STP	$372,565	$5,765	$366,800	$0	$0	$0
2584500	Highways	ROW:	$0	Highway and Bridge	$93,141	$37,938	$55,203	$0	$0	$0
	Highway Cyclical Pavement Resurfacing	CON:	$454,090	Local	$0	$0	$0	$0	$0	$0
		CE:	$5,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$465,706**	**$43,703**	**$422,003**	**$0**	**$0**	**$0**
Parkway										
Beginning at Route 2 and extending east 0.43 of a mile to Route 26.										
Bethel	**025915.00**	PE:	$9,239	Federal NHPP	$1,017,912	$1,017,912	$0	$0	$0	$0
2591500	Highways	ROW:	$0	Federal NHS	$20,000	$0	$20,000	$0	$0	$0
	3/4" Overlay	CON:	$1,233,151	Federal STP	$0	$0	$0	$0	$0	$0
		CE:	$55,000	Highway and Bridge	$259,478	$259,478	$0	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
			Totals:		**$1,297,390**	**$1,277,390**	**$20,000**	**$0**	**$0**	**$0**
Route 26										
Beginning 0.03 of a mile south of Taylor Smith Road and extending west 2.73 miles.										
Bingham, Caratunk, Moscow	**024905.00**	PE:	$28,199	Federal NHPP	$1,962,022	$1,961,184	$838	$0	$0	$0
2490500	Highways	ROW:	$0	Highway and Bridge	$490,505	$490,296	$209	$0	$0	$0
	Ultra-Thin Bonded Wearing Course	CON:	$2,304,328	Other	$0	$0	$0	$0	$0	$0
		CE:	$120,000							
		Other:	$0							
			Totals:		**$2,452,527**	**$2,451,480**	**$1,047**	**$0**	**$0**	**$0**
Route 201										
Beginning at the Austin Stream Bridge (#2027) and extending north 4.39 miles. Continuing 0.60 of a mile south of Spruce Grove Road and extending north 3.76 miles to The Forks Plt. town line.										
Bingham	**014705.06**	PE:	$32,500	Federal Scenic Byways	$26,000	$26,000	$0	$0	$0	$0
ME06007	Highways	ROW:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
	Scenic Improvements	CON:	$0	Private	$6,500	$6,500	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
			Totals:		**$32,500**	**$32,500**	**$0**	**$0**	**$0**	**$0**
Scenic Byway										
Old Canada Road. Upper Kennebec Valley Heritage Guide Training.										
Blue Hill, Ellsworth, Surry	**027322.00**	PE:	$53,400	Federal STP	$2,136,000	$0	$14,240	$14,240	$712,000	$697,760
	Highways	ROW:	$0	Highway and Bridge	$534,000	$0	$3,560	$3,560	$178,000	$174,440
	Highway Cyclical Pavement Resurfacing	CON:	$2,509,800							
		CE:	$106,800							
		Other:	$0							
			Totals:		**$2,670,000**	**$0**	**$17,800**	**$17,800**	**$890,000**	**$872,200**
Route 172										
Beginning 0.070 of a mile south of Turkey Farm Road and extending north 10.710 miles.										
Blue Hill, Orland, Penobscot	**026728.00**	PE:	$83,742	Federal STP	$1,842,311	$0	$658,766	$591,773	$591,773	$0
2672800	Highways	ROW:	$0	Highway and Bridge	$460,578	$16,748	$147,943	$147,943	$147,943	$0
	3/4" Overlay	CON:	$2,093,535	Other	$0	$0	$0	$0	$0	$0
		CE:	$125,612							
		Other:	$0							
			Totals:		**$2,302,889**	**$16,748**	**$806,709**	**$739,716**	**$739,716**	**$0**
Route 15										
Beginning 0.08 of a mile north of Hinckley Ridge Road and extending north 8.03 miles.										
Blue Hill	**017712.00**	PE:	$2,132,210	Federal Bridge Program	$0	$0	$0	$0	$0	$0
1771200	Highways	ROW:	$118,082	Federal STP	$4,094,610	$1,897,487	$1,098,562	$1,098,562	$0	$0
	Bridge Replacement	CON:	$9,740,154	GARVEE	$6,135,000	$379,776	$2,877,612	$2,877,612	$0	$0
		CE:	$800,000	Highway and Bridge	$2,560,836	$2,259,348	$150,744	$150,744	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
			Totals:		**$12,790,446**	**$4,536,610**	**$4,126,918**	**$4,126,918**	**$0**	**$0**
Route 175										
Blue Hill Falls Bridge (#5038) over the tidal basin. Located 0.66 of a mile south of Route 172.										
Blue Hill	**018728.00**	PE:	$350,000	Federal STP	$1,600,000	$81,200	$111,400	$543,400	$432,000	$432,000
1872800	Highways	ROW:	$30,000	Highway and Bridge	$400,000	$23,000	$26,500	$134,500	$108,000	$108,000
	Bridge Superstructure Replacement	CON:	$1,400,000	Other	$0	$0	$0	$0	$0	$0
		CE:	$220,000							
		Other:	$0							
			Totals:		**$2,000,000**	**$104,200**	**$137,900**	**$677,900**	**$540,000**	**$540,000**
Route 15										
Village Bridge (#2893) over Mill Stream. Located 0.04 of a mile northeast of Water Street.										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Blue Hill 1877700	**018777.00** Highways Highway Rehabilitation	PE: ROW: CON: CE: Other:	$350,000 $500 $1,319,500 $150,000 $0	Federal STP Highway and Bridge Other	$1,456,000 $364,000 $0	$200,000 $50,100 $0	$40,200 $10,000 $0	$432,067 $107,967 $0	$391,867 $97,967 $0	$391,867 $97,967 $0
			Totals:		**$1,820,000**	**$250,100**	**$50,200**	**$540,033**	**$489,833**	**$489,833**
Route 15 *Beginning at the Sedgwick town line and extending north 2.09 miles.*										
Blue Hill 2431500	**024315.00** Bicycle/Pedestrian Multimodal Improvements	PE: ROW: CON: CE: Other:	$75,277 $1,000 $528,723 $100,000 $0	Federal Safe Routes Federal TAP Highway and Bridge Local Other	$5,000 $559,000 $0 $141,000 $0	$5,000 $528,022 $0 $133,255 $0	$0 $30,978 $0 $7,745 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$705,000**	**$666,277**	**$38,723**	**$0**	**$0**	**$0**
Route 172 *Beginning 0.04 of a mile south of Bay School Drive and extending north 0.36 of a mile.*										
Boothbay Harbor, Bucksport, Damariscotta, Ellsworth, Prospec 2417900	**024179.00** Highways Modify Traffic Signals	PE: ROW: CON: CE: Other:	$9,340 $0 $394,703 $35,284 $0	Federal HSIP Highway and Bridge Other	$395,394 $43,933 $0	$395,394 $43,933 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$439,327**	**$439,327**	**$0**	**$0**	**$0**	**$0**
Various Locations *Installing 3-inch reflective tape on signal heads in various locations.*										
Boothbay Harbor, Southport 2309401	**021751.01** Highways Bridge Rehabilitation	PE: ROW: CON: CE: Other:	$966,206 $15,000 $10,710,000 $1,340,000 $0	Federal Federal Grants Federal STP Highway and Bridge Other	$6,768,000 $3,656,965 $2,606,241 $0	$6,768,000 $412,000 $1,901,000 $0	$0 $1,081,655 $235,080 $0	$0 $1,081,655 $235,080 $0	$0 $1,081,655 $235,080 $0	$0 $0 $0 $0
			Totals:		**$13,031,206**	**$9,081,000**	**$1,316,735**	**$1,316,735**	**$1,316,735**	**$0**
Route 27 *Southport Bridge (#2789) over Townsend Gut. Located at Boothbay Harbor - Southport town line. FHWA BUILD Grant recipient.*										
Boothbay Harbor 1939700	**019397.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$39,865 $80,000 $495,929 $51,413 $0	Federal STP Federal TAP Highway and Bridge Local Other	$469,073 $64,692 $0 $133,441 $0	$31,200 $64,692 $0 $133,441 $0	$437,873 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$667,206**	**$229,333**	**$437,873**	**$0**	**$0**	**$0**
Route 27 *Beginning 0.08 of a mile north of Emery Lane and extending north 0.27 of a mile.*										
Boothbay, Boothbay Harbor, Edgecomb 2574900	**025749.00** Highways Cold-In-Place Recycle	PE: ROW: CON: CE: Other:	$375,000 $25,000 $10,734,000 $700,000 $0	Federal HPP Federal STP Highway and Bridge Other	$8,000,000 $1,467,200 $2,366,800 $0	$0 $0 $80,000 $0	$0 $160,000 $0 $0	$2,666,667 $542,400 $762,267 $0	$2,666,667 $382,400 $762,267 $0	$2,666,667 $382,400 $762,267 $0
			Totals:		**$11,834,000**	**$80,000**	**$160,000**	**$3,971,333**	**$3,811,333**	**$3,811,333**
Route 27/Cross Road *Beginning 0.05 of a mile south of Route 96 and extending north 1.09 miles. Beginning 0.64 of a mile north of the Boothbay Harbor town line and extending north 9.16 miles. This project is using Congressionally Directed Spending.*										
Boothbay 2217600	**022176.00** Transit Service Area New Construction	PE: ROW: CON: CE: Other:	$6,284 $0 $36,649 $5,000 $0	Federal CMAQ Highway and Bridge Local Other	$5,027 $33,319 $9,586 $0	$0 $33,319 $9,586 $0	$1,676 $0 $0 $0	$1,676 $0 $0 $0	$1,676 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$47,932**	**$42,906**	**$1,676**	**$1,676**	**$1,676**	**$0**
Boothbay Fire Station *Pave, stripe, and sign a new Park and Ride facility located at the Boothbay Fire Station.*										
Bowdoin, Bowdoinham, Brunswick, Gardiner, Richmond, Topsham, 2634200	**026342.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$25,000 $0 $5,500,000 $225,000 $0	Federal NHPP Federal NHS Highway and Bridge	$5,152,500 $22,500 $575,000	$0 $0 $2,500	$0 $7,500 $0	$0 $7,500 $0	$1,717,500 $7,500 $190,833	$1,717,500 $0 $190,833
			Totals:		**$5,750,000**	**$2,500**	**$7,500**	**$7,500**	**$1,915,833**	**$1,908,333**
Interstate 295 Northbound *Beginning at the Brunswick town line and extending north 21.51 miles.*										
Bowdoin, Bowdoinham, Gardiner, Richmond, Topsham, West Gardi 2634000	**026340.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$25,000 $0 $5,800,000 $225,000 $0	Federal NHPP Federal NHS Highway and Bridge	$5,422,500 $22,500 $605,000	$0 $0 $2,500	$0 $7,500 $0	$0 $7,500 $0	$1,807,500 $7,500 $200,833	$1,807,500 $0 $200,833
			Totals:		**$6,050,000**	**$2,500**	**$7,500**	**$7,500**	**$2,015,833**	**$2,008,333**
Interstate 295 Southbound *Beginning 1.19 miles north of the Gardiner town line and extending south 21.63 miles.*										
Bowdoin 2616000	**026160.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,200,000 $300,000 $0	$0 $33,000 $0	$66,000 $0 $0	$422,000 $89,000 $0	$356,000 $89,000 $0	$356,000 $89,000 $0
			Totals:		**$1,500,000**	**$33,000**	**$66,000**	**$511,000**	**$445,000**	**$445,000**
Route 125 *Lewis Bridge (#5396) over West Cathance Stream. Located 0.41 of a mile west of Deer Run Road.*										
Bowdoinham, Brunswick, Gardiner, Richmond, Topsham, West Gar	**026884.00** Highways Bridge Joint Replacement	PE: ROW: CON: CE: Other:	$100,000 $5,000 $1,095,000 $100,000 $0	Federal LHIP Highway and Bridge	$1,040,000 $260,000	$0 $0	$28,000 $7,000	$28,000 $7,000	$346,667 $86,667	$318,667 $79,667
			Totals:		**$1,300,000**	**$0**	**$35,000**	**$35,000**	**$433,333**	**$398,333**
Various locations *Region 2 Interstate 295 bridges.*										
Bowdoinham 2316800	**023168.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$5,242 $0 $753,056 $35,000 $0	Federal STP Highway and Bridge Other	$634,638 $158,659 $0	$634,638 $158,659 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$793,297**	**$793,297**	**$0**	**$0**	**$0**	**$0**
Bowdoinham 2316800	**023168.00** Highways Bridge Painting									
Route 24 *Brooklyn Bridge (#5190) over Cathance River. Located 0.12 of a mile south of Spring Street.*										
Bowdoinham 2509900	**025099.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$200,000 $15,000 $2,600,000 $200,000 $0	Federal LHIP Federal STP Highway and Bridge Other	$2,292,000 $120,000 $603,000 $0	$0 $0 $30,000 $0	$17,333 $40,000 $4,333 $0	$17,333 $40,000 $4,333 $0	$764,000 $40,000 $191,000 $0	$746,667 $0 $186,667 $0
			Totals:		**$3,015,000**	**$30,000**	**$61,667**	**$61,667**	**$995,000**	**$933,333**
Route 24 *Abagadasset Bridge (#5493) over the Abagadasset River. Located 0.15 of a mile east of Carding Machine Road.*										
Bowdoinham	**027256.00** Highways Bridge Rehabilitation	PE: ROW: CON: CE: Other:	$250,000 $15,000 $1,985,000 $250,000 $0	Federal LHIP Highway and Bridge	$2,000,000 $500,000	$0 $0	$70,667 $17,667	$70,667 $17,667	$666,667 $166,667	$596,000 $149,000
			Totals:		**$2,500,000**	**$0**	**$88,333**	**$88,333**	**$833,333**	**$745,000**
Route 24 *Brooklyn Bridge (#5190) over Cathance River. Located 0.24 of a mile south of Route 125.*										
Bremen 2428300	**024283.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$138,997 $36,368 $632,420 $60,000 $0	Federal STP Highway and Bridge Other	$694,228 $173,557 $0	$136,800 $152,091 $0	$557,428 $21,466 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$867,785**	**$288,891**	**$578,894**	**$0**	**$0**	**$0**
Route 32 *Large culvert (#900617) located 0.44 of a mile north of Biscay Road.*										
Bridgewater	**024557.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$1,000 $0 $126,500 $2,500 $0	Federal HSIP Highway and Bridge	$117,000 $13,000	$0 $0	$39,600 $4,400	$38,700 $4,300	$38,700 $4,300	$0 $0
			Totals:		**$130,000**	**$0**	**$44,000**	**$43,000**	**$43,000**	**$0**
Route 1 *Provide natural plantings to control blowing and drifting snow across the roadway. Located 0.51 of a mile north of the Monteith Road and extending north 0.17 of a mile.*										
Bridgewater 2309401	**024783.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$291,653 $19,933 $3,437,000 $308,000 $0	Federal Federal Grants Federal STP Highway and Bridge Other	$1,964,000 $1,281,269 $811,317 $0	$1,964,000 $205,322 $545,317 $0	$0 $537,973 $133,000 $0	$0 $537,973 $133,000 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$4,056,586**	**$2,714,639**	**$670,973**	**$670,973**	**$0**	**$0**
Route 1 *Whitney Brook Bridge (#2942) over Whitney Brook. Located 0.04 of a mile north of the Boundary Line Road. FHWA BUILD Grant recipient.*										
Bridgewater 2509300	**025093.00** Production Support And Administration Municipal/Public Outreach	PE: ROW: CON: CE: Other:	$20,000 $5,000 $0 $0 $0	Federal STP Highway and Bridge	$20,000 $5,000	$0 $0	$20,000 $5,000	$0 $0	$0 $0	$0 $0
			Totals:		**$25,000**	**$0**	**$25,000**	**$0**	**$0**	**$0**
Tannery Street *Mill Bridge (#0163) over Whitney Brook. Located 0.06 of a mile north of Boundary Line Road.*										
Bridgewater	**027192.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$15,000 $4,000 $90,000 $10,000 $0	Federal HSIP Highway and Bridge	$95,200 $23,800	$0 $0	$5,067 $1,267	$5,067 $1,267	$31,733 $7,933	$26,667 $6,667
			Totals:		**$119,000**	**$0**	**$6,333**	**$6,333**	**$39,667**	**$33,333**
Route 1 *Provide natural plantings to control blowing and drifting snow across the roadway. Located 0.89 of a mile north of the Monteith Road and extending north 0.10 of a mile.*										
Bridgton 2623600	**026236.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,285,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,280,000 $320,000 $0	$0 $33,000 $0	$44,000 $0 $0	$44,000 $0 $0	$426,667 $95,667 $0	$382,667 $95,667 $0
			Totals:		**$1,600,000**	**$33,000**	**$44,000**	**$44,000**	**$522,333**	**$478,333**
Depot Street *Cornshop Bridge (#0318) over Stevens Brook. Located 0.20 of a mile west of Main Street.*										
Bridgton	**027016.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$42,620 $0 $1,065,494 $85,240 $0	Federal STP Highway and Bridge	$954,683 $238,671	$0 $0	$11,365 $2,841	$11,365 $2,841	$318,228 $79,557	$306,862 $76,716
			Totals:		**$1,193,354**	**$0**	**$14,207**	**$14,207**	**$397,785**	**$383,578**
Route 302/Route117/Route 117S *Beginning 0.040 of a mile north of Sandy Creek Road and extending north 1.510 miles. Beginning at Route 302 and extending north 0.030 of a mile. Includes 0.030 of a mile on Route 117S.*										
Bridgton	**027120.00** Highways Install Or Replace Traffic Signals	PE: ROW: CON: CE: Other:	$75,000 $10,000 $350,000 $100,000 $0	Federal STP Highway and Bridge	$428,000 $107,000	$0 $0	$22,667 $5,667	$22,667 $5,667	$142,667 $35,667	$120,000 $30,000
			Totals:		**$535,000**	**$0**	**$28,333**	**$28,333**	**$178,333**	**$150,000**
Route 302/Route 117 *Located at the intersection of Route 302 and Route 117.*										
Brooks 2639800	**026398.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$35,000 $10,000 $530,000 $53,000 $0	Federal STP Highway and Bridge Other	$502,400 $125,600 $0	$0 $9,000 $0	$12,000 $0 $0	$12,000 $0 $0	$167,467 $38,867 $0	$155,467 $38,867 $0
			Totals:		**$628,000**	**$9,000**	**$12,000**	**$12,000**	**$206,333**	**$194,333**
Route 7 *Large culvert (#51171) located 1.09 miles north of Morgan Pitch Road.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Brookton Twp, Danforth 2573900	**025739.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$31,768 $0 $1,888,302 $64,000 $0	Federal STP Highway and Bridge Other	$1,561,842 $422,228 $0	$1,507,210 $402,032 $0	$54,632 $20,196 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,984,070**	**$1,909,242**	**$74,828**	**$0**	**$0**	**$0**
Route 1 *Beginning 2.02 miles north of Forest City Road and extending north 9.33 miles.*										
Brookton Twp, Topsfield 2487900	**024879.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$28,500 $0 $1,189,875 $54,000 $0	Federal STP Highway and Bridge Other	$1,017,900 $254,475 $0	$1,017,756 $254,439 $0	$144 $36 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,272,375**	**$1,272,195**	**$180**	**$0**	**$0**	**$0**
Route 1 *Beginning 3.59 miles north of the intersection with Route 6 and extending north 6.75 miles.*										
Brownfield, Fryeburg, Hiram 2583100	**025831.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$47,460 $0 $2,565,213 $94,920 $0	Federal STP Highway and Bridge Other	$2,166,074 $541,519 $0	$0 $9,492 $0	$747,337 $177,342 $0	$709,369 $177,342 $0	$709,369 $177,342 $0	$0 $0 $0
		Totals:			**$2,707,593**	**$9,492**	**$924,679**	**$886,711**	**$886,711**	**$0**
Route 5 *Beginning at Route 117 and extending north 13.27 miles.*										
Brownfield 2547700	**025477.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$485,000 $15,000 $0 $0 $0	Federal STP Highway and Bridge Other	$400,000 $100,000 $0	$0 $100,000 $0	$133,333 $0 $0	$133,333 $0 $0	$133,333 $0 $0	$0 $0 $0
		Totals:			**$500,000**	**$100,000**	**$133,333**	**$133,333**	**$133,333**	**$0**
Route 160 *Charles E Hill Bridge (#3417) over the Saco River. Located 0.08 of a mile north of Woodland Acres Drive.*										
Brownfield 2547700	**027530.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal LHIP Highway and Bridge	$1,200,000 $300,000	$0 $0	$44,000 $11,000	$44,000 $11,000	$400,000 $100,000	$356,000 $89,000
		Totals:			**$1,500,000**	**$0**	**$55,000**	**$55,000**	**$500,000**	**$445,000**
Old County Road *Merrills Corner Bridge (#0714) over Shepards River. Located 0.07 of a mile south of Hampshire Road.*										
Brownville 1881000	**018810.00** Highways Drainage Improvements	PE: ROW: CON: CE: Other:	$15,000 $3,000 $275,000 $7,000 $0	Federal STP Highway and Bridge Other	$240,000 $60,000 $0	$160 $400 $0	$4,747 $1,067 $0	$4,747 $1,067 $0	$79,947 $19,867 $0	$75,200 $18,800 $0
		Totals:			**$300,000**	**$560**	**$5,813**	**$5,813**	**$99,813**	**$94,000**
Church Street/Stickney Hill Road *Located at the intersection of Church Street and Stickney Hill Road.*										
Brunswick, Harpswell 2570900	**025709.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$31,404 $0 $1,790,144 $62,808 $0	Federal STP Highway and Bridge Other	$1,482,361 $401,995 $0	$1,271,323 $336,309 $0	$211,038 $65,686 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,884,356**	**$1,607,633**	**$276,724**	**$0**	**$0**	**$0**
Route 24 *Beginning at Mountain Road and extending north 7.94 miles.*										
Brunswick, Topsham 2260300	**022603.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$3,750,000 $1,750,000 $35,683,530 $1,000,000 $0	Federal LHIP Federal NHPP Federal STP GARVEE Highway and Bridge Local Other Private	$504,000 $12,216,000 $4,239,349 $13,852,000 $7,703,651 $685,000 $0 $2,983,530	$504,000 $0 $3,610,941 $0 $1,029,300 $0 $0 $0	$0 $4,072,000 $399,075 $4,617,333 $2,272,351 $228,333 $0 $994,510	$0 $4,072,000 $114,667 $4,617,333 $2,201,000 $228,333 $0 $994,510	$0 $4,072,000 $114,667 $4,617,333 $2,201,000 $228,333 $0 $994,510	$0 $0 $0 $0 $0 $0 $0 $0
		Totals:			**$42,183,530**	**$5,144,240**	**$12,583,603**	**$12,227,843**	**$12,227,843**	**$0**
Route 201 *Frank J. Wood Bridge (#2016) over Androscoggin River. Located on the Brunswick-Topsham town line.*										
Brunswick 2171400	**021714.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$215,000 $15,000 $0 $0 $0	Federal STP Highway and Bridge	$172,000 $58,000	$50,000 $50,000	$40,667 $2,667	$40,667 $2,667	$40,667 $2,667	$0 $0
		Totals:			**$230,000**	**$100,000**	**$43,333**	**$43,333**	**$43,333**	**$0**
Route 24B *Maine Street Bridge (#5884) over Route 1. Located 0.01 of a mile south of Route 201.*										
Brunswick 2191000	**021910.00** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$350,700 $17,500 $0 $0 $0	Federal HSIP Federal NHPP Federal STP Federal Safety Highway and Bridge Local Other	$70,326 $0 $232,048 $0 $7,814 $58,012 $0	$70,326 $0 $0 $0 $7,814 $0 $0	$0 $0 $77,349 $0 $0 $19,337 $0	$0 $0 $77,349 $0 $0 $19,337 $0	$0 $0 $77,349 $0 $0 $19,337 $0	$0 $0 $0 $0 $0 $0 $0
		Totals:			**$368,200**	**$78,140**	**$96,687**	**$96,687**	**$96,687**	**$0**
Route 1/Mill Street/Stanwood Street *Located at the intersection of Route 1, Mill Street, and Stanwood Street.*										
Brunswick 2221200	**022212.00** Bicycle/Pedestrian Feasibility Studies	PE: ROW: CON: CE: Other:	$30,000 $0 $0 $0 $0	Federal STP Federal TAP Highway and Bridge Local Other	$24,000 $0 $0 $6,000 $0	$0 $0 $0 $6,000 $0	$24,000 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$30,000**	**$6,000**	**$24,000**	**$0**	**$0**	**$0**
Brunswick River Walk										

WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Beginning at the Swinging Bridge and extending north along US Route 1/ Mill Street to Bow Street and Cabot Street, and extending 0.32 of a mile to the Frank J. Wood Bridge (#2016). Also includes the US Route 1 South on-ramp.									
Brunswick 2451500 **024515.00** Highways Highway Cyclical Pavement Resurfacing	PE:	$12,949	Federal STP	$10,359	$700	$3,220	$3,220	$3,220	$0
	ROW:	$0	Highway and Bridge	$2,590	$1,720	$290	$290	$290	$0
	CON:	$0							
	CE:	$0	Other	$0	$0	$0	$0	$0	$0
	Other:	$0							
	Totals:			**$12,949**	**$2,420**	**$3,510**	**$3,510**	**$3,510**	**$0**
Route 1 *Beginning at the Freeport town line and extending east 3.44 miles.*									
Brunswick 2515100 **025151.00** Highways Bridge Wearing Surface Replacement	PE:	$50,000	Federal NHPP	$355,500	$0	$118,500	$118,500	$118,500	$0
	ROW:	$5,000	Federal STP	$49,500	$0	$49,500	$0	$0	$0
	CON:	$345,000	Highway and Bridge	$45,000	$5,500	$13,167	$13,167	$13,167	$0
	CE:	$50,000	Other	$0	$0	$0	$0	$0	$0
	Other:	$0							
	Totals:			**$450,000**	**$5,500**	**$181,167**	**$131,667**	**$131,667**	**$0**
River Road *River Road Bridge (#6267) over Interstate 295. Located 0.22 of a mile northwest of Fox Run Drive.*									
Brunswick 2531900 **025319.00** Highways Intelligent Transportation Systems	PE:	$40,000	Federal CMAQ	$264,000	$0	$264,000	$0	$0	$0
	ROW:	$0	Highway and Bridge	$66,000	$3,000	$63,000	$0	$0	$0
	CON:	$263,500							
	CE:	$26,500	Other	$0	$0	$0	$0	$0	$0
	Other:	$0							
	Totals:			**$330,000**	**$3,000**	**$327,000**	**$0**	**$0**	**$0**
Route 1/Route 1S/Route 24 *Route 1: Located 1.36 miles southeast of the Coastal Connector Bypass. Route 1S: Located 0.22 of a mile northeast of Route 24. Route 24: Located 0.02 of a mile north of Route 24B.*									
Brunswick 2541300 **025413.00** Bicycle/Pedestrian New Construction	PE:	$110,000	Federal STP	$60,000	$0	$20,000	$20,000	$20,000	$0
	ROW:	$10,000	Federal TAP	$36,000	$0	$12,000	$12,000	$12,000	$0
	CON:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
	CE:	$0	Local	$24,000	$15,000	$3,000	$3,000	$3,000	$0
	Other:	$0	Other	$0	$0	$0	$0	$0	$0
	Totals:			**$120,000**	**$15,000**	**$35,000**	**$35,000**	**$35,000**	**$0**
Allagash Drive *Beginning at Fitch Avenue and extending west 0.73 of a mile.*									
Brunswick 2594900 **025949.00** Highways Intersection Improvements W/ Signal	PE:	$275,000	Federal NHPP	$0	$0	$0	$0	$0	$0
	ROW:	$15,000	Federal STP	$232,000	$0	$77,333	$77,333	$77,333	$0
	CON:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
	CE:	$0	Local	$58,000	$58,000	$0	$0	$0	$0
	Other:	$0	Other	$0	$0	$0	$0	$0	$0
	Totals:			**$290,000**	**$58,000**	**$77,333**	**$77,333**	**$77,333**	**$0**
Route 1/River Road *Located at the intersection of Route 1 and River Road.*									
Brunswick 2601100 **026011.00** Bicycle/Pedestrian New Construction	PE:	$150,000	Federal STP	$100,000	$0	$50,000	$50,000	$0	$0
	ROW:	$5,000	Federal TAP	$904,000	$0	$12,000	$305,333	$293,333	$293,333
	CON:	$1,000,000	Highway and Bridge	$0	$0	$0	$0	$0	$0
	CE:	$100,000	Local	$251,000	$25,000	$3,000	$76,333	$73,333	$73,333
	Other:	$0	Other	$0	$0	$0	$0	$0	$0
	Totals:			**$1,255,000**	**$25,000**	**$65,000**	**$431,667**	**$366,667**	**$366,667**
Route 1/Route 1 South Ramp *Brunswick Riverwalk - Phase I. Beginning 0.01 of a mile west of Cushing Street and extending east 0.11 of a mile. Continuing at Bow Street and extending west 0.07 of a mile to Route 1.*									
Brunswick 2603700 **026037.00** Highways Intersection Improvements W/ Signal	PE:	$200,000	Federal STP	$172,000	$0	$57,333	$57,333	$57,333	$0
	ROW:	$15,000	Highway and Bridge	$0	$0	$0	$0	$0	$0
	CON:	$0							
	CE:	$0	Local	$43,000	$43,000	$0	$0	$0	$0
	Other:	$0							
	Totals:			**$215,000**	**$43,000**	**$57,333**	**$57,333**	**$57,333**	**$0**
Route 1/Church Road *Located at the intersection of Route 1 and Church Road.*									
Brunswick 2613400 **026134.00** Highways System Operations	PE:	$100,000	Federal NHS	$84,000	$0	$84,000	$0	$0	$0
	ROW:	$5,000	Federal STP	$696,000	$0	$696,000	$0	$0	$0
	CON:	$720,000	Highway and Bridge	$195,000	$21,000	$174,000	$0	$0	$0
	CE:	$150,000	Other	$0	$0	$0	$0	$0	$0
	Other:	$0							
	Totals:			**$975,000**	**$21,000**	**$954,000**	**$0**	**$0**	**$0**
Various locations *Traffic signal modifications on Maine Street and Pleasant Street.*									
Brunswick 2632800 **026328.00** Bicycle/Pedestrian Safety Improvements	PE:	$50,000	Federal STP	$40,000	$0	$20,000	$20,000	$0	$0
	ROW:	$5,000	Federal TAP	$347,200	$0	$2,000	$116,400	$114,400	$114,400
	CON:	$390,000	Local	$96,800	$10,000	$500	$29,100	$28,600	$28,600
	CE:	$39,000	Other	$0	$0	$0	$0	$0	$0
	Other:	$0							
	Totals:			**$484,000**	**$10,000**	**$22,500**	**$165,500**	**$143,000**	**$143,000**
Jordan Avenue/Route 24B *Pedestrian safety improvements at the intersection of Jordan Avenue and Bath Road.*									
Brunswick **027014.00** Highways Mill And Fill	PE:	$70,436	Federal NHPP	$1,070,622	$0	$18,783	$18,783	$356,874	$338,091
	ROW:	$0							
	CON:	$1,173,928	Highway and Bridge	$267,656	$0	$4,696	$4,696	$89,219	$84,523
	CE:	$93,914							
	Other:	$0							
	Totals:			**$1,338,278**	**$0**	**$23,479**	**$23,479**	**$446,093**	**$422,614**
Route 1 *Beginning at the Interstate 295 on-ramp and extending east 0.980 of a mile to Stanwood Street.*									
Brunswick **027126.00** Highways Install Or Replace Traffic Signals	PE:	$300,000	Federal Federal Grants	$0	$0	$0	$0	$0	$0
	ROW:	$0	Federal STP	$240,000	$0	$80,000	$80,000	$80,000	$0
	CON:	$0							
	CE:	$0	Highway and Bridge	$60,000	$0	$20,000	$20,000	$20,000	$0
	Other:	$0							
	Totals:			**$300,000**	**$0**	**$100,000**	**$100,000**	**$100,000**	**$0**
Various locations *Various locations in and around Cook's Corner. Project is awaiting a federal discretionary grant and will not proceed until awarded.*									

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Brunswick	**027252.00** Highways Bridge Replacement	PE:	$1,200,000	Federal LHIP	$9,600,000	$0	$324,000	$324,000	$3,200,000	$2,876,000
		ROW:	$15,000							
		CON:	$9,585,000	Highway and Bridge	$2,400,000	$0	$81,000	$81,000	$800,000	$719,000
		CE:	$1,200,000							
		Other:	$0							
		Totals:			**$12,000,000**	**$0**	**$405,000**	**$405,000**	**$4,000,000**	**$3,595,000**
Durham Road										
Durham Road Bridge (#5685) over Interstate 295. Located 0.29 of a mile west of Merryman Lane.										
Brunswick	**027500.00** Highways Highway Rehabilitation	PE:	$35,000	Federal NHPP	$5,028,000	$0	$9,333	$9,333	$1,676,000	$1,666,667
		ROW:	$0							
		CON:	$6,000,000	Highway and Bridge	$1,257,000	$0	$2,333	$2,333	$419,000	$416,667
		CE:	$250,000							
		Other:	$0							
		Totals:			**$6,285,000**	**$0**	**$11,667**	**$11,667**	**$2,095,000**	**$2,083,333**
Route 1 Northbound										
Beginning 0.17 of a mile east of Cushing Street and extending east 2.599 miles.										
Brunswick	**027502.00** Highways Highway Rehabilitation	PE:	$35,000	Federal NHPP	$5,656,500	$0	$10,500	$10,500	$1,885,500	$1,875,000
		ROW:	$0							
		CON:	$6,000,000	Highway and Bridge	$628,500	$0	$1,167	$1,167	$209,500	$208,333
		CE:	$250,000							
		Other:	$0							
		Totals:			**$6,285,000**	**$0**	**$11,667**	**$11,667**	**$2,095,000**	**$2,083,333**
Route 1 Southbound										
Beginning 2.92 miles west of the West Bath town line and extending west 2.61 miles.										
Buckfield 2187600	**021876.00** Highways Bridge Replacement	PE:	$257,097	Federal STP	$227,644	$226,690	$954	$0	$0	$0
		ROW:	$35,000	Highway and Bridge	$4,296,112	$64,215	$4,231,897	$0	$0	$0
		CON:	$3,891,659							
		CE:	$340,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$4,523,756**	**$290,905**	**$4,232,851**	**$0**	**$0**	**$0**
Route 117										
Hall Bridge (#3287) over Nezinscot River. Located 0.05 of a mile west of East Buckfield Road.										
Buckfield 2353300	**023533.00** Highways Bridge Substructure Rehabilitation	PE:	$35,917	Federal STP	$460,810	$460,810	$0	$0	$0	$0
		ROW:	$5,000	Highway and Bridge	$115,203	$115,203	$0	$0	$0	$0
		CON:	$505,096							
		CE:	$30,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$576,013**	**$576,013**	**$0**	**$0**	**$0**	**$0**
Paris Hill Road										
River Bridge (#5450) over West Branch Nezinscot River. Located 0.10 of a mile southwest of North Buckfield Road.										
Buckfield	**027226.00** Highways Large Culvert Replacement	PE:	$35,000	Federal STP	$656,000	$0	$10,667	$10,667	$218,667	$208,000
		ROW:	$5,000							
		CON:	$750,000	Highway and Bridge	$164,000	$0	$2,667	$2,667	$54,667	$52,000
		CE:	$30,000							
		Other:	$0							
		Totals:			**$820,000**	**$0**	**$13,333**	**$13,333**	**$273,333**	**$260,000**
Route 117										
Large culvert (#908464) located 0.79 of a mile west of Route 140.										
Bucksport 2642600	**026426.00** Highways Install Or Replace Traffic Signals	PE:	$75,000	Federal NHPP	$320,000	$0	$0	$0	$106,667	$106,667
		ROW:	$5,000	Federal NHS	$64,000	$0	$21,333	$21,333	$21,333	$0
		CON:	$300,000	Highway and Bridge	$96,000	$16,000	$0	$0	$26,667	$26,667
		CE:	$100,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$480,000**	**$16,000**	**$21,333**	**$21,333**	**$154,667**	**$133,333**
Route 1/Route 15										
Located at the intersection of Route 1 and Route 15.										
Buxton, Hollis 2364300	**023643.00** Highways Bridge Replacement	PE:	$250,000	Federal NHPP	$40,500	$40,500	$0	$0	$0	$0
		ROW:	$10,000	Federal NHS	$51,500	$0	$25,750	$25,750	$0	$0
		CON:	$8,000,000	Federal STP	$6,716,000	$0	$58,000	$2,258,000	$2,200,000	$2,200,000
		CE:	$250,000	Highway and Bridge	$1,702,000	$23,000	$14,500	$564,500	$550,000	$550,000
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$8,510,000**	**$63,500**	**$98,250**	**$2,848,250**	**$2,750,000**	**$2,750,000**
Route 202										
Salmon Falls Bridge (#3708) over Saco River. Located on the Hollis-Buxton town line.										
Buxton, Hollis 2547900	**025479.00** Highways Bridge Improvements	PE:	$485,000	Federal STP	$400,000	$0	$133,333	$133,333	$133,333	$0
		ROW:	$15,000	Highway and Bridge	$100,000	$100,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$500,000**	**$100,000**	**$133,333**	**$133,333**	**$133,333**	**$0**
West Buxton Road										
West Buxton Bridge (#3340) over the Saco River. Located 0.07 of a mile west of Route 112.										
Buxton 2571300	**025713.00** Highways Highway Cyclical Pavement Resurfacing	PE:	$8,295	Federal STP	$407,816	$0	$407,816	$0	$0	$0
		ROW:	$0	Highway and Bridge	$110,249	$110,249	$0	$0	$0	$0
		CON:	$493,180							
		CE:	$16,590	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$518,065**	**$110,249**	**$407,816**	**$0**	**$0**	**$0**
Portland Road										
Beginning at Route 202 and extending east 2.37 miles to Route 22.										
Buxton 2579500	**025795.00** Highways Highway Cyclical Pavement Resurfacing	PE:	$2,625	Federal STP	$129,055	$0	$129,055	$0	$0	$0
		ROW:	$0	Highway and Bridge	$34,889	$34,889	$0	$0	$0	$0
		CON:	$156,069							
		CE:	$5,250	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$163,944**	**$34,889**	**$129,055**	**$0**	**$0**	**$0**
Route 4A										
Beginning at Route 112 and extending east 0.75 of a mile to Route 4.										
Byron 2355900	**023559.00** Highways Bridge Replacement	PE:	$106,397	Federal STP	$1,126,254	$1,122,254	$3,999	$0	$0	$0
		ROW:	$17,761	Highway and Bridge	$283,197	$282,528	$669	$0	$0	$0
		CON:	$1,170,624							
		CE:	$114,669	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,409,450**	**$1,404,782**	**$4,668**	**$0**	**$0**	**$0**
Route 17										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Dugway Bridge (#2236) over Baldwin Brook. Located 0.62 of a mile north of Garland Pond Road.										
Byron	**026414.00** Highways Bridge Painting	PE:	$30,000	Federal STP	$240,000	$0	$14,000	$84,667	$70,667	$70,667
		ROW:	$5,000							
		CON:	$235,000	Highway and Bridge	$60,000	$0	$3,500	$21,167	$17,667	$17,667
		CE:	$30,000							
		Other:	$0							
		Totals:			**$300,000**	**$0**	**$17,500**	**$105,833**	**$88,333**	**$88,333**
Route 17										
New Coos Bridge (#5847) over the Swift River. Located 0.11 of a mile north of Byron Village Road.										
Calais, Dennysville, East Machias, Eastport, Edmunds Twp, Ma 2663000	**026630.00** Highways Highway Improvement	PE:	$2,800,000	Federal Federal Grants	$0	$0	$0	$0	$0	$0
		ROW:	$300,000	Federal LHIP	$2,480,000	$40,000	$813,333	$813,333	$813,333	$0
		CON:	$0	GARVEE	$0	$0	$0	$0	$0	$0
		CE:	$0	Highway and Bridge	$620,000	$10,000	$203,333	$203,333	$203,333	$0
		Other:	$0							
		Totals:			**$3,100,000**	**$50,000**	**$1,016,667**	**$1,016,667**	**$1,016,667**	**$0**
Route 1/Route 9/Route 190										
Route 1: Beginning at the Whitneyville town line and extending north 63.18 miles. Route 190: Beginning at Route 1 and extending southeast 6.50 miles. Route 9: Beginning at Route 1 and extending west 0.33 of a mile. FHWA INFRA Grant recipient										
Calais, Dennysville, East Machias, Eastport, Edmunds Twp, Ma	**026630.13** Highways Intelligent Transportation Systems	PE:	$0	Federal Federal Grants	$78,187	$0	$78,187	$0	$0	$0
		ROW:	$0	Federal STP	$29,813	$0	$29,813	$0	$0	$0
		CON:	$125,000							
		CE:	$10,000	Highway and Bridge	$27,000	$0	$27,000	$0	$0	$0
		Other:	$0							
		Totals:			**$135,000**	**$0**	**$135,000**	**$0**	**$0**	**$0**
Various locations										
Various locations on Route 1, Route 9 and Route 190 between Macias and Calais. FHWA INFRA Grant recipient.										
Calais, Dennysville, East Machias, Eastport, Edmunds Twp, Ma	**026630.14** Highways Rumble Strip Installation	PE:	$0	Federal Federal Grants	$379,051	$0	$0	$126,350	$126,350	$126,350
		ROW:	$0	Federal STP	$144,533	$0	$0	$48,178	$48,178	$48,178
		CON:	$606,000							
		CE:	$48,480	Highway and Bridge	$130,896	$0	$0	$43,632	$43,632	$43,632
		Other:	$0							
		Totals:			**$654,480**	**$0**	**$0**	**$218,160**	**$218,160**	**$218,160**
Route 1/Route 190										
Various locations on Route 1 and Route 190 between Machias and Whiting. FHWA INFRA Grant recipient.										
Calais, Dennysville, East Machias, Edmunds Twp, Passamaquodd	**026630.01** Highways Cold-In-Place Recycle	PE:	$0	Federal Federal Grants	$12,889,693	$0	$0	$4,296,564	$4,296,564	$4,296,564
		ROW:	$0	Federal STP	$1,526,339	$0	$0	$508,780	$508,780	$508,780
		CON:	$21,282,712	GARVEE	$3,410,137	$0	$0	$1,136,712	$1,136,712	$1,136,712
		CE:	$1,000,000	Highway and Bridge	$4,456,542	$0	$0	$1,485,514	$1,485,514	$1,485,514
		Other:	$0							
		Totals:			**$22,282,712**	**$0**	**$0**	**$7,427,571**	**$7,427,571**	**$7,427,571**
Route 1/Route 190										
Route 1: Beginning 1.93 miles north of Whiting town line and extending north 8.31, includes 8.73 additional miles along Route 1. Route 190: Beginning at Route 1 and extending south 2.53 miles. Including approaches. FHWA INFRA Grant recipient.										
Calais 2608500	**026085.00** Highways Bridge Improvements	PE:	$485,000	Federal STP	$400,000	$0	$133,333	$133,333	$133,333	$0
		ROW:	$15,000	Highway and Bridge	$100,000	$100,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$500,000**	**$100,000**	**$133,333**	**$133,333**	**$133,333**	**$0**
Main Street										
Ferry Point Bridge (#2279) over St. Croix River. Located 0.22 of a mile west of Route 1.										
Calais	**026630.02** Highways Highway Rehabilitation	PE:	$0	Federal Federal Grants	$909,958	$0	$0	$303,319	$303,319	$303,319
		ROW:	$0	Federal STP	$318,842	$0	$0	$106,281	$106,281	$106,281
		CON:	$1,408,000							
		CE:	$128,000	Highway and Bridge	$307,200	$0	$0	$102,400	$102,400	$102,400
		Other:	$0							
		Totals:			**$1,536,000**	**$0**	**$0**	**$512,000**	**$512,000**	**$512,000**
Route 1										
Beginning 0.08 of a mile north of Boardman Street and extending south 0.76 of a mile. Includes three segments off Route 1. FHWA INFRA Grant recipient.										
Calais	**026630.16** Highways Ultra-Thin Bonded Wearing Course	PE:	$0	Federal Federal Grants	$1,773,548	$0	$0	$591,183	$591,183	$591,183
		ROW:	$0	Federal STP	$676,258	$0	$0	$225,419	$225,419	$225,419
		CON:	$2,888,922							
		CE:	$173,335	Highway and Bridge	$612,451	$0	$0	$204,150	$204,150	$204,150
		Other:	$0							
		Totals:			**$3,062,257**	**$0**	**$0**	**$1,020,752**	**$1,020,752**	**$1,020,752**
Route1/Route 9										
Route1: Beginning 0.412 of a mile north of the Robbinston town line and extending northwest 10.93 miles. Route 9: Beginning at North Street and extending northwest 0.33 of a mile. FHWA INFRA Grant recipient.										
Cambridge 2598700	**025987.00** Highways Bridge Improvements	PE:	$150,000	Federal STP	$1,200,000	$0	$66,000	$422,000	$356,000	$356,000
		ROW:	$15,000	Highway and Bridge	$300,000	$33,000	$0	$89,000	$89,000	$89,000
		CON:	$1,185,000							
		CE:	$150,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,500,000**	**$33,000**	**$66,000**	**$511,000**	**$445,000**	**$445,000**
Route 150										
Parkman Road Bridge (#2276) over Ferguson Stream. Located 0.12 of a mile north of Route 152.										
Cambridge 2647800	**026478.00** Highways Bridge Replacement	PE:	$150,000	Federal STP	$1,200,000	$120,000	$6,000	$362,000	$356,000	$356,000
		ROW:	$15,000	Highway and Bridge	$300,000	$33,000	$0	$89,000	$89,000	$89,000
		CON:	$1,185,000							
		CE:	$150,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,500,000**	**$153,000**	**$6,000**	**$451,000**	**$445,000**	**$445,000**
Chandler Hill Road										
Hilton Bridge (#1069) over Jimmy Brook. Located 0.52 of a mile southwest of Goose Flat Road.										
Camden, Rockport 1888000	**018880.00** Bicycle/Pedestrian New Construction	PE:	$89,338	Federal TAP	$845,130	$845,130	$0	$0	$0	$0
		ROW:	$25,000	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$852,074	Local	$211,283	$211,283	$0	$0	$0	$0
		CE:	$90,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,056,413**	**$1,056,413**	**$0**	**$0**	**$0**	**$0**
Route 1										
Beginning 0.04 of a mile from Country Inn Way and extending north 0.36 of a mile to Quarry Hill Road.										
Camden 1828300	**018283.00** Highways Reconstruction	PE:	$600,000	Federal HPP	$5,000,000	$0	$2,500,000	$2,500,000	$0	$0
		ROW:	$500,000	Federal NHPP	$1,691,778	$535,538	$578,120	$578,120	$0	$0
		CON:	$7,145,300	Federal NHS	$240,000	$240,000	$0	$0	$0	$0
		CE:	$550,000							
		Other:	$0	Federal STP	$104,000	$104,000	$0	$0	$0	$0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Camden 1828300	**018283.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$600,000 $500,000 $7,145,300 $550,000 $0	GARVEE Highway and Bridge Other	$0 $1,759,522 $0	$0 $1,568,247 $0	$0 $95,638 $0	$0 $95,638 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$8,795,300**	**$2,447,785**	**$3,173,758**	**$3,173,758**	**$0**	**$0**

Route 1
Beginning 0.56 of a mile north of Sagamore Farm Road and extending north 1.54 miles. This project is using Congressionally Directed Spending.

Camden 1940000	**019400.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$87,125 $37,903 $849,580 $80,000 $0	Federal STP Federal TAP Highway and Bridge Local Other Private	$46,000 $740,019 $0 $268,589 $0 $0	$46,000 $726,722 $0 $265,264 $0 $0	$0 $13,297 $0 $3,324 $0 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0
			Totals:		**$1,054,608**	**$1,037,986**	**$16,622**	**$0**	**$0**	**$0**

Route 105
Beginning at Matthew John Avenue and extending north 0.44 of a mile.

Camden 2260800	**022608.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$200,000 $15,000 $4,367,500 $310,000 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$3,914,000 $0 $0 $978,500 $0	$124,000 $0 $0 $576,476 $0	$1,263,333 $0 $0 $134,008 $0	$1,263,333 $0 $0 $134,008 $0	$1,263,333 $0 $0 $134,008 $0	$0 $0 $0 $0 $0
			Totals:		**$4,892,500**	**$700,476**	**$1,397,341**	**$1,397,341**	**$1,397,341**	**$0**

Route 1
Spring Brook Bridge (#2794) over Spring Brook. Located 0.94 of a mile southwest of the Lincolnville town line. Project funding is contingent on Congressionally Designated Spending approval.

Camden 2261000	**022610.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$100,000 $15,000 $1,200,530 $100,000 $0	Federal NHPP Federal Safety Highway and Bridge Other	$1,132,424 $0 $283,106 $0	$80,000 $0 $179,804 $0	$350,808 $0 $34,434 $0	$350,808 $0 $34,434 $0	$350,808 $0 $34,434 $0	$0 $0 $0 $0
			Totals:		**$1,415,530**	**$259,804**	**$385,242**	**$385,242**	**$385,242**	**$0**

Route 1
Great Brook Bridge (#2326) over Great Brook. Located 0.05 of a mile south of Dyer Drive. Project funding is contingent on Congressionally Designated Spending approval.

Camden 2283900	**022839.00** Highways Slope Stabilization/Protection	PE: ROW: CON: CE: Other:	$205,000 $40,000 $770,000 $80,000 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$384,520 $431,480 $60,000 $219,000 $0	$136,000 $0 $60,000 $156,870 $0	$248,520 $431,480 $0 $62,130 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$1,095,000**	**$352,870**	**$742,130**	**$0**	**$0**	**$0**

Route 1
Located 0.03 of a mile northeast of Harden Avenue.

Camden 2314200	**023142.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$300,000 $25,000 $2,000,000 $300,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$1,910,000 $190,000 $525,000 $0	$10,000 $0 $50,000 $0	$20,000 $63,333 $5,000 $0	$20,000 $63,333 $5,000 $0	$633,333 $63,333 $158,333 $0	$613,333 $0 $153,333 $0
			Totals:		**$2,625,000**	**$60,000**	**$88,333**	**$88,333**	**$855,000**	**$766,667**

Route 1
Main Street Bridge (#2497) over Megunticook River. Located 0.03 of a mile south of Alantic Avenue.

Camden 2509500	**025095.00** Highways Bridge Removal	PE: ROW: CON: CE: Other:	$50,000 $5,000 $395,000 $50,000 $0	Federal STP Highway and Bridge Other	$400,000 $100,000 $0	$44,000 $11,000 $0	$118,667 $29,667 $0	$118,667 $29,667 $0	$118,667 $29,667 $0	$0 $0 $0
			Totals:		**$500,000**	**$55,000**	**$148,333**	**$148,333**	**$148,333**	**$0**

Rawson Avenue
Rawson Avenue Bridge (#3173) over Megunticook River. Located 0.05 of a mile southwest of Washington Street.

Camden 2561300	**025613.00** Bicycle/Pedestrian Safety Improvements	PE: ROW: CON: CE: Other:	$70,000 $75,000 $300,000 $35,000 $0	Federal HSIP Federal STP Federal TAP Highway and Bridge Local Other	$205,200 $116,000 $62,800 $0 $96,000 $0	$0 $88,135 $0 $0 $22,034 $0	$0 $13,932 $0 $0 $3,483 $0	$68,400 $13,932 $20,933 $0 $25,816 $0	$68,400 $0 $20,933 $0 $22,333 $0	$68,400 $0 $20,933 $0 $22,333 $0
			Totals:		**$480,000**	**$110,169**	**$17,415**	**$129,082**	**$111,667**	**$111,667**

Route 1/Route 105
Route 1: Beginning at Park Street and extending north 0.34 of a mile to Free Street. Route 105: Beginning 0.05 of a mile south of Rawson Avenue and extending south 0.36 of a mile to Cross Street.

Canaan, Skowhegan	**027516.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$184,659 $0 $4,616,479 $369,318 $0	Federal NHFP Highway and Bridge	$4,136,365 $1,034,091	$0 $0	$49,242 $12,311	$49,242 $12,311	$1,378,788 $344,697	$1,329,546 $332,386
			Totals:		**$5,170,456**	**$0**	**$61,553**	**$61,553**	**$1,723,485**	**$1,661,932**

Route 2
Beginning at Route 150 and extending east 6.98 miles to the Canaan town line.

Canaan 2187800	**021878.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$350,871 $340,886 $2,086,634 $300,000 $0	Federal NHPP Highway and Bridge Other	$2,462,713 $615,678 $0	$2,462,599 $615,678 $0	$114 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$3,078,391**	**$3,078,277**	**$114**	**$0**	**$0**	**$0**

Route 2
Canaan Bridge (#2120) over Carrabassett Stream. Located 0.05 of a mile east of Easy Street.

Canaan 2222600	**022226.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$338,000 $38,000 $2,461,356 $250,000 $0	Federal STP Highway and Bridge Other	$2,469,885 $617,471 $0	$2,469,617 $617,404 $0	$268 $67 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$3,087,356**	**$3,087,021**	**$335**	**$0**	**$0**	**$0**

Route 23
Hall Bridge (#3159) over Black Stream. Located 0.47 of a mile north of Browns Corner Road.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Canaan	**027336.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$19,800 $0 $930,600 $39,600 $0	Federal STP Highway and Bridge	$792,000 $198,000	$0 $0	$5,280 $1,320	$5,280 $1,320	$264,000 $66,000	$258,720 $64,680
		Totals:			**$990,000**	**$0**	**$6,600**	**$6,600**	**$330,000**	**$323,400**
Route 23 *Beginning at the Clinton town line and extending north 3.960 miles.*										
Canton, Hartford, Livermore 2671400	**026714.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$79,269 $0 $1,981,736 $118,904 $0	Federal STP Highway and Bridge Other	$1,743,927 $435,982 $0	$0 $15,854 $0	$623,586 $140,043 $0	$560,171 $140,043 $0	$560,171 $140,043 $0	$0 $0 $0
		Totals:			**$2,179,909**	**$15,854**	**$763,629**	**$700,213**	**$700,213**	**$0**
Route 108/Canton Road *Beginning 0.45 of a mile north of Federal Road and extending north 6.71 miles. Beginning at Route 4 and extending north 0.79 of a mile. Beginning at Route 4 and extending north 0.03 of a mile.*										
Canton 2408300	**024083.00** Highways Slope Stabilization/Protection	PE: ROW: CON: CE: Other:	$112,059 $62,500 $1,531,975 $100,000 $0	Federal STP Highway and Bridge Other	$139,200 $1,667,335 $0	$139,200 $35,360 $0	$0 $1,631,975 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,806,534**	**$174,559**	**$1,631,975**	**$0**	**$0**	**$0**
Route 140 *Beginning 0.45 of a mile east of Canton Point Road and extending west 0.25 of a mile.*										
Caribou, Fort Fairfield 2643000	**026430.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$93,474 $0 $3,556,079 $274,552 $0	Federal STP Highway and Bridge Other	$3,139,284 $784,821 $0	$0 $8,760 $0	$37,390 $4,967 $0	$1,058,891 $260,343 $0	$1,021,502 $255,375 $0	$1,021,502 $255,375 $0
		Totals:			**$3,924,105**	**$8,760**	**$42,357**	**$1,319,234**	**$1,276,877**	**$1,276,877**
Route 161/Route 161S *Beginning at Route 1A and extending northwest 6.20 miles. Includes 0.03 of a mile on Route 161S.*										
Caribou, Limestone 2169600	**021696.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$200,000 $30,000 $3,000,000 $180,000 $0	Federal STP Highway and Bridge Other	$1,039,400 $2,370,600 $0	$184,000 $46,000 $0	$285,133 $774,867 $0	$285,133 $774,867 $0	$285,133 $774,867 $0	$0 $0 $0
		Totals:			**$3,410,000**	**$230,000**	**$1,060,000**	**$1,060,000**	**$1,060,000**	**$0**
West Gate Road *Greenlaw Brook No. 2 Bridge (#5625) over Greenlaw Brook. Located 0.18 of a mile north of Route 89.*										
Caribou 1723644	**017236.44** Production Support And Administration Natural Resource Mitigation	PE: ROW: CON: CE: Other:	$50,000 $15,000 $250,000 $25,000 $0	Federal STP Highway and Bridge Other	$272,000 $68,000 $0	$52,000 $68,000 $0	$220,000 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$340,000**	**$120,000**	**$220,000**	**$0**	**$0**	**$0**
Limestone Substation *Railroad crossing (#0042) over Otter Brook. Located off Limestone Street.*										
Caribou 2284500	**022845.00** Highways Large Culvert Improvements	PE: ROW: CON: CE: Other:	$145,000 $10,000 $0 $0 $0	Federal STP Highway and Bridge Other	$124,000 $31,000 $0	$100,000 $27,000 $0	$8,000 $1,333 $0	$8,000 $1,333 $0	$8,000 $1,333 $0	$0 $0 $0
		Totals:			**$155,000**	**$127,000**	**$9,333**	**$9,333**	**$9,333**	**$0**
Route 164 *Large culvert (#931080) located 1.07 miles north of Route 1.*										
Caribou 2507700	**025077.00** Production Support And Administration Municipal/Public Outreach	PE: ROW: CON: CE: Other:	$20,000 $5,000 $0 $0 $0	Federal STP Highway and Bridge	$20,000 $5,000	$0 $0	$20,000 $5,000	$0 $0	$0 $0	$0 $0
		Totals:			**$25,000**	**$0**	**$25,000**	**$0**	**$0**	**$0**
Limestone Street *Fish Hatchery Bridge (#2284) over Limestone Stream. Located 0.06 of a mile south of Route 89.*										
Caribou	**027278.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$1,500,000 $15,000 $13,985,000 $1,500,000 $0	Federal LHIP Highway and Bridge	$13,600,000 $3,400,000	$0 $0	$404,000 $101,000	$404,000 $101,000	$4,533,333 $1,133,333	$4,129,333 $1,032,333
		Totals:			**$17,000,000**	**$0**	**$505,000**	**$505,000**	**$5,666,667**	**$5,161,667**
Route 161 *Aroostook River Bridge (#5572) over River, RR and Street. Located 0.14 of a mile east of Route 1.*										
Caribou	**027318.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$21,600 $0 $1,015,200 $43,200 $0	Federal STP Highway and Bridge	$864,000 $216,000	$0 $0	$8,640 $2,160	$290,880 $72,720	$282,240 $70,560	$282,240 $70,560
		Totals:			**$1,080,000**	**$0**	**$10,800**	**$363,600**	**$352,800**	**$352,800**
Route 164 *Beginning 0.170 of mile southeast of Meadowbrook Drive and extending east 2.70 miles.*										
Carmel, Etna, Hermon, Newport, Plymouth 2582300	**025823.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$79,030 $0 $4,271,572 $158,060 $0	Federal STP Highway and Bridge	$3,606,930 $901,732	$31,612 $15,806	$1,212,847 $295,309	$1,181,235 $295,309	$1,181,235 $295,309	$0 $0
		Totals:			**$4,508,662**	**$47,418**	**$1,508,156**	**$1,476,544**	**$1,476,544**	**$0**
Route 2 *Beginning at the Palmyra town line and extending east 22.58 miles.*										
Carroll Plt, Springfield 2582900	**025829.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$28,009 $0 $1,513,887 $56,018 $0	Federal STP Highway and Bridge Other	$1,278,331 $319,583 $0	$0 $5,602 $0	$441,049 $104,660 $0	$418,641 $104,660 $0	$418,641 $104,660 $0	$0 $0 $0
		Totals:			**$1,597,914**	**$5,602**	**$545,709**	**$523,302**	**$523,302**	**$0**
Route 6 *Beginning 0.93 of a mile west of the Springfield-Carroll Plt. town line and extending east 7.57 miles.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Carthage	**027130.00**	PE:	$35,000	Federal STP	$32,000	$0	$10,667	$10,667	$10,667	$0
	Highways	ROW:	$5,000							
	Large Culvert Replacement	CON:	$0	Highway and Bridge	$8,000	$0	$2,667	$2,667	$2,667	$0
		CE:	$0							
		Other:	$0							
			Totals:		**$40,000**	**$0**	**$13,333**	**$13,333**	**$13,333**	**$0**

Route 142
Large culvert (#894409) located 0.41 of a mile north of the Dixfield town line.

Casco, Naples	**026228.00**	PE:	$200,000	Federal NHPP	$1,760,000	$0	$0	$586,667	$586,667	$586,667
2622800	Highways	ROW:	$15,000	Federal STP	$172,000	$0	$86,000	$86,000	$0	$0
	Bridge Deck Replacement	CON:	$2,000,000	Highway and Bridge	$483,000	$43,000	$0	$146,667	$146,667	$146,667
		CE:	$200,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$2,415,000**	**$43,000**	**$86,000**	**$819,333**	**$733,333**	**$733,333**

Route 35/Route 302
Route 302/Crooked River Bridge (#2200) over Crooked River. Located 0.16 of a mile northwest of Hillside Avenue.

Casco	**024249.00**	PE:	$90,000	Federal NHPP	$72,000	$72,000	$0	$0	$0	$0
2424900	Highways	ROW:	$5,000	Federal NHS	$4,000	$0	$1,333	$1,333	$1,333	$0
	Large Culvert Improvements	CON:	$0	Highway and Bridge	$19,000	$19,000	$0	$0	$0	$0
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$95,000**	**$91,000**	**$1,333**	**$1,333**	**$1,333**	**$0**

Route 302
Large culvert (#46309) located 0.10 of a mile north of the Bramble Hill Road.

Chain Of Ponds Twp	**026436.00**	PE:	$25,000	Federal STP	$160,000	$0	$12,000	$57,333	$45,333	$45,333
	Highways	ROW:	$5,000							
	Bridge Painting	CON:	$145,000	Highway and Bridge	$40,000	$0	$3,000	$14,333	$11,333	$11,333
		CE:	$25,000							
		Other:	$0							
			Totals:		**$200,000**	**$0**	**$15,000**	**$71,667**	**$56,667**	**$56,667**

Route 27
Dead River Bridge (#3135) over North Branch Dead River. Located 0.02 of a mile north of Alder Stream Twp. town line.

Chain Of Ponds Twp	**027148.00**	PE:	$200,000	Federal LHIP	$1,440,000	$0	$57,333	$57,333	$480,000	$422,667
	Highways	ROW:	$15,000							
	Bridge Replacement	CON:	$1,385,000	Highway and Bridge	$360,000	$0	$14,333	$14,333	$120,000	$105,667
		CE:	$200,000							
		Other:	$0							
			Totals:		**$1,800,000**	**$0**	**$71,667**	**$71,667**	**$600,000**	**$528,333**

Route 27
Bear Brook Bridge (#3270) over Bear Brook. Located 0.56 of a mile north of Natanis Point Road.

Charleston, Dover-Foxcroft, Garland	**027512.00**	PE:	$480,429	Federal STP	$8,839,899	$0	$128,114	$128,114	$2,946,633	$2,818,519
	Highways	ROW:	$0							
	Cold-In-Place Recycle	CON:	$9,608,586	Highway and Bridge	$2,209,975	$0	$32,029	$32,029	$736,658	$704,630
		CE:	$960,859							
		Other:	$0							
			Totals:		**$11,049,874**	**$0**	**$160,143**	**$160,143**	**$3,683,291**	**$3,523,148**

Route 15
Beginning 0.05 of a mile north of the Corinth town line and extending north 9.59 miles.

Charlotte	**021686.00**	PE:	$85,000	Federal Bridge Program	$9,000	$0	$9,000	$0	$0	$0
2168600	Production Support And Administration	ROW:	$15,000	Federal STP	$71,000	$71,000	$0	$0	$0	$0
	Enhanced Project Scoping	CON:	$0	Highway and Bridge	$20,000	$20,000	$0	$0	$0	$0
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$100,000**	**$91,000**	**$9,000**	**$0**	**$0**	**$0**

Station Road
Moosehorn Bridge (#3332) over Cranberry Creek. Located 0.17 of a mile west of Goodell Road.

Charlotte	**021686.10**	PE:	$150,000	Federal STP	$1,200,000	$120,000	$6,000	$362,000	$356,000	$356,000
2168610	Highways	ROW:	$15,000	Highway and Bridge	$300,000	$33,000	$0	$89,000	$89,000	$89,000
	Bridge Replacement	CON:	$1,185,000							
		CE:	$150,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$1,500,000**	**$153,000**	**$6,000**	**$451,000**	**$445,000**	**$445,000**

Station Road
Moosehorn Bridge (#3332) over Cranberry Creek. Located 0.17 of a mile west of Goodell Road.

Charlotte	**025507.00**	PE:	$75,000	Federal STP	$328,000	$0	$0	$0	$109,333	$109,333
	Highways	ROW:	$20,000							
	Large Culvert Replacement	CON:	$500,000	Highway and Bridge	$297,000	$0	$31,667	$31,667	$99,000	$67,333
		CE:	$30,000							
		Other:	$0							
			Totals:		**$625,000**	**$0**	**$31,667**	**$31,667**	**$208,333**	**$176,667**

Route 214
Large culvert (#88727) located 0.41 of a mile north of Charlotte Road.

Charlotte	**026105.00**	PE:	$150,000	Federal STP	$1,280,000	$120,000	$6,000	$388,667	$382,667	$382,667
2610500	Highways	ROW:	$15,000	Highway and Bridge	$320,000	$33,000	$0	$95,667	$95,667	$95,667
	Bridge Replacement	CON:	$1,285,000							
		CE:	$150,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$1,600,000**	**$153,000**	**$6,000**	**$484,333**	**$478,333**	**$478,333**

Charlotte Road
Round Pond Bridge (#3787) over Round Pond Outlet. Located 1.10 miles northeast of Ayers Junction Road.

Chelsea	**026284.00**	PE:	$55,000	Federal HSIP	$340,000	$0	$0	$113,333	$113,333	$113,333
2628400	Highways	ROW:	$20,000	Federal STP	$60,000	$0	$30,000	$30,000	$0	$0
	Reconstruction	CON:	$370,000	Highway and Bridge	$100,000	$15,000	$0	$28,333	$28,333	$28,333
		CE:	$55,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$500,000**	**$15,000**	**$30,000**	**$171,667**	**$141,667**	**$141,667**

Route 17/Windsor Road
Located at the intersection of Route 17 and Windsor Road.

Cherryfield, Franklin, T10 Sd Bpp	**017758.00**	PE:	$32,365	Federal Scenic Byways	$25,892	$25,892	$0	$0	$0	$0
ME00907	Production Support And Administration	ROW:	$0							
	Planning Studies	CON:	$0	Highway and Bridge	$6,473	$6,473	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
			Totals:		**$32,365**	**$32,365**	**$0**	**$0**	**$0**	**$0**

Blackwoods Scenic Byway
Improvements to the www.blackwoodsbyway.org website, producing byway map(s), and other efforts to improve the aesthetics of the area.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Cherryfield, Milbridge 2040500	**020405.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$1,500,000 $300,000 $13,750,000 $1,250,000 $0	Federal Grants Federal LHIP Federal NHPP Federal STP Highway and Bridge Other	$12,000,000 $480,000 $0 $959,856 $3,360,144 $0	$0 $480,000 $0 $479,856 $240,144 $0	$0 $0 $0 $240,000 $60,000 $0	$4,000,000 $0 $0 $240,000 $1,060,000 $0	$4,000,000 $0 $0 $0 $1,000,000 $0	$4,000,000 $0 $0 $0 $1,000,000 $0
		Totals:			**$16,800,000**	**$1,200,000**	**$300,000**	**$5,300,000**	**$5,000,000**	**$5,000,000**

Route 1
Beginning 0.07 of a mile north of Spruce Street in Milbridge and extending north 4.81 miles. Project funding is contingent on Congressionally Directed Spending approval.

Cherryfield, T10 Sd Bpp, T9 Sd Bpp 1837500	**018375.00** Production Support And Administration Planning Studies	PE: ROW: CON: CE: Other:	$27,500 $0 $0 $0 $0	Federal Scenic Byways Highway and Bridge	$22,000 $5,500	$22,000 $5,500	$0 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$27,500**	**$27,500**	**$0**	**$0**	**$0**	**$0**

Blackwoods Scenic Byway
Update and enhance the current Corridor Management Plan (CMP).

Cherryfield 2223000	**022230.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$182,851 $11,213 $1,589,607 $215,000 $0	Federal STP Highway and Bridge Other	$1,598,937 $399,734 $0	$1,562,937 $390,734 $0	$36,000 $9,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,998,671**	**$1,953,671**	**$45,000**	**$0**	**$0**	**$0**

North Main Street
Schoodic Bridge (#3649) over Schoodic Brook. Located 0.32 of a mile south of the Deblois town line.

Chesterville, Farmington, Jay, Wilton	**027330.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$44,050 $0 $2,070,350 $88,100 $0	Federal STP Highway and Bridge	$1,762,000 $440,500	$0 $0	$11,747 $2,937	$11,747 $2,937	$587,333 $146,833	$575,587 $143,897
		Totals:			**$2,202,500**	**$0**	**$14,683**	**$14,683**	**$734,167**	**$719,483**

Route 156/Philbrick Street
Beginning at Route 41 and extending southwest 0.48 of a mile, then beginning 0.08 of a mile east of Pope Road and extending east 8.12 miles to Route 2. Beginning at Coldwell Road and extending east 0.18 of a mile.

Chesterville, Farmington, Jim Pond Twp, Wilton 2229601	**022296.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$0 $0 $15,022,125 $1,600,000 $0	Federal Federal Grants Federal NHPP Federal NHS Federal STP Highway and Bridge	$6,118,000 $2,582,022 $2,615,692 $0 $5,306,411	$6,118,000 $0 $0 $0 $4,335,777	$0 $860,674 $871,897 $0 $323,544	$0 $860,674 $871,897 $0 $323,544	$0 $860,674 $871,897 $0 $323,544	$0 $0 $0 $0 $0
		Totals:			**$16,622,125**	**$10,453,777**	**$2,056,116**	**$2,056,116**	**$2,056,116**	**$0**

Various Locations
Farmington Falls Bridge (#2273) over the Sandy River, located in Farmington. Hall Bridge (#2341) over Hooper Brook, located in Wilton. Alder Stream Bridge (#3265) over Alder Stream, located in Jim Pond Twp. FHWA CHBP Grant recipient.

Chesterville, Farmington 2612400	**026124.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$285,000 $15,000 $0 $0 $0	Federal STP Highway and Bridge Other	$240,000 $60,000 $0	$0 $60,000 $0	$80,000 $0 $0	$80,000 $0 $0	$80,000 $0 $0	$0 $0 $0
		Totals:			**$300,000**	**$60,000**	**$80,000**	**$80,000**	**$80,000**	**$0**

Route 156
Williams #2 Bridge (#3181) over Wilson Stream. Located 0.47 of a mile southwest of Route 41.

Chesterville, New Sharon	**027172.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$350,000 $15,000 $2,785,000 $350,000 $0	Federal LHIP Highway and Bridge	$2,800,000 $700,000	$0 $0	$97,333 $24,333	$97,333 $24,333	$933,333 $233,333	$836,000 $209,000
		Totals:			**$3,500,000**	**$0**	**$121,667**	**$121,667**	**$1,166,667**	**$1,045,000**

Route 41
McGurdy Pond Bridge (#2530) over McGurdy Stream. Located 0.10 of a mile south of Condon Road.

China, Fairfield, Oakland, Vassalboro, Winslow 2450100	**024501.00** Highways Light Capital Paving	PE: ROW: CON: CE: Other:	$14,187 $0 $1,650,000 $30,000 $0	Federal LHIP Highway and Bridge LCP	$1,342,082 $0 $352,105	$1,342,082 $0 $0	$0 $0 $352,105	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,694,187**	**$1,342,082**	**$352,105**	**$0**	**$0**	**$0**

Vassalboro Area 2021 LCP
Vassalboro Area 2021 LCP

China 2427100	**024271.00** Highways Large Culvert Rehabilitation	PE: ROW: CON: CE: Other:	$107,476 $15,024 $599,754 $45,000 $0	Federal STP Highway and Bridge Other	$98,000 $669,254 $0	$41,000 $12,000 $0	$57,000 $657,254 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$767,254**	**$53,000**	**$714,254**	**$0**	**$0**	**$0**

Route 202
Large culvert (#266578) located 0.17 of a mile north of the south intersection of Pond Road.

Clifton, Monson 2421100	**024211.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$54,189 $0 $300,000 $40,000 $0	Federal CMAQ Federal NHPP Highway and Bridge Other	$315,351 $0 $78,838 $0	$40,000 $0 $76,000 $0	$275,351 $0 $2,838 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$394,189**	**$116,000**	**$278,189**	**$0**	**$0**	**$0**

Various Locations
New Road Weather Information System (RWIS) locations in all Interstate camps.

Clinton 2223200	**022232.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $2,800,000 $170,000 $0	Federal STP Highway and Bridge Other	$2,508,000 $627,000 $0	$122,400 $33,000 $0	$4,800 $0 $0	$796,800 $198,000 $0	$792,000 $198,000 $0	$792,000 $198,000 $0
		Totals:			**$3,135,000**	**$155,400**	**$4,800**	**$994,800**	**$990,000**	**$990,000**

River Road
Manley Holt Bridge (#2508) over Carrabassett Stream. Located 0.22 of a mile north of Pishon Ferry Road.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Clinton 2572100	**025721.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$12,862 $0 $432,804 $10,740 $0	Federal STP Highway and Bridge Other	$354,835 $101,571 $0	$0 $81,598 $0	$354,835 $19,973 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$456,406**	**$81,598**	**$374,808**	**$0**	**$0**	**$0**
Hinckley Road *Beginning at Route 11 and extending west 1.28 miles.*										
Clinton	**027272.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$485,000 $15,000 $0 $0 $0	Federal LHIP Highway and Bridge	$400,000 $100,000	$0 $0	$133,333 $33,333	$133,333 $33,333	$133,333 $33,333	$0 $0
			Totals:		**$500,000**	**$0**	**$166,667**	**$166,667**	**$166,667**	**$0**
Pleasant Street *Sebasticook Bridge (#3321) Sebasticook River. Located 0.12 of a mile north of Pearl Street.*										
Codyville Twp 2538700	**025387.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$315,000 $30,000 $2,040,000 $315,000 $0	Federal STP Highway and Bridge Other	$2,160,000 $540,000 $0	$0 $30,000 $0	$92,000 $13,000 $0	$92,000 $13,000 $0	$720,000 $170,000 $0	$628,000 $157,000 $0
			Totals:		**$2,700,000**	**$30,000**	**$105,000**	**$105,000**	**$890,000**	**$785,000**
Route 6 *Little Tomah Bridge (#2472) over Little Tomah Stream. Located 1.80 miles southwest of Todd Farm Road.*										
Columbia, Columbia Falls, Jonesboro 2648600	**026486.00** Highways Cold-In-Place Recycle	PE: ROW: CON: CE: Other:	$131,290 $0 $7,762,284 $525,158 $0	Federal STP Highway and Bridge Other	$6,734,986 $1,683,746 $0	$0 $26,258 $0	$2,315,017 $552,496 $0	$2,209,985 $552,496 $0	$2,209,985 $552,496 $0	$0 $0 $0
			Totals:		**$8,418,732**	**$26,258**	**$2,867,513**	**$2,762,481**	**$2,762,481**	**$0**
Route 1 *Beginning 0.11 of a mile east of Addison Road and extending east 9.84 miles.*										
Columbia, Harrington 2672400	**026724.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$62,624 $0 $1,565,594 $93,936 $0	Federal STP Highway and Bridge Other	$1,377,723 $344,431 $0	$0 $12,525 $0	$492,641 $110,635 $0	$442,541 $110,635 $0	$442,541 $110,635 $0	$0 $0 $0
			Totals:		**$1,722,154**	**$12,525**	**$603,276**	**$553,177**	**$553,177**	**$0**
Route 1A/Route 1 *Beginning 0.55 of a mile east of Shop Hill Road and extending east 3.07 miles. Beginning at Route 1A and extending north 2.51 miles.*										
Coplin Plt, Eustis, Jim Pond Twp, Wyman Twp 2574500	**025745.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$24,181 $0 $3,440,444 $135,000 $0	Federal STP Highway and Bridge Other	$2,860,355 $739,270 $0	$2,860,355 $739,270 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$3,599,625**	**$3,599,625**	**$0**	**$0**	**$0**	**$0**
Route 27 *Beginning 0.21 of a mile north of Carrabassett Valley town line and extending north 12.17 miles.*										
Corinna 2647600	**026476.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,200,000 $300,000 $0	$120,000 $33,000 $0	$4,000 $0 $0	$4,000 $0 $0	$360,000 $89,000 $0	$356,000 $89,000 $0
			Totals:		**$1,500,000**	**$153,000**	**$4,000**	**$4,000**	**$449,000**	**$445,000**
Nokomis Road *Mulligan Stream Bridge (#6160) over Mulligan Stream. Located 0.66 of a mile northeast of Williams Drive.*										
Corinth 2545500	**025455.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$20,000 $5,000 $105,000 $20,000 $0	Federal STP Highway and Bridge	$120,000 $30,000	$16,000 $5,000	$37,333 $8,333	$33,333 $8,333	$33,333 $8,333	$0 $0
			Totals:		**$150,000**	**$21,000**	**$45,667**	**$41,667**	**$41,667**	**$0**
Covered Bridge Road *Robyville Bridge (#1003) over Kenduskeag Stream. Located 0.28 of a mile north of the Kenduskeag town line.*										
Cornville, Skowhegan 2572900	**025729.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$15,233 $0 $1,196,634 $38,482 $0	Federal LHIP Federal STP Highway and Bridge Other	$186,594 $801,499 $262,256 $0	$186,594 $801,499 $262,256 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$1,250,349**	**$1,250,349**	**$0**	**$0**	**$0**	**$0**
Route 150 *Beginning 0.03 of a mile north of Libby Lane and extending north 5.72 miles.*										
Cross Lake Twp, New Canada 2602700	**026027.00** Highways Highway Improvement	PE: ROW: CON: CE: Other:	$185,000 $20,000 $0 $0 $0	Federal STP Highway and Bridge Other	$164,000 $41,000 $0	$164,000 $41,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$205,000**	**$205,000**	**$0**	**$0**	**$0**	**$0**
Route 161 *Beginning 0.33 of a mile northwest of Ouellette Road and extending west 5.22 miles.*										
Crystal, Island Falls 2265900	**022659.00** Highways Highway Improvement	PE: ROW: CON: CE: Other:	$250,000 $15,000 $0 $0 $0	Federal NHPP Federal STP Highway and Bridge	$40,000 $172,000 $53,000	$0 $172,000 $43,000	$13,333 $0 $3,333	$13,333 $0 $3,333	$13,333 $0 $3,333	$0 $0 $0
			Totals:		**$265,000**	**$215,000**	**$16,667**	**$16,667**	**$16,667**	**$0**
Route 159 *Beginning 0.02 of a mile east of Interstate 95 Ramp D in Island Falls and extending west 1.16 miles.*										
Dallas Plt, Madrid Twp, Rangeley, Rangeley Plt, Sandy River 1837300	**018373.00** Production Support And Administration Planning Studies	PE: ROW: CON: CE: Other:	$43,500 $0 $0 $0 $0	Federal Scenic Byways Highway and Bridge Local	$34,800 $6,525 $2,175	$34,800 $6,525 $2,175	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$43,500**	**$43,500**	**$0**	**$0**	**$0**	**$0**
Rangeley Lakes Scenic Byway *Updating the scenic byways plan, improving the ability to support the local tourism-based economy, and improve travelers amenities and activities.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Damariscotta, Newcastle, Nobleboro 2544500	**025445.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$77,864 $0 $5,744,955 $250,782 $0	Federal NHPP Federal NHS Highway and Bridge Other	$4,414,348 $120,000 $1,539,254 $0	$4,414,348 $0 $1,212,753 $0	$0 $120,000 $326,501 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$6,073,602**	**$5,627,101**	**$446,501**	**$0**	**$0**	**$0**

Route 1
Beginning 0.05 of a mile north of Lynch Road and extending north 9.36 miles.

Damariscotta, Newcastle 2528900	**025289.00** Highways Bridge Joint Replacement	PE: ROW: CON: CE: Other:	$10,162 $0 $629,838 $60,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$560,000 $0 $140,000 $0	$551,462 $0 $137,865 $0	$8,538 $0 $2,135 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$700,000**	**$689,327**	**$10,673**	**$0**	**$0**	**$0**

Route 1
Various bridge joint improvements on bridges (#5887, #5888, #5889, and #5890).

Damariscotta 2533700	**025337.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$60,000 $35,000 $840,000 $55,000 $0	Federal STP Federal TAP Highway and Bridge Local Other	$48,000 $744,000 $0 $198,000 $0	$0 $0 $0 $12,000 $0	$24,000 $14,000 $0 $3,500 $0	$24,000 $252,667 $0 $63,167 $0	$0 $238,667 $0 $59,667 $0	$0 $238,667 $0 $59,667 $0
		Totals:			**$990,000**	**$12,000**	**$41,500**	**$339,833**	**$298,333**	**$298,333**

Main Street
Beginning 0.01 of a mile south of Church Street and extending north 0.36 of a mile.

Damariscotta 2601900	**026019.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$120,000 $80,000 $2,750,000 $150,000 $0	Federal HSIP Highway and Bridge Other	$2,790,000 $310,000 $0	$180,000 $20,000 $0	$0 $0 $0	$870,000 $96,667 $0	$870,000 $96,667 $0	$870,000 $96,667 $0
		Totals:			**$3,100,000**	**$200,000**	**$0**	**$966,667**	**$966,667**	**$966,667**

Route 1/Belvedere Road
Located at the intersection of Route 1 and Belvedere Road.

Danforth, Weston 2574100	**025741.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$17,759 $0 $1,188,453 $35,000 $0	Federal STP Highway and Bridge Other	$978,762 $262,450 $0	$958,355 $257,348 $0	$20,407 $5,102 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,241,212**	**$1,215,703**	**$25,509**	**$0**	**$0**	**$0**

Route 1
Beginning at the Danforth town line and extending north 3.19 miles.

Danforth 2591300	**025913.00** Railroad Signal Improvements (Rail/Highway Xing)	PE: ROW: CON: CE: Other:	$5,000 $0 $230,715 $10,000 $0	Federal RH Xing Program Federal Rail Highway and Bridge Other Private	$4,500 $216,644 $1,500 $0 $23,072	$4,500 $0 $1,500 $0 $23,071	$0 $216,644 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$245,715**	**$29,071**	**$216,644**	**$0**	**$0**	**$0**

Route 169
Railroad crossing (#863160W) located 0.29 of a mile north of Horseback Road.

Deblois 2529700	**025297.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$130,000 $5,000 $1,030,000 $135,000 $0	Federal STP Highway and Bridge Other	$1,040,000 $260,000 $0	$0 $21,000 $0	$418,667 $83,667 $0	$310,667 $77,667 $0	$310,667 $77,667 $0	$0 $0 $0
		Totals:			**$1,300,000**	**$21,000**	**$502,333**	**$388,333**	**$388,333**	**$0**

Route 193
Deblois Bridge (#3152) over Narraguagus River. Located 0.14 of a mile east of Lane Road.

Deer Isle, Stonington 2309401	**022356.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$213,286 $50,000 $3,694,713 $176,000 $0	Federal Federal Grants Federal STP Highway and Bridge Other	$1,624,000 $1,683,199 $826,800 $0	$1,624,000 $156,000 $448,000 $0	$0 $1,527,199 $378,800 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$4,133,999**	**$2,228,000**	**$1,905,999**	**$0**	**$0**	**$0**

Route 15
Mill Hill Bridge (#3063) over Mill Pond Outlet. Located on the Stonington- Deer Isle town line. FHWA BUILD Grant recipient.

Dennysville, Edmunds Twp, Pembroke, Perry, Robbinston, Whiti	**026630.03** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$0 $0 $5,262,516 $315,750 $0	Federal Federal Grants Federal STP GARVEE Highway and Bridge	$3,230,729 $671,058 $560,826 $1,115,653	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$1,076,910 $223,686 $186,942 $371,884	$1,076,910 $223,686 $186,942 $371,884
		Totals:			**$5,578,266**	**$0**	**$0**	**$0**	**$1,859,422**	**$1,859,422**

Route 1
Beginning 5.16 miles northeast of Dodge Road and extending northeast 55.16 miles. Beginning 1.59 miles north of Route 86 and extending north 7.71 miles. Beginning 0.53 mile north of Route 190 and extending north 8.26 miles. FHWA INFRA Grant recipient.

Dennysville, Edmunds Twp, Pembroke, Perry, Robbinston, Whiti	**026630.15** Highways Rumble Strip Installation	PE: ROW: CON: CE: Other:	$0 $0 $300,000 $24,000 $0	Federal Federal Grants Federal STP Highway and Bridge	$187,649 $71,551 $64,800	$0 $0 $0	$0 $0 $0	$0 $0 $0	$62,550 $23,850 $21,600	$62,550 $23,850 $21,600
		Totals:			**$324,000**	**$0**	**$0**	**$0**	**$108,000**	**$108,000**

Route 1
Various locations on Route 1 between Whiting and Edmunds Twp. town line. FHWA INFRA Grant recipient.

Dennysville	**026630.08** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$0 $0 $1,500,000 $120,000 $0	Federal Federal Grants Federal STP Highway and Bridge	$938,245 $357,755 $324,000	$0 $0 $0	$0 $0 $0	$0 $0 $0	$312,748 $119,252 $108,000	$312,748 $119,252 $108,000
		Totals:			**$1,620,000**	**$0**	**$0**	**$0**	**$540,000**	**$540,000**

Route 1
Large culvert (#47382) located 0.27 of a mile north of Shipyard Road. FHWA INFRA Grant recipient.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Detroit 2365900	**023659.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$600,000 $30,000 $2,120,000 $250,000 $0	Federal STP Highway and Bridge Other	$2,400,000 $600,000 $0	$56,000 $40,000 $0	$149,333 $28,667 $0	$149,333 $28,667 $0	$781,333 $186,667 $0	$632,000 $158,000 $0
			Totals:		**$3,000,000**	**$96,000**	**$178,000**	**$178,000**	**$968,000**	**$790,000**
Route 69 *Village Bridge (#3309) over East Branch Sebasticook River. Located 0.26 of a mile northwest of Troy Road.*										
Dixfield 2637200	**026372.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$50,000 $10,000 $600,000 $60,000 $0	Federal STP Highway and Bridge Other	$576,000 $144,000 $0	$0 $12,000 $0	$24,000 $0 $0	$200,000 $44,000 $0	$176,000 $44,000 $0	$176,000 $44,000 $0
			Totals:		**$720,000**	**$12,000**	**$24,000**	**$244,000**	**$220,000**	**$220,000**
Route 142 *Large culvert (#47306) located 0.06 of a mile north of Holt Hill Road.*										
Dixfield	**027188.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$35,000 $5,000 $0 $0 $0	Federal STP Highway and Bridge	$32,000 $8,000	$0 $0	$10,667 $2,667	$10,667 $2,667	$10,667 $2,667	$0 $0
			Totals:		**$40,000**	**$0**	**$13,333**	**$13,333**	**$13,333**	**$0**
Route 17 *Large culvert (#46540) located 0.58 of a mile southeast of Route 2.*										
Dixmont, Newburgh	**027324.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$53,100 $0 $2,495,700 $106,200 $0	Federal STP Highway and Bridge	$2,124,000 $531,000	$0 $0	$14,160 $3,540	$14,160 $3,540	$708,000 $177,000	$693,840 $173,460
			Totals:		**$2,655,000**	**$0**	**$17,700**	**$17,700**	**$885,000**	**$867,300**
Route 202 *Beginning at the Troy town line and extending east 10.750 miles.*										
Dixmont	**025163.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$80,000 $20,000 $650,000 $50,000 $0	Federal STP Highway and Bridge	$560,000 $240,000	$0 $0	$0 $33,333	$0 $33,333	$186,667 $80,000	$186,667 $46,667
			Totals:		**$800,000**	**$0**	**$33,333**	**$33,333**	**$266,667**	**$233,333**
Simpson Corner Road *Large culvert (#188325) located 0.19 of a mile north of Kenniston Road.*										
Dixmont 2609700	**026097.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,200,000 $300,000 $0	$0 $23,000 $0	$66,000 $5,000 $0	$422,000 $94,000 $0	$356,000 $89,000 $0	$356,000 $89,000 $0
			Totals:		**$1,500,000**	**$23,000**	**$71,000**	**$516,000**	**$445,000**	**$445,000**
Route 202 *Crocker Brook Bridge (#5424) over Crocker Brook. Located 0.40 of a mile east of Troy town line.*										
Dixmont 2635800	**026358.00** Highways Large Culvert Rehabilitation	PE: ROW: CON: CE: Other:	$50,000 $10,000 $0 $0 $0	Federal STP Highway and Bridge Other	$48,000 $12,000 $0	$0 $12,000 $0	$16,000 $0 $0	$16,000 $0 $0	$16,000 $0 $0	$0 $0 $0
			Totals:		**$60,000**	**$12,000**	**$16,000**	**$16,000**	**$16,000**	**$0**
Route 202 *Large culvert (#188337) located 0.41 of a mile west of Route 143.*										
Dover-Foxcroft, Guilford 2648000	**026480.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$28,811 $0 $1,440,530 $115,242 $0	Federal STP Highway and Bridge Other	$1,267,666 $316,917 $0	$0 $5,762 $0	$11,524 $0 $0	$426,397 $103,718 $0	$414,873 $103,718 $0	$414,873 $103,718 $0
			Totals:		**$1,584,583**	**$5,762**	**$11,524**	**$530,115**	**$518,591**	**$518,591**
Route 6 *Beginning 0.02 of a mile east of Sebec Shore Road and extending east 2.25 miles.*										
Dover-Foxcroft 2285100	**022851.00** Highways Large Culvert Rehabilitation	PE: ROW: CON: CE: Other:	$84,035 $20,000 $563,060 $90,000 $0	Federal STP Highway and Bridge Other	$605,676 $151,419 $0	$605,676 $151,419 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$757,095**	**$757,095**	**$0**	**$0**	**$0**	**$0**
Route 15 *Large culvert (#967780) located 0.48 of a mile north of Norton Hill Road.*										
Dover-Foxcroft 2312000	**023120.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$915,000 $30,000 $9,005,000 $750,000 $0	Federal HPP Federal STP Highway and Bridge Other	$7,200,000 $1,360,000 $2,140,000 $0	$0 $500,000 $125,000 $0	$0 $128,000 $32,000 $0	$2,400,000 $329,333 $682,333 $0	$2,400,000 $201,333 $650,333 $0	$2,400,000 $201,333 $650,333 $0
			Totals:		**$10,700,000**	**$625,000**	**$160,000**	**$3,411,667**	**$3,251,667**	**$3,251,667**
Essex Street *Dover Bridge (#5118) over Piscataquis River. Located 0.04 of a mile east of River Street. This project is using Congressionally Directed Spending.*										
Dover-Foxcroft 2355500	**023555.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$62,000 $0 $812,715 $30,500 $0	Federal STP Highway and Bridge Local Other	$724,172 $181,043 $0 $0	$48,000 $150,745 $0 $0	$676,172 $30,298 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$905,215**	**$198,745**	**$706,470**	**$0**	**$0**	**$0**
Route 6 *Beginning at Lincoln Street and extending northeast 0.96 of a mile.*										
Dover-Foxcroft 2532900	**025329.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$5,000 $50,000 $500,000 $50,000 $0	Federal STP Federal Safety Highway and Bridge Other	$495,000 $49,500 $60,500 $0	$0 $0 $5,500 $0	$0 $24,750 $0 $0	$165,000 $24,750 $18,333 $0	$165,000 $0 $18,333 $0	$165,000 $0 $18,333 $0
			Totals:		**$605,000**	**$5,500**	**$24,750**	**$208,083**	**$183,333**	**$183,333**
Route 7/Route 15 *Located at the intersection of Route 7 and Route 15.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Dover-Foxcroft 2577300	**025773.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$13,800 $0 $1,232,192 $63,672 $0	Federal STP Highway and Bridge Other	$1,047,731 $261,933 $0	$9,600 $261,933 $0	$1,038,131 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$1,309,664**	**$271,533**	**$1,038,131**	**$0**	**$0**	**$0**
Route 15 *Beginning 0.19 of a mile south of Dyer Road and extending north 4.79 miles.*										
Dover-Foxcroft 2607500	**026075.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$27,096 $0 $903,200 $72,256 $0	Federal STP Highway and Bridge Other	$802,042 $200,510 $0	$0 $5,419 $0	$10,838 $0 $0	$270,960 $65,030 $0	$260,122 $65,030 $0	$260,122 $65,030 $0
			Totals:		**$1,002,552**	**$5,419**	**$10,838**	**$335,990**	**$325,152**	**$325,152**
Route 15 *Beginning 0.15 of a mile southeast of Bear Hill Road and extending northwest 0.95 of a mile.*										
Dover-Foxcroft 2667000	**026670.00** Bicycle/Pedestrian Safety Improvements	PE: ROW: CON: CE: Other:	$200,000 $10,000 $0 $0 $0	Federal STP Highway and Bridge Other	$168,000 $42,000 $0	$0 $42,000 $0	$56,000 $0 $0	$56,000 $0 $0	$56,000 $0 $0	$0 $0 $0
			Totals:		**$210,000**	**$42,000**	**$56,000**	**$56,000**	**$56,000**	**$0**
Route 15/Route 16/Route 153 *Located at the intersection at Route 15/16/153.*										
Dover-Foxcroft	**027180.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$485,000 $15,000 $0 $0 $0	Federal LHIP Highway and Bridge	$400,000 $100,000	$0 $0	$133,333 $33,333	$133,333 $33,333	$133,333 $33,333	$0 $0
			Totals:		**$500,000**	**$0**	**$166,667**	**$166,667**	**$166,667**	**$0**
Route 15 *Foxcroft West Bridge (#2293) over the Piscataquis River. Located 0.05 of a mile southeast of Lincoln Street.*										
Dresden 2313200	**023132.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$450,000 $15,000 $5,000,000 $600,000 $0	Federal STP Highway and Bridge Other	$4,852,000 $1,213,000 $0	$360,000 $93,000 $0	$4,000 $0 $0	$4,000 $0 $0	$1,497,333 $373,333 $0	$1,493,333 $373,333 $0
			Totals:		**$6,065,000**	**$453,000**	**$4,000**	**$4,000**	**$1,870,667**	**$1,866,667**
Route 197 *Middle Bridge (#3341) over Eastern River. Located 0.28 of a mile west of Route 127.*										
Drew Plt 2230400	**022304.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$500,000 $30,000 $9,070,000 $700,000 $0	Federal STP Highway and Bridge Other	$8,240,000 $2,060,000 $0	$17,200 $43,000 $0	$135,600 $21,000 $0	$135,600 $21,000 $0	$2,740,933 $672,333 $0	$2,605,333 $651,333 $0
			Totals:		**$10,300,000**	**$60,200**	**$156,600**	**$156,600**	**$3,413,267**	**$3,256,667**
Route 171 *Mattawamkeag River Bridge (#5105) over Mattawamkeag River. Located 0.14 of a mile north of Eight Road.*										
Durham 2365700	**023657.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$375,000 $20,000 $3,641,508 $265,000 $0	Federal STP GARVEE Highway and Bridge Other	$641,206 $2,800,000 $860,302 $0	$316,000 $0 $860,301 $0	$162,603 $1,400,000 $0 $0	$162,603 $1,400,000 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$4,301,508**	**$1,176,301**	**$1,562,603**	**$1,562,603**	**$0**	**$0**
Route 125 *Tracy Brook Bridge (#2852) over Meadow Brook. Located 0.17 of a mile east of Brickyard Hill Road.*										
Eagle Lake, Wallagrass	**026626.50** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$0 $0 $1,616,857 $97,011 $0	Federal Grants Federal STP Highway and Bridge	$1,081,507 $289,588 $342,773	$0 $0 $0	$0 $0 $0	$0 $0 $0	$360,502 $96,529 $114,258	$360,502 $96,529 $114,258
			Totals:		**$1,713,868**	**$0**	**$0**	**$0**	**$571,289**	**$571,289**
Route 11 *Beginning 0.37 of a mile north of the Winterville Plt. town line and extending north 6.28 miles to the Wallagrass town line. Project funding is contingent on Congressionally Directed Spending approval.*										
Eagle Lake, Winterville Plt	**026626.30** Highways Cold-In-Place Recycle	PE: ROW: CON: CE: Other:	$0 $0 $3,307,056 $275,588 $0	Federal Grants Federal STP Highway and Bridge	$2,260,765 $605,350 $716,529	$0 $0 $0	$0 $0 $0	$753,588 $201,783 $238,843	$753,588 $201,783 $238,843	$753,588 $201,783 $238,843
			Totals:		**$3,582,644**	**$0**	**$0**	**$1,194,215**	**$1,194,215**	**$1,194,215**
Route 11 *Beginning at Quimby Road and extending north 3.61 miles. Project funding is contingent on Congressionally Directed Spending approval.*										
Eagle Lake 2426700	**024267.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$85,000 $10,000 $450,000 $40,000 $0	Federal STP Highway and Bridge Other	$468,000 $117,000 $0	$28,000 $9,000 $0	$24,000 $5,000 $0	$154,667 $37,667 $0	$130,667 $32,667 $0	$130,667 $32,667 $0
			Totals:		**$585,000**	**$37,000**	**$29,000**	**$192,333**	**$163,333**	**$163,333**
Route 11 *Large culvert (#941218) located 0.11 of a mile south of Makayla Drive.*										
East Machias, Machias 2513700	**025137.00** Highways Full Depth Reclaim W/Cement	PE: ROW: CON: CE: Other:	$163,047 $0 $6,289,198 $434,792 $0	Federal STP Highway and Bridge Other	$5,509,630 $1,377,407 $0	$0 $32,609 $0	$43,479 $0 $0	$43,479 $0 $0	$1,836,543 $448,266 $0	$1,793,064 $448,266 $0
			Totals:		**$6,887,037**	**$32,609**	**$43,479**	**$43,479**	**$2,284,809**	**$2,241,330**
Route 1 *Beginning 0.03 of a mile east of the Whitneyville town line and extending north 6.59 miles.*										
East Machias, Machias	**026630.05** Highways Cold-In-Place Recycle	PE: ROW: CON: CE: Other:	$0 $0 $6,289,198 $434,792 $0	Federal Federal Grants Federal STP GARVEE Highway and Bridge	$3,889,570 $460,585 $1,029,037 $1,344,798	$0 $0 $0 $0	$1,296,523 $153,528 $343,012 $448,266	$1,296,523 $153,528 $343,012 $448,266	$1,296,523 $153,528 $343,012 $448,266	$0 $0 $0 $0
			Totals:		**$6,723,990**	**$0**	**$2,241,330**	**$2,241,330**	**$2,241,330**	**$0**
Route 1 *Beginning 0.03 of a mile east of the Whitneyville town line and extending north 6.59 miles. FHWA INFRA Grant recipient.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
East Machias, Machiasport 2320200	**023202.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$3,836 $0 $946,630 $100,000 $0	Federal STP Highway and Bridge Other	$840,373 $210,093 $0	$820,373 $210,093 $0	$20,000 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,050,466**	**$1,030,466**	**$20,000**	**$0**	**$0**	**$0**

Rim Road
Rim Memorial Bridge (#2253) over Machias River. Located on the East Machias-Machiasport town line.

East Machias 1919800	**019198.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$622,564 $195,500 $5,285,569 $1,000,000 $0	Federal STP GARVEE Highway and Bridge Other	$1,609,307 $4,073,600 $1,420,727 $0	$1,454,452 $2,868,108 $1,325,353 $0	$154,856 $1,205,492 $95,374 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$7,103,634**	**$5,647,913**	**$1,455,721**	**$0**	**$0**	**$0**

Route 1
Beginning at Pope Memorial Bridge (#2682) over the East Machias River and extending north 1.80 miles.

East Machias 2552900	**025529.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,685,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,600,000 $400,000 $0	$0 $33,000 $0	$66,000 $0 $0	$555,333 $122,333 $0	$489,333 $122,333 $0	$489,333 $122,333 $0
		Totals:			**$2,000,000**	**$33,000**	**$66,000**	**$677,667**	**$611,667**	**$611,667**

Chase Mills Road
Chase Mills Bridge (#5465) over Gardiner Lake Outlet. Located 0.03 of a mile north of Lakeside Road.

Eastern Region 1480021	**014847.21** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $52,000	Federal Planning Highway and Bridge Other	$41,600 $10,400 $0	$41,600 $10,400 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$52,000**	**$52,000**	**$0**	**$0**	**$0**	**$0**

HCPC RPO Support
Hancock County Planning Commission (HCPC) Regional Planning Organization support.

Eastern Region 1480022	**014847.22** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $52,000	Federal Planning Highway and Bridge Other	$41,600 $10,400 $0	$41,600 $10,400 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$52,000**	**$52,000**	**$0**	**$0**	**$0**	**$0**

HCPC RPO Support
Hancock County Planning Commission (HCPC) Regional Planning Organization support.

Eastern Region 1480023	**014847.23** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $10,000	Federal Planning Highway and Bridge	$8,000 $2,000	$0 $2,000	$8,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$10,000**	**$2,000**	**$8,000**	**$0**	**$0**	**$0**

HCPC RPO Support
Hancock County Planning Commission (HCPC) Regional Planning Organization support.

Eastern Region	**014847.24** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $10,000	Federal Planning Highway and Bridge	$8,000 $2,000	$0 $0	$0 $0	$8,000 $2,000	$0 $0	$0 $0
		Totals:			**$10,000**	**$0**	**$0**	**$10,000**	**$0**	**$0**

HCPC RPO Support
Hancock County Planning Commission (HCPC) Regional Planning Organization support.

Eastern Region	**014847.25** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $10,000	Federal Planning Highway and Bridge	$8,000 $2,000	$0 $0	$0 $0	$0 $0	$8,000 $2,000	$0 $0
		Totals:			**$10,000**	**$0**	**$0**	**$0**	**$10,000**	**$0**

HCPC RPO Support
Hancock County Planning Commission (HCPC) Regional Planning Organization support.

Eastern Region 1480020	**014855.20** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $17,500	Federal Planning Highway and Bridge Other	$14,000 $3,500 $0	$7,275 $2,500 $0	$6,725 $1,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$17,500**	**$9,775**	**$7,725**	**$0**	**$0**	**$0**

WCCOG RPO Support
Washington County Council of Governments (WCCOG) Regional Planning Organization support.

Eastern Region 1480021	**014855.21** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $12,500	Federal Planning Highway and Bridge	$10,000 $2,500	$0 $1,500	$10,000 $1,000	$0 $0	$0 $0	$0 $0
		Totals:			**$12,500**	**$1,500**	**$11,000**	**$0**	**$0**	**$0**

WCCOG RPO Support
Washington County Council of Governments (WCCOG) Regional Planning Organization support.

Eastern Region 1480022	**014855.22** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $7,500	Federal Planning Highway and Bridge	$6,000 $1,500	$6,000 $1,500	$0 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$7,500**	**$7,500**	**$0**	**$0**	**$0**	**$0**

SCEC RPO Support
Sunrise County Economic Council (SCEC) Regional Planning Organization support.

Eastern Region 1480023	**014855.23** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $7,500	Federal Planning Highway and Bridge	$6,000 $1,500	$0 $1,500	$6,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$7,500**	**$1,500**	**$6,000**	**$0**	**$0**	**$0**

SCEC RPO Support
Sunrise County Economic Council (SCEC) Regional Planning Organization support.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Eastern Region	**014855.24** Production Support And Administration Statewide Program Development	PE:	$0	Federal Planning	$6,000	$0	$0	$6,000	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$1,500	$0	$0	$1,500	$0	$0
		CE:	$0							
		Other:	$7,500							
			Totals:		**$7,500**	**$0**	**$0**	**$7,500**	**$0**	**$0**

SCEC RPO Support
Sunrise County Economic Council (SCEC) Regional Planning Organization support.

Eastern Region	**014855.25** Production Support And Administration Statewide Program Development	PE:	$0	Federal Planning	$6,000	$0	$0	$0	$6,000	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$1,500	$0	$0	$0	$1,500	$0
		CE:	$0							
		Other:	$7,500							
			Totals:		**$7,500**	**$0**	**$0**	**$0**	**$7,500**	**$0**

SCEC RPO Support
Sunrise County Economic Council (SCEC) Regional Planning Organization support.

Eastern Region 1819800	**018198.00** Production Support And Administration Planning Studies	PE:	$100,000	Federal Scenic Byways	$80,000	$80,000	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$10,000	$10,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Private	$10,000	$10,000	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$100,000**	**$100,000**	**$0**	**$0**	**$0**	**$0**

Bold Coast Byway
This project will develop a Corridor Management Plan for the Bold Coast Scenic Byway.

Easton 2674200	**026742.00** Railroad Rail Crossing Improvements	PE:	$5,000	Federal RH Xing Program	$429,420	$2,500	$142,307	$142,307	$142,307	$0
		ROW:	$0	Federal Rail	$2,500	$0	$2,500	$0	$0	$0
		CON:	$416,920	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$10,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0	Private	$0	$0	$0	$0	$0	$0
			Totals:		**$431,920**	**$2,500**	**$144,807**	**$142,307**	**$142,307**	**$0**

Station Road
Railroad crossing (#051058X) located 0.02 of a mile north of Richardson Road.

Easton	**027190.00** Highways Safety Improvements	PE:	$20,000	Federal HSIP	$172,800	$0	$6,933	$6,933	$57,600	$50,667
		ROW:	$6,000							
		CON:	$175,000	Highway and Bridge	$43,200	$0	$1,733	$1,733	$14,400	$12,667
		CE:	$15,000							
		Other:	$0							
			Totals:		**$216,000**	**$0**	**$8,667**	**$8,667**	**$72,000**	**$63,333**

Route 1A
Provide natural plantings to control blowing and drifting snow across the roadway. Beginning at the Mahaney Road and extending north 0.27 of a mile.

Eastport, Whiting	**026630.04** Highways Ultra-Thin Bonded Wearing Course	PE:	$0	Federal Federal Grants	$1,634,986	$0	$544,995	$544,995	$544,995	$0
		ROW:	$0	Federal STP	$623,424	$0	$207,808	$207,808	$207,808	$0
		CON:	$2,663,220							
		CE:	$159,793	Highway and Bridge	$564,603	$0	$188,201	$188,201	$188,201	$0
		Other:	$0							
			Totals:		**$2,823,013**	**$0**	**$941,004**	**$941,004**	**$941,004**	**$0**

Route1/Route 190
Route 1: Beginning at the Pleasant Point town line and extending south 3.97 miles. Route 190: Beginning 0.02 of a mile west of Gardner Lake Road and extending east 3.77 miles. FHWA INFRA Grant recipient.

Eastport 2435700	**024357.00** Bicycle/Pedestrian Multimodal Improvements	PE:	$75,000	Federal STP	$25,600	$0	$25,600	$0	$0	$0
		ROW:	$40,000	Federal TAP	$442,328	$52,400	$139,261	$125,333	$125,333	$0
		CON:	$430,000	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$40,000	Local	$117,072	$19,500	$34,905	$31,333	$31,333	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
			Totals:		**$585,000**	**$71,900**	**$199,767**	**$156,667**	**$156,667**	**$0**

High Street
Beginning at Battery Street and extending north 0.27 of a mile.

Eastport 2672200	**026722.00** Highways Ultra-Thin Bonded Wearing Course	PE:	$59,087	Federal NHS	$47,270	$0	$15,757	$15,757	$15,757	$0
		ROW:	$0	Federal STP	$1,252,639	$0	$0	$0	$417,546	$417,546
		CON:	$1,477,169							
		CE:	$88,630	Highway and Bridge	$324,977	$11,817	$0	$0	$104,387	$104,387
		Other:	$0							
			Totals:		**$1,624,886**	**$11,817**	**$15,757**	**$15,757**	**$537,690**	**$521,933**

Route 190
Beginning at the Pleasant Point town line and extending south 3.97 miles.

Eddington	**021782.00** Highways Large Culvert Replacement	PE:	$25,000	Federal STP	$676,200	$0	$0	$225,400	$225,400	$225,400
		ROW:	$15,000							
		CON:	$845,250	Highway and Bridge	$239,050	$0	$20,000	$86,350	$66,350	$66,350
		CE:	$30,000							
		Other:	$0							
			Totals:		**$915,250**	**$0**	**$20,000**	**$311,750**	**$291,750**	**$291,750**

Route 46
Large culvert (#46776) located 0.22 of a mile north of Hatcase Pond Road.

Edgecomb, Newcastle, Wiscasset 1839500	**018395.00** Highways Safety Improvements	PE:	$62,923	Federal STP	$50,338	$49,700	$213	$213	$213	$0
		ROW:	$0	Highway and Bridge	$12,585	$12,425	$53	$53	$53	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$62,923**	**$62,125**	**$266**	**$266**	**$266**	**$0**

Route 1
Conduct aerial and ground surveys along Route 1 in Wiscasset and Edgecomb for potential projects.

Edgecomb, Wiscasset 2528300	**025283.00** Highways Mill And Fill	PE:	$41,000	Federal NHPP	$1,297,114	$1,297,001	$113	$0	$0	$0
		ROW:	$0	Highway and Bridge	$324,279	$324,250	$28	$0	$0	$0
		CON:	$1,500,393							
		CE:	$80,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$1,621,393**	**$1,621,252**	**$141**	**$0**	**$0**	**$0**

Route 1
Beginning 0.01 of a mile southwest of Lee Street and extending northeast 0.43 of a mile. Continuing at Railroad Avenue and extending east 1.28 miles. Including Donald E. Davey Bridge (#2262) and Cod Cove Bridge (#2160).

Ellsworth, Trenton 2673000	**026730.00** Highways Ultra-Thin Bonded Wearing Course	PE:	$117,275	Federal NHS	$93,820	$0	$93,820	$0	$0	$0
		ROW:	$0	Federal STP	$2,486,221	$0	$828,740	$828,740	$828,740	$0
		CON:	$2,931,864	Highway and Bridge	$645,010	$23,455	$207,185	$207,185	$207,185	$0
		CE:	$175,912							
		Other:	$0	Other	$0	$0	$0	$0	$0	$0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$3,225,051**	**$23,455**	**$1,129,745**	**$1,035,925**	**$1,035,925**	**$0**
Ellsworth, Trenton 2673000	**026730.00** Highways Ultra-Thin Bonded Wearing Course									
Route 3 *Beginning 0.06 of a mile north of Buttermilk Road and extending south 6.41 miles.*										
Ellsworth 2527100	**025271.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$40,000 $5,000 $300,000 $35,000 $0	Federal HSIP Federal Safety Highway and Bridge Other	$301,500 $40,500 $38,000 $0	$0 $0 $4,500 $0	$0 $13,500 $0 $0	$0 $13,500 $0 $0	$100,500 $13,500 $11,167 $0	$100,500 $0 $11,167 $0
			Totals:		**$380,000**	**$4,500**	**$13,500**	**$13,500**	**$125,167**	**$111,667**
Route 1/Route 172 *Located at the intersection of Route 1 and Route 172.*										
Ellsworth 2546100	**025461.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$80,000 $5,000 $300,000 $35,000 $0	Federal HSIP Highway and Bridge Other	$378,000 $42,000 $0	$49,500 $5,500 $0	$13,500 $1,500 $0	$114,000 $12,667 $0	$100,500 $11,167 $0	$100,500 $11,167 $0
			Totals:		**$420,000**	**$55,000**	**$15,000**	**$126,667**	**$111,667**	**$111,667**
Route 1A/Winkumpaugh Road *Located at the intersection of Route 1A and Winkumpaugh Road.*										
Ellsworth 2607300	**026073.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$56,420 $0 $2,444,876 $150,454 $0	Federal NHS Federal STP Highway and Bridge Other	$45,136 $2,076,264 $530,350 $0	$0 $0 $11,284 $0	$22,568 $0 $0 $0	$22,568 $692,088 $173,022 $0	$0 $692,088 $173,022 $0	$0 $692,088 $173,022 $0
			Totals:		**$2,651,750**	**$11,284**	**$22,568**	**$887,678**	**$865,110**	**$865,110**
Route 3/Route 1A *Beginning at Route 1 (Main Street) and extending south 2.01 miles on Route 3. Beginning 0.17 of a mile south of Forrest Avenue and extending south 0.20 of a mile on Route 1A. Continuing on Route 1A at Church Street and extending south 0.09 of a mile.*										
Ellsworth 2629600	**026296.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$274,600 $95,000 $0 $0 $0	Federal STP Federal TAP Highway and Bridge Local Other	$295,680 $0 $0 $73,920 $0	$0 $0 $0 $0 $0	$98,560 $0 $0 $24,640 $0	$98,560 $0 $0 $24,640 $0	$98,560 $0 $0 $24,640 $0	$0 $0 $0 $0 $0
			Totals:		**$369,600**	**$0**	**$123,200**	**$123,200**	**$123,200**	**$0**
Ellsworth Multiuse Pathway *Connection of the Ellsworth Multiuse Trail.*										
Ellsworth 2641200	**026412.00** Highways Highway Improvement	PE: ROW: CON: CE: Other:	$250,000 $5,000 $0 $0 $0	Federal NHPP Federal NHS Highway and Bridge Other	$0 $204,000 $51,000 $0	$0 $0 $51,000 $0	$0 $68,000 $0 $0	$0 $68,000 $0 $0	$0 $68,000 $0 $0	$0 $0 $0 $0
			Totals:		**$255,000**	**$51,000**	**$68,000**	**$68,000**	**$68,000**	**$0**
Route 1A *Beginning 0.04 of a mile north of State Street and extending south 0.62 of a mile.*										
Ellsworth	**027122.00** Highways Flashing Beacon	PE: ROW: CON: CE: Other:	$75,000 $10,000 $150,000 $100,000 $0	Federal NHPP Highway and Bridge	$268,000 $67,000	$0 $0	$22,667 $5,667	$22,667 $5,667	$89,333 $22,333	$66,667 $16,667
			Totals:		**$335,000**	**$0**	**$28,333**	**$28,333**	**$111,667**	**$83,333**
Route 1A/Route 180 *Located at the intersection of Route 1A and Route 180.*										
Ellsworth	**027154.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$485,000 $15,000 $0 $0 $0	Federal LHIP Highway and Bridge	$400,000 $100,000	$0 $0	$133,333 $33,333	$133,333 $33,333	$133,333 $33,333	$0 $0
			Totals:		**$500,000**	**$0**	**$166,667**	**$166,667**	**$166,667**	**$0**
Route 1 *Main Street Bridge (#2499) over Union River. Located 0.10 of a mile east of South Street.*										
Enfield, Passadumkeag 2487500	**024875.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$27,500 $0 $1,221,584 $52,240 $0	Federal STP Highway and Bridge Other	$1,041,027 $260,297 $0	$1,040,827 $260,247 $0	$200 $50 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$1,301,324**	**$1,301,074**	**$250**	**$0**	**$0**	**$0**
Route 2 *Beginning 0.05 of a mile northwest of the intersection with the Diamond Lumber Road and extending north 6.53 miles.*										
Enfield 2629400	**026294.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$70,000 $50,000 $415,000 $45,000 $0	Federal STP Federal TAP Local	$96,000 $368,000 $116,000	$0 $0 $24,000	$48,000 $0 $0	$48,000 $122,667 $30,667	$0 $122,667 $30,667	$0 $122,667 $30,667
			Totals:		**$580,000**	**$24,000**	**$48,000**	**$201,333**	**$153,333**	**$153,333**
Route 6/Old County Road *Beginning at Route 155 and extending north 0.54 of a mile.*										
Etna 2427900	**024279.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$80,000 $20,000 $550,000 $20,000 $0	Federal STP Highway and Bridge Other	$80,000 $590,000 $0	$65,447 $17,000 $0	$7,277 $1,500 $0	$7,277 $191,500 $0	$0 $190,000 $0	$0 $190,000 $0
			Totals:		**$670,000**	**$82,447**	**$8,777**	**$198,777**	**$190,000**	**$190,000**
Route 2 *Large culvert (#47394) located 0.73 of a mile east of West Etna Road.*										
Etna	**027496.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$55,000 $5,000 $700,000 $25,000 $0	Federal STP Highway and Bridge	$628,000 $157,000	$0 $0	$24,000 $6,000	$217,333 $54,333	$193,333 $48,333	$193,333 $48,333
			Totals:		**$785,000**	**$0**	**$30,000**	**$271,667**	**$241,667**	**$241,667**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Route 2										
Large culvert (#47396) located 0.43 of a mile west of Route 143.										
Fairfield	**023192.00**	PE:	$70,000	Federal NHPP	$535,500	$63,000	$157,500	$157,500	$157,500	$0
2319200	Highways	ROW:	$5,000	Federal NHS	$4,500	$0	$4,500	$0	$0	$0
	Bridge Painting	CON:	$455,000							
		CE:	$70,000	Highway and Bridge	$60,000	$7,500	$17,500	$17,500	$17,500	$0
		Other:	$0							
		Totals:			**$600,000**	**$70,500**	**$179,500**	**$175,000**	**$175,000**	**$0**
Interstate 95 Northbound										
I-95/ MCRR Bridge (#5999) over Lower Kennebec River. Located 0.10 of a mile east of Interstate 95 northbound Exit 133.										
Fairfield	**025123.00**	PE:	$89,262	Federal STP	$3,236,088	$0	$1,126,302	$1,054,893	$1,054,893	$0
2512300	Highways	ROW:	$0	Highway and Bridge	$809,022	$17,852	$263,723	$263,723	$263,723	$0
	Mill And Fill	CON:	$3,717,815							
		CE:	$238,033	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$4,045,110**	**$17,852**	**$1,390,026**	**$1,318,616**	**$1,318,616**	**$0**
Route 139										
Beginning at Route 201 and extending north 3.06 miles. Continuing at Middle Road and extending north 2.04 miles.										
Fairfield	**027138.00**	PE:	$75,000	Federal STP	$692,000	$0	$25,333	$25,333	$230,667	$205,333
	Highways	ROW:	$20,000							
	Large Culvert Replacement	CON:	$700,000	Highway and Bridge	$173,000	$0	$6,333	$6,333	$57,667	$51,333
		CE:	$70,000							
		Other:	$0							
		Totals:			**$865,000**	**$0**	**$31,667**	**$31,667**	**$288,333**	**$256,667**
Route 23										
Large culvert (#47155) located 0.61 of a mile northeast of the Waterville town line.										
Farmingdale, Gardiner	**026001.00**	PE:	$104,117	Federal STP	$2,778,692	$0	$41,647	$940,113	$898,466	$898,466
2600100	Highways	ROW:	$0	Highway and Bridge	$694,673	$16,613	$2,105	$226,722	$224,617	$224,617
	Mill And Fill	CON:	$3,119,674							
		CE:	$249,574	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$3,473,365**	**$16,613**	**$43,752**	**$1,166,835**	**$1,123,083**	**$1,123,083**
Route 201										
Beginning at the Gardiner-Interstate 295 southbound Route 201 Exit ramp and extending northeast 4.77 miles. Includes ramps.										
Farmingdale, Hallowell	**026063.00**	PE:	$28,272	Federal STP	$1,063,012	$0	$11,309	$358,107	$346,798	$346,798
2606300	Highways	ROW:	$0	Highway and Bridge	$265,753	$5,654	$0	$86,700	$86,700	$86,700
	Mill And Fill	CON:	$1,225,102							
		CE:	$75,391	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,328,765**	**$5,654**	**$11,309**	**$444,806**	**$433,498**	**$433,498**
Route 201										
Beginning 0.04 of a mile south of 1st Street and extending north 1.07 miles.										
Farmington, Jay, Wilton	**027334.00**	PE:	$22,750	Federal STP	$910,000	$0	$6,067	$6,067	$303,333	$297,267
	Highways	ROW:	$0							
	Highway Cyclical Pavement Resurfacing	CON:	$1,069,250	Highway and Bridge	$227,500	$0	$1,517	$1,517	$75,833	$74,317
		CE:	$45,500							
		Other:	$0							
		Totals:			**$1,137,500**	**$0**	**$7,583**	**$7,583**	**$379,167**	**$371,583**
Route 133										
Beginning 0.560 of a mile north of Davis Road and extending north 4.550 miles.										
Farmington, Kingfield, New Portland, New Vineyard	**026071.00**	PE:	$234,677	Federal STP	$9,126,834	$0	$93,871	$3,073,568	$2,979,698	$2,979,698
	Highways	ROW:	$0	Highway and Bridge	$2,281,709	$46,935	$0	$744,924	$744,924	$744,924
2607100	1 1/4" Overlay	CON:	$10,374,130							
		CE:	$799,736	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$11,408,543**	**$46,935**	**$93,871**	**$3,818,493**	**$3,724,622**	**$3,724,622**
Route 27										
Beginning at Route 4 and extending northeast 19.30 miles.										
Farmington, Mercer, New Sharon, Norridgewock	**026710.00**	PE:	$216,012	Federal NHS	$172,810	$0	$172,810	$0	$0	$0
	Highways	ROW:	$0	Federal STP	$4,579,451	$0	$1,526,484	$1,526,484	$1,526,484	$0
2671000	Ultra-Thin Bonded Wearing Course	CON:	$5,400,296	Highway and Bridge	$1,188,065	$43,202	$381,621	$381,621	$381,621	$0
		CE:	$324,018	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$5,940,326**	**$43,202**	**$2,080,914**	**$1,908,105**	**$1,908,105**	**$0**
Route 2										
Beginning 0.61 of a mile south of Davis Road and extending east 19.29 miles.										
Farmington, Wilton	**025769.00**	PE:	$26,615	Federal NHPP	$1,245,292	$1,245,292	$0	$0	$0	$0
2576900	Highways	ROW:	$0	Federal NHS	$861,403	$0	$861,403	$0	$0	$0
	Ultra-Thin Bonded Wearing Course	CON:	$2,984,128	Federal STP	$397,334	$0	$397,334	$0	$0	$0
		CE:	$119,293	Highway and Bridge	$626,007	$526,815	$99,192	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$3,130,036**	**$1,772,107**	**$1,357,929**	**$0**	**$0**	**$0**
Route 2										
Beginning 0.08 of a mile north of Route 156 and extending north 6.69 miles to Route 43.										
Fort Fairfield, Presque Isle	**027320.00**	PE:	$50,580	Federal STP	$2,223,200	$0	$20,232	$747,811	$727,579	$727,579
	Highways	ROW:	$0							
	Highway Cyclical Pavement Resurfacing	CON:	$2,627,260	Highway and Bridge	$555,800	$0	$5,058	$186,953	$181,895	$181,895
		CE:	$101,160							
		Other:	$0							
		Totals:			**$2,779,000**	**$0**	**$25,290**	**$934,763**	**$909,473**	**$909,473**
Route 10/Route 167/Route 1A										
Beginning at Centerline Road and extending west 1.44 miles. Beginning at Route 1 and extending east 0.94 of a mile. Beginning at Route 161 and extending north 6.43 miles.										
Fort Fairfield	**022859.00**	PE:	$80,000	Federal STP	$78,400	$40,000	$38,400	$0	$0	$0
2285900	Highways	ROW:	$18,000	Highway and Bridge	$437,305	$11,000	$426,305	$0	$0	$0
	Large Culvert Replacement	CON:	$377,705							
		CE:	$40,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$515,705**	**$51,000**	**$464,705**	**$0**	**$0**	**$0**
Forest Avenue										
Cross culvert (#97545) located 1.43 miles south of Dumond Road.										
Fort Fairfield	**025453.00**	PE:	$200,000	Federal STP	$2,332,000	$160,400	$5,800	$725,800	$720,000	$720,000
2545300	Highways	ROW:	$15,000	Highway and Bridge	$583,000	$43,000	$0	$180,000	$180,000	$180,000
	Bridge Replacement	CON:	$2,500,000							
		CE:	$200,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$2,915,000**	**$203,400**	**$5,800**	**$905,800**	**$900,000**	**$900,000**
Fort Fairfield 2545300	**025453.00** Highways Bridge Replacement									
Route 161 *Puddle Dock Bridge (#2691) over Pattie Brook. Located 0.02 of a mile north of Dorsey Road.*										
Fort Fairfield 2606500	**026065.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$23,725 $0 $1,028,078 $63,266 $0	Federal STP Highway and Bridge Other	$892,055 $223,014 $0	$0 $4,745 $0	$9,490 $0 $0	$300,515 $72,756 $0	$291,025 $72,756 $0	$291,025 $72,756 $0
			Totals:		**$1,115,069**	**$4,745**	**$9,490**	**$373,271**	**$363,781**	**$363,781**
Route 161 *Beginning at Route 1A and extending southeast 1.20 miles. Includes ramps to Route 1A.*										
Fort Fairfield 2606700	**026067.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$25,622 $0 $939,470 $68,325 $0	Federal STP Highway and Bridge Other	$826,734 $206,683 $0	$0 $5,124 $0	$10,249 $0 $0	$278,994 $67,186 $0	$268,745 $67,186 $0	$268,745 $67,186 $0
			Totals:		**$1,033,417**	**$5,124**	**$10,249**	**$346,180**	**$335,932**	**$335,932**
Route 1A *Beginning 0.05 of a mile north of McShea Siding Road and extending northeast 1.04 miles.*										
Fort Fairfield	**027178.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$485,000 $15,000 $0 $0 $0	Federal LHIP Highway and Bridge	$400,000 $100,000	$0 $0	$133,333 $33,333	$133,333 $33,333	$133,333 $33,333	$0 $0
			Totals:		**$500,000**	**$0**	**$166,667**	**$166,667**	**$166,667**	**$0**
Route 1A *Aroostook Bridge (#2024) over Aroostook River. Located 0.10 of a mile north of High Street.*										
Fort Kent, Frenchville 2265600	**022656.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$800,000 $800,000 $3,400,000 $750,000 $0	Federal CBIP Federal NHPP Federal STP Highway and Bridge Other	$4,648 $0 $1,275,352 $4,470,000 $0	$4,648 $0 $715,352 $180,000 $0	$0 $0 $186,667 $46,667 $0	$0 $0 $186,667 $46,667 $0	$0 $0 $186,667 $1,430,000 $0	$0 $0 $0 $1,383,333 $0
			Totals:		**$5,750,000**	**$900,000**	**$233,333**	**$233,333**	**$1,616,667**	**$1,383,333**
Route 1 *Beginning 0.40 of a mile west of Church Avenue in Frenchville and extending northwest 4.66 miles. This project is only partially funded for construction and is contingent upon a successful future competitive grant application.*										
Fort Kent, Saint Francis, Saint John Plt 2680600	**026806.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$25,000 $0 $2,325,000 $50,000 $0	Federal STP Highway and Bridge Other	$1,920,000 $480,000 $0	$0 $2,000 $0	$653,333 $161,333 $0	$633,333 $158,333 $0	$633,333 $158,333 $0	$0 $0 $0
			Totals:		**$2,400,000**	**$2,000**	**$814,667**	**$791,667**	**$791,667**	**$0**
Route 161 *Beginning at Violette Settlement Road and extending west 4.66 miles. Beginning 1.24 miles west of Jalbert Road and extending west 1.38 miles. Beginning 0.15 of a mile west of Oleary Road and extending west 1.41 miles.*										
Fort Kent, Wallagrass 2513500	**025135.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$40,638 $0 $4,246,815 $250,000 $0	Federal STP Highway and Bridge Other	$3,629,962 $907,491 $0	$3,509,962 $907,491 $0	$120,000 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$4,537,453**	**$4,417,453**	**$120,000**	**$0**	**$0**	**$0**
Route 11 *Beginning 0.36 of a mile south of Tower Road and extending north 1.08 miles. Then, beginning 0.38 of a mile south of the Fort Kent town line and extending north 3.24 miles.*										
Fort Kent 2188200	**021882.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$370,577 $54,026 $3,886,325 $200,000 $0	Federal STP GARVEE Highway and Bridge Other	$1,080,343 $2,528,400 $902,185 $0	$499,683 $151,012 $771,655 $0	$580,660 $2,377,388 $130,530 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$4,510,928**	**$1,422,350**	**$3,088,579**	**$0**	**$0**	**$0**
Route 161 *Perley Brook Bridge (#3468) over Perley Brook. Located 0.08 of a mile north of South Perley Brook Road.*										
Fort Kent 2286100	**022861.00** Highways Install Or Replace Traffic Signals	PE: ROW: CON: CE: Other:	$97,125 $35,000 $776,000 $75,000 $0	Federal STP Highway and Bridge Other	$791,200 $191,925 $0	$102,400 $141,850 $0	$344,400 $25,037 $0	$344,400 $25,037 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$983,125**	**$244,250**	**$369,437**	**$369,437**	**$0**	**$0**
Route 1/Route 11 *Located at the intersection of Route 1 and Route 11.*										
Fort Kent 2286300	**022863.00** Highways Install Or Replace Traffic Signals	PE: ROW: CON: CE: Other:	$60,471 $30,000 $531,000 $55,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$301,743 $374,728 $0 $0	$88,000 $0 $0 $0	$106,872 $187,364 $0 $0	$106,872 $187,364 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$676,471**	**$88,000**	**$294,236**	**$294,236**	**$0**	**$0**
Route 1/Route 161 *Located at the intersection of Route 1 and Route 161.*										
Fort Kent 2602500	**026025.00** Highways Highway Improvement	PE: ROW: CON: CE: Other:	$200,000 $5,000 $0 $0 $0	Federal STP Highway and Bridge Other	$164,000 $41,000 $0	$0 $41,000 $0	$54,667 $0 $0	$54,667 $0 $0	$54,667 $0 $0	$0 $0 $0
			Totals:		**$205,000**	**$41,000**	**$54,667**	**$54,667**	**$54,667**	**$0**
Route 161 *Beginning 0.20 of a mile northwest of the New Canada town line and extending northwest 4.00 miles.*										
Fort Kent 2638600	**026386.00** Highways Slope Stabilization/Protection	PE: ROW: CON: CE: Other:	$245,000 $5,000 $0 $0 $0	Federal STP Highway and Bridge Other	$200,000 $50,000 $0	$0 $50,000 $0	$66,667 $0 $0	$66,667 $0 $0	$66,667 $0 $0	$0 $0 $0
			Totals:		**$250,000**	**$50,000**	**$66,667**	**$66,667**	**$66,667**	**$0**
Route 161										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Located 0.24 of a mile north of N. Perley Brook Road and extending north 0.03 of a mile.										
Frankfort, Prospect, Stockton Springs 2605700	**026057.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$77,885 $0 $3,894,260 $311,541 $0	Federal NHPP Federal NHS Highway and Bridge Other	$3,364,641 $62,308 $856,737 $0	$0 $0 $15,577 $0	$0 $31,154 $0 $0	$1,121,547 $31,154 $280,387 $0	$1,121,547 $0 $280,387 $0	$1,121,547 $0 $280,387 $0
		Totals:			**$4,283,686**	**$15,577**	**$31,154**	**$1,433,088**	**$1,401,934**	**$1,401,934**
Route 1A *Beginning at the Route 1-Route 1A interchange and extending north 5.95 miles.*										
Frankfort 2286500	**022865.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$190,000 $40,000 $944,840 $95,000 $0	Federal STP Highway and Bridge Other	$1,015,872 $253,968 $0	$88,957 $28,043 $0	$31,681 $5,986 $0	$31,681 $5,986 $0	$308,972 $75,308 $0	$277,291 $69,323 $0
		Totals:			**$1,269,840**	**$117,000**	**$37,667**	**$37,667**	**$384,280**	**$346,613**
Loggin Road *Large culverts (#46840 and #46841) located 0.14 of a mile west of Old Stage Road.*										
Franklin	**021785.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$115,000 $10,000 $215,000 $15,000 $0	Federal STP Highway and Bridge	$184,000 $171,000	$0 $0	$0 $62,500	$61,333 $77,833	$61,333 $15,333	$61,333 $15,333
		Totals:			**$355,000**	**$0**	**$62,500**	**$139,167**	**$76,667**	**$76,667**
Route 182 *Cross culvert (#110136) located 0.19 of a mile north of Alder Brook Hill Road.*										
Freedom 2622000	**026220.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,200,000 $300,000 $0	$0 $33,000 $0	$66,000 $0 $0	$422,000 $89,000 $0	$356,000 $89,000 $0	$356,000 $89,000 $0
		Totals:			**$1,500,000**	**$33,000**	**$66,000**	**$511,000**	**$445,000**	**$445,000**
Route 137 *Lower Village Bridge (#2485) over Sandy Stream. Located 0.18 of a mile east of Pleasant Street.*										
Frenchboro 2220200	**022202.00** Ports And Harbors Reconstruction	PE: ROW: CON: CE: Other:	$110,000 $0 $2,873,700 $280,000 $0	Federal FBP Highway and Bridge Other	$1,086,887 $2,176,813 $0	$1,086,887 $2,176,813 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$3,263,700**	**$3,263,700**	**$0**	**$0**	**$0**	**$0**
Lunt Harbor *Construction of new Frenchboro dolphin.*										
Frenchville 2265700	**022657.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$1,201,179 $350,000 $4,448,821 $1,000,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$0 $1,239,409 $5,760,591 $0	$0 $1,239,409 $311,770 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $1,816,274 $0	$0 $0 $1,816,274 $0
		Totals:			**$7,000,000**	**$1,551,179**	**$0**	**$0**	**$1,816,274**	**$1,816,274**
Route 1 *Beginning at the Madawaska town line and extending north 5.74 miles to 0.15 of a mile east of St. Agatha Avenue. This project is only partially funded for construction and is contingent upon a successful future competitive grant application.*										
Frenchville 2639400	**026394.00** Highways Slope Stabilization/Protection	PE: ROW: CON: CE: Other:	$95,000 $5,000 $0 $0 $0	Federal STP Highway and Bridge Other	$80,000 $20,000 $0	$0 $20,000 $0	$26,667 $0 $0	$26,667 $0 $0	$26,667 $0 $0	$0 $0 $0
		Totals:			**$100,000**	**$20,000**	**$26,667**	**$26,667**	**$26,667**	**$0**
Route 1 *Beginning 0.25 of a mile south of Fort Kent town line and extending north 0.02 of a mile.*										
Fryeburg 1728001	**017280.01** Highways Reconstruction	PE: ROW: CON: CE: Other:	$205,726 $0 $5,649,917 $900,000 $0	Federal Federal Grants Federal NHPP Federal NHS Highway and Bridge Local	$2,392,067 $282,500 $280,000 $3,801,076 $0	$2,392,067 $0 $0 $2,957,500 $0	$0 $282,500 $280,000 $843,576 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$6,755,643**	**$5,349,567**	**$1,406,076**	**$0**	**$0**	**$0**
Route 302 *Beginning 0.09 of a mile east of Elm Street and extending east 1.24 miles to 0.01 of a mile east of the Recreational Complex Road. FHWA BUILD Grant recipient.*										
Fryeburg 1728010	**017280.10** Highways Reconstruction	PE: ROW: CON: CE: Other:	$167,441 $1,833 $0 $0 $0	Federal Federal Grants Federal NHPP Federal NHS Highway and Bridge Other	$0 $135,419 $0 $33,855 $0	$0 $135,419 $0 $33,855 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$169,274**	**$169,274**	**$0**	**$0**	**$0**	**$0**
Route 302 *Beginning 0.09 of a mile east of Elm Street and extending east 1.24 miles to 0.01 of a mile east of the Recreational Complex Road.*										
Gardiner, Randolph 2530100	**025301.00** Highways Bridge Wearing Surface Replacement	PE: ROW: CON: CE: Other:	$275,000 $5,000 $3,000,000 $250,000 $0	Federal STP Highway and Bridge Other	$2,824,000 $706,000 $0	$200,000 $51,000 $0	$890,667 $221,667 $0	$866,667 $216,667 $0	$866,667 $216,667 $0	$0 $0 $0
		Totals:			**$3,530,000**	**$251,000**	**$1,112,333**	**$1,083,333**	**$1,083,333**	**$0**
Route 9 *Pearl Harbor Remembrance Bridge (#2304) over the Kennebec River. Located 0.11 of a mile west of Route 126.*										
Gardiner, Richmond 2583700	**025837.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$21,210 $0 $1,146,401 $42,420 $0	Federal STP Highway and Bridge Other	$968,025 $242,006 $0	$0 $4,242 $0	$333,987 $79,255 $0	$317,019 $79,255 $0	$317,019 $79,255 $0	$0 $0 $0
		Totals:			**$1,210,031**	**$4,242**	**$413,242**	**$396,274**	**$396,274**	**$0**
Route 201 *Beginning at Route 197 and extending northeast 6.06 miles.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Gardiner 1334410	**013344.10** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$120,000 $35,000 $800,000 $80,000 $0	Federal STP Federal TAP Highway and Bridge Local Other	$22,804 $805,196 $0 $207,000 $0	$0 $48,000 $0 $22,000 $0	$11,402 $26,598 $0 $4,500 $0	$11,402 $261,265 $0 $63,167 $0	$0 $234,667 $0 $58,667 $0	$0 $234,667 $0 $58,667 $0
		Totals:			**$1,035,000**	**$70,000**	**$42,500**	**$335,833**	**$293,333**	**$293,333**

Cobbossee Stream Trail
Bicycle-pedestrian trail along the rail line from Water Street to Winter Street.

Gardiner 1334420	**013344.20** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$0 $0 $455,862 $20,000 $0	Federal STP Federal TAP Highway and Bridge Local Other	$166,658 $214,032 $0 $95,172 $0	$0 $0 $0 $41,665 $0	$166,658 $214,032 $0 $53,508 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$475,862**	**$41,665**	**$434,198**	**$0**	**$0**	**$0**

Cobbossee Stream Trail
Bicycle-pedestrian trail along Arcade street. Beginning at Bridge Street and extending southwest 0.06 of a mile to Water Street.

Gardiner 2533300	**025333.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$125,000 $25,000 $0 $0 $0	Federal STP Federal TAP Local Other	$60,000 $60,000 $30,000 $0	$0 $0 $15,000 $0	$20,000 $20,000 $5,000 $0	$20,000 $20,000 $5,000 $0	$20,000 $20,000 $5,000 $0	$0 $0 $0 $0
		Totals:			**$150,000**	**$15,000**	**$45,000**	**$45,000**	**$45,000**	**$0**

Water Street
Beginning at Route 201 and extending southeast 0.16 of a mile. Then beginning at Main Avenue and extending south 0.05 of a mile.

Gilead	**026416.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$100,000 $5,000 $795,000 $100,000 $0	Federal STP Highway and Bridge	$800,000 $200,000	$0 $0	$42,000 $10,500	$280,667 $70,167	$238,667 $59,667	$238,667 $59,667
		Totals:			**$1,000,000**	**$0**	**$52,500**	**$350,833**	**$298,333**	**$298,333**

Bridge Street
Androscoggin River Bridge (#5084) over the Androscoggin River. Located 0.32 of a mile north of Route 2.

Gouldsboro, Sullivan, Winter Harbor ME00810	**017630.00** Production Support And Administration Planning Studies	PE: ROW: CON: CE: Other:	$31,250 $0 $0 $0 $0	Federal Scenic Byways Highway and Bridge Other	$25,000 $6,250 $0	$25,000 $6,250 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$31,250**	**$31,250**	**$0**	**$0**	**$0**	**$0**

Schoodic Byway
Project to: 1) Provide staff support for administering the corridor management plan; 2) Pay for printing and publishing Byway educational materials; and 3) Support travel of byway representatives to regional and national conferences and workshops.

Grand Isle 2424500	**024245.00** Highways Large Culvert Rehabilitation	PE: ROW: CON: CE: Other:	$80,000 $15,000 $245,000 $25,000 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$4,000 $8,000 $40,000 $313,000 $0	$0 $0 $40,000 $12,000 $0	$4,000 $8,000 $0 $121,000 $0	$0 $0 $0 $90,000 $0	$0 $0 $0 $90,000 $0	$0 $0 $0 $0 $0
		Totals:			**$365,000**	**$52,000**	**$133,000**	**$90,000**	**$90,000**	**$0**

Route 1
Large culvert (#47248) located 1.25 miles north of Cyr Road.

Gray 2461300	**024613.00** Highways Highway Rehabilitation	PE: ROW: CON: CE: Other:	$640,000 $10,000 $0 $0 $0	Federal STP Highway and Bridge Other	$520,000 $130,000 $0	$192,000 $50,000 $0	$109,333 $26,667 $0	$109,333 $26,667 $0	$109,333 $26,667 $0	$0 $0 $0
		Totals:			**$650,000**	**$242,000**	**$136,000**	**$136,000**	**$136,000**	**$0**

Route 202/Main Street/Route 26A
Beginning at Route 26 and extending north 2.90 miles. Including segments on Route 26A and Main Street for 0.36 of a mile.

Gray 2545700	**025457.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$15,000 $5,000 $68,000 $12,000 $0	Federal HSIP Federal STP Highway and Bridge	$72,000 $18,000 $10,000	$0 $0 $2,000	$24,000 $18,000 $2,667	$24,000 $0 $2,667	$24,000 $0 $2,667	$0 $0 $0
		Totals:			**$100,000**	**$2,000**	**$44,667**	**$26,667**	**$26,667**	**$0**

Depot Road/Mayall Road
Located at the intersection of Depot Road and Mayall Road.

Greenbush 2172700	**021727.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$161,767 $1,011 $0 $0 $0	Federal STP Highway and Bridge Other	$130,222 $32,556 $0	$80,809 $32,556 $0	$16,471 $0 $0	$16,471 $0 $0	$16,471 $0 $0	$0 $0 $0
		Totals:			**$162,778**	**$113,364**	**$16,471**	**$16,471**	**$16,471**	**$0**

Route 2
Boom Bridge (#3587) over Beach Bridge Brook. Located 2.43 miles north of Milford town line. FHWA BUILD Grant recipient.

Greenbush 2309401	**021727.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$310,000 $16,000 $4,506,037 $350,000 $0	Federal Federal Grants Federal STP Highway and Bridge Other	$2,364,000 $1,781,629 $1,036,407 $0	$2,364,000 $260,800 $1,027,272 $0	$0 $760,415 $4,568 $0	$0 $760,415 $4,568 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$5,182,037**	**$3,652,072**	**$764,983**	**$764,983**	**$0**	**$0**

Route 2
Boom Bridge (#3587) over Beach Bridge Brook. Located 2.43 miles north of Milford town line. FHWA BUILD Grant recipient.

Greenville 2421700	**024217.00** Highways Flashing Beacon	PE: ROW: CON: CE: Other:	$25,000 $5,000 $115,000 $20,000 $0	Federal STP Highway and Bridge Other	$132,000 $33,000 $0	$2,000 $5,600 $0	$11,000 $200 $0	$47,000 $9,200 $0	$36,000 $9,000 $0	$36,000 $9,000 $0
		Totals:			**$165,000**	**$7,600**	**$11,200**	**$56,200**	**$45,000**	**$45,000**

Route 6/Route 15/Lily Bay Road
Located at the intersection of Route 6/15 and Lily Bay Road.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Greenwood, Woodstock 2512900	**025129.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$20,025 $0 $1,287,525 $80,067 $0	Federal NHPP Highway and Bridge Other	$1,111,868 $275,748 $0	$1,086,040 $271,510 $0	$25,828 $4,239 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$1,387,617**	**$1,357,550**	**$30,067**	**$0**	**$0**	**$0**
Route 26 *Beginning 0.75 of a mile north of Mills Road and extending north 1.64 miles.*										
Greenwood	**027282.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$60,000 $15,000 $465,000 $60,000 $0	Federal LHIP Highway and Bridge	$480,000 $120,000	$0 $0	$20,000 $5,000	$20,000 $5,000	$160,000 $40,000	$140,000 $35,000
			Totals:		**$600,000**	**$0**	**$25,000**	**$25,000**	**$200,000**	**$175,000**
Route 219 *Little Androscoggin River Bridge (#3382) over Little Androscoggin River. Located 0.10 of a mile north of Young Hill Road.*										
Greenwood	**027284.00** Highways Bridge Superstructure Replacement	PE: ROW: CON: CE: Other:	$70,000 $15,000 $545,000 $70,000 $0	Federal LHIP Highway and Bridge	$560,000 $140,000	$0 $0	$22,667 $5,667	$22,667 $5,667	$186,667 $46,667	$164,000 $41,000
			Totals:		**$700,000**	**$0**	**$28,333**	**$28,333**	**$233,333**	**$205,000**
Route 219 *Morgan Brook #2 Bridge (#3381) over Twitchell (Morgan) Brook. Located 0.43 of a mile west of Kangas Road.*										
Greenwood	**027286.00** Highways Bridge Superstructure Replacement	PE: ROW: CON: CE: Other:	$50,000 $15,000 $385,000 $50,000 $0	Federal NHPP Highway and Bridge	$400,000 $100,000	$0 $0	$26,000 $6,500	$142,000 $35,500	$116,000 $29,000	$116,000 $29,000
			Totals:		**$500,000**	**$0**	**$32,500**	**$177,500**	**$145,000**	**$145,000**
Twitchell Pond Road *Morgan Brook #1 Bridge (#3380) over Twichell (Morgan) Brook. Located 0.16 of a mile south of Martin Road.*										
Guilford 2530300	**025303.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$35,000 $5,000 $225,000 $35,000 $0	Federal STP Highway and Bridge	$240,000 $60,000	$28,000 $8,000	$73,333 $17,333	$69,333 $17,333	$69,333 $17,333	$0 $0
			Totals:		**$300,000**	**$36,000**	**$90,667**	**$86,667**	**$86,667**	**$0**
Route 6 *Guilford Memorial Bridge (#2337) over the Piscataquis River. Located 0.06 of a mile north of Elm Street.*										
Hallowell 2546300	**025463.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$60,000 $5,000 $375,000 $60,000 $0	Federal STP Highway and Bridge Other	$400,000 $100,000 $0	$0 $13,000 $0	$168,000 $29,000 $0	$116,000 $29,000 $0	$116,000 $29,000 $0	$0 $0 $0
			Totals:		**$500,000**	**$13,000**	**$197,000**	**$145,000**	**$145,000**	**$0**
Litchfield Road *Vaughan Memorial Bridge (#0490) over Vaughan Stream. Located 0.41 of a mile northeast of Smith Road.*										
Hamlin 2642400	**026424.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$45,000 $10,000 $0 $0 $0	Federal STP Highway and Bridge Other	$44,000 $11,000 $0	$0 $11,000 $0	$14,667 $0 $0	$14,667 $0 $0	$14,667 $0 $0	$0 $0 $0
			Totals:		**$55,000**	**$11,000**	**$14,667**	**$14,667**	**$14,667**	**$0**
Route 1A *Large culvert (#135119) located 0.05 of a mile north of Mauril Road.*										
Hampden, Winterport 2605900	**026059.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$62,242 $0 $2,074,719 $165,978 $0	Federal NHPP Federal NHS Highway and Bridge Other	$1,792,558 $49,794 $460,588 $0	$0 $0 $12,448 $0	$0 $24,897 $0 $0	$597,519 $24,897 $149,380 $0	$597,519 $0 $149,380 $0	$597,519 $0 $149,380 $0
			Totals:		**$2,302,939**	**$12,448**	**$24,897**	**$771,796**	**$746,899**	**$746,899**
Route 1A *Beginning 0.01 of a mile south of Memorial Drive and extending north 3.75 miles.*										
Hampden 2172800	**021728.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$152,594 $121 $5,050,000 $325,000 $0	Federal LHIP Federal NHPP Federal STP Highway and Bridge Other	$2,240,458 $20,000 $2,577,042 $690,216 $0	$2,240,458 $20,000 $2,577,042 $690,216 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$5,527,716**	**$5,527,716**	**$0**	**$0**	**$0**	**$0**
Interstate 95 Northbound *Souadabscook Center NB Bridge (#5950) over the Souadabscook Stream. Located 2.05 miles west of Emerson Mill Road.*										
Hampden 2172810	**021728.10** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$91,382 $0 $5,050,000 $325,000 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$630,000 $657,500 $3,550,000 $628,882 $0	$630,000 $0 $3,550,000 $628,882 $0	$0 $657,500 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$5,466,382**	**$4,808,882**	**$657,500**	**$0**	**$0**	**$0**
Interstate 95 Southbound *Souadabscook Center SB Bridge (#1432) over Souadabscook Stream. Located 1.88 miles east of the Hermon town line.*										
Hampden 2172900	**021729.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$86,105 $0 $5,050,000 $325,000 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$1,000,000 $130,500 $3,707,000 $623,605 $0	$1,000,000 $0 $3,707,000 $623,605 $0	$0 $130,500 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$5,461,105**	**$5,330,605**	**$130,500**	**$0**	**$0**	**$0**
Interstate 95 Northbound *Souadabscook East NB Bridge (#5949) over the Souadabscook Stream. Located 1.29 miles west of Emerson Mill Road.*										
Hampden 2172910	**021729.10** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$70,555 $0 $5,050,000 $325,000 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge	$2,430,000 $657,500 $1,750,000 $608,055	$2,430,000 $0 $1,750,000 $608,055	$0 $657,500 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Hampden 2172910	**021729.10** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$70,555 $0 $5,050,000 $325,000 $0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$5,445,555**	**$4,788,055**	**$657,500**	**$0**	**$0**	**$0**
Interstate 95 Southbound *Souadabscook East SB Bridge (#1431) over Souadabscook Stream. Located 2.63 miles east of the Hermon town line.*										
Hampden 2173000	**021730.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$86,886 $0 $5,050,000 $325,000 $0	Federal LHIP	$2,200,000	$2,200,000	$0	$0	$0	$0
				Federal NHPP	$0	$0	$0	$0	$0	$0
				Federal NHS	$112,500	$0	$112,500	$0	$0	$0
				Federal STP	$2,525,000	$2,525,000	$0	$0	$0	$0
				Highway and Bridge	$624,386	$624,386	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$5,461,886**	**$5,349,386**	**$112,500**	**$0**	**$0**	**$0**
Interstate 95 Northbound *Souadabscook West NB Bridge (#5951) over the Souadabscook Stream. Located 1.62 miles east of Shaw Hill Road.*										
Hampden 2173010	**021730.10** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$88,326 $0 $5,050,000 $325,000 $0	Federal NHPP	$2,430,000	$2,430,000	$0	$0	$0	$0
				Federal NHS	$657,500	$0	$657,500	$0	$0	$0
				Federal STP	$1,750,000	$1,750,000	$0	$0	$0	$0
				Highway and Bridge	$625,826	$625,826	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$5,463,326**	**$4,805,826**	**$657,500**	**$0**	**$0**	**$0**
Interstate 95 Southbound *Souadabscook West SB Bridge (#1433) over Souadabscook Stream. Located 1.38 of a mile east of the Hermon town line.*										
Hampden 2479700	**024797.00** Railroad Rail Crossing Improvements	PE: ROW: CON: CE: Other:	$6,529 $0 $360,000 $8,937 $0	Federal RH Xing Program	$337,920	$337,526	$393	$0	$0	$0
				Highway and Bridge	$1,547	$1,503	$44	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
				Private	$36,000	$36,000	$0	$0	$0	$0
		Totals:			**$375,466**	**$375,029**	**$437**	**$0**	**$0**	**$0**
Route 9 *Railroad crossing (#051288Y) located 0.17 of a mile north of the Winterport town line.*										
Hancock	**027524.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$400,000 $15,000 $3,185,000 $400,000 $0	Federal LHIP	$3,200,000	$0	$166,000	$1,122,000	$956,000	$956,000
				Highway and Bridge	$800,000	$0	$41,500	$280,500	$239,000	$239,000
		Totals:			**$4,000,000**	**$0**	**$207,500**	**$1,402,500**	**$1,195,000**	**$1,195,000**
Route 1 *Carrying Place Bridge (#2134) over Carrying Place. Located 0.04 of a mile east of Whale Rock Lane.*										
Hanover, Rumford 2671200	**026712.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$162,741 $0 $4,068,518 $244,111 $0	Federal NHS	$130,193	$0	$130,193	$0	$0	$0
				Federal STP	$3,450,103	$0	$1,150,034	$1,150,034	$1,150,034	$0
				Highway and Bridge	$895,074	$32,548	$287,509	$287,509	$287,509	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$4,475,370**	**$32,548**	**$1,567,736**	**$1,437,543**	**$1,437,543**	**$0**
Route 2 *Beginning 0.39 of a mile east of the Newry town line and extending east 15.02 miles.*										
Harpswell	**026906.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$150,000 $5,000 $1,295,000 $150,000 $0	Federal LHIP	$1,280,000	$0	$41,333	$41,333	$426,667	$385,333
				Highway and Bridge	$320,000	$0	$10,333	$10,333	$106,667	$96,333
		Totals:			**$1,600,000**	**$0**	**$51,667**	**$51,667**	**$533,333**	**$481,667**
Mountain Road *Ewing Narrows Bridge (#6217) over Ewing Narrows. Located 0.16 of a mile west of Salty Lane.*										
Harpswell	**027258.00** Highways Bridge Wearing Surface Replacement	PE: ROW: CON: CE: Other:	$150,000 $5,000 $1,095,000 $150,000 $0	Federal STP	$1,120,000	$0	$41,333	$41,333	$373,333	$332,000
				Highway and Bridge	$280,000	$0	$10,333	$10,333	$93,333	$83,000
		Totals:			**$1,400,000**	**$0**	**$51,667**	**$51,667**	**$466,667**	**$415,000**
Mountain Road *Ewing Narrows Bridge (#6217) over Ewing Narrows. Located 0.16 of a mile west of Salty Lane.*										
Harrington, Milbridge 2265100	**022651.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$400,000 $15,000 $0 $0 $0	Federal STP	$332,000	$330,337	$554	$554	$554	$0
				Highway and Bridge	$83,000	$83,000	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$415,000**	**$413,337**	**$554**	**$554**	**$554**	**$0**
Route 1A *Beginning at Route 1 in Milbridge and extending north 0.16 of a mile. Beginning 0.25 of a mile north of Cross Road in Milbridge and extending north 3.39 miles.*										
Harrison 2319800	**023198.00** Highways Bridge Rehabilitation	PE: ROW: CON: CE: Other:	$150,000 $5,000 $450,000 $75,000 $0	Federal STP	$544,000	$10,000	$254,000	$140,000	$140,000	$0
				Highway and Bridge	$136,000	$8,000	$58,000	$35,000	$35,000	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$680,000**	**$18,000**	**$312,000**	**$175,000**	**$175,000**	**$0**
Route 117 *Bear River Bridge (#6121) over Bear River. Located 0.03 of a mile northeast of Tolman Road.*										
Hartland 2508100	**025081.00** Production Support And Administration Municipal/Public Outreach	PE: ROW: CON: CE: Other:	$20,000 $5,000 $0 $0 $0	Federal STP	$20,000	$0	$20,000	$0	$0	$0
				Highway and Bridge	$5,000	$0	$5,000	$0	$0	$0
		Totals:			**$25,000**	**$0**	**$25,000**	**$0**	**$0**	**$0**
Water Street *Water Street Bridge (#1097) over Overflow BR Sebasticook. Located 0.05 of a mile west of Commercial Street.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Haynesville	**018823.00**	PE:	$90,000	Federal STP	$404,040	$0	$137,347	$133,347	$133,347	$0
	Highways	ROW:	$15,000	Highway and Bridge	$201,010	$0	$134,337	$33,337	$33,337	$0
	Large Culvert Replacement	CON:	$475,050							
		CE:	$25,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$605,050**	**$0**	**$271,683**	**$166,683**	**$166,683**	**$0**
Route 2A										
Large culvert (#46921) located 1.33 miles north of Glenwood Plt. town line.										
Haynesville	**018823.10**	PE:	$0	Federal STP	$208,800	$0	$208,800	$0	$0	$0
1882310	Highways	ROW:	$0							
	Pre-Purchase Of Construction Materials	CON:	$251,000	Highway and Bridge	$52,200	$52,200	$0	$0	$0	$0
		CE:	$10,000							
		Other:	$0							
			Totals:		**$261,000**	**$52,200**	**$208,800**	**$0**	**$0**	**$0**
Route 2A										
Large culvert (#46921) located 1.33 miles north of Glenwood Plt. town line.										
Haynesville	**027140.00**	PE:	$60,000	Federal STP	$404,000	$0	$18,667	$18,667	$134,667	$116,000
	Highways	ROW:	$10,000							
	Large Culvert Replacement	CON:	$400,000	Highway and Bridge	$101,000	$0	$4,667	$4,667	$33,667	$29,000
		CE:	$35,000							
		Other:	$0							
			Totals:		**$505,000**	**$0**	**$23,333**	**$23,333**	**$168,333**	**$145,000**
Route 2A										
Large culvert (#111319) located 0.63 of a mile south of Forkstown Twp. town line.										
Hermon	**026302.00**	PE:	$70,000	Federal STP	$68,000	$0	$22,667	$22,667	$22,667	$0
2630200	Bicycle/Pedestrian	ROW:	$15,000	Federal TAP	$0	$0	$0	$0	$0	$0
	New Construction	CON:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$0	Local	$17,000	$17,000	$0	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
			Totals:		**$85,000**	**$17,000**	**$22,667**	**$22,667**	**$22,667**	**$0**
Billing Road/Schoolhouse Lane										
Pedestrian safety improvements on Billings Road, including a sidewalk on the west side of the road extending to Schoolhouse Lane.										
Hersey, Moro Plt, Mount Chase, Patten	**024143.00**	PE:	$142,560	Federal STP	$7,251,513	$6,965,074	$286,439	$0	$0	$0
2414300	Highways	ROW:	$0	Highway and Bridge	$1,784,967	$1,784,967	$0	$0	$0	$0
	1 1/4" Overlay	CON:	$8,511,650							
		CE:	$382,270	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$9,036,480**	**$8,750,041**	**$286,439**	**$0**	**$0**	**$0**
Route 11										
Beginning at Route 159 and extending north 15.84 miles to T7 R5 WELS town line.										
Herseytown Twp, Medway, T1 R6 Wels	**023679.00**	PE:	$161,379	Federal LHIP	$1,523,416	$1,523,416	$0	$0	$0	$0
2367900	Highways	ROW:	$0	Federal NHPP	$1,127,724	$421,598	$706,126	$0	$0	$0
	Mill And Fill	CON:	$8,836,756	Federal STP	$5,945,432	$5,945,432	$0	$0	$0	$0
		CE:	$546,946	Highway and Bridge	$948,509	$876,716	$71,793	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
			Totals:		**$9,545,081**	**$8,767,162**	**$777,919**	**$0**	**$0**	**$0**
Interstate 95 Northbound										
Beginning 1.31 miles north of the T2 R9 NWP town line and extending north 12.93 miles to the Herseytown Twp. town line.										
Hodgdon	**025097.00**	PE:	$20,000	Federal STP	$20,000	$0	$20,000	$0	$0	$0
2509700	Production Support And Administration	ROW:	$5,000							
	Municipal/Public Outreach	CON:	$0	Highway and Bridge	$5,000	$0	$5,000	$0	$0	$0
		CE:	$0							
		Other:	$0							
			Totals:		**$25,000**	**$0**	**$25,000**	**$0**	**$0**	**$0**
McIntyre Road										
Old Hamilton Bridge (#0149) over South Branch Meduxnekeag River. Located 1.23 miles south of the Houlton town line.										
Hollis	**026021.00**	PE:	$55,000	Federal HSIP	$470,250	$36,000	$153,750	$140,250	$140,250	$0
2602100	Highways	ROW:	$0	Federal Safety	$0	$0	$0	$0	$0	$0
	Intersection Improvements W/ Signal	CON:	$425,000	Highway and Bridge	$52,250	$4,500	$16,583	$15,583	$15,583	$0
		CE:	$42,500	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$522,500**	**$40,500**	**$170,333**	**$155,833**	**$155,833**	**$0**
Route 202/Route 35										
Located at the intersection of Route 35 and Route 202.										
Houlton, Island Falls, Ludlow, Oakfield, Smyrna	**026077.00**	PE:	$150,000	Federal NHPP	$1,485,000	$0	$69,750	$518,250	$448,500	$448,500
	Highways	ROW:	$5,000							
	Bridge Beam Ends & Bearing Painting	CON:	$1,345,000	Highway and Bridge	$165,000	$0	$7,750	$57,583	$49,833	$49,833
		CE:	$150,000							
		Other:	$0							
			Totals:		**$1,650,000**	**$0**	**$77,500**	**$575,833**	**$498,333**	**$498,333**
Interstate 95 Southbound and Northbound										
Interstate 95 Southbound and Northbound Region 5 Bridges.										
Houlton, Ludlow, New Limerick, Oakfield, Smyrna	**025525.00**	PE:	$50,000	Federal NHFP	$45,000	$45,000	$0	$0	$0	$0
2552500	Highways	ROW:	$0	Federal NHPP	$7,065,000	$0	$2,355,000	$2,355,000	$2,355,000	$0
	Ultra-Thin Bonded Wearing Course	CON:	$7,500,000	Highway and Bridge	$790,000	$5,000	$261,667	$261,667	$261,667	$0
		CE:	$350,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$7,900,000**	**$50,000**	**$2,616,667**	**$2,616,667**	**$2,616,667**	**$0**
Interstate 95 Southbound										
Beginning at Route 2 and extending south 19.27 miles.										
Houlton, Oakfield, Smyrna	**025155.00**	PE:	$100,000	Federal NHPP	$1,863,000	$1,804,004	$58,996	$0	$0	$0
2515500	Highways	ROW:	$0	Federal NHS	$0	$0	$0	$0	$0	$0
	Bridge Joint Replacement	CON:	$1,870,000	Highway and Bridge	$207,000	$200,945	$6,055	$0	$0	$0
		CE:	$100,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$2,070,000**	**$2,004,948**	**$65,052**	**$0**	**$0**	**$0**
Interstate 95 Southbound										
Various bridge joint improvements on Interstate 95 southbound in Oakfield, Smyrna, and Houlton.										
Houlton	**022216.00**	PE:	$95,000	Federal STP	$10,400	$0	$5,200	$5,200	$0	$0
2221600	Bicycle/Pedestrian	ROW:	$25,000	Federal TAP	$1,013,600	$39,109	$23,246	$332,579	$309,333	$309,333
	Reconstruction	CON:	$1,095,000	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$65,000	Local	$256,000	$12,377	$5,811	$83,145	$77,333	$77,333
		Other:	$0	Other	$0	$0	$0	$0	$0	$0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$1,280,000**	**$51,486**	**$34,257**	**$420,924**	**$386,667**	**$386,667**
Houlton 2221600	**022216.00** Bicycle/Pedestrian Reconstruction									
Market Square/Water Street/Broadway/Main Street *Sidewalks on Market Square, Water Street, Broadway, and Main Street for a total length of 0.36 of a mile.*										
Houlton 2288500	**022885.00** Highways Install Or Replace Traffic Signals	PE: ROW: CON: CE: Other:	$59,000 $19,000 $650,000 $55,000 $0	Federal HSIP Federal NHPP Federal Safety Highway and Bridge Other	$97,808 $348,593 $258,300 $78,300 $0	$69,300 $0 $0 $36,400 $0	$14,254 $174,296 $129,150 $20,950 $0	$14,254 $174,296 $129,150 $20,950 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$783,000**	**$105,700**	**$338,650**	**$338,650**	**$0**	**$0**
Route 1/North Street *Located at the intersection of Smyrna Road and North Street.*										
Houlton 2515700	**025157.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$35,000 $5,000 $275,000 $35,000 $0	Federal NHPP Federal NHS Highway and Bridge	$310,500 $4,500 $35,000	$31,500 $0 $4,000	$93,000 $4,500 $10,333	$93,000 $0 $10,333	$93,000 $0 $10,333	$0 $0 $0
			Totals:		**$350,000**	**$35,500**	**$107,833**	**$103,333**	**$103,333**	**$0**
Interstate 95 Southbound *Houlton, I-95 SB / US Route 1 Bridge (#6098) over Route 1. Located 0.30 of a mile south of Exit 302.*										
Houlton 2515900	**025159.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$35,000 $5,000 $275,000 $35,000 $0	Federal NHPP Federal NHS Highway and Bridge	$310,500 $4,500 $35,000	$31,500 $0 $4,000	$93,000 $4,500 $10,333	$93,000 $0 $10,333	$93,000 $0 $10,333	$0 $0 $0
			Totals:		**$350,000**	**$35,500**	**$107,833**	**$103,333**	**$103,333**	**$0**
Interstate 95 Northbound *Houlton, I-95 NB / US Route 1 Bridge (#1382) over Route 1. Located 0.28 of a mile north of Exit 302.*										
Houlton	**026079.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$80,000 $5,000 $635,000 $80,000 $0	Federal NHPP Highway and Bridge	$720,000 $80,000	$0 $0	$38,250 $4,250	$252,750 $28,083	$214,500 $23,833	$214,500 $23,833
			Totals:		**$800,000**	**$0**	**$42,500**	**$280,833**	**$238,333**	**$238,333**
Interstate 95 Southbound *I-95 SB / Meduxnekeag River Bridge (#6099) over Meduxnekeag River. Located 0.50 of a mile north of Foxcroft Road.*										
Houlton 2638800	**026388.00** Highways Slope Stabilization/Protection	PE: ROW: CON: CE: Other:	$245,000 $5,000 $0 $0 $0	Federal STP Highway and Bridge Other	$200,000 $50,000 $0	$0 $50,000 $0	$66,667 $0 $0	$66,667 $0 $0	$66,667 $0 $0	$0 $0 $0
			Totals:		**$250,000**	**$50,000**	**$66,667**	**$66,667**	**$66,667**	**$0**
Route 2A *Located 0.09 of a mile northeast of McIntyre Road and extending northeast 0.22 of a mile.*										
Houlton	**026590.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$611,642 $240,000 $13,861,731 $1,600,000 $0	Federal Federal Grants Local	$15,000,000 $1,313,373	$0 $0	$0 $283,881	$0 $283,881	$5,000,000 $437,791	$5,000,000 $153,910
			Totals:		**$16,313,373**	**$0**	**$283,881**	**$283,881**	**$5,437,791**	**$5,153,910**
Foxcroft Road *Beginning at Route 2 and extending north 4.47 miles to the Littleton town line. RAISE Grant recipient*										
Houlton 2699800	**026998.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$120,161 $0 $2,202,946 $160,214 $0	Federal NHS Federal STP Highway and Bridge	$96,129 $1,890,528 $496,664	$0 $0 $24,032	$96,129 $630,176 $157,544	$0 $630,176 $157,544	$0 $630,176 $157,544	$0 $0 $0
			Totals:		**$2,483,321**	**$24,032**	**$883,849**	**$787,720**	**$787,720**	**$0**
Route 1/Route 1S *Beginning at Route 2 and extending north 1.90 miles. Includes 0.34 of a mile on Route 1S.*										
Howland 2508700	**025087.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$10,000 $0 $650,000 $100,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$33,275 $650,725 $76,000 $0	$9,000 $0 $76,000 $0	$24,275 $650,725 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$760,000**	**$85,000**	**$675,000**	**$0**	**$0**	**$0**
Interstate 95 Southbound *I-95 SB/Piscataquis River Bridge (#6069) over the Piscataquis River. Located 1.81 miles north of the Exit 217 off-ramp.*										
Howland 2553500	**025535.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$2,000 $0 $405,000 $85,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$51,954 $341,646 $98,400 $0	$0 $1,600 $98,400 $0	$51,954 $340,046 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$492,000**	**$100,000**	**$392,000**	**$0**	**$0**	**$0**
Route 6 *Route 155/ I-95 Bridge (#6068) over Interstate 95. Located 0.27 of a mile east of Maxfield Road.*										
Howland 2554300	**025543.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$3,000 $0 $650,000 $100,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$121,475 $556,225 $75,300 $0	$2,700 $0 $75,300 $0	$118,775 $556,225 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$753,000**	**$78,000**	**$675,000**	**$0**	**$0**	**$0**
Interstate 95 Northbound *I-95 NB/ Piscataquis River Bridge (#1419) over Piscataquis River. Located 0.48 of a mile north of River Road.*										
Howland	**025631.14** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$0 $0 $4,260,000 $978,141 $0	Federal Federal Grants Federal STP Highway and Bridge	$3,008,232 $1,182,281 $1,047,628	$0 $0 $0	$0 $0 $0	$1,002,744 $394,094 $349,209	$1,002,744 $394,094 $349,209	$1,002,744 $394,094 $349,209
			Totals:		**$5,238,141**	**$0**	**$0**	**$1,746,047**	**$1,746,047**	**$1,746,047**
Routes 6/155										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Route 155/I95 Bridge (#6068) over Interstate 95. Located 0.26 of a mile east of Maxfield Road. FHWA INFRA Grant recipient.										
Howland 2608700	**026087.00** Highways Bridge Superstructure Replacement	PE: ROW: CON: CE: Other:	$450,000 $15,000 $3,585,000 $450,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$3,228,000 $372,000 $900,000 $0	$0 $0 $93,000 $0	$0 $124,000 $0 $0	$0 $124,000 $0 $0	$1,076,000 $124,000 $269,000 $0	$1,076,000 $0 $269,000 $0
		Totals:			**$4,500,000**	**$93,000**	**$124,000**	**$124,000**	**$1,469,000**	**$1,345,000**
Interstate 95 Southbound *I-95 SB Over Seboeis Road Bridge (#6070) over Seboeis Road. Located 2.21 miles north of Route 155.*										
Howland	**027294.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal LHIP Highway and Bridge	$1,200,000 $300,000	$0 $0	$44,000 $11,000	$44,000 $11,000	$400,000 $100,000	$356,000 $89,000
		Totals:			**$1,500,000**	**$0**	**$55,000**	**$55,000**	**$500,000**	**$445,000**
Route 155 *Lagrange Road Bridge (#2443) over Japhenas Brook. Located 1.81 miles west of Interstate 95 on ramp.*										
Industry	**027224.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$35,000 $25,000 $800,000 $30,000 $0	Federal STP Highway and Bridge	$712,000 $178,000	$0 $0	$16,000 $4,000	$16,000 $4,000	$237,333 $59,333	$221,333 $55,333
		Totals:			**$890,000**	**$0**	**$20,000**	**$20,000**	**$296,667**	**$276,667**
Route 43 *Large culvert (#1068804) located 0.23 of a mile northeast of the Farmington town line.*										
Island Falls 2514700	**025147.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$85,000 $5,000 $525,000 $85,000 $0	Federal NHPP Federal STP Highway and Bridge	$488,000 $72,000 $140,000	$0 $68,000 $18,000	$162,667 $4,000 $40,667	$162,667 $0 $40,667	$162,667 $0 $40,667	$0 $0 $0
		Totals:			**$700,000**	**$86,000**	**$207,333**	**$203,333**	**$203,333**	**$0**
Route 159 *Route 159/ I-95 Bridge (#6175) over Interstate 95. Located 0.64 of a mile east of Old Patten Road.*										
Island Falls 2514900	**025149.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$90,000 $5,000 $565,000 $90,000 $0	Federal NHPP Federal STP Highway and Bridge	$524,000 $76,000 $150,000	$0 $72,000 $19,000	$174,667 $4,000 $43,667	$174,667 $0 $43,667	$174,667 $0 $43,667	$0 $0 $0
		Totals:			**$750,000**	**$91,000**	**$222,333**	**$218,333**	**$218,333**	**$0**
Belvedere Road *Belvedere Road/ I-95 Bridge (#6174) over Interstate 95. Located 0.63 of a mile northwest of Sherman Street.*										
Island Falls 2515300	**025153.00** Highways Bridge Joint Replacement	PE: ROW: CON: CE: Other:	$100,000 $0 $2,130,000 $100,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$391,500 $1,705,500 $233,000 $0	$90,000 $0 $223,300 $0	$301,500 $1,705,500 $9,700 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$2,330,000**	**$313,300**	**$2,016,700**	**$0**	**$0**	**$0**
Interstate 95 Southbound *Various bridge joint improvements on bridges (#6176, #6177, #6178).*										
Island Falls	**026081.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$50,000 $5,000 $495,000 $50,000 $0	Federal NHPP Highway and Bridge	$540,000 $60,000	$0 $0	$24,750 $2,750	$188,250 $20,917	$163,500 $18,167	$163,500 $18,167
		Totals:			**$600,000**	**$0**	**$27,500**	**$209,167**	**$181,667**	**$181,667**
Interstate 95 Southbound *I-95 SB/B&ARR and Patten Road Bridge (#6176) over Patten Road. Located 0.49 of a mile north of Crystal Road.*										
Islesboro 2348400	**023484.00** Ports And Harbors Rehabilitation	PE: ROW: CON: CE: Other:	$201,424 $0 $2,223,745 $318,824 $0	Federal FBP Highway and Bridge Other	$1,128,000 $1,615,993 $0	$1,113,139 $1,612,334 $0	$14,861 $3,659 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$2,743,993**	**$2,725,472**	**$18,520**	**$0**	**$0**	**$0**
Islesboro Ferry Slip *Wave fence and crib improvements.*										
Jackman	**027186.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$35,000 $5,000 $0 $0 $0	Federal STP Highway and Bridge	$32,000 $8,000	$0 $0	$10,667 $2,667	$10,667 $2,667	$10,667 $2,667	$0 $0
		Totals:			**$40,000**	**$0**	**$13,333**	**$13,333**	**$13,333**	**$0**
Route 6 *Large culvert (#975689) located 0.94 of a mile east of Route 201.*										
Jackson 2356700	**023567.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$142,126 $22,000 $1,484,000 $125,000 $0	Federal STP Highway and Bridge Other	$1,418,501 $354,625 $0	$1,418,501 $354,625 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,773,126**	**$1,773,126**	**$0**	**$0**	**$0**	**$0**
Route 7 *Great Farm Bridge (#3128) over Great Farm Brook. Located 0.12 of a mile south of Great Farm Road.*										
Jay	**027156.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$485,000 $15,000 $0 $0 $0	Federal LHIP Highway and Bridge	$400,000 $100,000	$0 $0	$133,333 $33,333	$133,333 $33,333	$133,333 $33,333	$0 $0
		Totals:			**$500,000**	**$0**	**$166,667**	**$166,667**	**$166,667**	**$0**
Riley Road *POW & MIA Remembrance West and East Channel Bridge (#6499, #6050) over Androscoggin River. Located 0.08 and 0.21 of a mile northeast of Adams Road.*										
Jefferson, Waldoboro	**027340.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$71,500 $0 $3,360,500 $143,000 $0	Federal STP Highway and Bridge	$2,860,000 $715,000	$0 $0	$28,600 $7,150	$962,867 $240,717	$934,267 $233,567	$934,267 $233,567
		Totals:			**$3,575,000**	**$0**	**$35,750**	**$1,203,583**	**$1,167,833**	**$1,167,833**
Route 32/Augusta Road										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Beginning at Route 1 and extending north 14.210 miles. Beginning at Route 17 and extending south 0.090 of a mile.										
Jefferson 2309200	**023092.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$220,000 $15,000 $1,411,625 $150,000 $0	Federal STP GARVEE Highway and Bridge Other	$308,000 $1,129,300 $359,325 $0	$188,000 $0 $348,895 $0	$120,000 $1,129,300 $10,430 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$1,796,625**	**$536,895**	**$1,259,730**	**$0**	**$0**	**$0**
Route 17 *Davis No.1 Bridge (#2218) over Brann Brook. Located 0.51 of a mile east of Route 32.*										
Jonesport 2598900	**025989.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$250,000 $15,000 $1,985,000 $250,000 $0	Federal STP Highway and Bridge Other	$2,000,000 $500,000 $0	$0 $53,000 $0	$70,667 $0 $0	$70,667 $0 $0	$666,667 $149,000 $0	$596,000 $149,000 $0
		Totals:			**$2,500,000**	**$53,000**	**$70,667**	**$70,667**	**$815,667**	**$745,000**
Route 187 *Cross Cove Bridge (#2207) over Cross Cove. Located 0.01 of a mile northeast of Island Street.*										
Jonesport 2599300	**025993.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,200,000 $300,000 $0	$0 $33,000 $0	$44,000 $0 $0	$44,000 $0 $0	$400,000 $89,000 $0	$356,000 $89,000 $0
		Totals:			**$1,500,000**	**$33,000**	**$44,000**	**$44,000**	**$489,000**	**$445,000**
Route 187 *Cummings Bridge (#2211) over Donovan Creek. Located 0.09 of a mile east of Indian River Road.*										
Kenduskeag 2491500	**024915.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$19,913 $0 $793,100 $33,500 $0	Federal STP Highway and Bridge Other	$677,211 $169,303 $0	$672,823 $168,206 $0	$4,388 $1,097 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$846,513**	**$841,028**	**$5,485**	**$0**	**$0**	**$0**
Route 15 *Beginning 0.84 of a mile north of the Kenduskeag Stream Bridge and extending northwest 2.30 miles to Southard Avenue.*										
Kennebunk, Wells 2318800	**023188.00** Highways Bridge Substructure Rehabilitation	PE: ROW: CON: CE: Other:	$100,000 $5,000 $306,250 $25,000 $0	Federal Bridge Program Federal STP Highway and Bridge Other	$3,904 $80,096 $352,250 $0	$0 $80,041 $21,055 $0	$3,904 $55 $110,417 $0	$0 $0 $110,417 $0	$0 $0 $110,417 $0	$0 $0 $0 $0
		Totals:			**$436,250**	**$101,096**	**$114,376**	**$110,417**	**$110,417**	**$0**
Route 9A *Branch Brook Bridge (#3091) over Branch Brook. Located on the Wells-Kennebunk town line.*										
Kennebunk, Wells	**027522.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$109,661 $0 $146,215 $1,827,685 $0	Federal STP Highway and Bridge	$1,666,849 $416,712	$0 $0	$29,243 $7,311	$29,243 $7,311	$555,616 $138,904	$526,373 $131,593
		Totals:			**$2,083,561**	**$0**	**$36,554**	**$36,554**	**$694,520**	**$657,967**
Route 1 *Beginning 0.16 of a mile north of Bypass Road and extending north 2.18 miles.*										
Kennebunk 1939200	**019392.00** Bicycle/Pedestrian Multimodal Improvements	PE: ROW: CON: CE: Other:	$65,177 $34,000 $613,490 $50,000 $0	Federal STP Federal TAP Highway and Bridge Local Other	$473,635 $110,414 $0 $178,618 $0	$16,600 $0 $0 $105,723 $0	$457,035 $110,414 $0 $72,895 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$762,667**	**$122,323**	**$640,344**	**$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: ROW: CON: CE: Other:	$120,000 $5,000 $1,000,000 $100,000 $0	Federal Bridge Program Federal STP Highway and Bridge Other	$32,000 $948,000 $245,000 $0	$0 $20,000 $13,000 $0	$32,000 $341,333 $85,333 $0	$0 $293,333 $73,333 $0	$0 $293,333 $73,333 $0	$0 $0 $0 $0
		Totals:			**$1,225,000**	**$33,000**	**$458,667**	**$366,667**	**$366,667**	**$0**
Mill Street *Nash Mill Bridge (#5756) over Mousam River. Located 0.14 of a mile north of Hammond Road.*										
Kingfield 1824500	**018245.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$500,000 $50,000 $0 $0 $0	Federal Federal Grants Federal STP Highway and Bridge Other	$0 $440,000 $110,000 $0	$0 $440,000 $110,000 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$550,000**	**$550,000**	**$0**	**$0**	**$0**	**$0**
Route 27 *Beginning at the south intersection of High Street and extending north 2.33 miles.*										
Kingfield 1728001	**018245.01** Highways Reconstruction	PE: ROW: CON: CE: Other:	$200,000 $190,000 $8,748,615 $955,000 $0	Federal Federal Grants Federal STP Highway and Bridge Local Other Private	$3,369,065 $931,280 $4,369,710 $808,560 $0 $615,000	$3,369,065 $0 $4,369,710 $808,560 $0 $604,120	$0 $931,280 $0 $0 $0 $10,880	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0
		Totals:			**$10,093,615**	**$9,151,455**	**$942,160**	**$0**	**$0**	**$0**
Route 27 *Beginning at the south intersection of High Street and extending north 2.33 miles. FHWA BUILD Grant recipient.*										
Kingfield 2612000	**026120.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal STP Highway and Bridge	$1,200,000 $300,000	$66,000 $33,000	$22,000 $0	$22,000 $0	$378,000 $89,000	$356,000 $89,000
		Totals:			**$1,500,000**	**$99,000**	**$22,000**	**$22,000**	**$467,000**	**$445,000**
Route 16 *Reed Brook Bridge (#5351) over Reed Brook. Located 1.48 miles south of the Carrabassett Valley town line.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Kingman Twp 2638400	**026384.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$50,000 $10,000 $0 $0 $0	Federal STP Highway and Bridge Other	$48,000 $12,000 $0	$0 $12,000 $0	$16,000 $0 $0	$16,000 $0 $0	$16,000 $0 $0	$0 $0 $0
		Totals:			**$60,000**	**$12,000**	**$16,000**	**$16,000**	**$16,000**	**$0**
Route 170 *Large culvert (#111470) located 0.10 of a mile west of Park Street.*										
Kingsbury Plt	**021794.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$70,000 $20,000 $773,000 $45,000 $0	Federal STP Highway and Bridge Other	$654,400 $253,600 $0	$0 $0 $0	$0 $45,000 $0	$218,133 $99,533 $0	$218,133 $54,533 $0	$218,133 $54,533 $0
		Totals:			**$908,000**	**$0**	**$45,000**	**$317,667**	**$272,667**	**$272,667**
Route 16 *Large culvert (#46502) located 0.22 of a mile east of the Mayfield Twp. town line.*										
Lagrange STP-1878(600)	**018786.00** Highways Highway Rehabilitation	PE: ROW: CON: CE: Other:	$240,000 $35,000 $1,779,920 $100,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$1,083,936 $444,000 $626,984 $0	$0 $0 $0 $0	$377,312 $148,000 $376,328 $0	$353,312 $148,000 $125,328 $0	$353,312 $148,000 $125,328 $0	$0 $0 $0 $0
		Totals:			**$2,154,920**	**$0**	**$901,640**	**$626,640**	**$626,640**	**$0**
Route 6 *Beginning 0.11 of a mile west of Medford Road and extending south 0.93 of a mile.*										
Lambert Lake Twp 2640200	**026402.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$35,000 $10,000 $0 $0 $0	Federal STP Highway and Bridge Other	$36,000 $9,000 $0	$0 $9,000 $0	$12,000 $0 $0	$12,000 $0 $0	$12,000 $0 $0	$0 $0 $0
		Totals:			**$45,000**	**$9,000**	**$12,000**	**$12,000**	**$12,000**	**$0**
Route 6 *Large culvert (#894499) located 2.83 miles northeast of Vanceboro town line.*										
Lebanon, Sanford 2491100	**024911.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$17,242 $0 $1,833,537 $129,042 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$1,528,623 $55,234 $0 $395,964 $0	$1,528,623 $0 $0 $395,964 $0	$0 $55,234 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$1,979,821**	**$1,924,587**	**$55,234**	**$0**	**$0**	**$0**
Route 202 *Beginning at the New Hampshire state line and extending north 12.50 miles to Route 4A.*										
Lebanon 2391500	**023915.00** Railroad Rail Crossing Improvements	PE: ROW: CON: CE: Other:	$8,000 $0 $319,460 $7,000 $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 $0	$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: ROW: CON: CE: Other:	$10,000 $0 $22,000 $5,000 $0	Federal HSIP Federal Safety Highway and Bridge	$31,950 $1,350 $3,700	$1,350 $0 $300	$14,400 $1,350 $1,600	$8,100 $0 $900	$8,100 $0 $900	$0 $0 $0
		Totals:			**$37,000**	**$1,650**	**$17,350**	**$9,000**	**$9,000**	**$0**
Route 202/Depot Road *Located at the intersection of Route 202 and Depot Road.*										
Lebanon	**027100.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,385,000 $150,000 $0	Federal LHIP Highway and Bridge	$1,360,000 $340,000	$0 $0	$44,000 $11,000	$44,000 $11,000	$453,333 $113,333	$409,333 $102,333
		Totals:			**$1,700,000**	**$0**	**$55,000**	**$55,000**	**$566,667**	**$511,667**
Little River Road *Pierce Bridge (#5583) over Bog Brook. Located 0.04 of a mile north of Half Mile Road.*										
Lee 2582700	**025827.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$13,727 $0 $741,944 $27,454 $0	Federal STP Highway and Bridge Other	$626,500 $156,625 $0	$0 $2,745 $0	$216,154 $51,293 $0	$205,173 $51,293 $0	$205,173 $51,293 $0	$0 $0 $0
		Totals:			**$783,125**	**$2,745**	**$267,448**	**$256,466**	**$256,466**	**$0**
Route 6 *Beginning at Lincoln town line and extending east 3.71 miles.*										
Leeds, Wayne 2572700	**025727.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$15,151 $0 $693,402 $32,740 $0	Federal STP Highway and Bridge Other	$580,914 $160,379 $0	$576,087 $159,172 $0	$4,827 $1,207 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$741,293**	**$735,259**	**$6,034**	**$0**	**$0**	**$0**
Route 219 *Beginning 0.11 of a mile east of North Road and extending east 3.83 miles to Route 133.*										
Leeds 2616600	**026166.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$285,000 $15,000 $0 $0 $0	Federal STP Highway and Bridge Other	$240,000 $60,000 $0	$0 $60,000 $0	$80,000 $0 $0	$80,000 $0 $0	$80,000 $0 $0	$0 $0 $0
		Totals:			**$300,000**	**$60,000**	**$80,000**	**$80,000**	**$80,000**	**$0**
Route 106 *Stinchfield Bridge (#5002) over Dead River. Located 0.72 of a mile north of Ridge Road.*										
Levant	**027098.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$300,000 $15,000 $2,385,000 $300,000 $0	Federal LHIP Highway and Bridge	$2,400,000 $600,000	$0 $0	$84,000 $21,000	$84,000 $21,000	$800,000 $200,000	$716,000 $179,000

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$3,000,000**	**$0**	**$105,000**	**$105,000**	**$1,000,000**	**$895,000**
Levant	**027098.00** Highways Bridge Replacement									
Lake Road										
Lake Bridge (#3359) over Black Stream. Located 0.04 of a mile west of Pecal Lane. Perkins Bridge (#6133) over Black Stream. Located 0.10 of a mile west of Pecal Lane.										
Lexington Twp 2615000	**026150.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$200,000 $15,000 $1,685,000 $200,000 $0	Federal STP Highway and Bridge Other	$1,680,000 $420,000 $0	$160,000 $43,000 $0	$6,000 $0 $0	$508,667 $125,667 $0	$502,667 $125,667 $0	$502,667 $125,667 $0
			Totals:		**$2,100,000**	**$203,000**	**$6,000**	**$634,333**	**$628,333**	**$628,333**
Long Falls Dam Road										
A.J. Albee Bridge (#3042) over Michael Brook. Located 0.03 of a mile north of Old County Road.										
Limerick, Waterboro	**027082.00** Highways Bridge Wearing Surface Replacement	PE: ROW: CON: CE: Other:	$25,000 $5,000 $195,000 $25,000 $0	Federal LHIP Highway and Bridge	$200,000 $50,000	$0 $0	$8,000 $2,000	$8,000 $2,000	$66,667 $16,667	$58,667 $14,667
			Totals:		**$250,000**	**$0**	**$10,000**	**$10,000**	**$83,333**	**$73,333**
New Dam Road										
Ledgemere Station Bridge (#1203) over Little Ossipee River. Located on the Waterboro-Limerick town line.										
Limerick	**027304.00** Highways Large Culvert Rehabilitation	PE: ROW: CON: CE: Other:	$60,000 $5,000 $250,000 $20,000 $0	Federal STP Highway and Bridge	$268,000 $67,000	$0 $0	$17,333 $4,333	$17,333 $4,333	$89,333 $22,333	$72,000 $18,000
			Totals:		**$335,000**	**$0**	**$21,667**	**$21,667**	**$111,667**	**$90,000**
Route 11										
Large culvert (#46145) located 0.48 of a mile southwest of the Limington town line.										
Limestone 2232600	**022326.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$15,000 $5,000 $126,500 $15,000 $0	Federal STP Highway and Bridge Other	$129,200 $32,300 $0	$5,200 $20,485 $0	$124,000 $11,815 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$161,500**	**$25,685**	**$135,815**	**$0**	**$0**	**$0**
Route 229										
Bridge Street Bridge (#2100) over Limestone Stream. Located 0.09 of a mile east of Route 1A.										
Limestone 2381300	**023813.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$145,000 $50,000 $755,000 $85,000 $0	Federal Safe Routes Highway and Bridge Other	$1,035,000 $0 $0	$120,500 $0 $0	$37,250 $0 $0	$317,250 $0 $0	$280,000 $0 $0	$280,000 $0 $0
			Totals:		**$1,035,000**	**$120,500**	**$37,250**	**$317,250**	**$280,000**	**$280,000**
Route 1A/FFA Avenue/High Street/Huggard Avenue										
Beginning on Route 1A at School Avenue and extending west on FFA Avenue for 0.10 of a mile, then continuing on High Street for 0.43 of a mile to Route 89. Also includes Huggard Avenue from High St. 0.10 of a mile east, across Route 1A to Cyr Drive.										
Lincoln 2201800	**022018.00** Bicycle/Pedestrian Multimodal Improvements	PE: ROW: CON: CE: Other:	$96,000 $25,000 $1,114,000 $65,000 $0	Federal STP Federal TAP Highway and Bridge Local Other	$2,888 $1,037,112 $0 $260,000 $0	$0 $25,989 $0 $7,219 $0	$2,888 $382,323 $0 $95,581 $0	$0 $314,400 $0 $78,600 $0	$0 $314,400 $0 $78,600 $0	$0 $0 $0 $0 $0
			Totals:		**$1,300,000**	**$33,209**	**$480,791**	**$393,000**	**$393,000**	**$0**
Route 2/Route 6/Route 155										
Beginning 0.06 of a mile south of the intersection of Route 2 on Route 155 and continuing north 0.24 of a mile on Route 2, and 0.03 of a mile on Route 6. Includes sidewalks on both sides of the roads, for a total project length of 3,100 feet.										
Litchfield, Monmouth, Wales 2572500	**025725.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$36,585 $0 $1,383,446 $52,570 $0	Federal STP Highway and Bridge Other	$1,148,813 $323,788 $0	$1,148,813 $323,788 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$1,472,601**	**$1,472,601**	**$0**	**$0**	**$0**	**$0**
Route 9										
Beginning at the Sabattus town line and extending north 7.54 miles.										
Litchfield, Richmond 2365500	**023655.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$186,000 $5,000 $996,001 $70,000 $0	Federal STP GARVEE Highway and Bridge Other	$265,601 $740,000 $251,400 $0	$151,500 $0 $251,045 $0	$114,101 $740,000 $355 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$1,257,001**	**$402,545**	**$854,456**	**$0**	**$0**	**$0**
Thorofare Road										
Thorofare Bridge (#3925) over Pleasant Pond. Located on the Litchfield-Richmond town line.										
Litchfield, Richmond	**027268.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$20,000 $5,000 $155,000 $20,000 $0	Federal LHIP Highway and Bridge	$160,000 $40,000	$0 $0	$6,667 $1,667	$6,667 $1,667	$53,333 $13,333	$46,667 $11,667
			Totals:		**$200,000**	**$0**	**$8,333**	**$8,333**	**$66,667**	**$58,333**
Thoroughfare Road										
Thoroughfare Bridge (#3925) over Pleasant Road. Located on the Litchfield-Richmond town line.										
Litchfield, West Gardiner 2237600	**022376.00** Highways Bridge Substructure Rehabilitation	PE: ROW: CON: CE: Other:	$35,000 $5,000 $200,000 $30,000 $0	Federal STP Highway and Bridge Other	$216,000 $54,000 $0	$28,067 $44,670 $0	$65,266 $3,750 $0	$61,333 $2,790 $0	$61,333 $2,790 $0	$0 $0 $0
			Totals:		**$270,000**	**$72,737**	**$69,016**	**$64,123**	**$64,123**	**$0**
Hallowell Litchfield Road										
Tappan Bridge (#2834) over Cobbossee Stream. Located on the West Gardiner- Litchfield town line.										
Litchfield, West Gardiner 2309401	**023094.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$315,000 $15,000 $2,808,000 $292,000 $0	Federal Federal Grants Federal STP Highway and Bridge Other	$2,480,000 $264,000 $686,000 $0	$2,480,000 $264,000 $686,000 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$3,430,000**	**$3,430,000**	**$0**	**$0**	**$0**	**$0**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Route 126										
Babcock Bridge (#2029) over Cobbosseecontee Stream. Located on the Litchfield-West Gardiner town line. FHWA BUILD Grant recipient.										
Livermore Falls 2264300	**022643.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$750,000 $200,000 $6,500,000 $650,000 $0	Federal HPP Federal NHPP Federal STP Highway and Bridge Other	$4,000,000 $252,000 $2,228,000 $1,620,000 $0	$0 $252,000 $508,000 $190,000 $0	$0 $0 $0 $0 $0	$1,333,333 $0 $573,333 $476,667 $0	$1,333,333 $0 $573,333 $476,667 $0	$1,333,333 $0 $573,333 $476,667 $0
		Totals:			**$8,100,000**	**$950,000**	**$0**	**$2,383,333**	**$2,383,333**	**$2,383,333**
Route 17										
Beginning at the intersection of Route 133 and Route 17 and extending north 1.11 miles to Route 4. This project is using Congressionally Directed Spending.										
Livermore Falls 2512700	**025127.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$118,537 $0 $3,942,904 $237,074 $0	Federal STP Highway and Bridge Other	$3,438,812 $859,703 $0	$0 $23,707 $0	$1,209,490 $278,665 $0	$1,114,661 $278,665 $0	$1,114,661 $278,665 $0	$0 $0 $0
		Totals:			**$4,298,515**	**$23,707**	**$1,488,156**	**$1,393,326**	**$1,393,326**	**$0**
Route 133										
Beginning at the Wayne town line and extending north 6.97 miles.										
Livermore 2670800	**026708.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$33,973 $0 $849,322 $50,959 $0	Federal NHS Federal STP Highway and Bridge Other	$27,178 $720,225 $186,851 $0	$0 $0 $6,795 $0	$27,178 $240,075 $60,019 $0	$0 $240,075 $60,019 $0	$0 $240,075 $60,019 $0	$0 $0 $0 $0
		Totals:			**$934,254**	**$6,795**	**$327,272**	**$300,094**	**$300,094**	**$0**
Route 4										
Beginning 0.11 of a mile north of Mangan Road and extending northeast 3.02 miles.										
Long Pond Twp 2363700	**023637.00** Highways Bridge Substructure Rehabilitation	PE: ROW: CON: CE: Other:	$25,000 $5,000 $367,500 $25,000 $0	Federal STP Highway and Bridge Other	$338,000 $84,500 $0	$24,000 $70,200 $0	$314,000 $14,300 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$422,500**	**$94,200**	**$328,300**	**$0**	**$0**	**$0**
Route 6										
Parlin Stream No. 2 Bridge (#6025) over Parlin Pond Stream. Located 3.14 miles west of the Sandwich Academy Grant Twp. town line.										
Lubec 2049700	**020497.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$435,000 $15,000 $0 $0 $0	Federal NHPP Federal STP Highway and Bridge Other	$160,000 $200,000 $90,000 $0	$0 $200,000 $50,000 $0	$53,333 $0 $13,333 $0	$53,333 $0 $13,333 $0	$53,333 $0 $13,333 $0	$0 $0 $0 $0
		Totals:			**$450,000**	**$250,000**	**$66,667**	**$66,667**	**$66,667**	**$0**
Route 189										
FDR Memorial Bridge (#5978) over Lubec Narrows. Located 0.11 of a mile northeast of Water Street.										
Lubec	**026824.00** Ports And Harbors New Construction	PE: ROW: CON: CE: Other:	$50,000 $0 $28,650,000 $400,000 $0	Federal Federal Grants Highway and Bridge Local MM Trans	$19,600,000 $0 $9,050,000 $450,000	$0 $0 $0 $0	$0 $0 $0 $25,000	$6,533,333 $0 $3,016,667 $158,333	$6,533,333 $0 $3,016,667 $133,333	$6,533,333 $0 $3,016,667 $133,333
		Totals:			**$29,100,000**	**$0**	**$25,000**	**$9,708,333**	**$9,683,333**	**$9,683,333**
New Marine Facility										
Creation of a new breakwater, boat launch, parking lot, and wharf located off of Route 189 (135 Main Street). MARAD BUILD Grant recipient.										
Lubec	**027354.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$120,000 $50,000 $0 $0 $0	Federal TAP Local	$136,000 $34,000	$0 $0	$45,333 $11,333	$45,333 $11,333	$45,333 $11,333	$0 $0
		Totals:			**$170,000**	**$0**	**$56,667**	**$56,667**	**$56,667**	**$0**
Main Street/South Street										
Main Street: Beginning 0.01 of a mile south of South Street and extending northeast 0.12 of a mile. South Street: Beginning at Main Street and extending east 0.28 of a mile.										
Lyman 2024800	**020248.00** Highways Highway Improvement	PE: ROW: CON: CE: Other:	$200,000 $10,000 $0 $0 $0	Federal NHPP Federal NHS Highway and Bridge Other	$168,000 $0 $42,000 $0	$164,000 $0 $41,000 $0	$1,333 $0 $333 $0	$1,333 $0 $333 $0	$1,333 $0 $333 $0	$0 $0 $0 $0
		Totals:			**$210,000**	**$205,000**	**$1,667**	**$1,667**	**$1,667**	**$0**
Route 111										
Beginning at Route 35 and extending west 0.86 of a mile.										
Lyman 2289500	**022895.00** Highways Flashing Beacon	PE: ROW: CON: CE: Other:	$25,000 $15,000 $134,750 $10,000 $0	Federal HSIP Federal Safety Highway and Bridge Other	$152,775 $13,500 $18,475 $0	$22,500 $0 $4,000 $0	$43,425 $13,500 $4,825 $0	$43,425 $0 $4,825 $0	$43,425 $0 $4,825 $0	$0 $0 $0 $0
		Totals:			**$184,750**	**$26,500**	**$61,750**	**$48,250**	**$48,250**	**$0**
Route 35/South Street										
Located at the intersection of Route 35 and South Street.										
Lyman 2628200	**026282.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$90,000 $50,000 $870,000 $90,000 $0	Federal HSIP Federal STP Highway and Bridge Other	$768,000 $112,000 $220,000 $0	$0 $0 $28,000 $0	$0 $37,333 $0 $0	$0 $37,333 $0 $0	$256,000 $37,333 $64,000 $0	$256,000 $0 $64,000 $0
		Totals:			**$1,100,000**	**$28,000**	**$37,333**	**$37,333**	**$357,333**	**$320,000**
Route 111/Day Road										
Located at the intersection of Route 111 and Day Road.										
Machias 1671400	**016714.00** Production Support And Administration Enhanced Project Scoping	PE: ROW: CON: CE: Other:	$1,187,000 $35,000 $0 $0 $0	Federal Bridge Program Federal FO Federal STP Highway and Bridge Other	$205,078 $269,600 $498,156 $249,165 $0	$205,078 $269,600 $498,156 $249,165 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$1,222,000**	**$1,222,000**	**$0**	**$0**	**$0**	**$0**
Route 1										
Dike Bridge (#2246) over Middle River. Located 0.17 of a mile north of Route 1A.										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Machias	**016714.01**	PE:	$600,000	Federal STP	$508,000	$0	$127,000	$127,000	$127,000	$127,000
	Highways	ROW:	$35,000							
	Bridge Improvements	CON:	$1,865,000	Highway and Bridge	$1,992,000	$0	$31,750	$31,750	$31,750	$653,417
		CE:	$0							
		Other:	$0							
			Totals:		**$2,500,000**	**$0**	**$158,750**	**$158,750**	**$158,750**	**$780,417**

Route 1
Dike Bridge (#2246) over Middle River. Located 0.17 of a mile north of Route 1A. This project is only partially funded for construction and is contingent upon a successful future competitive grant application.

Machias	**023673.00**	PE:	$50,000	Federal HSIP	$20,000	$20,000	$0	$0	$0	$0
2367300	Highways	ROW:	$10,000	Federal Safety	$34,000	$0	$11,333	$11,333	$11,333	$0
	Safety Improvements	CON:	$0	Highway and Bridge	$6,000	$6,000	$0	$0	$0	$0
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$60,000**	**$26,000**	**$11,333**	**$11,333**	**$11,333**	**$0**

Route 1
Beginning 0.28 of a mile north of Court Street and extending north 0.38 of a mile.

Macwahoc Plt	**022250.00**	PE:	$280,000	Federal STP	$2,188,000	$0	$798,667	$694,667	$694,667	$0
	Highways	ROW:	$15,000							
	Bridge Replacement	CON:	$2,320,000	Highway and Bridge	$712,000	$165,000	$199,667	$173,667	$173,667	$0
		CE:	$285,000							
		Other:	$0							
			Totals:		**$2,900,000**	**$165,000**	**$998,333**	**$868,333**	**$868,333**	**$0**

Kingman Road
Kingman Road Bridge (#5021) over Macwahoc Stream. Located 0.38 of a mile southeast of Route 2.

Madawaska	**021736.00**	PE:	$3,799,835	Federal Federal Grants	$36,000,000	$36,000,000	$0	$0	$0	$0
2173600	Highways	ROW:	$76,049	Federal STP	$11,377,527	$9,302,648	$691,626	$691,626	$691,626	$0
	Bridge Replacement	CON:	$88,946,026	Highway and Bridge	$25,760,157	$21,976,154	$1,261,334	$1,261,334	$1,261,334	$0
		CE:	$6,000,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0	Private	$25,684,225	$25,631,604	$17,540	$17,540	$17,540	$0
			Totals:		**$98,821,909**	**$92,910,406**	**$1,970,501**	**$1,970,501**	**$1,970,501**	**$0**

Bridge Avenue
International Bridge (#2399) over St. John River. Located 0.27 of a mile north of Route 1 on the United States-Canada border. FHWA INFRA Grant recipient.

Madawaska	**022218.00**	PE:	$94,500	Federal TAP	$694,460	$98,250	$202,987	$196,612	$196,612	$0
2221800	Bicycle/Pedestrian	ROW:	$45,000	Highway and Bridge	$0	$0	$0	$0	$0	$0
	New Construction	CON:	$700,000	Local	$195,041	$32,750	$55,514	$53,389	$53,389	$0
		CE:	$50,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$889,500**	**$131,000**	**$258,500**	**$250,000**	**$250,000**	**$0**

Route 1
Beginning at Fourteenth Avenue and extending west 0.16 of a mile to Sixteenth Avenue.

Madison, Norridgewock	**026496.00**	PE:	$63,271	Federal STP	$2,783,924	$0	$25,308	$936,411	$911,102	$911,102
2649600	Highways	ROW:	$0	Highway and Bridge	$695,981	$12,654	$0	$227,776	$227,776	$227,776
	1 1/4" Overlay	CON:	$3,163,550	Other	$0	$0	$0	$0	$0	$0
		CE:	$253,084							
		Other:	$0							
			Totals:		**$3,479,905**	**$12,654**	**$25,308**	**$1,164,186**	**$1,138,878**	**$1,138,878**

Route 201A
Beginning 0.09 of a mile north of Sophie May Lane and extending north 6.32 miles.

Madison	**027220.00**	PE:	$35,000	Federal NHPP	$856,000	$0	$16,000	$290,667	$274,667	$274,667
	Highways	ROW:	$5,000							
	Large Culvert Replacement	CON:	$1,000,000	Highway and Bridge	$214,000	$0	$4,000	$72,667	$68,667	$68,667
		CE:	$30,000							
		Other:	$0							
			Totals:		**$1,070,000**	**$0**	**$20,000**	**$363,333**	**$343,333**	**$343,333**

Route 201
Large culvert (#1009752) located 0.70 of a mile south of Route 43.

Madison	**027332.00**	PE:	$29,450	Federal STP	$1,178,000	$0	$7,853	$7,853	$392,667	$384,813
	Highways	ROW:	$0							
	Highway Cyclical Pavement Resurfacing	CON:	$1,384,150	Highway and Bridge	$294,500	$0	$1,963	$1,963	$98,167	$96,203
		CE:	$58,900							
		Other:	$0							
			Totals:		**$1,472,500**	**$0**	**$9,817**	**$9,817**	**$490,833**	**$481,017**

Route 148
Beginning at Lakewood Drive and extending west 5.890 miles to Old Point Avenue.

Madrid Twp, Phillips	**018247.00**	PE:	$1,061,681	Federal LHIP	$2,113,423	$1,989,417	$124,006	$0	$0	$0
1824700	Highways	ROW:	$298,873	Federal STP	$2,097,062	$2,097,062	$0	$0	$0	$0
	Reconstruction	CON:	$13,399,447	GARVEE	$8,884,916	$8,884,916	$0	$0	$0	$0
		CE:	$1,610,000	Highway and Bridge	$3,274,600	$3,274,600	$0	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
			Totals:		**$16,370,000**	**$16,245,994**	**$124,006**	**$0**	**$0**	**$0**

Route 4
Beginning at Toothaker Pond Road in Phillips and extending northwest 4.58 miles.

Madrid Twp, Rangeley, Rangeley Plt, Sandy River Plt, Townshi	**024823.00**	PE:	$0	Federal Planning	$8,000	$0	$8,000	$0	$0	$0
	Production Support And Administration	ROW:	$0	Highway and Bridge	$2,000	$2,000	$0	$0	$0	$0
	Planning Studies	CON:	$0	Other	$0	$0	$0	$0	$0	$0
2482300		CE:	$0							
		Other:	$10,000							
			Totals:		**$10,000**	**$2,000**	**$8,000**	**$0**	**$0**	**$0**

Various Locations
Planning assistance to the communities of Madrid, Sandy River Plantation, Rangeley Plantation, Rangeley, Township D, and Township E.

Magalloway Twp	**027072.00**	PE:	$50,000	Federal LHIP	$400,000	$0	$14,667	$14,667	$133,333	$118,667
	Highways	ROW:	$5,000							
	Bridge Wearing Surface Replacement	CON:	$395,000	Highway and Bridge	$100,000	$0	$3,667	$3,667	$33,333	$29,667
		CE:	$50,000							
		Other:	$0							
			Totals:		**$500,000**	**$0**	**$18,333**	**$18,333**	**$166,667**	**$148,333**

Route 16
Brown Farm Bridge (#3513) over the Magalloway Stream. Located 2.25 miles south of Lincoln Plt. town line.

Mapleton, Presque Isle	**025755.00**	PE:	$78,606	Federal STP	$2,145,934	$1,873,228	$272,706	$0	$0	$0
2575500	Highways	ROW:	$0	Highway and Bridge	$536,483	$468,307	$68,176	$0	$0	$0
	Ultra-Thin Bonded Wearing Course	CON:	$2,485,903	Other	$0	$0	$0	$0	$0	$0
		CE:	$117,908							
		Other:	$0							
			Totals:		**$2,682,417**	**$2,341,535**	**$340,882**	**$0**	**$0**	**$0**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Route 163/163W										
Beginning 0.29 of a mile east of Castle Hill town line and extending east 7.35 miles and beginning at Route 163 and extending east 0.03 of a mile to Dyer Street.										
Mapleton	**027312.00** Bicycle/Pedestrian Reconstruction	PE: ROW: CON: CE: Other:	$80,000 $60,000 $0 $0 $0	Federal TAP Local	$112,000 $28,000	$0 $0	$37,333 $9,333	$37,333 $9,333	$37,333 $9,333	$0 $0
		Totals:			**$140,000**	**$0**	**$46,667**	**$46,667**	**$46,667**	**$0**
Route 163										
Beginning at Pool Street and extending east 0.68 of a mile.										
Mariaville 2610700	**026107.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,200,000 $300,000 $0	$0 $33,000 $0	$66,000 $0 $0	$422,000 $89,000 $0	$356,000 $89,000 $0	$356,000 $89,000 $0
		Totals:			**$1,500,000**	**$33,000**	**$66,000**	**$511,000**	**$445,000**	**$445,000**
Route 181										
Tannery Bridge (#3511) over Tannery Brook. Located 0.16 of a mile north of Olive Carr Road.										
Marion Twp 2521100	**025211.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $20,000 $1,280,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,280,000 $320,000 $0	$0 $33,000 $0	$517,333 $96,333 $0	$381,333 $95,333 $0	$381,333 $95,333 $0	$0 $0 $0
		Totals:			**$1,600,000**	**$33,000**	**$613,667**	**$476,667**	**$476,667**	**$0**
Route 86										
Clifford Bridge (#5223) over Clifford Stream. Located 1.56 miles southwest of Marion Station Road.										
Marshfield	**027242.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$185,000 $15,000 $0 $0 $0	Federal LHIP Highway and Bridge	$160,000 $40,000	$0 $0	$53,333 $13,333	$53,333 $13,333	$53,333 $13,333	$0 $0
		Totals:			**$200,000**	**$0**	**$66,667**	**$66,667**	**$66,667**	**$0**
Route 192										
Stride Bridge (#3973) over Middle River. Located 0.12 of a mile north of Pumpkin Ridge Road.										
Marshfield	**027296.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$185,000 $15,000 $0 $0 $0	Federal LHIP Highway and Bridge	$160,000 $40,000	$0 $0	$53,333 $13,333	$53,333 $13,333	$53,333 $13,333	$0 $0
		Totals:			**$200,000**	**$0**	**$66,667**	**$66,667**	**$66,667**	**$0**
Route 192										
Mark Longfellow Bridge (#5158) over Middle River. Located 0.74 of a mile northeast of Ingalls Road.										
Masardis 2445100	**024451.00** Railroad Rail Crossing Improvements	PE: ROW: CON: CE: Other:	$5,450 $0 $389,605 $7,500 $0	Federal RH Xing Program Highway and Bridge Other Private	$362,300 $1,295 $0 $38,961	$361,895 $1,250 $0 $38,961	$405 $45 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$402,555**	**$402,105**	**$450**	**$0**	**$0**	**$0**
Route 11										
Railroad Crossing (#904173) located 0.42 of a mile south of the Ashland town line.										
Mattawamkeag 2292200	**022922.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$125,000 $10,000 $350,000 $35,000 $0	Federal STP Highway and Bridge Other	$88,000 $432,000 $0	$88,000 $22,000 $0	$0 $153,333 $0	$0 $128,333 $0	$0 $128,333 $0	$0 $0 $0
		Totals:			**$520,000**	**$110,000**	**$153,333**	**$128,333**	**$128,333**	**$0**
Route 157										
Large culvert (#46619) located 0.37 of a mile north of Jordan Mills Road.										
Mattawamkeag 2262701	**023234.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$0 $0 $11,616,410 $585,000 $0	Federal Federal Grants Federal STP Highway and Bridge Local Other	$3,230,000 $3,738,195 $4,808,285 $424,930 $0	$3,230,000 $3,738,195 $4,749,549 $424,930 $0	$0 $0 $58,736 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$12,201,410**	**$12,142,674**	**$58,736**	**$0**	**$0**	**$0**
Route 2										
Mattawamkeag Bridge (#2522) over the Mattawamkeag River. Located 0.05 of a mile north of Boyd Street. FHWA TIGER Grant recipient.										
Mayfield Twp 2053610	**020536.10** Highways Drainage Improvements	PE: ROW: CON: CE: Other:	$5,000 $2,098 $0 $0 $0	Federal STP Highway and Bridge Other	$5,679 $1,420 $0	$0 $1,420 $0	$1,893 $0 $0	$1,893 $0 $0	$1,893 $0 $0	$0 $0 $0
		Totals:			**$7,098**	**$1,420**	**$1,893**	**$1,893**	**$1,893**	**$0**
Route 16										
Constructing rock weirs for fish passage downstream of Mayfield Bridge (#2525) over Bigelow Brook. Located 0.03 of a mile east of Athens Road.										
Mechanic Falls, Minot, Poland	**027006.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$78,511 $0 $1,962,787 $157,023 $0	Federal STP Highway and Bridge	$1,758,657 $439,664	$0 $0	$20,936 $5,234	$20,936 $5,234	$586,219 $146,555	$565,283 $141,321
		Totals:			**$2,198,321**	**$0**	**$26,170**	**$26,170**	**$732,774**	**$706,603**
Route 121										
Beginning 0.010 of a mile north of Route 124 and extending south 0.040 of a mile. Beginning 0.080 of a mile south of Route 124 and extending south 3.520 miles.										
Mechanic Falls, Poland 2669600	**026696.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$69,019 $0 $1,725,474 $103,528 $0	Federal NHS Federal STP Highway and Bridge Other	$55,215 $1,463,202 $379,604 $0	$0 $0 $13,804 $0	$55,215 $487,734 $121,933 $0	$0 $487,734 $121,933 $0	$0 $487,734 $121,933 $0	$0 $0 $0 $0
		Totals:			**$1,898,021**	**$13,804**	**$664,883**	**$609,667**	**$609,667**	**$0**
Route 26										
Beginning 0.12 of a mile north of Birchwood Lane and extending north 5.660 miles.										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Mechanic Falls 2642800	**026428.00** Highways Install Or Replace Traffic Signals	PE: ROW: CON: CE: Other:	$75,000 $5,000 $300,000 $100,000 $0	Federal STP Highway and Bridge Other	$384,000 $96,000 $0	$0 $16,000 $0	$32,000 $0 $0	$138,667 $26,667 $0	$106,667 $26,667 $0	$106,667 $26,667 $0
		Totals:			**$480,000**	**$16,000**	**$32,000**	**$165,333**	**$133,333**	**$133,333**

Route 11/Route 121/Route 124
Located at the intersection of Route 11, Route 121, and Route 124.

Mechanic Falls	**027078.00** Highways Bridge Wearing Surface Replacement	PE: ROW: CON: CE: Other:	$100,000 $5,000 $795,000 $100,000 $0	Federal LHIP Highway and Bridge	$800,000 $200,000	$0 $0	$28,000 $7,000	$28,000 $7,000	$266,667 $66,667	$238,667 $59,667
		Totals:			**$1,000,000**	**$0**	**$35,000**	**$35,000**	**$333,333**	**$298,333**

Route 121
Mechanic Falls Bridge (#2540) over the Little Androscoggin River. Located 0.08 of a mile northwest of Elm Street.

Medway	**025631.01** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$0 $0 $11,830,000 $1,545,509 $0	Federal Federal Grants Federal STP Highway and Bridge	$7,681,473 $3,018,935 $2,675,102	$0 $0 $0	$2,560,491 $1,006,312 $891,701	$2,560,491 $1,006,312 $891,701	$2,560,491 $1,006,312 $891,701	$0 $0 $0
		Totals:			**$13,375,509**	**$0**	**$4,458,503**	**$4,458,503**	**$4,458,503**	**$0**

Interstate 95 Southbound
Vaughan Daggett Memorial SB Bridge (#1410) over Penobscot River. Located 0.51 of a mile south of Route 157. FHWA INFRA Grant recipient.

Medway	**025631.02** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$0 $0 $11,840,000 $1,545,509 $0	Federal Federal Grants Federal STP Highway and Bridge	$7,687,216 $3,021,192 $2,677,102	$0 $0 $0	$2,562,405 $1,007,064 $892,367	$2,562,405 $1,007,064 $892,367	$2,562,405 $1,007,064 $892,367	$0 $0 $0
		Totals:			**$13,385,509**	**$0**	**$4,461,836**	**$4,461,836**	**$4,461,836**	**$0**

Interstate 95 Northbound
Vaughan Daggett Memorial Bridge (#6078) over Penobscot Road. Located 0.152 of a mile north of Route 116. FHWA INFRA Grant recipient.

Medway	**025631.03** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$0 $0 $4,115,000 $1,545,509 $0	Federal Federal Grants Federal STP Highway and Bridge	$3,250,796 $1,277,612 $1,132,102	$0 $0 $0	$1,083,599 $425,871 $377,367	$1,083,599 $425,871 $377,367	$1,083,599 $425,871 $377,367	$0 $0 $0
		Totals:			**$5,660,509**	**$0**	**$1,886,836**	**$1,886,836**	**$1,886,836**	**$0**

Route 157
Route 157/I-95 Interchange Bridge (#6141) over Interstate 95. Located 0.25 of a mile north of Hale Street. FHWA INFRA Grant recipient.

Medway	**025631.04** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$0 $0 $2,790,000 $1,545,509 $0	Federal Federal Grants Federal STP Highway and Bridge	$2,489,856 $978,551 $867,102	$0 $0 $0	$829,952 $326,184 $289,034	$829,952 $326,184 $289,034	$829,952 $326,184 $289,034	$0 $0 $0
		Totals:			**$4,335,509**	**$0**	**$1,445,170**	**$1,445,170**	**$1,445,170**	**$0**

Interstate 95 Southbound
I95 SB/Route 116 Bridge (#1411) over Route 116. Located 0.24 of a mile south of Main Road. FHWA INFRA Grant recipient.

Medway	**025631.05** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$0 $0 $3,080,000 $1,545,509 $0	Federal Federal Grants Federal STP Highway and Bridge	$2,656,401 $1,044,006 $925,102	$0 $0 $0	$885,467 $348,002 $308,367	$885,467 $348,002 $308,367	$885,467 $348,002 $308,367	$0 $0 $0
		Totals:			**$4,625,509**	**$0**	**$1,541,836**	**$1,541,836**	**$1,541,836**	**$0**

Route 116
I95 NB/Route 116 Bridge (#6077) over Interstate 95 NB. Located 2.12 miles north of T2 R9 NWP town line. FHWA INFRA Grant recipient.

Merrill, Moro Plt, Smyrna 2731600	**027316.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$51,300 $0 $2,411,100 $102,600 $0	Federal STP Highway and Bridge	$2,052,000 $513,000	$0 $10,260	$711,360 $167,580	$670,320 $167,580	$670,320 $167,580	$0 $0
		Totals:			**$2,565,000**	**$10,260**	**$878,940**	**$837,900**	**$837,900**	**$0**

Route 212
Beginning at Route 2 and extending northwest 10.26 miles.

Mexico, Rumford 2189401	**021700.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$475,000 $100,000 $7,600,000 $675,000 $0	Federal Federal Grants Federal STP Highway and Bridge Other	$3,501,300 $3,461,691 $1,887,009 $0	$0 $0 $0 $0	$1,167,100 $1,207,230 $959,003 $0	$1,167,100 $1,127,230 $464,003 $0	$1,167,100 $1,127,230 $464,003 $0	$0 $0 $0 $0
		Totals:			**$8,850,000**	**$0**	**$3,333,333**	**$2,758,333**	**$2,758,333**	**$0**

Route 2
Red Bridge (#2707) over Swift River. Located at the Rumford-Mexico town line. FHWA INFRA Grant recipient.

Mexico 2542900	**025429.00** Highways Install Or Replace Traffic Signals	PE: ROW: CON: CE: Other:	$75,000 $10,000 $650,000 $100,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$604,000 $64,000 $167,000 $0	$0 $0 $16,000 $0	$2,000 $32,000 $500 $0	$202,000 $32,000 $50,500 $0	$200,000 $0 $50,000 $0	$200,000 $0 $50,000 $0
		Totals:			**$835,000**	**$16,000**	**$34,500**	**$284,500**	**$250,000**	**$250,000**

Route 2/Route 17
Located at the north intersections of Route 2 Route 17 and 0.12 of a mile north of Highland Terrace.

Mid-Coast Region 1480020	**014848.20** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $37,500	Federal Planning Highway and Bridge Other	$30,000 $7,500 $0	$15,772 $3,943 $0	$14,228 $3,557 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$37,500**	**$19,715**	**$17,785**	**$0**	**$0**	**$0**

KVCOG RPO Support
Kennebec Valley Council of Governments (KVCOG) Regional Planning Organization support.

Mid-Coast Region 1480021	**014848.21** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $53,000	Federal Planning Highway and Bridge Other	$42,400 $10,600 $0	$42,400 $10,600 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$53,000**	**$53,000**	**$0**	**$0**	**$0**	**$0**

KVCOG RPO Support
Kennebec Valley Council of Governments (KVCOG) Regional Planning Organization support.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Mid-Coast Region 1480022	**014848.22** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $55,000	Federal Planning Highway and Bridge Other	$44,000 $11,000 $0	$44,000 $11,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$55,000**	**$55,000**	**$0**	**$0**	**$0**	**$0**

KVCOG RPO Support
Kennebec Valley Council of Governments (KVCOG) Regional Planning Organization support.

Mid-Coast Region 1480023	**014848.23** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $12,500	Federal Planning Highway and Bridge	$10,000 $2,500	$0 $2,500	$10,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$12,500**	**$2,500**	**$10,000**	**$0**	**$0**	**$0**

KVCOG RPO Support
Kennebec Valley Council of Governments (KVCOG) Regional Planning Organization support.

Mid-Coast Region	**014848.24** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $12,500	Federal Planning Highway and Bridge	$10,000 $2,500	$0 $0	$0 $0	$10,000 $2,500	$0 $0	$0 $0
		Totals:			**$12,500**	**$0**	**$0**	**$12,500**	**$0**	**$0**

KVCOG RPO Support
Kennebec Valley Council of Governments (KVCOG) Regional Planning Organization support.

Mid-Coast Region	**014848.25** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $12,500	Federal Planning Highway and Bridge	$10,000 $2,500	$0 $0	$0 $0	$0 $0	$10,000 $2,500	$0 $0
		Totals:			**$12,500**	**$0**	**$0**	**$0**	**$12,500**	**$0**

KVCOG RPO Support
Kennebec Valley Council of Governments (KVCOG) Regional Planning Organization support.

Mid-Coast Region 1480020	**014849.20** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $12,500	Federal Planning Highway and Bridge Other	$10,000 $2,500 $0	$0 $2,500 $0	$10,000 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$12,500**	**$2,500**	**$10,000**	**$0**	**$0**	**$0**

LCPC RPO Support
Lincoln County Regional Planning Commission (LCRPC) Regional Planning Organization support.

Mid-Coast Region 1480021	**014849.21** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $18,700	Federal Planning Highway and Bridge Other	$14,960 $3,740 $0	$0 $1,500 $0	$14,960 $2,240 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$18,700**	**$1,500**	**$17,200**	**$0**	**$0**	**$0**

LCPC RPO Support
Lincoln County Regional Planning Commission (LCRPC) Regional Planning Organization support.

Mid-Coast Region 1480022	**014849.22** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $18,700	Federal Planning Highway and Bridge	$14,960 $3,740	$6,000 $1,500	$8,960 $2,240	$0 $0	$0 $0	$0 $0
		Totals:			**$18,700**	**$7,500**	**$11,200**	**$0**	**$0**	**$0**

LCPC RPO Support
Lincoln County Regional Planning Commission (LCRPC) Regional Planning Organization support.

Mid-Coast Region 1480023	**014849.23** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $7,500	Federal Planning Highway and Bridge	$6,000 $1,500	$0 $1,500	$6,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$7,500**	**$1,500**	**$6,000**	**$0**	**$0**	**$0**

LCPC RPO Support
Lincoln County Regional Planning Commission (LCRPC) Regional Planning Organization support.

Mid-Coast Region	**014849.24** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $7,500	Federal Planning Highway and Bridge	$6,000 $1,500	$0 $0	$0 $0	$6,000 $1,500	$0 $0	$0 $0
		Totals:			**$7,500**	**$0**	**$0**	**$7,500**	**$0**	**$0**

LCPC RPO Support
Lincoln County Regional Planning Commission (LCRPC) Regional Planning Organization support.

Mid-Coast Region	**014849.25** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $7,500	Federal Planning Highway and Bridge	$6,000 $1,500	$0 $0	$0 $0	$0 $0	$6,000 $1,500	$0 $0
		Totals:			**$7,500**	**$0**	**$0**	**$0**	**$7,500**	**$0**

LCPC RPO Support
Lincoln County Regional Planning Commission (LCRPC) Regional Planning Organization support.

Mid-Coast Region	**018452.25** Ferry Route System Operations	PE: ROW: CON: CE: Other:	$16,536,964 $0 $0 $0 $0	Federal Federal Grants Ferry Highway Fund Ferry Service	$2,000,000 $7,268,482 $7,268,482	$0 $0 $0	$0 $0 $0	$0 $0 $0	$2,000,000 $7,268,482 $7,268,482	$0 $0 $0
		Totals:			**$16,536,964**	**$0**	**$0**	**$0**	**$16,536,964**	**$0**

Maine State Ferry Service
Maine State Ferry Service operations.

Millinocket	**023130.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$250,000 $15,000 $1,785,000 $250,000 $0	Federal STP Highway and Bridge	$1,840,000 $460,000	$0 $0	$70,667 $17,667	$70,667 $17,667	$613,333 $153,333	$542,667 $135,667
		Totals:			**$2,300,000**	**$0**	**$88,333**	**$88,333**	**$766,667**	**$678,333**

Bates Street
Smith Brook Bridge (#5827) over Smith Brook. Located 0.17 of a mile north of Rush Boulevard.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Millinocket 2629800	**026298.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$65,000 $25,000 $250,000 $45,000 $0	Federal STP Federal TAP Highway and Bridge Local Other	$60,000 $248,000 $0 $77,000 $0	$0 $0 $0 $15,000 $0	$30,000 $6,000 $0 $1,500 $0	$30,000 $84,667 $0 $21,167 $0	$0 $78,667 $0 $19,667 $0	$0 $78,667 $0 $19,667 $0
		Totals:			**$385,000**	**$15,000**	**$37,500**	**$135,833**	**$98,333**	**$98,333**

Route 11
Beginning at Congress Street and extending east 0.20 of a mile to Ash Street.

Milo 2050200	**020502.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$147,133 $681 $0 $0 $0	Federal STP Highway and Bridge Other	$118,252 $29,563 $0	$109,000 $29,563 $0	$3,084 $0 $0	$3,084 $0 $0	$3,084 $0 $0	$0 $0 $0
		Totals:			**$147,814**	**$138,563**	**$3,084**	**$3,084**	**$3,084**	**$0**

Route 6
Old Toll Bridge (#2867) over Piscataquis River. Located 0.35 of a mile northwest of Route 11. FHWA BUILD Grant recipient.

Milo 2309401	**020502.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$827,867 $30,000 $9,248,133 $654,000 $0	Federal Federal Grants Federal STP Highway and Bridge Other	$4,800,000 $3,808,000 $2,152,000 $0	$4,800,000 $424,000 $1,371,573 $0	$0 $1,692,000 $390,213 $0	$0 $1,692,000 $390,213 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$10,760,000**	**$6,595,573**	**$2,082,213**	**$2,082,213**	**$0**	**$0**

Route 6
Old Toll Bridge (#2867) over Piscataquis River. Located 0.35 of a mile northwest of Route 11. FHWA BUILD Grant recipient.

Milo 2262701	**022627.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$0 $0 $7,508,025 $580,000 $0	Federal Federal Grants Federal STP Highway and Bridge	$2,785,000 $1,416,380 $3,886,645	$2,785,000 $1,416,380 $3,719,095	$0 $0 $167,550	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$8,088,025**	**$7,920,475**	**$167,550**	**$0**	**$0**	**$0**

Pleasant Street
Pleasant River Bridge (#3244) over the Pleasant River. Located 0.09 of a mile west of Pleasant River Road. FHWA TIGER Grant recipient.

Milo 2520900	**025209.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$285,000 $15,000 $0 $0 $0	Federal STP Highway and Bridge Other	$240,000 $60,000 $0	$228,400 $60,000 $0	$3,867 $0 $0	$3,867 $0 $0	$3,867 $0 $0	$0 $0 $0
		Totals:			**$300,000**	**$288,400**	**$3,867**	**$3,867**	**$3,867**	**$0**

Route 6
Canal Bridge (#2124), Second West Opening Bridge (#2931), Milo West Opening Bridge (#2573), East Opening Bridge (#2572) over the Sebec River. Various locations on Route 6.

Milo 2591100	**025911.00** Railroad Signal Improvements (Rail/Highway Xing)	PE: ROW: CON: CE: Other:	$5,000 $0 $360,000 $10,000 $0	Federal RH Xing Program Federal Rail Highway and Bridge Other Private	$4,500 $333,000 $1,500 $0 $36,000	$4,500 $0 $1,500 $0 $36,000	$0 $333,000 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$375,000**	**$42,000**	**$333,000**	**$0**	**$0**	**$0**

First Street
Railroad crossing (#051206P) located 0.20 of a mile east of Ferry Road.

Monmouth 2615600	**026156.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$375,000 $15,000 $863,000 $100,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$1,114,200 $103,500 $135,300 $0	$0 $0 $11,500 $0	$123,750 $51,750 $13,750 $0	$412,650 $51,750 $45,850 $0	$288,900 $0 $32,100 $0	$288,900 $0 $32,100 $0
		Totals:			**$1,353,000**	**$11,500**	**$189,250**	**$510,250**	**$321,000**	**$321,000**

Cobbossee Road
Bailey Flat Bridge (#3671) over Mud Mills Stream. Located 0.73 of a mile north of Gilman Road.

Monmouth 2623400	**026234.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$400,000 $15,000 $1,300,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,492,000 $373,000 $0	$0 $33,000 $0	$166,000 $25,000 $0	$552,667 $121,667 $0	$386,667 $96,667 $0	$386,667 $96,667 $0
		Totals:			**$1,865,000**	**$33,000**	**$191,000**	**$674,333**	**$483,333**	**$483,333**

Waugan Road
Waggon Bridge (#0487) over Wilson Stream. Located 0.13 of a mile south of Hansons Wood Road.

Monroe, Winterport	**027236.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal LHIP Highway and Bridge	$1,200,000 $300,000	$0 $0	$44,000 $11,000	$44,000 $11,000	$400,000 $100,000	$356,000 $89,000
		Totals:			**$1,500,000**	**$0**	**$55,000**	**$55,000**	**$500,000**	**$445,000**

Route 139
Conant Stream Bridge (#5655) over Conant Stream. Located 0.10 of a mile south of Goshen Road.

Monticello 2553700	**025537.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$100,000 $5,000 $595,000 $100,000 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge	$80,000 $4,000 $556,000 $160,000	$80,000 $0 $0 $21,000	$0 $4,000 $185,333 $46,333	$0 $0 $185,333 $46,333	$0 $0 $185,333 $46,333	$0 $0 $0 $0
		Totals:			**$800,000**	**$101,000**	**$235,667**	**$231,667**	**$231,667**	**$0**

Route 1
Meduxnekeag Bridge (#2542) over North Branch Meduxnekeag River. Located 0.22 of a mile north of School Street.

Mount Desert 2351500	**023515.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$545,000 $65,000 $4,640,000 $450,000 $0	Federal STP Highway and Bridge Other	$4,560,000 $1,140,000 $0	$268,000 $67,000 $0	$110,000 $27,500 $0	$1,467,333 $366,833 $0	$1,357,333 $339,333 $0	$1,357,333 $339,333 $0
		Totals:			**$5,700,000**	**$335,000**	**$137,500**	**$1,834,167**	**$1,696,667**	**$1,696,667**

Route 3
Babsons Bridge (#5244) over Meadow Brook. Located 0.09 of a mile east of Route 102.

Naples 2451700	**024517.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$9,024 $0 $0 $0 $0	Federal STP Highway and Bridge Other	$7,219 $1,805 $0	$400 $990 $0	$2,273 $272 $0	$2,273 $272 $0	$2,273 $272 $0	$0 $0 $0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$9,024**	**$1,390**	**$2,545**	**$2,545**	**$2,545**	**$0**
Naples 2451700	**024517.00** Highways Highway Cyclical Pavement Resurfacing									
Route 11 *Beginning 0.26 of a mile south of Clement Road and extending north 1.98 miles.*										
Naples 2617000	**026170.00** Highways Bridge Rehabilitation	PE: ROW: CON: CE: Other:	$100,000 $15,000 $785,000 $100,000 $0	Federal STP Highway and Bridge Other	$800,000 $200,000 $0	$0 $23,000 $0	$46,000 $0 $0	$282,000 $59,000 $0	$236,000 $59,000 $0	$236,000 $59,000 $0
			Totals:		**$1,000,000**	**$23,000**	**$46,000**	**$341,000**	**$295,000**	**$295,000**
State Park Road *Songo Lock Draw Bridge (#2780) over Songo River. Located 0.17 of a mile southwest of Songo School Road.*										
New Gloucester, Poland 2528500	**025285.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$37,431 $0 $2,118,264 $74,861 $0	Federal STP Highway and Bridge Other	$1,784,445 $446,111 $0	$0 $7,486 $0	$614,778 $146,208 $0	$584,833 $146,208 $0	$584,833 $146,208 $0	$0 $0 $0
			Totals:		**$2,230,556**	**$7,486**	**$760,986**	**$731,042**	**$731,042**	**$0**
Route 122 *Beginning at the New Gloucester town line and extending west 3.57 miles to Maine Street. Including the off-ramp to Route 26.*										
New Gloucester 2619200	**026192.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$350,000 $15,000 $2,785,000 $350,000 $0	Federal STP Highway and Bridge Other	$2,800,000 $700,000 $0	$0 $73,000 $0	$146,000 $0 $0	$982,000 $209,000 $0	$836,000 $209,000 $0	$836,000 $209,000 $0
			Totals:		**$3,500,000**	**$73,000**	**$146,000**	**$1,191,000**	**$1,045,000**	**$1,045,000**
Route 4/Route 100/Route 202 *Royal River Bridge (#2729) over Royal River. Located 0.04 of a mile south of the Auburn town line.*										
New Portland 2225400	**022254.00** Highways Bridge Rehabilitation	PE: ROW: CON: CE: Other:	$470,000 $30,000 $650,000 $100,000 $0	Federal STP Highway and Bridge Other	$1,000,000 $250,000 $0	$40,000 $50,000 $0	$180,000 $25,000 $0	$380,000 $75,000 $0	$200,000 $50,000 $0	$200,000 $50,000 $0
			Totals:		**$1,250,000**	**$90,000**	**$205,000**	**$455,000**	**$250,000**	**$250,000**
Route 146 *Carrabassett Bridge (#5131) over the Carrabassett River. Located 0.02 of a mile north of New Portland Road.*										
New Sharon, Rome	**027526.00** Highways Full Depth Reclaim W/Emulsion	PE: ROW: CON: CE: Other:	$324,872 $0 $6,497,450 $649,745 $0	Federal STP Highway and Bridge	$5,977,654 $1,494,413	$0 $0	$86,633 $21,658	$86,633 $21,658	$1,992,551 $498,138	$1,905,919 $476,480
			Totals:		**$7,472,067**	**$0**	**$108,291**	**$108,291**	**$2,490,689**	**$2,382,398**
Route 27 *Beginning at Watson Pond Road and extending north 5.71 miles to Mercer Road.*										
New Sharon 2540700	**025407.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$15,000 $20,000 $700,000 $15,000 $0	Federal STP Highway and Bridge Other	$600,000 $150,000 $0	$0 $7,000 $0	$14,000 $0 $0	$204,667 $47,667 $0	$190,667 $47,667 $0	$190,667 $47,667 $0
			Totals:		**$750,000**	**$7,000**	**$14,000**	**$252,333**	**$238,333**	**$238,333**
Route 134 *Large culvert (#1042541) located 0.18 of a mile northeast of Sandy River Road.*										
New Sharon	**026438.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$25,000 $5,000 $145,000 $25,000 $0	Federal NHPP Highway and Bridge	$160,000 $40,000	$0 $0	$12,000 $3,000	$57,333 $14,333	$45,333 $11,333	$45,333 $11,333
			Totals:		**$200,000**	**$0**	**$15,000**	**$71,667**	**$56,667**	**$56,667**
Route 2 *Fillibrown Bridge (#3842) over Fillibrown Brook. Located 0.42 of a mile southwest of Taylor Road.*										
New Sharon	**027146.00** Highways Bridge Superstructure Rehabilitation	PE: ROW: CON: CE: Other:	$50,000 $5,000 $395,000 $50,000 $0	Federal LHIP Highway and Bridge	$400,000 $100,000	$0 $0	$14,667 $3,667	$14,667 $3,667	$133,333 $33,333	$118,667 $29,667
			Totals:		**$500,000**	**$0**	**$18,333**	**$18,333**	**$166,667**	**$148,333**
Route 2 *Sandy River Bridge (#5724) over Sandy River. Located 0.05 of a mile east of Stark Road.*										
New Sweden 2180300	**021803.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$50,000 $10,000 $300,000 $30,000 $0	Federal STP Highway and Bridge Other	$264,000 $126,000 $0	$0 $126,000 $0	$264,000 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$390,000**	**$126,000**	**$264,000**	**$0**	**$0**	**$0**
Route 161 *Large culvert (#137321) located 0.96 of a mile north of Jepson Road.*										
Newburgh, Pittsfield	**027068.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$100,000 $10,000 $3,300,000 $150,000 $0	Federal HSIP Highway and Bridge	$2,848,000 $712,000	$0 $0	$29,333 $7,333	$29,333 $7,333	$949,333 $237,333	$920,000 $230,000
			Totals:		**$3,560,000**	**$0**	**$36,667**	**$36,667**	**$1,186,667**	**$1,150,000**
Interstate 95 *Safety measures to reduce shading on Interstate 95 to help prevent winter crashes.*										
Newcastle 2544900	**025449.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,300,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,292,000 $323,000 $0	$0 $33,000 $0	$66,000 $0 $0	$452,667 $96,667 $0	$386,667 $96,667 $0	$386,667 $96,667 $0
			Totals:		**$1,615,000**	**$33,000**	**$66,000**	**$549,333**	**$483,333**	**$483,333**
Route 215 *Meadow Brook Bridge (#2535) over Deer Meadow Brook. Located 4.09 miles west of Bunker Hill Road.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Newport, Palmyra, Pittsfield 2413300	**024133.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$57,723 $0 $3,815,149 $233,928 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$46,178 $3,239,262 $0 $821,360 $0	$40,000 $0 $0 $821,360 $0	$6,178 $3,239,262 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$4,106,800**	**$861,360**	**$3,245,440**	**$0**	**$0**	**$0**

Route 2
Beginning 0.03 of a mile northeast of Pooler Road and extending east 9.00 miles. Including 0.32 of a mile on Route 2W.

Newport, Palmyra 2368900	**023689.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$340,000 $75,000 $5,000,000 $400,000 $0	Federal HPP Federal HSIP Federal NHPP Highway and Bridge Other	$4,000,000 $373,500 $320,000 $1,121,500 $0	$0 $373,500 $0 $41,500 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$1,333,333 $0 $106,667 $360,000 $0	$1,333,333 $0 $106,667 $360,000 $0
			Totals:		**$5,815,000**	**$415,000**	**$0**	**$0**	**$1,800,000**	**$1,800,000**

Route 2
Beginning at the Palmyra town line and extending east 0.22 of a mile. This project is using Congressionally Directed Spending.

Newport, Palmyra	**027066.00** Highways Guardrail Installation/Replacement	PE: ROW: CON: CE: Other:	$75,000 $0 $1,450,000 $100,000 $0	Federal HSIP Highway and Bridge	$1,300,000 $325,000	$0 $0	$20,000 $5,000	$20,000 $5,000	$433,333 $108,333	$413,333 $103,333
			Totals:		**$1,625,000**	**$0**	**$25,000**	**$25,000**	**$541,667**	**$516,667**

Interstate 95 Northbound
Beginning 0.25 of a mile north of Route 11 and extending south 2.90 miles.

Newport, Plymouth 2582500	**025825.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$3,920 $0 $211,876 $7,840 $0	Federal STP Highway and Bridge Other	$178,909 $44,727 $0	$0 $784 $0	$61,727 $14,648 $0	$58,591 $14,648 $0	$58,591 $14,648 $0	$0 $0 $0
			Totals:		**$223,636**	**$784**	**$76,375**	**$73,239**	**$73,239**	**$0**

Route 7
Beginning 0.26 of a mile south of Condon Road and extending north 1.28 miles.

Newport	**027328.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$8,560 $0 $402,320 $17,120 $0	Federal STP Highway and Bridge	$342,400 $85,600	$0 $0	$2,283 $571	$2,283 $571	$114,133 $28,533	$111,851 $27,963
			Totals:		**$428,000**	**$0**	**$2,853**	**$2,853**	**$142,667**	**$139,813**

Route 2
Beginning at Route 11 and extending southeast 1.070 miles.

Newry 2293600	**022936.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$40,000 $10,000 $500,000 $50,000 $0	Federal STP Highway and Bridge Other	$480,000 $120,000 $0	$16,000 $4,000 $0	$12,000 $3,000 $0	$158,667 $39,667 $0	$146,667 $36,667 $0	$146,667 $36,667 $0
			Totals:		**$600,000**	**$20,000**	**$15,000**	**$198,333**	**$183,333**	**$183,333**

Route 26
Large culvert (#900175) located 0.57 of a mile south of Branch Road.

Nobleboro, Waldoboro 2416110	**024161.10** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$5,000 $0 $3,480,414 $135,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$2,820,331 $76,000 $724,083 $0	$2,819,563 $0 $723,891 $0	$768 $76,000 $192 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$3,620,414**	**$3,543,454**	**$76,960**	**$0**	**$0**	**$0**

Route 1
Beginning 0.07 of a mile east of East Pond Road and extending east 3.31 miles.

Norridgewock 2630000	**026300.00** Bicycle/Pedestrian Rehabilitation	PE: ROW: CON: CE: Other:	$130,000 $40,000 $0 $0 $0	Federal STP Federal TAP Highway and Bridge Local Other	$108,000 $28,000 $0 $34,000 $0	$0 $0 $0 $27,000 $0	$36,000 $9,333 $0 $2,333 $0	$36,000 $9,333 $0 $2,333 $0	$36,000 $9,333 $0 $2,333 $0	$0 $0 $0 $0 $0
			Totals:		**$170,000**	**$27,000**	**$47,667**	**$47,667**	**$47,667**	**$0**

Route 2
Beginning at Perkins Street and extending east 0.53 of a mile.

Norridgewock 2650000	**026500.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$20,988 $0 $1,154,361 $83,954 $0	Federal NHPP Federal NHS Highway and Bridge Other	$990,652 $16,790 $251,861 $0	$0 $0 $4,198 $0	$0 $8,395 $0 $0	$330,217 $8,395 $82,554 $0	$330,217 $0 $82,554 $0	$330,217 $0 $82,554 $0
			Totals:		**$1,259,303**	**$4,198**	**$8,395**	**$421,167**	**$412,772**	**$412,772**

Route 2/Route 201A
Beginning at Upper Main Street and extending northeast 0.64 of a mile on Route 2. Beginning at Route 2 and extending north 0.19 of a mile on Route 201A. Beginning 0.01 of a mile south of River Road and extending north 0.10 of a mile on Route 201A.

North Berwick, Sanford 2511900	**025119.00** Highways Hot-In-Place Recycle	PE: ROW: CON: CE: Other:	$24,571 $0 $3,026,037 $300,000 $0	Federal STP Highway and Bridge Other	$2,680,486 $670,122 $0	$2,504,486 $626,122 $0	$176,000 $44,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$3,350,608**	**$3,130,608**	**$220,000**	**$0**	**$0**	**$0**

Route 4
Beginning 0.12 of a mile north of Lebanon Road and extending north 7.02 miles.

North Berwick 2590100	**025901.00** Railroad Rail Crossing Improvements	PE: ROW: CON: CE: Other:	$5,000 $0 $164,773 $10,000 $0	Federal RH Xing Program Highway and Bridge Other Private	$161,796 $1,500 $0 $16,477	$160,150 $1,317 $0 $16,477	$1,646 $183 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$179,773**	**$177,944**	**$1,829**	**$0**	**$0**	**$0**

Route 4
Railroad crossing (#053153A) located at the intersection of Route 4 and Buffum Road.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
North Haven, Swans Island, Tremont, Vinalhaven	**026962.00** Ferry Route Bridge Rehabilitation	PE: ROW: CON: CE: Other:	$200,000 $0 $1,000,000 $50,000 $0	Federal FBP MM Trans	$1,000,000 $250,000	$0 $0	$53,333 $13,333	$53,333 $13,333	$333,333 $83,333	$280,000 $70,000
		Totals:			**$1,250,000**	**$0**	**$66,667**	**$66,667**	**$416,667**	**$350,000**
Transfer bridges *Upgrade Transfer bridges to Bass Harbor Bridge (#6339), Swans Island Bridge (#6349), Vinalhaven Bridge (#6351) and N. Haven Bridge (#6344).*										
Northern Region 1480020	**014852.20** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $42,500	Federal Planning Highway and Bridge Other	$34,000 $8,500 $0	$0 $2,500 $0	$34,000 $6,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$42,500**	**$2,500**	**$40,000**	**$0**	**$0**	**$0**
NMDC RPO Support *Northern Maine Development Commission (NMDC) Regional Planning Organization support.*										
Northern Region 1480021	**014852.21** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $52,000	Federal Planning Highway and Bridge Other	$41,600 $10,400 $0	$41,600 $10,400 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$52,000**	**$52,000**	**$0**	**$0**	**$0**	**$0**
NMDC RPO Support *Northern Maine Development Commission (NMDC) Regional Planning Organization support.*										
Northern Region 1480022	**014852.22** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $52,000	Federal Planning Highway and Bridge	$41,600 $10,400	$8,000 $2,000	$33,600 $8,400	$0 $0	$0 $0	$0 $0
		Totals:			**$52,000**	**$10,000**	**$42,000**	**$0**	**$0**	**$0**
NMDC RPO Support *Northern Maine Development Commission (NMDC) Regional Planning Organization support.*										
Northern Region 1480023	**014852.23** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $10,000	Federal Planning Highway and Bridge	$8,000 $2,000	$0 $2,000	$8,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$10,000**	**$2,000**	**$8,000**	**$0**	**$0**	**$0**
NMDC RPO Support *Northern Maine Development Commission (NMDC) Regional Planning Organization support.*										
Northern Region	**014852.24** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $10,000	Federal Planning Highway and Bridge	$8,000 $2,000	$0 $0	$0 $0	$8,000 $2,000	$0 $0	$0 $0
		Totals:			**$10,000**	**$0**	**$0**	**$10,000**	**$0**	**$0**
NMDC RPO Support *Northern Maine Development Commission (NMDC) Regional Planning Organization support.*										
Northern Region	**014852.25** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $10,000	Federal Planning Highway and Bridge	$8,000 $2,000	$0 $0	$0 $0	$0 $0	$8,000 $2,000	$0 $0
		Totals:			**$10,000**	**$0**	**$0**	**$0**	**$10,000**	**$0**
NMDC RPO Support *Northern Maine Development Commission (NMDC) Regional Planning Organization support.*										
Northport 2415900	**024159.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$66,528 $0 $1,531,720 $65,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$1,330,598 $0 $332,650 $0	$1,330,598 $0 $332,650 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$1,663,248**	**$1,663,248**	**$0**	**$0**	**$0**	**$0**
Route 1 *Beginning 0.23 of a mile north of Pound Hill Road and extending north 2.70 miles.*										
Norway, Oxford 2528700	**025287.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$68,665 $0 $2,692,970 $165,539 $0	Federal NHPP Federal NHS Highway and Bridge Other	$2,306,853 $34,886 $585,435 $0	$0 $0 $8,722 $0	$782,315 $34,886 $195,579 $0	$762,269 $0 $190,567 $0	$762,269 $0 $190,567 $0	$0 $0 $0 $0
		Totals:			**$2,927,174**	**$8,722**	**$1,012,780**	**$952,836**	**$952,836**	**$0**
Route 26 *Beginning 0.02 of a mile north of Skeetfield Road and extending northwest 3.49 miles to 0.02 of a mile south of Fair Street.*										
Norway 2311600	**023116.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$475,000 $20,000 $1,835,000 $300,000 $0	Federal STP Highway and Bridge Other	$2,104,000 $526,000 $0	$200,000 $53,000 $0	$765,333 $188,333 $0	$569,333 $142,333 $0	$569,333 $142,333 $0	$0 $0 $0
		Totals:			**$2,630,000**	**$253,000**	**$953,667**	**$711,667**	**$711,667**	**$0**
Route 117 *Tannery Brook Bridge (#3610) over Tannery Brook. Located 0.14 of a mile northwest of Paris Street.*										
Norway 2363900	**023639.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$179,500 $500 $931,000 $160,000 $0	Federal STP Highway and Bridge Other	$1,016,800 $254,200 $0	$932,628 $240,157 $0	$84,172 $14,043 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,271,000**	**$1,172,786**	**$98,214**	**$0**	**$0**	**$0**
Route 117 *Pleasant Street Bridge (#2677) over Pennesseewassee Stream. Located 0.06 of a mile southwest of Pleasant Street.*										
Norway 2671600	**026716.00** Highways 3/4" Overlay	PE: ROW: CON: CE: Other:	$38,070 $0 $951,758 $57,105 $0	Federal IM Federal STP Highway and Bridge Other	$30,456 $807,090 $209,387 $0	$0 $0 $7,614 $0	$30,456 $269,030 $67,258 $0	$0 $269,030 $67,258 $0	$0 $269,030 $67,258 $0	$0 $0 $0 $0
		Totals:			**$1,046,933**	**$7,614**	**$366,744**	**$336,288**	**$336,288**	**$0**
Route 117 *Beginning 0.80 of a mile north of the Otisfield town line and extending north 2.97 miles.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Oakfield 2180600	**021806.00** Highways Lighting	PE: ROW: CON: CE: Other:	$12,286 $0 $319,745 $75,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$222,443 $143,835 $40,753 $0	$222,443 $0 $40,703 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $47,945 $17 $0	$0 $47,945 $17 $0
			Totals:		**$407,031**	**$263,146**	**$0**	**$0**	**$47,962**	**$47,962**
Interstate 95 Northbound *Located at Interstate 95 Exit 286.*										
Oakland, Waterville 2670600	**026706.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$30,681 $0 $767,019 $46,021 $0	Federal STP Highway and Bridge Other	$674,977 $168,744 $0	$0 $6,136 $0	$241,355 $54,203 $0	$216,811 $54,203 $0	$216,811 $54,203 $0	$0 $0 $0
			Totals:		**$843,721**	**$6,136**	**$295,558**	**$271,013**	**$271,013**	**$0**
Route 11 *Beginning at Route 23 and extending southeast 1.66 miles. Includes some approaches.*										
Old Town 2510100	**025101.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$5,000 $0 $465,000 $100,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$0 $456,000 $114,000 $0	$0 $453,409 $113,352 $0	$0 $2,591 $648 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$570,000**	**$566,761**	**$3,239**	**$0**	**$0**	**$0**
Route 16 *I-95 Interchange 53 Bridge (#6062) over Interstate 95. Located 0.33 of a mile north of Old Bennoch Road.*										
Old Town 2553100	**025531.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$50,000 $5,000 $305,000 $40,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$74,916 $285,084 $40,000 $0	$9,000 $0 $32,676 $0	$65,916 $285,084 $7,324 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$400,000**	**$41,676**	**$358,324**	**$0**	**$0**	**$0**
Interstate 95 Northbound *I-95 NB/ Kirkland Road Bridge (#6059) over Kirkland Road. Located 0.79 of a mile north of the Orono town line.*										
Old Town 2553300	**025533.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$10,000 $0 $460,000 $90,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$0 $448,000 $112,000 $0	$0 $442,029 $110,507 $0	$0 $5,971 $1,493 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$560,000**	**$552,536**	**$7,464**	**$0**	**$0**	**$0**
Route 43 *Route 43/ I-95 Bridge (#6061) over Interstate 95. Located 0.63 of a mile north of Bennoch Road.*										
Old Town	**025611.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$55,000 $20,000 $750,000 $75,000 $0	Federal STP Highway and Bridge	$660,000 $240,000	$0 $0	$0 $37,500	$220,000 $92,500	$220,000 $55,000	$220,000 $55,000
			Totals:		**$900,000**	**$0**	**$37,500**	**$312,500**	**$275,000**	**$275,000**
Route 43 *Large culvert (#46853) located 0.40 of a mile east of the intersection of Kirkland Road.*										
Orono 2599900	**025999.00** Highways Lighting	PE: ROW: CON: CE: Other:	$75,000 $0 $900,000 $100,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$900,000 $67,500 $107,500 $0	$0 $0 $7,500 $0	$0 $33,750 $0 $0	$300,000 $33,750 $33,333 $0	$300,000 $0 $33,333 $0	$300,000 $0 $33,333 $0
			Totals:		**$1,075,000**	**$7,500**	**$33,750**	**$367,083**	**$333,333**	**$333,333**
Interstate 95 *Begining 0.05 of a mile south of Interstate 95 Exit 193 northbound and extending north 0.60 of a mile. Continuing 0.08 of a mile north of Interstate 95 Exit 193 southbound and extending south 0.50 of a mile.*										
Otisfield 2599100	**025991.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,200,000 $300,000 $0	$120,000 $33,000 $0	$6,000 $0 $0	$362,000 $89,000 $0	$356,000 $89,000 $0	$356,000 $89,000 $0
			Totals:		**$1,500,000**	**$153,000**	**$6,000**	**$451,000**	**$445,000**	**$445,000**
Bolsters Mills Road *College Swamp Bridge (#3475) over College Swamp. Located 0.415 of a mile north of Route 121.*										
Oxford 2295200	**022952.00** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$140,000 $100,000 $675,000 $70,000 $0	Federal HSIP Federal Safety Highway and Bridge Other	$261,000 $625,500 $98,500 $0	$202,500 $0 $95,000 $0	$58,500 $625,500 $3,500 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$985,000**	**$297,500**	**$687,500**	**$0**	**$0**	**$0**
Route 26 *Located at the intersection of Route 26 and Skeetfield Road.*										
Oxford	**027044.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$120,000 $50,000 $1,180,000 $150,000 $0	Federal HSIP Highway and Bridge	$1,200,000 $300,000	$0 $0	$45,333 $11,333	$45,333 $11,333	$400,000 $100,000	$354,667 $88,667
			Totals:		**$1,500,000**	**$0**	**$56,667**	**$56,667**	**$500,000**	**$443,333**
Route 26/Oxford Street *Located at the intersection of Route 26 and Oxford Street.*										
Palmyra, Pittsfield 2646800	**026468.00** Highways 1 1/2" Overlay	PE: ROW: CON: CE: Other:	$30,000 $0 $4,970,000 $225,000 $0	Federal NHFP Federal NHPP Highway and Bridge	$27,000 $4,553,500 $644,500	$27,000 $0 $3,000	$0 $0 $0	$0 $1,517,833 $213,833	$0 $1,517,833 $213,833	$0 $1,517,833 $213,833
			Totals:		**$5,225,000**	**$30,000**	**$0**	**$1,731,667**	**$1,731,667**	**$1,731,667**
Interstate 95 Southbound *Beginning at Route 11 and extending south 7.62 miles.*										
Palmyra 1887500	**018875.00** Highways Lighting	PE: ROW: CON: CE: Other:	$18,231 $0 $411,512 $75,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$267,265 $185,180 $52,297 $0	$267,265 $0 $52,297 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $61,727 $0 $0	$0 $61,727 $0 $0
			Totals:		**$504,743**	**$319,563**	**$0**	**$0**	**$61,727**	**$61,727**
Interstate 95 NB and SB *Located at Interstate 95 northbound and southbound Exit #157.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Palmyra	**022256.00**	PE:	$145,000	Federal STP	$1,268,000	$0	$449,333	$409,333	$409,333	$0
	Highways	ROW:	$20,000							
	Bridge Replacement	CON:	$1,360,000	Highway and Bridge	$432,000	$115,000	$112,333	$102,333	$102,333	$0
		CE:	$175,000							
		Other:	$0							
			Totals:		**$1,700,000**	**$115,000**	**$561,667**	**$511,667**	**$511,667**	**$0**

Palmyra Road
Hanson Bridge (#1035) over Smith Brook. Located 0.34 of a mile south of Spring Hill Road.

Palmyra	**022954.00**	PE:	$4,000	Federal NHPP	$3,200	$3,200	$0	$0	$0	$0
2295400	Production Support And Administration	ROW:	$0	Federal NHS	$0	$0	$0	$0	$0	$0
	Planning Studies	CON:	$0	Federal STP	$0	$0	$0	$0	$0	$0
		CE:	$0	Highway and Bridge	$800	$800	$0	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
			Totals:		**$4,000**	**$4,000**	**$0**	**$0**	**$0**	**$0**

Route 2
Located at the intersection of Route 2 and Route 152.

Palmyra	**024209.00**	PE:	$80,000	Federal HSIP	$669,015	$536,403	$132,612	$0	$0	$0
2420900	Highways	ROW:	$326,000	Highway and Bridge	$74,860	$60,199	$14,661	$0	$0	$0
	Safety Improvements	CON:	$307,875							
		CE:	$30,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$743,875**	**$596,602**	**$147,273**	**$0**	**$0**	**$0**

Route 2
Located at the intersection of Route 2 and Route 152.

Palmyra	**025315.00**	PE:	$750,000	Federal NHPP	$8,775,000	$0	$154,500	$154,500	$2,925,000	$2,770,500
2531500	Highways	ROW:	$15,000	Federal NHS	$225,000	$0	$75,000	$75,000	$75,000	$0
	Bridge Replacement	CON:	$8,575,000	Highway and Bridge	$1,000,000	$25,000	$17,167	$17,167	$325,000	$307,833
		CE:	$660,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$10,000,000**	**$25,000**	**$246,667**	**$246,667**	**$3,325,000**	**$3,078,333**

Route 100
Route 100 / I-95 Bridge (#5957) over Interstate 95. Located 0.86 of a mile north of Karen Street.

Parkman	**022958.00**	PE:	$84,000	Federal STP	$964,000	$76,000	$4,000	$297,333	$293,333	$293,333
2295800	Highways	ROW:	$21,000	Highway and Bridge	$241,000	$19,000	$1,000	$74,333	$73,333	$73,333
	Large Culvert Replacement	CON:	$1,000,000							
		CE:	$100,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$1,205,000**	**$95,000**	**$5,000**	**$371,667**	**$366,667**	**$366,667**

Route 150
Large culvert (#46300) located 0.26 of a mile north of Wellington Road.

Patten	**024241.00**	PE:	$90,000	Federal STP	$80,000	$30,000	$16,667	$16,667	$16,667	$0
2424100	Highways	ROW:	$10,000	Highway and Bridge	$20,000	$15,000	$1,667	$1,667	$1,667	$0
	Large Culvert Improvements	CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$100,000**	**$45,000**	**$18,333**	**$18,333**	**$18,333**	**$0**

Route 11
Large culvert (#46557) located 0.51 of a mile north of the Shin Pond Road.

Pembroke	**026630.09**	PE:	$0	Federal Federal Grants	$531,672	$0	$0	$0	$177,224	$177,224
	Highways	ROW:	$0	Federal STP	$202,728	$0	$0	$0	$67,576	$67,576
	Large Culvert Replacement	CON:	$850,000							
		CE:	$68,000	Highway and Bridge	$183,600	$0	$0	$0	$61,200	$61,200
		Other:	$0							
			Totals:		**$918,000**	**$0**	**$0**	**$0**	**$306,000**	**$306,000**

Route 1
Large culvert (#47373) located 0.06 of mile south of Ayers Junction Road. FHWA INFRA Grant recipient.

Penobscot	**024273.00**	PE:	$100,000	Federal STP	$479,200	$92,000	$193,600	$193,600	$0	$0
2427300	Highways	ROW:	$15,000	Highway and Bridge	$119,800	$119,800	$0	$0	$0	$0
	Large Culvert Replacement	CON:	$476,500							
		CE:	$7,500	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$599,000**	**$211,800**	**$193,600**	**$193,600**	**$0**	**$0**

Route 166
Large culvert (#988887) located 0.16 of a mile south of Route 175.

Perham	**023128.00**	PE:	$100,000	Federal STP	$1,788,865	$80,000	$577,622	$565,622	$565,622	$0
2312800	Highways	ROW:	$15,000	Highway and Bridge	$447,216	$23,000	$141,405	$141,405	$141,405	$0
	Bridge Replacement	CON:	$2,021,081							
		CE:	$100,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$2,236,081**	**$103,000**	**$719,027**	**$707,027**	**$707,027**	**$0**

Route 228
Salmon Stream Bridge (#2739) over Salmon Stream. Located 0.16 of a mile north of Mouse Island Road.

Perry	**026630.07**	PE:	$0	Federal Federal Grants	$2,163,176	$0	$0	$721,059	$721,059	$721,059
	Highways	ROW:	$0	Federal STP	$824,824	$0	$0	$274,941	$274,941	$274,941
	Bridge Replacement	CON:	$3,235,000							
		CE:	$500,000	Highway and Bridge	$747,000	$0	$0	$249,000	$249,000	$249,000
		Other:	$0							
			Totals:		**$3,735,000**	**$0**	**$0**	**$1,245,000**	**$1,245,000**	**$1,245,000**

Route 1
Smelt Brook Bridge (#2774) over Smelt Brook. Located 0.100 of a mile west of Thompson Store Road. FHWA INFRA Grant recipient.

Perry	**026630.11**	PE:	$0	Federal Federal Grants	$531,672	$0	$0	$0	$177,224	$177,224
	Highways	ROW:	$0	Federal STP	$202,728	$0	$0	$0	$67,576	$67,576
	Large Culvert Replacement	CON:	$850,000							
		CE:	$68,000	Highway and Bridge	$183,600	$0	$0	$0	$61,200	$61,200
		Other:	$0							
			Totals:		**$918,000**	**$0**	**$0**	**$0**	**$306,000**	**$306,000**

Route 1
Cross culvert (#88081) located 0.21 of a mile east of Burby Road. FHWA INFRA Grant recipient.

Perry	**026630.12**	PE:	$0	Federal Federal Grants	$531,672	$0	$0	$0	$177,224	$177,224
	Highways	ROW:	$0	Federal STP	$202,728	$0	$0	$0	$67,576	$67,576
	Large Culvert Replacement	CON:	$850,000							
		CE:	$68,000	Highway and Bridge	$183,600	$0	$0	$0	$61,200	$61,200
		Other:	$0							
			Totals:		**$918,000**	**$0**	**$0**	**$0**	**$306,000**	**$306,000**

Route 1

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Cross culvert (#88085) located 0.12 of a mile west of Cannon Hill Road. FHWA INFRA Grant recipient.										
Peru 2544300	**025443.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$25,124 $0 $3,312,607 $250,362 $0	Federal STP Highway and Bridge Other	$2,870,474 $717,619 $0	$20,099 $641,121 $0	$2,850,375 $76,498 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$3,588,093**	**$661,220**	**$2,926,873**	**$0**	**$0**	**$0**
Route 108 *Beginning 0.04 of a mile west of River Road and extending northwest 5.54 miles.*										
Phillips 2362300	**023623.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$235,000 $20,000 $1,000,000 $95,000 $0	Federal LHIP Federal STP Highway and Bridge Other	$880,000 $200,000 $270,000 $0	$0 $80,000 $50,000 $0	$1,333 $40,000 $333 $0	$1,333 $40,000 $333 $0	$293,333 $40,000 $73,333 $0	$292,000 $0 $73,000 $0
			Totals:		**$1,350,000**	**$130,000**	**$41,667**	**$41,667**	**$406,667**	**$365,000**
Route 149 *Lower Village Bridge (#5063) over Sandy River. Located 0.02 of a mile south of Amble Street.*										
Phillips 2364100	**023641.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$235,000 $20,000 $1,000,000 $85,000 $0	Federal LHIP Federal STP Highway and Bridge Other	$872,000 $200,000 $268,000 $0	$0 $100,000 $50,000 $0	$1,333 $33,333 $333 $0	$1,333 $33,333 $333 $0	$290,667 $33,333 $72,667 $0	$289,333 $0 $72,333 $0
			Totals:		**$1,340,000**	**$150,000**	**$35,000**	**$35,000**	**$396,667**	**$361,667**
Route 142 *Ross Bridge (#5064) over Sandy River. Located 0.21 of a mile south of Bridge Street.*										
Pittsfield 2181200	**021812.00** Highways Highway Rehabilitation	PE: ROW: CON: CE: Other:	$425,000 $50,000 $4,000,000 $248,000 $0	Federal HPP Federal STP Highway and Bridge Other	$3,200,000 $578,400 $944,600 $0	$0 $380,000 $95,000 $0	$0 $0 $0 $0	$0 $0 $0 $0	$1,066,667 $66,133 $283,200 $0	$1,066,667 $66,133 $283,200 $0
			Totals:		**$4,723,000**	**$475,000**	**$0**	**$0**	**$1,416,000**	**$1,416,000**
Route 11 *Beginning 0.02 of a mile south of Nichols Street and extending north 1.85 miles. This project is using Congressionally Directed Spending.*										
Pittsfield 2360300	**023603.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$112,661 $5,000 $3,745,182 $300,000 $0	Federal NHPP Federal NHS GARVEE Highway and Bridge Other	$538,059 $270,000 $2,938,500 $416,284 $0	$64,800 $0 $0 $363,700 $0	$473,259 $270,000 $2,938,500 $52,584 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$4,162,843**	**$428,500**	**$3,734,343**	**$0**	**$0**	**$0**
Interstate 95 Southbound *I-95 SB/ Route 152 and MCRR Bridge (#5986) over Route 152. Located 1.24 miles west of the Palmyra town line.*										
Pittsfield 2360700	**023607.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$150,000 $5,000 $3,111,770 $200,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$1,117,593 $2,002,500 $346,677 $0	$67,500 $0 $290,524 $0	$1,050,093 $2,002,500 $56,153 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$3,466,770**	**$358,024**	**$3,108,746**	**$0**	**$0**	**$0**
Interstate 95 Northbound *I-95 NB/ North Main Street Bridge (#5989) over Madawaska Avenue. Located 0.38 of a mile west of the Palmyra town line.*										
Pittsfield 2360900	**023609.00** Highways Bridge Rehabilitation	PE: ROW: CON: CE: Other:	$150,000 $5,000 $2,198,875 $200,000 $0	Federal NHPP Federal NHS GARVEE Highway and Bridge Other	$139,500 $180,000 $1,978,988 $255,388 $0	$58,500 $0 $0 $246,388 $0	$81,000 $180,000 $1,978,988 $9,000 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$2,553,875**	**$304,888**	**$2,248,988**	**$0**	**$0**	**$0**
Interstate 95 Southbound *I-95 SB/ North Main Street Bridge (#1445) over Madawaska Avenue. Located 0.36 of a mile west of the Palmyra town line.*										
Pittsfield 2361300	**023613.00** Highways Bridge Rehabilitation	PE: ROW: CON: CE: Other:	$200,000 $5,000 $3,675,000 $350,000 $0	Federal NHPP Federal NHS Federal STP GARVEE Highway and Bridge Other	$166,000 $283,500 $50,000 $3,307,500 $423,000 $0	$22,000 $0 $50,000 $0 $407,000 $0	$144,000 $283,500 $0 $3,307,500 $16,000 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0
			Totals:		**$4,230,000**	**$479,000**	**$3,751,000**	**$0**	**$0**	**$0**
Interstate 95 Southbound *I-95 SB/ Sebasticook River Bridge (#1446) over Interstate 95 southbound. Located 1.06 miles south of the Palmyra town line.*										
Pittsfield	**025631.06** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$0 $0 $2,785,000 $634,873 $0	Federal Federal Grants Federal STP Highway and Bridge	$1,964,012 $771,886 $683,975	$0 $0 $0	$0 $0 $0	$654,671 $257,295 $227,992	$654,671 $257,295 $227,992	$654,671 $257,295 $227,992
			Totals:		**$3,419,873**	**$0**	**$0**	**$1,139,958**	**$1,139,958**	**$1,139,958**
Interstate 95 Southbound *I95 SB/Somerset Avenue Bridge (#1447) over Somerset Avenue. Located 1.21 miles south of Route 152. FHWA INFRA Grant recipient.*										
Pittsfield	**025631.07** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$0 $0 $2,780,000 $634,873 $0	Federal Federal Grants Federal STP Highway and Bridge	$1,961,141 $770,758 $682,975	$0 $0 $0	$0 $0 $0	$653,714 $256,919 $227,658	$653,714 $256,919 $227,658	$653,714 $256,919 $227,658
			Totals:		**$3,414,873**	**$0**	**$0**	**$1,138,291**	**$1,138,291**	**$1,138,291**
Interstate 95 Northbound *I95 NB/Somerset Avenue Bridge (#5985) over Somerset Avenue. Located 1.11 miles north of Webb Road. FHWA INFRA Grant recipient.*										
Pittsfield	**025631.08** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$0 $0 $2,825,000 $634,873 $0	Federal Federal Grants Federal STP Highway and Bridge	$1,986,984 $780,915 $691,975	$0 $0 $0	$0 $0 $0	$662,328 $260,305 $230,658	$662,328 $260,305 $230,658	$662,328 $260,305 $230,658
			Totals:		**$3,459,873**	**$0**	**$0**	**$1,153,291**	**$1,153,291**	**$1,153,291**
Interstate 95 Southbound *I95 SB/Webb Road Bridge (#1449) over Webb Road. Located 1.11 miles south of Somerset Avenue. FHWA INFRA Grant recipient.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Pittsfield	**025631.09**	PE:	$0	Federal Federal Grants	$1,897,968	$0	$0	$632,656	$632,656	$632,656
	Highways	ROW:	$0	Federal STP	$745,930	$0	$0	$248,643	$248,643	$248,643
	Bridge Deck Replacement	CON:	$2,670,000	Highway and Bridge	$660,975	$0	$0	$220,325	$220,325	$220,325
		CE:	$634,873							
		Other:	$0							
		Totals:			**$3,304,873**	**$0**	**$0**	**$1,101,624**	**$1,101,624**	**$1,101,624**
Interstate 95 Northbound										
I95 NB/Webb Road Bridge (#5984) over Webb Road . Located 2.58 miles north of Snakeroot Road. FHWA INFRA Grant recipient.										
Pittsfield	**026109.00**	PE:	$150,000	Federal STP	$1,200,000	$0	$66,000	$422,000	$356,000	$356,000
2610900	Highways	ROW:	$15,000	Highway and Bridge	$300,000	$33,000	$0	$89,000	$89,000	$89,000
	Bridge Replacement	CON:	$1,185,000	Other	$0	$0	$0	$0	$0	$0
		CE:	$150,000							
		Other:	$0							
		Totals:			**$1,500,000**	**$33,000**	**$66,000**	**$511,000**	**$445,000**	**$445,000**
Route 11/100										
Farnham Bridge (#2274) over Farnham Brook. Located 0.12 of a mile north of Webb Road.										
Pittsfield	**026111.00**	PE:	$150,000	Federal STP	$1,200,000	$0	$66,000	$422,000	$356,000	$356,000
2611100	Highways	ROW:	$15,000	Highway and Bridge	$300,000	$33,000	$0	$89,000	$89,000	$89,000
	Bridge Replacement	CON:	$1,185,000	Other	$0	$0	$0	$0	$0	$0
		CE:	$150,000							
		Other:	$0							
		Totals:			**$1,500,000**	**$33,000**	**$66,000**	**$511,000**	**$445,000**	**$445,000**
Route 11/100										
Osborne Bridge (#2634) over Farnham Brook. Located 0.18 of a mile north of Webb Road.										
Pittston	**026162.00**	PE:	$100,000	Federal STP	$1,132,000	$0	$46,000	$392,667	$346,667	$346,667
2616200	Highways	ROW:	$15,000	Highway and Bridge	$283,000	$23,000	$0	$86,667	$86,667	$86,667
	Bridge Replacement	CON:	$1,200,000	Other	$0	$0	$0	$0	$0	$0
		CE:	$100,000							
		Other:	$0							
		Totals:			**$1,415,000**	**$23,000**	**$46,000**	**$479,333**	**$433,333**	**$433,333**
Route 27										
Nehumkeag Bridge (#5283) over Nehumkeag Brook. Located 0.10 of a mile north of Forest Lane.										
Poland	**025275.00**	PE:	$40,000	Federal HSIP	$364,500	$0	$121,500	$121,500	$121,500	$0
2527500	Highways	ROW:	$5,000	Federal Safety	$40,500	$0	$40,500	$0	$0	$0
	Safety Improvements	CON:	$370,000	Highway and Bridge	$45,000	$4,500	$13,500	$13,500	$13,500	$0
		CE:	$35,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$450,000**	**$4,500**	**$175,500**	**$135,000**	**$135,000**	**$0**
Route 26/Route 122										
Located at the intersection of Route 26 and Route 122.										
Portage Lake, T14 R6 Wels	**026626.20**	PE:	$0	Federal Grants	$2,724,444	$0	$0	$908,148	$908,148	$908,148
	Highways	ROW:	$0	Federal STP	$794,408	$0	$0	$264,803	$264,803	$264,803
	Cold-In-Place Recycle	CON:	$3,972,042	Highway and Bridge	$729,506	$0	$0	$243,169	$243,169	$243,169
		CE:	$276,316							
		Other:	$0							
		Totals:			**$4,248,358**	**$0**	**$0**	**$1,416,119**	**$1,416,119**	**$1,416,119**
Route 11										
Beginning 0.12 of a mile south of T14 R6 WELS town line and extending north 4.40 miles. Project funding is contingent on Congressionally Directed Spending approval.										
Porter	**026378.00**	PE:	$30,000	Federal STP	$240,000	$24,000	$2,000	$72,667	$70,667	$70,667
2637800	Highways	ROW:	$5,000	Highway and Bridge	$60,000	$7,000	$0	$17,667	$17,667	$17,667
	Large Culvert Rehabilitation	CON:	$250,000	Other	$0	$0	$0	$0	$0	$0
		CE:	$15,000							
		Other:	$0							
		Totals:			**$300,000**	**$31,000**	**$2,000**	**$90,333**	**$88,333**	**$88,333**
Route 25										
Large culvert (#46052) located 0.37 of a mile west of Colcord Pond Road. Large culvert (#46053) located 0.08 of a mile east of New Hampshire state line.										
Pownal	**027298.00**	PE:	$40,000	Federal STP	$184,000	$0	$17,333	$17,333	$61,333	$44,000
	Highways	ROW:	$25,000	Highway and Bridge	$46,000	$0	$4,333	$4,333	$15,333	$11,000
	Large Culvert Replacement	CON:	$150,000							
		CE:	$15,000							
		Other:	$0							
		Totals:			**$230,000**	**$0**	**$21,667**	**$21,667**	**$76,667**	**$55,000**
Elmwood Road										
Large culvert (#99418) located 0.03 of a mile north of the Freeport town line.										
Prentiss Twp T7 R3 Nbpp	**027532.00**	PE:	$200,000	Federal LHIP	$1,440,000	$0	$57,333	$57,333	$480,000	$422,667
	Highways	ROW:	$15,000	Highway and Bridge	$360,000	$0	$14,333	$14,333	$120,000	$105,667
	Bridge Replacement	CON:	$1,385,000							
		CE:	$200,000							
		Other:	$0							
		Totals:			**$1,800,000**	**$0**	**$71,667**	**$71,667**	**$600,000**	**$528,333**
Route 169										
Mattagodus Bridge (#5185) over Mattagodus Stream. Located 0.07 of a mile north of the Carroll Plt. town line.										
Presque Isle, Westfield	**025109.00**	PE:	$71,273	Federal NHPP	$70,563	$70,563	$0	$0	$0	$0
2510900	Highways	ROW:	$0	Federal NHS	$140,000	$0	$140,000	$0	$0	$0
	Mill And Fill	CON:	$3,372,136	Federal STP	$2,744,164	$2,744,164	$0	$0	$0	$0
		CE:	$250,000	Highway and Bridge	$738,682	$738,682	$0	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$3,693,409**	**$3,553,409**	**$140,000**	**$0**	**$0**	**$0**
Route 1										
Beginning 0.04 of a mile north of Miller Road and extending north 5.17 miles.										
Presque Isle	**006462.92**			Federal Federal Grants	$44,100,000	$0	$0	$0	$14,700,000	$14,700,000
6462920	Highways			Federal HPP	$1,480,000	$1,360,000	$40,000	$40,000	$40,000	$0
	New Construction	PE:	$5,804,000	Federal HPP - Toll Credits	$370,000	$340,000	$10,000	$10,000	$10,000	$0
		ROW:	$5,000,000	Federal NHPP	$4,593,200	$1,020,000	$1,191,067	$1,191,067	$1,191,067	$0
		CON:	$66,000,000	Federal STP	$16,900,000	$0	$733,333	$733,333	$5,633,333	$4,900,000
		CE:	$7,500,000	Highway and Bridge	$16,860,800	$75,000	$695,267	$695,267	$5,595,267	$4,900,000
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$84,304,000**	**$2,795,000**	**$2,669,667**	**$2,669,667**	**$27,169,667**	**$24,500,000**
Presque Isle Bypass										
Beginning at Route 1 and extending north 5.83 miles to the Conant Road. FHWA INFRA Grant recipient										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Presque Isle 2053800	**020538.00** Highways Drainage Improvements	PE:	$2,259	Federal STP	$1,807	$1,807	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$452	$452	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$2,259**	**$2,259**	**$0**	**$0**	**$0**	**$0**
McBurnie Road *Located 1.10 miles north of Washburn Road.*										
Presque Isle 2235000	**022350.00** Highways Bridge Beam Ends & Bearing Painting	PE:	$25,000	Federal STP	$254,210	$4,400	$249,810	$0	$0	$0
		ROW:	$5,000	Highway and Bridge	$63,553	$32,912	$30,640	$0	$0	$0
		CON:	$262,763							
		CE:	$25,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$317,763**	**$37,312**	**$280,451**	**$0**	**$0**	**$0**
Route 1 *H.N. Flagg Memorial Bridge (#2189) over the Aroostook River. Located 0.12 of a mile south of Reach Road.*										
Presque Isle 2513300	**025133.00** Highways 1 1/4" Overlay	PE:	$25,500	Federal STP	$1,446,225	$1,396,272	$49,953	$0	$0	$0
		ROW:	$0	Highway and Bridge	$361,556	$349,068	$12,488	$0	$0	$0
		CON:	$1,682,281							
		CE:	$100,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,807,781**	**$1,745,340**	**$62,441**	**$0**	**$0**	**$0**
Route 167 *Beginning 0.14 of a mile east of North Street and extending east 0.45 of a mile. Continuing 0.24 of a mile east and extending east 1.95 miles.*										
Presque Isle	**025753.00** Production Support And Administration Enhanced Project Scoping	PE:	$1,500,000	Federal Grants	$0	$0	$0	$0	$0	$0
		ROW:	$100,000	Federal HPP	$1,200,000	$0	$1,200,000	$0	$0	$0
		CON:	$0	Federal NHPP	$80,000	$0	$80,000	$0	$0	$0
		CE:	$0	Highway and Bridge	$320,000	$0	$320,000	$0	$0	$0
		Other:	$0							
		Totals:			**$1,600,000**	**$0**	**$1,600,000**	**$0**	**$0**	**$0**
Route 1 *Beginning 0.02 of a mile north of University Street and extending north 2.33 miles. This project is using Congressionally Directed Spending.*										
Presque Isle 2641800	**026418.00** Highways Large Culvert Improvements	PE:	$10,000	Federal STP	$12,000	$0	$4,000	$4,000	$4,000	$0
		ROW:	$5,000	Highway and Bridge	$3,000	$3,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$15,000**	**$3,000**	**$4,000**	**$4,000**	**$4,000**	**$0**
Route 163 *Large culvert (#47019) located 0.60 of a mile west of Elizabeth Street.*										
Presque Isle 2643400	**026434.00** Highways Bridge Replacement	PE:	$400,000	Federal STP	$3,200,000	$0	$110,667	$110,667	$1,066,667	$956,000
		ROW:	$15,000	Highway and Bridge	$800,000	$83,000	$0	$0	$239,000	$239,000
		CON:	$3,185,000							
		CE:	$400,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$4,000,000**	**$83,000**	**$110,667**	**$110,667**	**$1,305,667**	**$1,195,000**
Route 10 *Phair Crossing Bridge (#3259) over B&A Railroad. Located 0.68 of a mile east of Egypt Road.*										
Prospect 2296600	**022966.00** Highways Slope Stabilization/Protection	PE:	$150,000	Federal NHPP	$948,000	$0	$361,333	$293,333	$293,333	$0
		ROW:	$10,000	Federal STP	$60,000	$59,700	$300	$0	$0	$0
		CON:	$1,000,000	Highway and Bridge	$252,000	$15,000	$90,333	$73,333	$73,333	$0
		CE:	$100,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,260,000**	**$74,700**	**$451,967**	**$366,667**	**$366,667**	**$0**
Route 1 *Located 0.20 of a mile north of Switzer Spring Road.*										
Prospect 2554100	**025541.00** Highways Bridge Improvements	PE:	$240,000	Federal NHPP	$0	$0	$0	$0	$0	$0
		ROW:	$15,000	Federal NHS	$160,000	$0	$80,000	$80,000	$0	$0
		CON:	$2,400,000	Federal STP	$2,156,000	$0	$22,000	$726,000	$704,000	$704,000
		CE:	$240,000	Highway and Bridge	$579,000	$40,000	$5,500	$181,500	$176,000	$176,000
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$2,895,000**	**$40,000**	**$107,500**	**$987,500**	**$880,000**	**$880,000**
Route 1A *Colson Bridge (#2168) over Colson Stream. Located 0.38 of a mile north of Hawes Bridge Road.*										
Prospect 2644000	**026440.00** Highways Bridge Deck Replacement	PE:	$130,000	Federal STP	$960,000	$0	$397,333	$281,333	$281,333	$0
		ROW:	$15,000	Highway and Bridge	$240,000	$19,000	$80,333	$70,333	$70,333	$0
		CON:	$925,000							
		CE:	$130,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,200,000**	**$19,000**	**$477,667**	**$351,667**	**$351,667**	**$0**
Route 174 *Marsh Bridge (#2510) over Carley Brook. Located 0.40 of a mile east of Route 1A.*										
Randolph 2526900	**025269.00** Highways Reconstruction	PE:	$50,000	Federal HSIP	$436,500	$0	$0	$0	$145,500	$145,500
		ROW:	$15,000	Federal STP	$58,500	$0	$19,500	$19,500	$19,500	$0
		CON:	$450,000	Highway and Bridge	$55,000	$6,500	$0	$0	$16,167	$16,167
		CE:	$35,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$550,000**	**$6,500**	**$19,500**	**$19,500**	**$181,167**	**$161,667**
Route 27/Route 226 *Located at the intersection of Route 27 and Route 226.*										
Rangeley ME05011	**014197.10** Highways Scenic Improvements	PE:	$9,532	Federal Scenic Byways	$7,625	$7,625	$0	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$1,906	$1,906	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$9,532**	**$9,532**	**$0**	**$0**	**$0**	**$0**
Rangeley Lakes Scenic Byway *Phase 2 - Public Restrooms and Garden area (including traveler information) at the Rangeley Lakes National Scenic Byway.*										
Rangeley ME06001	**014705.00** Highways Scenic Improvements	PE:	$31,250	Federal Scenic Byways	$25,000	$25,000	$0	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$6,250	$6,250	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$31,250**	**$31,250**	**$0**	**$0**	**$0**	**$0**
Route 4 and Route 17										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Rangeley, Corridor Management Plan Implementation - Rangeley Lakes - 6 Year.										
Rangeley 2222000	**022220.00** Bicycle/Pedestrian Multimodal Improvements	PE: ROW: CON: CE: Other:	$45,374 $0 $743,448 $92,670 $0	Federal TAP Highway and Bridge Local Other	$581,841 $0 $299,651 $0	$581,841 $0 $299,651 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$881,492**	**$881,492**	**$0**	**$0**	**$0**	**$0**
Route 4 *Beginning on the west side of Main Street at the Scenic Overlook, and extending north 0.30 of a mile to the existing sidewalk that ends just north of Grandview Avenue.*										
Readfield 2511300	**025113.00** Bicycle/Pedestrian Multimodal Improvements	PE: ROW: CON: CE: Other:	$75,000 $10,000 $0 $0 $0	Federal STP Federal TAP Highway and Bridge Local Other	$36,000 $32,000 $0 $17,000 $0	$0 $0 $0 $9,000 $0	$12,000 $10,667 $0 $2,667 $0	$12,000 $10,667 $0 $2,667 $0	$12,000 $10,667 $0 $2,667 $0	$0 $0 $0 $0 $0
		Totals:			**$85,000**	**$9,000**	**$25,333**	**$25,333**	**$25,333**	**$0**
Church Road *Beginning at Main Street and extending north 0.33 of a mile to connect to the town's recreational complex.*										
Richmond	**027228.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$200,000 $15,000 $1,385,000 $200,000 $0	Federal LHIP Highway and Bridge	$1,440,000 $360,000	$0 $0	$57,333 $14,333	$57,333 $14,333	$480,000 $120,000	$422,667 $105,667
		Totals:			**$1,800,000**	**$0**	**$71,667**	**$71,667**	**$600,000**	**$528,333**
Langdon Road *Josh Bridge (#0976) over Abagadasset River. Located 0.41 of a mile west of Savage Road.*										
Robbinston 2609300	**026093.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$200,000 $15,000 $1,385,000 $200,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$1,268,000 $172,000 $360,000 $0	$0 $0 $43,000 $0	$0 $86,000 $0 $0	$422,667 $86,000 $105,667 $0	$422,667 $0 $105,667 $0	$422,667 $0 $105,667 $0
		Totals:			**$1,800,000**	**$43,000**	**$86,000**	**$614,333**	**$528,333**	**$528,333**
Route 1 *Mill Cove New Bridge (#6205) over Mill Cove. Located 0.08 of a mile north of Ridge Road.*										
Robbinston	**026630.06** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$0 $0 $3,630,000 $500,000 $0	Federal Federal Grants Federal STP Highway and Bridge	$2,391,946 $912,054 $826,000	$0 $0 $0	$0 $0 $0	$797,315 $304,018 $275,333	$797,315 $304,018 $275,333	$797,315 $304,018 $275,333
		Totals:			**$4,130,000**	**$0**	**$0**	**$1,376,667**	**$1,376,667**	**$1,376,667**
Route 1 *Mill Cove New Bridge (#6205) over Mill Cove. Located 0.08 of a mile north of Ridge Road. FHWA INFRA Grant recipient.*										
Robbinston	**026630.10** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$0 $0 $1,500,000 $120,000 $0	Federal Federal Grants Federal STP Highway and Bridge	$938,245 $357,755 $324,000	$0 $0 $0	$0 $0 $0	$0 $0 $0	$312,748 $119,252 $108,000	$312,748 $119,252 $108,000
		Totals:			**$1,620,000**	**$0**	**$0**	**$0**	**$540,000**	**$540,000**
Route 1 *Large culvert (#47367) located 0.15 of a mile north of Granite Cliff Lane. FHWA INFRA Grant recipient.*										
Rockland, Rockport, Warren 2415300	**024153.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$70,000 $0 $5,273,236 $200,000 $0	Federal STP Highway and Bridge Other	$4,434,589 $1,108,647 $0	$54,821 $1,046,053 $0	$4,379,768 $62,594 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$5,543,236**	**$1,100,874**	**$4,442,362**	**$0**	**$0**	**$0**
Route 90 *Beginning 0.20 of a mile north of Mountain Road and extending north 7.19 miles. Includes 0.03 of a mile on Route 90 westbound.*										
Rockland, Rockport 1879400	**018794.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$75,000 $0 $1,303,238 $72,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$1,146,567 $13,623 $290,048 $0	$42,065 $9,135 $140,497 $0	$368,167 $1,496 $49,850 $0	$368,167 $1,496 $49,850 $0	$368,167 $1,496 $49,850 $0	$0 $0 $0 $0
		Totals:			**$1,450,238**	**$191,697**	**$419,514**	**$419,514**	**$419,514**	**$0**
Route 1 *Beginning 0.03 of a mile north of Route 1A and extending north 0.89 of a mile.*										
Rockland 1837610	**018376.10** Ferry Route New Construction	PE: ROW: CON: CE: Other:	$0 $0 $10,898,458 $1,120,000 $0	Federal CMAQ Highway and Bridge MM Trans Other	$2,558,078 $9,460,380 $0 $0	$2,558,078 $9,460,380 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$12,018,458**	**$12,018,458**	**$0**	**$0**	**$0**	**$0**
Ferry Boat *Construction of a new ferry.*										
Rockland	**018452.23** Ferry Route System Operations	PE: ROW: CON: CE: Other:	$15,061,348 $0 $0 $0 $0	Federal Federal Grants Ferry Highway Fund Ferry Service MM Trans	$2,000,000 $6,561,348 $6,500,000 $0	$0 $0 $0 $0	$2,000,000 $6,561,348 $6,500,000 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$15,061,348**	**$0**	**$15,061,348**	**$0**	**$0**	**$0**
Maine State Ferry Service *Maine State Ferry Service operations.*										
Rockland	**018452.24** Ferry Route System Operations	PE: ROW: CON: CE: Other:	$16,521,620 $0 $0 $0 $0	Federal Federal Grants Ferry Highway Fund Ferry Service	$2,000,000 $7,260,810 $7,260,810	$0 $0 $0	$0 $0 $0	$2,000,000 $7,260,810 $7,260,810	$0 $0 $0	$0 $0 $0
		Totals:			**$16,521,620**	**$0**	**$0**	**$16,521,620**	**$0**	**$0**
Maine State Ferry Service *Maine State Ferry Service operations.*										
Rockland 1879300	**018793.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$35,000 $0 $839,500 $45,000 $0	Federal STP Highway and Bridge Other	$735,600 $183,900 $0	$16,000 $115,481 $0	$239,867 $22,806 $0	$239,867 $22,806 $0	$239,867 $22,806 $0	$0 $0 $0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$919,500**	**$131,481**	**$262,673**	**$262,673**	**$262,673**	**$0**
Rockland 1879300	**018793.00** Highways Mill And Fill									
Route 73 *Beginning at Route 1 in Rockland and extending south 0.90 of a mile.*										
Rockland 2245800	**022458.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$52,000 $0 $2,279,667 $82,327 $0	Federal NHPP Federal NHS Highway and Bridge Local Other	$1,931,195 $0 $482,799 $0 $0	$34,400 $0 $204,435 $0 $0	$1,896,795 $0 $278,363 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$2,413,994**	**$238,835**	**$2,175,159**	**$0**	**$0**	**$0**
Route 1 *Beginning at the Thomaston town line and extending northeast 1.315 miles.*										
Rockland	**022777.24** Ferry Route Multimodal Improvements	PE: ROW: CON: CE: Other:	$0 $0 $724,030 $0 $0	Federal FBP MM Trans	$579,224 $144,806	$0 $0	$0 $0	$193,075 $48,269	$193,075 $48,269	$193,075 $48,269
			Totals:		**$724,030**	**$0**	**$0**	**$241,343**	**$241,343**	**$241,343**
Maine State Ferry Service *Maine State Ferry Service infrastructure improvements.*										
Rockland	**022777.25** Ferry Route Multimodal Improvements	PE: ROW: CON: CE: Other:	$0 $0 $1,258,010 $0 $0	Federal FBP MM Trans	$1,006,408 $251,602	$0 $0	$0 $0	$0 $0	$335,469 $83,867	$335,469 $83,867
			Totals:		**$1,258,010**	**$0**	**$0**	**$0**	**$419,337**	**$419,337**
Maine State Ferry Service *Maine State Ferry Service infrastructure improvements.*										
Rockland 2631400	**026314.00** Bicycle/Pedestrian Safety Improvements	PE: ROW: CON: CE: Other:	$80,000 $30,000 $0 $0 $0	Federal STP Federal TAP Highway and Bridge Local Other	$72,000 $16,000 $0 $22,000 $0	$0 $0 $0 $18,000 $0	$24,000 $5,333 $0 $1,333 $0	$24,000 $5,333 $0 $1,333 $0	$24,000 $5,333 $0 $1,333 $0	$0 $0 $0 $0 $0
			Totals:		**$110,000**	**$18,000**	**$30,667**	**$30,667**	**$30,667**	**$0**
Maverick Street/Route 1/Route 1A *Pedestrian safety improvements at the intersections of Route 1, Route 1A, and Maverick Street.*										
Rockport 2544700	**025447.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$500,000 $15,000 $2,500,000 $250,000 $0	Federal Bridge Program Federal LHIP Federal STP Highway and Bridge Other	$240,000 $2,372,000 $0 $653,000 $0	$0 $0 $0 $60,000 $0	$80,000 $57,333 $0 $14,333 $0	$80,000 $57,333 $0 $14,333 $0	$80,000 $790,667 $0 $197,667 $0	$0 $733,333 $0 $183,333 $0
			Totals:		**$3,265,000**	**$60,000**	**$151,667**	**$151,667**	**$1,068,333**	**$916,667**
Pascal Avenue *Rockport Bridge (#2724) over Goose River. Located 0.03 of a mile north of High Street.*										
Rockport 2595503	**025955.03** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$10,000 $0 $20,000 $5,000 $0	Federal HSIP Federal Safety Highway and Bridge	$30,150 $1,350 $3,500	$1,350 $0 $300	$13,800 $1,350 $1,533	$7,500 $0 $833	$7,500 $0 $833	$0 $0 $0
			Totals:		**$35,000**	**$1,650**	**$16,683**	**$8,333**	**$8,333**	**$0**
Route 17/Route 90 *Located at the intersection of Route 17 and Route 90.*										
Rome	**027514.00** Highways Cold-In-Place Recycle	PE: ROW: CON: CE: Other:	$71,506 $0 $1,430,120 $143,012 $0	Federal NHPP Highway and Bridge	$1,315,710 $328,928	$0 $0	$19,068 $4,767	$19,068 $4,767	$438,570 $109,643	$419,502 $104,875
			Totals:		**$1,644,638**	**$0**	**$23,835**	**$23,835**	**$548,213**	**$524,377**
Route 27 *Beginning 0.09 of a mile south of Route 225 and extending north 1.24 miles.*										
Rumford 2262100	**022621.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$400,000 $15,000 $6,000,000 $400,000 $0	Federal STP Highway and Bridge Other	$5,452,000 $1,363,000 $0	$292,500 $76,000 $0	$19,750 $3,500 $0	$1,726,417 $430,167 $0	$1,706,667 $426,667 $0	$1,706,667 $426,667 $0
			Totals:		**$6,815,000**	**$368,500**	**$23,250**	**$2,156,583**	**$2,133,333**	**$2,133,333**
South Rumford Road *High Bridge (#5188) over Androscoggin River. Located 0.11 of a mile east of Route 2.*										
Rumford 2319600	**023196.00** Highways Bridge Rehabilitation	PE: ROW: CON: CE: Other:	$250,000 $15,000 $1,985,000 $250,000 $0	Federal STP Highway and Bridge Other	$2,000,000 $500,000 $0	$80,000 $43,000 $0	$66,000 $5,000 $0	$662,000 $154,000 $0	$596,000 $149,000 $0	$596,000 $149,000 $0
			Totals:		**$2,500,000**	**$123,000**	**$71,000**	**$816,000**	**$745,000**	**$745,000**
Portland Street *Chisholm Park Bridge (#2990) over Androscoggin River West Chanel. Located 0.04 of a mile east of River Road.*										
Rumford 2477500	**024775.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$650,000 $20,000 $4,320,000 $510,000 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge	$2,050,800 $482,000 $1,167,000 $1,800,200	$50,000 $0 $0 $133,000	$1,333 $160,667 $0 $333	$1,333 $160,667 $0 $333	$666,933 $160,667 $389,000 $555,733	$665,600 $0 $389,000 $555,400
			Totals:		**$5,500,000**	**$183,000**	**$162,333**	**$162,333**	**$1,772,333**	**$1,610,000**
Route 2 *Martins Bridge (#2514) over Ellis River. Located 0.05 of a mile north of Ellis River Road.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Rumford 2529300	**025293.00** Highways Bridge Wearing Surface Replacement	PE: ROW: CON: CE: Other:	$40,000 $5,000 $265,000 $40,000 $0	Federal STP Highway and Bridge Other	$280,000 $70,000 $0	$0 $9,000 $0	$117,333 $20,333 $0	$81,333 $20,333 $0	$81,333 $20,333 $0	$0 $0 $0
		Totals:			**$350,000**	**$9,000**	**$137,667**	**$101,667**	**$101,667**	**$0**
Route 108 *Morse Bridge (#2585) over the Androscoggin River. Located 0.04 of a mile east of Route 2.*										
Rumford 2543100	**025431.00** Highways Install Or Replace Traffic Signals	PE: ROW: CON: CE: Other:	$110,000 $15,000 $1,100,000 $150,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$1,012,000 $88,000 $275,000 $0	$0 $0 $22,000 $0	$6,000 $44,000 $1,500 $0	$339,333 $44,000 $84,833 $0	$333,333 $0 $83,333 $0	$333,333 $0 $83,333 $0
		Totals:			**$1,375,000**	**$22,000**	**$51,500**	**$468,167**	**$416,667**	**$416,667**
Route 2/Route 120/Portland/River Street *Located at the intersections of Route 2 and Route 120, Portland and River Streets, and Congress and Bridge Streets.*										
Rumford 2611800	**026118.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$250,000 $15,000 $1,885,000 $250,000 $0	Federal STP Highway and Bridge Other	$1,920,000 $480,000 $0	$0 $53,000 $0	$106,000 $0 $0	$675,333 $142,333 $0	$569,333 $142,333 $0	$569,333 $142,333 $0
		Totals:			**$2,400,000**	**$53,000**	**$106,000**	**$817,667**	**$711,667**	**$711,667**
Railroad Street *MCRR Overpass Bridge (#5754) over RMCRR Siding. Located 0.05 of a mile northeast of Route 108.*										
Rumford	**027638.00** Highways Bridge Rehabilitation	PE: ROW: CON: CE: Other:	$50,000 $10,000 $400,000 $50,000 $0	Federal STP Highway and Bridge	$408,000 $102,000	$0 $0	$16,000 $4,000	$16,000 $4,000	$136,000 $34,000	$120,000 $30,000
		Totals:			**$510,000**	**$0**	**$20,000**	**$20,000**	**$170,000**	**$150,000**
Route 108 *Morse Bridge (#2585) over the Androscoggin River. Located 0.04 of a mile east of Route 2.*										
Saint Francis 2297000	**022970.00** Highways Slope Stabilization/Protection	PE: ROW: CON: CE: Other:	$74,500 $7,500 $50,500 $20,000 $0	Federal STP Highway and Bridge Other	$60,000 $92,500 $0	$59,600 $15,000 $0	$400 $77,500 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$152,500**	**$74,600**	**$77,900**	**$0**	**$0**	**$0**
Route 161 *Located 2.06 miles north of the Deboullie Mountain Road and extending north 0.06 of a mile.*										
Saint John Plt 2297200	**022972.00** Highways Slope Stabilization/Protection	PE: ROW: CON: CE: Other:	$74,500 $500 $0 $0 $0	Federal STP Highway and Bridge Other	$60,000 $15,000 $0	$12,000 $15,000 $0	$16,000 $0 $0	$16,000 $0 $0	$16,000 $0 $0	$0 $0 $0
		Totals:			**$75,000**	**$27,000**	**$16,000**	**$16,000**	**$16,000**	**$0**
Route 161 *Located 0.57 of a mile east of Mill Road.*										
Sandy Bay Twp	**027152.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$200,000 $15,000 $1,385,000 $200,000 $0	Federal LHIP Highway and Bridge	$1,440,000 $360,000	$0 $0	$57,333 $14,333	$57,333 $14,333	$480,000 $120,000	$422,667 $105,667
		Totals:			**$1,800,000**	**$0**	**$71,667**	**$71,667**	**$600,000**	**$528,333**
Route 201 *East Branch Sandy Stream Bridge (#5716) over East Branch Sandy Stream. Located 0.28 of a mile south of Bald Mountain Road.*										
Sanford, Wells 2249800	**022498.00** Highways Cold-In-Place Recycle	PE: ROW: CON: CE: Other:	$80,000 $0 $3,827,833 $109,906 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$3,209,795 $0 $4,396 $803,548 $0	$3,206,239 $0 $4,396 $802,659 $0	$3,556 $0 $0 $889 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$4,017,739**	**$4,013,294**	**$4,445**	**$0**	**$0**	**$0**
Route 109 *Beginning 0.15 of a mile south of the Wire Road and extending northwest 4.72 miles.*										
Sanford 1900100	**019001.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$200,000 $50,000 $1,450,000 $140,000 $0	Federal HSIP Highway and Bridge Other	$1,656,000 $184,000 $0	$225,000 $25,000 $0	$477,000 $53,000 $0	$477,000 $53,000 $0	$477,000 $53,000 $0	$0 $0 $0
		Totals:			**$1,840,000**	**$250,000**	**$530,000**	**$530,000**	**$530,000**	**$0**
Route 4/School Street *Located at the intersection of Route 4 and School Street.*										
Sanford 2264200	**022642.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$500,000 $75,000 $0 $0 $0	Federal NHPP Federal NHS Highway and Bridge Local Other	$453,000 $7,000 $115,000 $0 $0	$401,919 $0 $106,081 $0 $0	$17,027 $2,333 $2,973 $0 $0	$17,027 $2,333 $2,973 $0 $0	$17,027 $2,333 $2,973 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$575,000**	**$508,000**	**$22,333**	**$22,333**	**$22,333**	**$0**
Route 202 *Beginning at River Street and extending north 0.72 of a mile. FHWA RAISE Grant recipient.*										
Sanford	**022642.01** Highways Reconstruction	PE: ROW: CON: CE: Other:	$0 $0 $30,058,880 $2,000,000 $0	Federal Federal Grants Federal STP Highway and Bridge Local	$25,000,000 $647,104 $3,205,888 $3,205,888	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$8,333,333 $215,701 $1,068,629 $1,068,629
		Totals:			**$32,058,880**	**$0**	**$0**	**$0**	**$0**	**$10,686,293**
Various locations *Beginning at River Street and extending north 0.72 of a mile. Includes Park and Ride lot and Bike and Pedestrian safety improvements and various locations. FHWA RAISE Grant recipient.*										
Sanford 2267800	**022678.00** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$173,707 $6,179 $0 $0 $0	Federal NHPP Highway and Bridge Other	$143,909 $35,977 $0	$140,000 $35,000 $0	$1,303 $326 $0	$1,303 $326 $0	$1,303 $326 $0	$0 $0 $0
		Totals:			**$179,886**	**$175,000**	**$1,629**	**$1,629**	**$1,629**	**$0**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Various locations										
Intersections of Route 109/ Emery Street, Washington Street, Lebanon/Winter Street, Route 11A /224, Route 4 and Cottage Street, Route 109 at Walmart, Jagger Mill at Shaw's, Westview at Mardens, Route 4A and Route 224, Route 224 and River Street.										
Sanford	**023747.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$70,000 $10,000 $800,000 $50,000 $0	Federal STP Highway and Bridge	$80,000 $850,000	$0 $0	$0 $26,667	$0 $26,667	$26,667 $283,333	$26,667 $256,667
			Totals:		**$930,000**	**$0**	**$26,667**	**$26,667**	**$310,000**	**$283,333**
Route 202										
Large culvert (#46484) located 0.19 of a mile northeast of Jellerson Road.										
Sanford 2531700	**025317.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$300,000 $15,000 $4,000,000 $300,000 $0	Federal STP Highway and Bridge Other	$3,692,000 $923,000 $0	$252,000 $63,000 $0	$0 $0 $0	$1,146,667 $286,667 $0	$1,146,667 $286,667 $0	$1,146,667 $286,667 $0
			Totals:		**$4,615,000**	**$315,000**	**$0**	**$1,433,333**	**$1,433,333**	**$1,433,333**
Route 4										
Powers Bridge (#3827) over Mousam River. Located 0.12 of a mile southwest of Gavel Road.										
Sanford 2533500	**025335.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$290,000 $50,000 $0 $0 $0	Federal STP Federal TAP Highway and Bridge Local Other	$6,849 $256,000 $0 $77,151 $0	$0 $0 $0 $13,151 $0	$2,283 $85,333 $0 $21,333 $0	$2,283 $85,333 $0 $21,333 $0	$2,283 $85,333 $0 $21,333 $0	$0 $0 $0 $0 $0
			Totals:		**$340,000**	**$13,151**	**$108,950**	**$108,950**	**$108,950**	**$0**
Riverside Avenue/ William Oscar Emery Drive										
Beginning at Washington Street and extending northwest 0.89 of a mile. Including the intersection of William Oscar Emery Drive and River Street. FHWA RAISE Grant recipient.										
Sanford	**027030.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$40,000 $5,000 $370,000 $35,000 $0	Federal HSIP Highway and Bridge	$360,000 $90,000	$0 $0	$12,000 $3,000	$12,000 $3,000	$120,000 $30,000	$108,000 $27,000
			Totals:		**$450,000**	**$0**	**$15,000**	**$15,000**	**$150,000**	**$135,000**
Route 4/Jagger Mill Road										
Located at the intersection of Route 4 and Jagger Mill Road.										
Searsport 1728100	**017281.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$1,065,000 $630,000 $12,804,572 $1,200,000 $0	Federal HPP Federal NHPP Federal NHS GARVEE Highway and Bridge Local Other	$9,200,000 $875,445 $1,440,000 $1,043,658 $3,140,469 $0 $0	$0 $875,445 $480,000 $0 $3,140,469 $0 $0	$3,066,667 $0 $320,000 $347,886 $0 $0 $0	$3,066,667 $0 $320,000 $347,886 $0 $0 $0	$3,066,667 $0 $320,000 $347,886 $0 $0 $0	$0 $0 $0 $0 $0 $0 $0
			Totals:		**$15,699,572**	**$4,495,914**	**$3,734,553**	**$3,734,553**	**$3,734,553**	**$0**
Route 1										
Beginning at Savage Road and extending northeast 1.94 miles. This project is using Congressionally Directed Spending.										
Sebago 2487300	**024873.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$7,722 $0 $0 $0 $0	Federal STP Highway and Bridge Other	$6,177 $1,544 $0	$0 $728 $0	$2,059 $272 $0	$2,059 $272 $0	$2,059 $272 $0	$0 $0 $0
			Totals:		**$7,722**	**$728**	**$2,331**	**$2,331**	**$2,331**	**$0**
Route 114										
Beginning 0.01 of a mile north of Nicholas Drive and extending north 0.91 of a mile to the NW River Road.										
Sedgwick 2639200	**026392.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$75,000 $20,000 $0 $0 $0	Federal STP Highway and Bridge Other	$76,000 $19,000 $0	$0 $19,000 $0	$25,333 $0 $0	$25,333 $0 $0	$25,333 $0 $0	$0 $0 $0
			Totals:		**$95,000**	**$19,000**	**$25,333**	**$25,333**	**$25,333**	**$0**
Route 15										
Large culvert (#169683) located 0.14 of a mile southwest of Herrick Road.										
Sherman 2545100	**025451.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$25,000 $5,000 $145,000 $25,000 $0	Federal NHPP Federal NHS Highway and Bridge	$175,500 $4,500 $20,000	$22,500 $0 $3,000	$51,000 $4,500 $5,667	$51,000 $0 $5,667	$51,000 $0 $5,667	$0 $0 $0
			Totals:		**$200,000**	**$25,500**	**$61,167**	**$56,667**	**$56,667**	**$0**
Interstate 95 Northbound										
I-95 NB /Route 158 Bridge (#6168) over Route 158. Located 0.47 of a mile north of the Benedicta Road.										
Sherman 2553900	**025539.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$50,000 $5,000 $295,000 $50,000 $0	Federal NHPP Federal NHS Highway and Bridge	$355,500 $4,500 $40,000	$45,000 $0 $5,500	$103,500 $4,500 $11,500	$103,500 $0 $11,500	$103,500 $0 $11,500	$0 $0 $0
			Totals:		**$400,000**	**$50,500**	**$119,500**	**$115,000**	**$115,000**	**$0**
Interstate 95 Northbound										
I-95 NB / Benedicta Road Bridge (#6167) over Benedicta Road. Located 0.02 of a mile south of Exit 264.										
Sherman 2554500	**025545.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$50,000 $5,000 $295,000 $50,000 $0	Federal NHPP Federal NHS Highway and Bridge	$355,500 $4,500 $40,000	$45,000 $0 $5,500	$103,500 $4,500 $11,500	$103,500 $0 $11,500	$103,500 $0 $11,500	$0 $0 $0
			Totals:		**$400,000**	**$50,500**	**$119,500**	**$115,000**	**$115,000**	**$0**
Interstate 95 Southbound										
I-95 SB / Benedicta Road Bridge (#1407) over Benedicta Road. Located 0.26 of a mile south of Interstate 95 southbound Exit 264 on-ramp.										
Sherman 2554700	**025547.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$25,000 $5,000 $145,000 $25,000 $0	Federal NHPP Federal NHS Highway and Bridge	$175,500 $4,500 $20,000	$22,500 $0 $3,000	$51,000 $4,500 $5,667	$51,000 $0 $5,667	$51,000 $0 $5,667	$0 $0 $0
			Totals:		**$200,000**	**$25,500**	**$61,167**	**$56,667**	**$56,667**	**$0**
Interstate 95 Southbound										
I-95 SB / Route 158 Bridge (#1406) over Route 158. Located at the Interstate 95 southbound Exit 264.										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Shirley 2377501	**023775.01** Highways Roadside Improvements	PE: ROW: CON: CE: Other:	$4,000 $0 $40,000 $8,000 $0	Federal HSIP Federal Safety Highway and Bridge Other	$3,600 $43,200 $5,200 $0	$3,600 $0 $5,200 $0	$0 $43,200 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$52,000**	**$8,800**	**$43,200**	**$0**	**$0**	**$0**

Route 6/15
Beginning 0.47 of a mile south of Old Route 15 Loop Road and extending south 0.06 of a mile.

Sidney 2488100	**024881.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$15,576 $0 $802,309 $101,680 $0	Federal LHIP Federal STP Highway and Bridge Other	$523,914 $211,738 $183,913 $0	$523,914 $93,805 $180,466 $0	$0 $117,933 $3,447 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$919,565**	**$798,185**	**$121,380**	**$0**	**$0**	**$0**

Route 104
Beginning 0.30 of a mile north of the Augusta town line and extending north 5.21 miles.

Sidney 2546500	**025465.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$235,000 $15,000 $0 $0 $0	Federal NHPP Federal STP Highway and Bridge Other	$0 $200,000 $50,000 $0	$0 $0 $50,000 $0	$0 $66,667 $0 $0	$0 $66,667 $0 $0	$0 $66,667 $0 $0	$0 $0 $0 $0
			Totals:		**$250,000**	**$50,000**	**$66,667**	**$66,667**	**$66,667**	**$0**

Lyons Road
Lyons Road/1-95 SB Bridge (#1463) over I-95 Southbound, located 0.35 of a mile west of Perry Drive. Lyons Road/I-95 NB Bridge (#5783), located 0.30 of a mile west of Perry Drive.

Sidney 2546900	**025469.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$235,000 $15,000 $0 $0 $0	Federal NHPP Federal STP Highway and Bridge Other	$0 $200,000 $50,000 $0	$0 $0 $50,000 $0	$0 $66,667 $0 $0	$0 $66,667 $0 $0	$0 $66,667 $0 $0	$0 $0 $0 $0
			Totals:		**$250,000**	**$50,000**	**$66,667**	**$66,667**	**$66,667**	**$0**

Drummond Road
Drummond Road/I-95 Bridge (#5784) over Interstate 95. Located 0.87 of a mile west of Route 104.

Sidney 2547300	**025473.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$235,000 $15,000 $0 $0 $0	Federal NHPP Federal STP Highway and Bridge Other	$0 $200,000 $50,000 $0	$0 $0 $50,000 $0	$0 $66,667 $0 $0	$0 $66,667 $0 $0	$0 $66,667 $0 $0	$0 $0 $0 $0
			Totals:		**$250,000**	**$50,000**	**$66,667**	**$66,667**	**$66,667**	**$0**

Dinsmore Road
Dinsmore Road/I-95 Bridge (#5782) over Interstate 95. Located 1.12 miles east of Route 104.

Sidney	**027266.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$235,000 $15,000 $0 $0 $0	Federal NHPP Highway and Bridge	$225,000 $25,000	$0 $0	$75,000 $8,333	$75,000 $8,333	$75,000 $8,333	$0 $0
			Totals:		**$250,000**	**$0**	**$83,333**	**$83,333**	**$83,333**	**$0**

Town Farm Road
Town Farm Road/I-95 Bridge (#5785) over Interstate I-95. Located 0.16 of a mile west of Junction Road.

Skowhegan 2383100	**023831.00** Production Support And Administration Feasibility Studies	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $350,000	Federal Planning Federal STP Highway and Bridge Local Other	$280,000 $0 $35,000 $35,000 $0	$280,000 $0 $35,000 $35,000 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$350,000**	**$350,000**	**$0**	**$0**	**$0**	**$0**

Kennebec River Crossing
Planning Partnership Initiative Program. The town of Skowhegan and MaineDOT to evaluate the feasibility of a second Kennebec River Crossing in Skowhegan to support the resiliency and sustainability of the statewide transportation system.

Skowhegan 2433900	**024339.00** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$150,000 $40,000 $627,000 $85,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$622,000 $99,600 $180,400 $0	$10,000 $0 $15,000 $0	$21,200 $49,800 $11,500 $0	$211,067 $49,800 $58,967 $0	$189,867 $0 $47,467 $0	$189,867 $0 $47,467 $0
			Totals:		**$902,000**	**$25,000**	**$82,500**	**$319,833**	**$237,333**	**$237,333**

Route 2W/Commercial Street
Located at the intersection of Madison Avenue and Commercial Street.

Skowhegan 2527700	**025277.00** Bicycle/Pedestrian Multimodal Improvements	PE: ROW: CON: CE: Other:	$130,000 $75,000 $780,000 $80,000 $0	Federal STP Federal TAP Highway and Bridge Local Other	$8,000 $844,000 $0 $213,000 $0	$0 $71,200 $0 $19,800 $0	$4,000 $42,400 $0 $10,600 $0	$4,000 $271,733 $0 $67,933 $0	$0 $229,333 $0 $57,333 $0	$0 $229,333 $0 $57,333 $0
			Totals:		**$1,065,000**	**$91,000**	**$57,000**	**$343,667**	**$286,667**	**$286,667**

Norridgewock Avenue/Pleasant Street
Beginning 0.38 of a mile northeast of Mary Street and extending northeast 0.29 of a mile on Norridgewock Avenue, and 0.09 of a mile on Pleasant Street and extending to Coburn Avenue.

Skowhegan 2611500	**026115.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,085,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,120,000 $280,000 $0	$0 $33,000 $0	$461,333 $82,333 $0	$329,333 $82,333 $0	$329,333 $82,333 $0	$0 $0 $0
			Totals:		**$1,400,000**	**$33,000**	**$543,667**	**$411,667**	**$411,667**	**$0**

Route 150
Smith Pond Bridge (#6152) over West Branch Wesserunsett Stream. Located 0.36 of a mile north of Molunkus Road.

Smyrna	**023755.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$90,000 $20,000 $650,000 $50,000 $0	Federal STP Highway and Bridge Other	$564,000 $246,000 $0	$0 $105,000 $0	$2,000 $500 $0	$188,667 $47,167 $0	$186,667 $46,667 $0	$186,667 $46,667 $0
			Totals:		**$810,000**	**$105,000**	**$2,500**	**$235,833**	**$233,333**	**$233,333**

Route 2
Large culvert (#47102) located 0.39 of a mile southwest of Timoney Lake Road.

Solon 2226000	**022260.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$215,168 $140 $0 $0 $0	Federal NHPP Federal NHS Highway and Bridge Other	$92,134 $80,112 $43,062 $0	$80,000 $0 $43,000 $0	$4,045 $26,704 $21 $0	$4,045 $26,704 $21 $0	$4,045 $26,704 $21 $0	$0 $0 $0 $0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$215,308**	**$123,000**	**$30,769**	**$30,769**	**$30,769**	**$0**
Solon 2226000	**022260.00** Highways Bridge Replacement									
Route 201 *Main Street Bridge (#2504) over Fall Brook. Located 0.01 of a mile west of Brook Street. FHWA INFRA Grant recipient.*										
Solon 2189401	**022260.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$360,000 $60,000 $4,500,000 $435,000 $0	Federal Federal Grants Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$2,399,100 $36,000 $1,589,766 $274,346 $1,055,788 $0	$0 $0 $0 $0 $1,055,788 $0	$2,399,100 $36,000 $1,589,766 $274,346 $0 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0
			Totals:		**$5,355,000**	**$1,055,788**	**$4,299,212**	**$0**	**$0**	**$0**
Route 201 *Main Street Bridge (#2504) over Fall Brook. Located 0.01 of a mile west of Brook Street. FHWA INFRA Grant recipient.*										
South Bristol 2425300	**024253.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$70,000 $15,000 $430,000 $45,000 $0	Federal STP Highway and Bridge Other	$60,000 $500,000 $0	$0 $12,000 $0	$60,000 $488,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$560,000**	**$12,000**	**$548,000**	**$0**	**$0**	**$0**
Route 129 *Large culvert (#890444) located 0.19 of a mile south of Clarks Cove Road.*										
Southern Region	**019357.25** Production Support And Administration Natural Resource Investigation	PE: ROW: CON: CE: Other:	$186,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$148,800 $37,200	$0 $0	$0 $0	$0 $0	$148,800 $37,200	$0 $0
			Totals:		**$186,000**	**$0**	**$0**	**$0**	**$186,000**	**$0**
Long Creek Watershed *Long Creek Watershed Management District assessment; to monitor stormwater quantity and quality from MaineDOT porous pavement project(s).*										
Southwest Harbor 2220400	**022204.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$35,615 $147,000 $1,099,493 $150,000 $0	Federal STP Federal TAP Highway and Bridge Local Other	$253,908 $146,092 $0 $1,032,108 $0	$0 $87,200 $0 $902,800 $0	$126,954 $29,446 $0 $64,654 $0	$126,954 $29,446 $0 $64,654 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$1,432,108**	**$990,000**	**$221,054**	**$221,054**	**$0**	**$0**
Main Street *Located on the west side of Main Street. Beginning at Apple Lane and extending south 0.20 of a mile.*										
Statewide 0001051	**002102.21** Production Support And Administration Traffic Studies	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $150,000	Federal Planning Highway and Bridge	$120,000 $30,000	$80,000 $20,000	$40,000 $10,000	$0 $0	$0 $0	$0 $0
			Totals:		**$150,000**	**$100,000**	**$50,000**	**$0**	**$0**	**$0**
Highway Classification *State transportation network.*										
Statewide 0001052	**002102.22** Production Support And Administration Traffic Studies	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $150,000	Federal Planning Highway and Bridge Other	$120,000 $30,000 $0	$64,000 $30,000 $0	$56,000 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$150,000**	**$94,000**	**$56,000**	**$0**	**$0**	**$0**
Highway Classification *State transportation network.*										
Statewide 0001053	**002102.23** Production Support And Administration Traffic Studies	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $150,000	Federal Planning Highway and Bridge	$120,000 $30,000	$10,000 $30,000	$110,000 $0	$0 $0	$0 $0	$0 $0
			Totals:		**$150,000**	**$40,000**	**$110,000**	**$0**	**$0**	**$0**
Highway Classification *Revisions and updates to the State transportation network.*										
Statewide	**002102.24** Production Support And Administration Traffic Studies	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $150,000	Federal Planning Highway and Bridge	$120,000 $30,000	$0 $0	$0 $0	$120,000 $30,000	$0 $0	$0 $0
			Totals:		**$150,000**	**$0**	**$0**	**$150,000**	**$0**	**$0**
Highway Classification *Revisions and updates to the State transportation network.*										
Statewide	**002102.25** Production Support And Administration Traffic Studies	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $150,000	Federal Planning Highway and Bridge	$120,000 $30,000	$0 $0	$0 $0	$0 $0	$120,000 $30,000	$0 $0
			Totals:		**$150,000**	**$0**	**$0**	**$0**	**$150,000**	**$0**
Highway Classification *Revisions and updates to the State transportation network.*										
Statewide 0001051	**002116.21** Production Support And Administration Enhanced Project Scoping	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $850,000	Federal Planning Highway and Bridge	$680,000 $170,000	$599,700 $150,300	$80,300 $19,700	$0 $0	$0 $0	$0 $0
			Totals:		**$850,000**	**$750,000**	**$100,000**	**$0**	**$0**	**$0**
Project Scoping *Develops purpose and need, project definition and scoping, performs major studies and assigns cost shares through project agreements. Also oversees MPO planning and engineering oversight.*										
Statewide 0001052	**002116.22** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $680,000	Federal Planning Highway and Bridge Other	$544,000 $136,000 $0	$544,000 $136,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$680,000**	**$680,000**	**$0**	**$0**	**$0**	**$0**
Statewide 0001052	**002116.22** Production Support And Administration Statewide Program Development									
Transportation System Planning *Develops long-range planning documents, administers planning and scoping studies, assigns cost shares through project agreements, and assists with state and federal policy work.*										
Statewide 0001053	**002116.23** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $625,000	Federal Planning Highway and Bridge	$500,000 $125,000	$50,000 $125,000	$450,000 $0	$0 $0	$0 $0	$0 $0
			Totals:		**$625,000**	**$175,000**	**$450,000**	**$0**	**$0**	**$0**
Transportation System Planning *Develops long-range planning documents, administers planning and scoping studies, assigns cost shares through project agreements, and assists with state and federal policy work.*										
Statewide	**002116.24** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $650,000	Federal Planning Highway and Bridge	$520,000 $130,000	$0 $0	$0 $0	$520,000 $130,000	$0 $0	$0 $0
			Totals:		**$650,000**	**$0**	**$0**	**$650,000**	**$0**	**$0**
Transportation System Planning *Develops long-range planning documents, administers planning and scoping studies, assigns cost shares through project agreements, and assists with state and federal policy work.*										
Statewide	**002116.25** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $650,000	Federal Planning Highway and Bridge	$520,000 $130,000	$0 $0	$0 $0	$0 $0	$520,000 $130,000	$0 $0
			Totals:		**$650,000**	**$0**	**$0**	**$0**	**$650,000**	**$0**
Transportation System Planning *Develops long-range planning documents, administers planning and scoping studies, assigns cost shares through project agreements, and assists with state and federal policy work.*										
Statewide 0001051	**002118.21** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $528,084	Federal Planning Highway and Bridge Other	$422,467 $105,617 $0	$420,000 $105,000 $0	$2,467 $617 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$528,084**	**$525,000**	**$3,084**	**$0**	**$0**	**$0**
Highway Management *Management of MaineDOT Highway Asset Management System, including inventory, highway data collection, asset priorities, customer service levels, performance reporting, and prioritization/ scoping of pavement preservation candidates.*										
Statewide 0001052	**002118.22** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $590,000	Federal Planning Highway and Bridge Other	$472,000 $118,000 $0	$472,000 $118,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$590,000**	**$590,000**	**$0**	**$0**	**$0**	**$0**
Highway Management *Management of MaineDOT Highway Asset Management System, including inventory, highway data collection, asset priorities, customer service levels, performance reporting, and prioritization/ scoping of pavement preservation candidates.*										
Statewide 0001053	**002118.23** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $590,000	Federal Planning Highway and Bridge	$472,000 $118,000	$40,000 $118,000	$432,000 $0	$0 $0	$0 $0	$0 $0
			Totals:		**$590,000**	**$158,000**	**$432,000**	**$0**	**$0**	**$0**
Highway Management *Management of MaineDOT Highway Asset Management System, including inventory, highway data collection, asset priorities, customer service levels, performance reporting, and prioritization/ scoping of pavement preservation candidates.*										
Statewide	**002118.24** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $590,000	Federal Planning Highway and Bridge	$472,000 $118,000	$0 $0	$0 $0	$472,000 $118,000	$0 $0	$0 $0
			Totals:		**$590,000**	**$0**	**$0**	**$590,000**	**$0**	**$0**
Highway Management *Management of MaineDOT Highway Asset Management System, including inventory, highway data collection, asset priorities, customer service levels, performance reporting, and prioritization/ scoping of pavement preservation candidates.*										
Statewide	**002118.25** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $590,000	Federal Planning Highway and Bridge	$472,000 $118,000	$0 $0	$0 $0	$0 $0	$472,000 $118,000	$0 $0
			Totals:		**$590,000**	**$0**	**$0**	**$0**	**$590,000**	**$0**
Highway Management *Management of MaineDOT Highway Asset Management System, including inventory, highway data collection, asset priorities, customer service levels, performance reporting, and prioritization/ scoping of pavement preservation candidates.*										
Statewide 0001051	**002134.21** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $258,776	Federal Planning Highway and Bridge Other	$206,385 $52,391 $0	$199,364 $50,636 $0	$7,021 $1,755 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$258,776**	**$250,000**	**$8,776**	**$0**	**$0**	**$0**
Research Administration *Administration and management of the federally mandated research program.*										
Statewide 0001052	**002134.22** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $175,000	Federal Planning Highway and Bridge Other	$140,000 $35,000 $0	$140,000 $35,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$175,000**	**$175,000**	**$0**	**$0**	**$0**	**$0**
Research Administration *Administration and management of the federally mandated research program.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide 0001053	**002134.23** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $175,000	Federal Planning Highway and Bridge	$140,000 $35,000	$10,000 $35,000	$130,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$175,000**	**$45,000**	**$130,000**	**$0**	**$0**	**$0**

Research Administration
Administration and management of the federally mandated research program.

Statewide	**002134.24** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $175,000	Federal Planning Highway and Bridge	$140,000 $35,000	$0 $0	$0 $0	$140,000 $35,000	$0 $0	$0 $0
		Totals:			**$175,000**	**$0**	**$0**	**$175,000**	**$0**	**$0**

Research Administration
Administration and management of the federally mandated research program.

Statewide	**002134.25** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $175,000	Federal Planning Highway and Bridge	$140,000 $35,000	$0 $0	$0 $0	$0 $0	$140,000 $35,000	$0 $0
		Totals:			**$175,000**	**$0**	**$0**	**$0**	**$175,000**	**$0**

Research Administration
Administration and management of the federally mandated research program.

Statewide 0001051	**004777.21** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $540,000	Federal Planning Highway and Bridge Other	$432,000 $108,000 $0	$432,000 $108,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$540,000**	**$540,000**	**$0**	**$0**	**$0**	**$0**

Program Development Division
Work includes resource allocation and development of the department's Work Plan using asset management systems and principles, production of the federally required STIP and other submittals.

Statewide 0001052	**004777.22** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $718,000	Federal Planning Highway and Bridge Other	$574,400 $143,600 $0	$395,200 $98,800 $0	$179,200 $44,800 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$718,000**	**$494,000**	**$224,000**	**$0**	**$0**	**$0**

Program Development Division
Work includes resource allocation and development of the department's Work Plan using asset management systems and principles, production of the federally required STIP and other submittals.

Statewide 0001053	**004777.23** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $745,000	Federal Planning Highway and Bridge	$596,000 $149,000	$20,000 $149,000	$576,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$745,000**	**$169,000**	**$576,000**	**$0**	**$0**	**$0**

Program Development Division
Work includes resource allocation and development of the department's Work Plan using asset management systems and principles, production of the federally required STIP and other submittals.

Statewide	**004777.24** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $775,000	Federal Planning Highway and Bridge	$620,000 $155,000	$0 $0	$0 $0	$620,000 $155,000	$0 $0	$0 $0
		Totals:			**$775,000**	**$0**	**$0**	**$775,000**	**$0**	**$0**

Program Development Division
Work includes resource allocation and development of the department's Work Plan using asset management systems and principles, production of the federally required STIP and other submittals.

Statewide	**004777.25** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $775,000	Federal Planning Highway and Bridge	$620,000 $155,000	$0 $0	$0 $0	$0 $0	$620,000 $155,000	$0 $0
		Totals:			**$775,000**	**$0**	**$0**	**$0**	**$775,000**	**$0**

Program Development Division
Work includes resource allocation and development of the department's Work Plan using asset management systems and principles, production of the federally required STIP and other submittals.

Statewide 0001052	**005692.22** Production Support And Administration Public Education And Outreach	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $725,000	Federal Planning Highway and Bridge Other	$580,000 $145,000 $0	$400,000 $120,000 $0	$180,000 $25,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$725,000**	**$520,000**	**$205,000**	**$0**	**$0**	**$0**

Statewide Planning and Outreach
Work includes Federally mandated statewide planning and customer outreach. Work also includes active transportation planning and RPO planning coordination.

Statewide 0001053	**005692.23** Production Support And Administration Public Education And Outreach	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $750,000	Federal Planning Highway and Bridge	$600,000 $150,000	$50,000 $150,000	$550,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$750,000**	**$200,000**	**$550,000**	**$0**	**$0**	**$0**

Statewide Planning and Outreach
Work includes Federally mandated statewide planning and customer outreach. Work also includes active transportation planning and RPO planning coordination.

Statewide	**005692.24** Production Support And Administration Public Education And Outreach	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $775,000	Federal Planning Highway and Bridge	$620,000 $155,000	$0 $0	$0 $0	$620,000 $155,000	$0 $0	$0 $0
		Totals:			**$775,000**	**$0**	**$0**	**$775,000**	**$0**	**$0**

Statewide Planning and Outreach
Work includes Federally mandated statewide planning and customer outreach. Work also includes active transportation planning and RPO planning coordination.

Statewide	**005692.25** Production Support And Administration Public Education And Outreach	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $775,000	Federal Planning Highway and Bridge	$620,000 $155,000	$0 $0	$0 $0	$0 $0	$620,000 $155,000	$0 $0
		Totals:			**$775,000**	**$0**	**$0**	**$0**	**$775,000**	**$0**

Statewide Planning and Outreach
Work includes Federally mandated statewide planning and customer outreach. Work also includes active transportation planning and RPO planning coordination.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide 0001052	**006309.22** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $983,444	Federal Planning Highway and Bridge Other	$786,755 $196,689 $0	$786,755 $196,689 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$983,444**	**$983,444**	**$0**	**$0**	**$0**	**$0**
GIS Management *Application development and user support of the department's Geographical Information Systems.*										
Statewide 0001053	**006309.23** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $1,008,248	Federal Planning Highway and Bridge Other	$806,598 $201,650 $0	$20,000 $201,650 $0	$786,598 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,008,248**	**$221,650**	**$786,598**	**$0**	**$0**	**$0**
GIS Management *Application development and user support of the department's Geographical Information Systems.*										
Statewide	**006309.24** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $1,033,732	Federal Planning Highway and Bridge	$826,986 $206,746	$0 $0	$0 $0	$826,986 $206,746	$0 $0	$0 $0
		Totals:			**$1,033,732**	**$0**	**$0**	**$1,033,732**	**$0**	**$0**
GIS Management *Application development and user support of the department's Geographical Information Systems.*										
Statewide	**006309.25** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $1,033,732	Federal Planning Highway and Bridge	$826,986 $206,746	$0 $0	$0 $0	$0 $0	$826,986 $206,746	$0 $0
		Totals:			**$1,033,732**	**$0**	**$0**	**$0**	**$1,033,732**	**$0**
GIS Management *Application development and user support of the department's Geographical Information Systems.*										
Statewide 0001052	**007115.22** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $65,000	Federal Planning Highway and Bridge Other	$52,000 $13,000 $0	$52,000 $13,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$65,000**	**$65,000**	**$0**	**$0**	**$0**	**$0**
Post - Construction Evaluation *Work includes evaluation of projects to identify efficiencies and increase the cost effectiveness of future projects.*										
Statewide 0001053	**007115.23** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $70,000	Federal Planning Highway and Bridge Other	$56,000 $14,000 $0	$20,000 $13,000 $0	$36,000 $1,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$70,000**	**$33,000**	**$37,000**	**$0**	**$0**	**$0**
Post - Construction Evaluation *Work includes evaluation of projects to identify efficiencies and increase the cost effectiveness of future projects.*										
Statewide	**007115.24** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $70,000	Federal Planning Highway and Bridge	$56,000 $14,000	$0 $0	$0 $0	$56,000 $14,000	$0 $0	$0 $0
		Totals:			**$70,000**	**$0**	**$0**	**$70,000**	**$0**	**$0**
Post - Construction Evaluation *Work includes evaluation of projects to identify efficiencies and increase the cost effectiveness of future projects.*										
Statewide	**007115.25** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $70,000	Federal Planning Highway and Bridge	$56,000 $14,000	$0 $0	$0 $0	$0 $0	$56,000 $14,000	$0 $0
		Totals:			**$70,000**	**$0**	**$0**	**$0**	**$70,000**	**$0**
Post - Construction Evaluation *Work includes evaluation of projects to identify efficiencies and increase the cost effectiveness of future projects.*										
Statewide 0001052	**007519.22** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $120,000	Federal Planning Highway and Bridge Other	$96,000 $24,000 $0	$80,000 $20,000 $0	$16,000 $4,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$120,000**	**$100,000**	**$20,000**	**$0**	**$0**	**$0**
New Product Evaluation *Evaluate new products to identify efficiencies and increase cost effectiveness.*										
Statewide 0001053	**007519.23** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $120,000	Federal Planning Highway and Bridge	$96,000 $24,000	$20,000 $24,000	$76,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$120,000**	**$44,000**	**$76,000**	**$0**	**$0**	**$0**
New Product Evaluation *Evaluate new products to identify efficiencies and increase cost effectiveness.*										
Statewide	**007519.24** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $120,000	Federal Planning Highway and Bridge	$96,000 $24,000	$0 $0	$0 $0	$96,000 $24,000	$0 $0	$0 $0
		Totals:			**$120,000**	**$0**	**$0**	**$120,000**	**$0**	**$0**
New Product Evaluation *Evaluate new products to identify efficiencies and increase cost effectiveness.*										
Statewide	**007519.25** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $120,000	Federal Planning Highway and Bridge	$96,000 $24,000	$0 $0	$0 $0	$0 $0	$96,000 $24,000	$0 $0
		Totals:			**$120,000**	**$0**	**$0**	**$0**	**$120,000**	**$0**
New Product Evaluation *Evaluate new products to identify efficiencies and increase cost effectiveness.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide 0001052	**008958.22** Production Support And Administration Research And Pilot Projects	PE:	$0	Federal Planning	$47,482	$47,482	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$11,871	$11,871	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$59,353							
		Totals:			**$59,353**	**$59,353**	**$0**	**$0**	**$0**	**$0**
Problem Solving *Projects established to address research needs, such as: conducting synthesis of the state of the practice, collecting and analyzing field data and longer-term performance evaluation.*										
Statewide 0001053	**008958.23** Production Support And Administration Research And Pilot Projects	PE:	$0	Federal Planning	$56,000	$10,000	$46,000	$0	$0	$0
		ROW:	$0	Highway and Bridge	$14,000	$13,000	$1,000	$0	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$70,000							
		Totals:			**$70,000**	**$23,000**	**$47,000**	**$0**	**$0**	**$0**
Problem Solving *Projects established to address research needs, such as: conducting synthesis of the state of the practice, collecting and analyzing field data and longer-term performance evaluation.*										
Statewide	**008958.24** Production Support And Administration Research And Pilot Projects	PE:	$0	Federal Planning	$56,000	$0	$0	$56,000	$0	$0
		ROW:	$0	Highway and Bridge	$14,000	$0	$0	$14,000	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$70,000							
		Totals:			**$70,000**	**$0**	**$0**	**$70,000**	**$0**	**$0**
Problem Solving *Projects established to address research needs, such as: conducting synthesis of the state of the practice, collecting and analyzing field data and longer-term performance evaluation.*										
Statewide	**008958.25** Production Support And Administration Research And Pilot Projects	PE:	$0	Federal Planning	$56,000	$0	$0	$0	$56,000	$0
		ROW:	$0	Highway and Bridge	$14,000	$0	$0	$0	$14,000	$0
		CON:	$0							
		CE:	$0							
		Other:	$70,000							
		Totals:			**$70,000**	**$0**	**$0**	**$0**	**$70,000**	**$0**
Problem Solving *Projects established to address research needs, such as: conducting synthesis of the state of the practice, collecting and analyzing field data and longer-term performance evaluation.*										
Statewide STP1552	**008993.22** Production Support And Administration Traffic Studies	PE:	$0	Federal STP	$984,062	$620,000	$364,062	$0	$0	$0
		ROW:	$0	Highway Maintenance	$246,016	$155,000	$91,016	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$1,230,078							
		Totals:			**$1,230,078**	**$775,000**	**$455,078**	**$0**	**$0**	**$0**
Traffic Volume Counts *Statewide traffic volume counts for monitoring traffic growth, meeting FHWA reporting requirements, and providing detailed information for Legislative and Department analysis.*										
Statewide STP1553	**008993.23** Production Support And Administration Traffic Studies	PE:	$0	Federal STP	$984,000	$200,000	$784,000	$0	$0	$0
		ROW:	$0	Highway Maintenance	$246,000	$194,000	$52,000	$0	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$1,230,000							
		Totals:			**$1,230,000**	**$394,000**	**$836,000**	**$0**	**$0**	**$0**
Traffic Volume Counts *Statewide traffic volume counts for monitoring traffic growth, meeting FHWA reporting requirements, and providing detailed information for Legislative and Department analysis.*										
Statewide	**008993.24** Production Support And Administration Traffic Studies	PE:	$0	Federal STP	$912,000	$0	$0	$912,000	$0	$0
		ROW:	$0	Highway Maintenance	$228,000	$0	$0	$228,000	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$1,140,000							
		Totals:			**$1,140,000**	**$0**	**$0**	**$1,140,000**	**$0**	**$0**
Traffic Volume Counts *Statewide traffic volume counts for monitoring traffic growth, meeting FHWA reporting requirements, and providing detailed information for Legislative and Department analysis.*										
Statewide	**008993.25** Production Support And Administration Traffic Studies	PE:	$0	Federal STP	$1,052,000	$0	$0	$0	$1,052,000	$0
		ROW:	$0	Highway Maintenance	$263,000	$0	$0	$0	$263,000	$0
		CON:	$0							
		CE:	$0							
		Other:	$1,315,000							
		Totals:			**$1,315,000**	**$0**	**$0**	**$0**	**$1,315,000**	**$0**
Traffic Volume Counts *Statewide traffic volume counts for monitoring traffic growth, meeting FHWA reporting requirements, and providing detailed information for Legislative and Department analysis.*										
Statewide STP1552	**008995.22** Production Support And Administration Traffic Studies	PE:	$0	Federal STP	$100,000	$100,000	$0	$0	$0	$0
		ROW:	$0	Highway Maintenance	$25,000	$25,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$125,000							
		Totals:			**$125,000**	**$125,000**	**$0**	**$0**	**$0**	**$0**
Vehicle Classification *Manual collection of vehicle size and weight classification data for highway and bridge design.*										
Statewide STP1553	**008995.23** Production Support And Administration Traffic Studies	PE:	$0	Federal STP	$216,000	$20,000	$196,000	$0	$0	$0
		ROW:	$0	Highway and Bridge	$54,000	$26,000	$28,000	$0	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$270,000							
		Totals:			**$270,000**	**$46,000**	**$224,000**	**$0**	**$0**	**$0**
Vehicle Classification *Manual collection of vehicle size and weight classification data for highway and bridge design.*										
Statewide	**008995.24** Production Support And Administration Traffic Studies	PE:	$0	Federal STP	$112,000	$0	$0	$112,000	$0	$0
		ROW:	$0	Highway and Bridge	$28,000	$0	$0	$28,000	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$140,000							
		Totals:			**$140,000**	**$0**	**$0**	**$140,000**	**$0**	**$0**
Vehicle Classification *Manual collection of vehicle size and weight classification data for highway and bridge design.*										
Statewide	**008995.25** Production Support And Administration Traffic Studies	PE:	$0	Federal STP	$336,400	$0	$0	$0	$336,400	$0
		ROW:	$0	Highway and Bridge	$84,100	$0	$0	$0	$84,100	$0
		CON:	$0							
		CE:	$0							
		Other:	$420,500							
		Totals:			**$420,500**	**$0**	**$0**	**$0**	**$420,500**	**$0**
Vehicle Classification *Manual collection of vehicle size and weight classification data for highway and bridge design.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide STP1552	**008998.22** Production Support And Administration Traffic Studies	PE:	$0	Federal Planning	$0	$0	$0	$0	$0	$0
		ROW:	$0	Federal STP	$140,000	$140,000	$0	$0	$0	$0
		CON:	$0	Highway Maintenance	$35,000	$35,000	$0	$0	$0	$0
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$175,000							
		Totals:			**$175,000**	**$175,000**	**$0**	**$0**	**$0**	**$0**
Vehicle Size and Weight Characteristics *Operation and analysis of vehicle weigh-in-motion devices used in highway and bridge design.*										
Statewide STP1553	**008998.23** Production Support And Administration Traffic Studies	PE:	$0	Federal Planning	$0	$0	$0	$0	$0	$0
		ROW:	$0	Federal STP	$140,000	$20,000	$120,000	$0	$0	$0
		CON:	$0	Highway and Bridge	$35,000	$35,000	$0	$0	$0	$0
		CE:	$0							
		Other:	$175,000							
		Totals:			**$175,000**	**$55,000**	**$120,000**	**$0**	**$0**	**$0**
Vehicle Size and Weight Characteristics *Operation and analysis of vehicle weigh-in-motion devices used in highway and bridge design.*										
Statewide STP1550	**008998.24** Production Support And Administration Traffic Studies	PE:	$0	Federal Planning	$140,000	$0	$0	$140,000	$0	$0
		ROW:	$0	Highway and Bridge	$35,000	$0	$0	$35,000	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$175,000							
		Totals:			**$175,000**	**$0**	**$0**	**$175,000**	**$0**	**$0**
Vehicle Size and Weight Characteristics *Operation and analysis of vehicle weigh -in- motion devices used in highway and bridge design.*										
Statewide STP1550	**008998.25** Production Support And Administration Traffic Studies	PE:	$0	Federal Planning	$140,000	$0	$0	$0	$140,000	$0
		ROW:	$0	Highway and Bridge	$35,000	$0	$0	$0	$35,000	$0
		CON:	$0							
		CE:	$0							
		Other:	$175,000							
		Totals:			**$175,000**	**$0**	**$0**	**$0**	**$175,000**	**$0**
Vehicle Size and Weight Characteristics *Operation and analysis of vehicle weigh -in- motion devices used in highway and bridge design.*										
Statewide STP1552	**008999.22** Production Support And Administration Traffic Studies	PE:	$0	Federal STP	$80,000	$80,000	$0	$0	$0	$0
		ROW:	$0	Highway Maintenance	$20,000	$20,000	$0	$0	$0	$0
		CON:	$0	Other	$0	$0	$0	$0	$0	$0
		CE:	$0							
		Other:	$100,000							
		Totals:			**$100,000**	**$100,000**	**$0**	**$0**	**$0**	**$0**
Traffic Studies *Collection of data from origin and destination, and other traffic studies for use in improving highway system efficiency.*										
Statewide STP1553	**008999.23** Production Support And Administration Traffic Studies	PE:	$0	Federal CMAQ	$0	$0	$0	$0	$0	$0
		ROW:	$0	Federal STP	$100,000	$20,000	$80,000	$0	$0	$0
		CON:	$0	Highway and Bridge	$25,000	$20,000	$5,000	$0	$0	$0
		CE:	$0							
		Other:	$125,000							
		Totals:			**$125,000**	**$40,000**	**$85,000**	**$0**	**$0**	**$0**
Traffic Studies *Collection of data from origin and destination, and other traffic studies for use in improving highway system efficiency.*										
Statewide	**008999.24** Production Support And Administration Traffic Studies	PE:	$0	Federal CMAQ	$108,000	$0	$0	$108,000	$0	$0
		ROW:	$0	Highway and Bridge	$27,000	$0	$0	$27,000	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$135,000							
		Totals:			**$135,000**	**$0**	**$0**	**$135,000**	**$0**	**$0**
Traffic Studies *Collection of data from origin and destination, and other traffic studies for use in improving highway system efficiency.*										
Statewide	**008999.25** Production Support And Administration Traffic Studies	PE:	$0	Federal CMAQ	$132,000	$0	$0	$0	$132,000	$0
		ROW:	$0	Highway and Bridge	$33,000	$0	$0	$0	$33,000	$0
		CON:	$0							
		CE:	$0							
		Other:	$165,000							
		Totals:			**$165,000**	**$0**	**$0**	**$0**	**$165,000**	**$0**
Traffic Studies *Collection of data from origin and destination, and other traffic studies for use in improving highway system efficiency.*										
Statewide 0900122	**009001.22** Production Support And Administration Traffic Studies	PE:	$0	Federal STP	$331,200	$230,000	$101,200	$0	$0	$0
		ROW:	$0	Highway and Bridge	$82,800	$82,800	$0	$0	$0	$0
		CON:	$0	Other	$0	$0	$0	$0	$0	$0
		CE:	$0							
		Other:	$414,000							
		Totals:			**$414,000**	**$312,800**	**$101,200**	**$0**	**$0**	**$0**
Crash Records *Collecting and categorizing crash records for analysis in targeting safety improvements.*										
Statewide 0900123	**009001.23** Production Support And Administration Traffic Studies	PE:	$0	Federal STP	$331,200	$40,000	$291,200	$0	$0	$0
		ROW:	$0	Highway and Bridge	$82,800	$82,800	$0	$0	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$414,000							
		Totals:			**$414,000**	**$122,800**	**$291,200**	**$0**	**$0**	**$0**
Crash Records *Collecting and categorizing crash records for analysis in targeting safety improvements.*										
Statewide	**009001.24** Production Support And Administration Traffic Studies	PE:	$0	Federal STP	$331,200	$0	$0	$331,200	$0	$0
		ROW:	$0	Highway and Bridge	$82,800	$0	$0	$82,800	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$414,000							
		Totals:			**$414,000**	**$0**	**$0**	**$414,000**	**$0**	**$0**
Crash Records *Collecting and categorizing crash records for analysis in targeting safety improvements.*										
Statewide	**009001.25** Production Support And Administration Traffic Studies	PE:	$0	Federal STP	$331,200	$0	$0	$0	$331,200	$0
		ROW:	$0	Highway and Bridge	$82,800	$0	$0	$0	$82,800	$0
		CON:	$0							
		CE:	$0							
		Other:	$414,000							
		Totals:			**$414,000**	**$0**	**$0**	**$0**	**$414,000**	**$0**
Crash Records *Collecting and categorizing crash records for analysis in targeting safety improvements.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide 0986022	**009860.22** Production Support And Administration Inter-Agency Studies And Planning	PE:	$500,000	Federal CMAQ	$0	$0	$0	$0	$0	$0
		ROW:	$0	Federal STP	$400,000	$0	$400,000	$0	$0	$0
		CON:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$0	Private	$100,000	$100,000	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$500,000**	**$100,000**	**$400,000**	**$0**	**$0**	**$0**
Mobile Source Impact *Interagency transfer of funds to the Maine DEP's Air Bureau for federally required conformity and related analysis and reporting.*										
Statewide 0986023	**009860.23** Production Support And Administration Inter-Agency Studies And Planning	PE:	$400,000	Federal CMAQ	$320,000	$0	$320,000	$0	$0	$0
		ROW:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$0	Private	$80,000	$80,000	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$400,000**	**$80,000**	**$320,000**	**$0**	**$0**	**$0**
Mobile Source Impact *Interagency transfer of funds to the Maine DEP's Air Bureau for federally required conformity and related analysis and reporting.*										
Statewide	**009860.24** Production Support And Administration Inter-Agency Studies And Planning	PE:	$400,000	Federal CMAQ	$320,000	$0	$0	$320,000	$0	$0
		ROW:	$0	Private	$80,000	$0	$0	$80,000	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$0							
		Totals:			**$400,000**	**$0**	**$0**	**$400,000**	**$0**	**$0**
Mobile Source Impact *Interagency transfer of funds to the Maine DEP's Air Bureau for federally required conformity and related analysis and reporting.*										
Statewide	**009860.25** Production Support And Administration Inter-Agency Studies And Planning	PE:	$400,000	Federal CMAQ	$320,000	$0	$0	$0	$320,000	$0
		ROW:	$0	Private	$80,000	$0	$0	$0	$80,000	$0
		CON:	$0							
		CE:	$0							
		Other:	$0							
		Totals:			**$400,000**	**$0**	**$0**	**$0**	**$400,000**	**$0**
Mobile Source Impact *Interagency transfer of funds to the Maine DEP's Air Bureau for federally required conformity and related analysis and reporting.*										
Statewide 1281822	**012818.22** Production Support And Administration Natural Resource Investigation	PE:	$260,000	Federal STP	$208,000	$208,000	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$52,000	$52,000	$0	$0	$0	$0
		CON:	$0	Other	$0	$0	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$260,000**	**$260,000**	**$0**	**$0**	**$0**	**$0**
USFWS Reviews *Funding for USFWS liaison to review projects subject to the federal Clean Water Act and Endangered Species Act to ensure on time and in compliance project delivery.*										
Statewide 1281823	**012818.23** Production Support And Administration Natural Resource Investigation	PE:	$260,000	Federal STP	$208,000	$24,000	$184,000	$0	$0	$0
		ROW:	$0	Highway and Bridge	$52,000	$52,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$0							
		Totals:			**$260,000**	**$76,000**	**$184,000**	**$0**	**$0**	**$0**
USFWS Reviews *Funding for USFWS liaison to review projects subject to the federal Clean Water Act and Endangered Species Act to ensure on time and in compliance project delivery.*										
Statewide	**012818.24** Production Support And Administration Natural Resource Investigation	PE:	$260,000	Federal STP	$208,000	$0	$0	$208,000	$0	$0
		ROW:	$0	Highway and Bridge	$52,000	$0	$0	$52,000	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$0							
		Totals:			**$260,000**	**$0**	**$0**	**$260,000**	**$0**	**$0**
USFWS Reviews *Funding for USFWS liaison to review projects subject to the federal Clean Water Act and Endangered Species Act to ensure on time and in compliance project delivery.*										
Statewide	**012818.25** Production Support And Administration Natural Resource Investigation	PE:	$260,000	Federal STP	$208,000	$0	$0	$0	$208,000	$0
		ROW:	$0	Highway and Bridge	$52,000	$0	$0	$0	$52,000	$0
		CON:	$0							
		CE:	$0							
		Other:	$0							
		Totals:			**$260,000**	**$0**	**$0**	**$0**	**$260,000**	**$0**
USFWS Reviews *Funding for USFWS liaison to review projects subject to the federal Clean Water Act and Endangered Species Act to ensure on time and in compliance project delivery.*										
Statewide 1338310	**013383.10** Highways Intelligent Transportation Systems	PE:	$256,537	Federal STP	$205,230	$205,230	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$51,307	$51,307	$0	$0	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$0							
		Totals:			**$256,537**	**$256,537**	**$0**	**$0**	**$0**	**$0**
Traffic Incident Management Services *Traffic Incident Management Services, equipment, operations, training, planning and to provide and promote interagency cooperation, coordination and communication.*										
Statewide	**014850.23** Production Support And Administration Statewide Program Development	PE:	$0	Federal Planning	$6,000	$0	$6,000	$0	$0	$0
		ROW:	$0	Highway and Bridge	$1,500	$0	$1,500	$0	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$7,500							
		Totals:			**$7,500**	**$0**	**$7,500**	**$0**	**$0**	**$0**
Planning Support *Mid-Coast Regional Planning Organization support.*										
Statewide	**014850.24** Production Support And Administration Statewide Program Development	PE:	$0	Federal Planning	$6,000	$0	$0	$6,000	$0	$0
		ROW:	$0	Highway and Bridge	$1,500	$0	$0	$1,500	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$7,500							
		Totals:			**$7,500**	**$0**	**$0**	**$7,500**	**$0**	**$0**
Planning Support *Mid-Coast Regional Planning Organization support.*										
Statewide	**014850.25** Production Support And Administration Statewide Program Development	PE:	$0	Federal Planning	$6,000	$0	$0	$0	$6,000	$0
		ROW:	$0	Highway and Bridge	$1,500	$0	$0	$0	$1,500	$0
		CON:	$0							
		CE:	$0							
		Other:	$7,500							
		Totals:			**$7,500**	**$0**	**$0**	**$0**	**$7,500**	**$0**
Planning Support *Mid-Coast Regional Planning Organization support.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide	**014856.23** Production Support And Administration General Program Administration	PE:	$0	Federal Planning	$270,000	$0	$270,000	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$67,500	$0	$67,500	$0	$0	$0
		CE:	$0							
		Other:	$337,500							
		Totals:			**$337,500**	**$0**	**$337,500**	**$0**	**$0**	**$0**

Regional Planning
Regional multimodal transportation planning services consistent with current state and federal transportation laws with emphasis on municipal outreach.

Statewide	**014856.24** Production Support And Administration General Program Administration	PE:	$0	Federal Planning	$270,000	$0	$0	$270,000	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$67,500	$0	$0	$67,500	$0	$0
		CE:	$0							
		Other:	$337,500							
		Totals:			**$337,500**	**$0**	**$0**	**$337,500**	**$0**	**$0**

Regional Planning
Regional multimodal transportation planning services consistent with current state and federal transportation laws with emphasis on municipal outreach.

Statewide	**014856.25** Production Support And Administration General Program Administration	PE:	$0	Federal Planning	$270,000	$0	$0	$0	$270,000	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$67,500	$0	$0	$0	$67,500	$0
		CE:	$0							
		Other:	$337,500							
		Totals:			**$337,500**	**$0**	**$0**	**$0**	**$337,500**	**$0**

Regional Planning
Regional multimodal transportation planning services consistent with current state and federal transportation laws with emphasis on municipal outreach.

Statewide 1633621	**016336.21** Highways Signing	PE:	$25,000	Federal HSIP	$0	$0	$0	$0	$0	$0
		ROW:	$0	Federal Safety	$20,000	$0	$6,667	$6,667	$6,667	$0
		CON:	$0	Highway and Bridge	$5,000	$5,000	$0	$0	$0	$0
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$25,000**	**$5,000**	**$6,667**	**$6,667**	**$6,667**	**$0**

RSMS Sign Software
Enhance the MLRC Road System Management Software to include technical assistance and software adjustments.

Statewide 1633622	**016336.22** Highways Signing	PE:	$0	Federal HSIP	$0	$0	$0	$0	$0	$0
		ROW:	$0	Federal Safety	$20,000	$0	$20,000	$0	$0	$0
		CON:	$25,000	Highway and Bridge	$5,000	$5,000	$0	$0	$0	$0
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$25,000**	**$5,000**	**$20,000**	**$0**	**$0**	**$0**

RSMS Sign Software
Enhance the MLRC Road System Management Software to include technical assistance and software adjustments.

Statewide 1633623	**016336.23** Highways Signing	PE:	$0	Federal HSIP	$0	$0	$0	$0	$0	$0
		ROW:	$0	Federal Safety	$20,000	$0	$6,667	$6,667	$6,667	$0
		CON:	$25,000	Highway and Bridge	$5,000	$5,000	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$25,000**	**$5,000**	**$6,667**	**$6,667**	**$6,667**	**$0**

RSMS Sign Software
Enhance the MLRC Road System Management Software to include technical assistance and software adjustments.

Statewide	**016336.24** Highways Signing	PE:	$0	Federal HSIP	$20,000	$0	$0	$6,667	$6,667	$6,667
		ROW:	$0							
		CON:	$25,000	Highway and Bridge	$5,000	$0	$0	$1,667	$1,667	$1,667
		CE:	$0							
		Other:	$0							
		Totals:			**$25,000**	**$0**	**$0**	**$8,333**	**$8,333**	**$8,333**

RSMS Sign Software
Enhance the MLRC Road System Management Software to include technical assistance and software adjustments.

Statewide	**016336.25** Highways Signing	PE:	$0	Federal HSIP	$20,000	$0	$0	$0	$6,667	$6,667
		ROW:	$0							
		CON:	$25,000	Highway and Bridge	$5,000	$0	$0	$0	$1,667	$1,667
		CE:	$0							
		Other:	$0							
		Totals:			**$25,000**	**$0**	**$0**	**$0**	**$8,333**	**$8,333**

RSMS Sign Software
Enhance the MLRC Road System Management Software to include technical assistance and software adjustments.

Statewide 1671060	**016710.60** Production Support And Administration Financial Tracking Win	PE:	$0	Federal CMAQ	$4,015,000	$4,015,000	$0	$0	$0	$0
		ROW:	$0	Federal NHPP	$23,020,000	$18,375,000	$0	$2,322,500	$2,322,500	$0
		CON:	$34,685,000	Federal STP	$7,650,000	$3,225,000	$0	$2,212,500	$2,212,500	$0
		CE:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$34,685,000**	**$25,615,000**	**$0**	**$4,535,000**	**$4,535,000**	**$0**

GARVEE Principal 2014
The repayment of GARVEE bond funding.

Statewide 1671061	**016710.61** Production Support And Administration Financial Tracking Win			Federal CMAQ	$810,650	$810,650	$0	$0	$0	$0
				Federal FO	$558,253	$558,253	$0	$0	$0	$0
		PE:	$0	Federal NHPP	$1,701,047	$1,322,397	$0	$189,325	$189,325	$0
		ROW:	$0	Federal STP	$7,477,344	$6,877,444	$0	$299,950	$299,950	$0
		CON:	$10,883,369	Highway and Bridge	$336,075	$336,075	$0	$0	$0	$0
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$10,883,369**	**$9,904,819**	**$0**	**$489,275**	**$489,275**	**$0**

GARVEE Interest 2014
The repayment of GARVEE bond funding.

Statewide 1700060	**017000.60** Production Support And Administration Financial Tracking Win			Federal Bridge Program	$11,643,602	$11,643,602	$0	$0	$0	$0
				Federal HSIP	$309,072	$309,072	$0	$0	$0	$0
		PE:	$0	Federal IM	$1,514,632	$1,514,632	$0	$0	$0	$0
		ROW:	$0	Federal NHPP	$22,183,797	$22,118,797	$0	$32,500	$32,500	$0
		CON:	$50,000,000	Federal NHS	$2,813,873	$2,813,873	$0	$0	$0	$0
		CE:	$0	Federal STP	$11,535,024	$11,535,024	$0	$0	$0	$0
		Other:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$50,000,000**	**$49,935,000**	**$0**	**$32,500**	**$32,500**	**$0**

GARVEE Principal 2008
The repayment of GARVEE bond funding.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide 1700061	**017000.61** Production Support And Administration Financial Tracking Win	PE: ROW: CON: CE: Other:	$0 $0 $13,615,521 $0 $0	Federal Bridge Program	$4,488,149	$4,488,149	$0	$0	$0	$0
				Federal FO	$397,600	$397,600	$0	$0	$0	$0
				Federal IM	$1,830,714	$1,830,714	$0	$0	$0	$0
				Federal NHPP	$3,698,412	$3,698,412	$0	$0	$0	$0
				Federal NHS	$698,287	$698,287	$0	$0	$0	$0
				Federal STP	$2,002,359	$1,923,321	$0	$39,519	$39,519	$0
				Highway and Bridge	$500,000	$500,000	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
			Totals:		**$13,615,521**	**$13,536,483**	**$0**	**$39,519**	**$39,519**	**$0**

Garvee Interest 2008
The repayment of GARVEE bond funding.

Statewide 1726622	**017266.22** Production Support And Administration Natural Resource Mitigation	PE: ROW: CON: CE: Other:	$350,000 $0 $0 $0 $0	Federal STP	$120,000	$0	$120,000	$0	$0	$0
				Federal TAP	$160,000	$120,000	$40,000	$0	$0	$0
				Highway and Bridge	$70,000	$30,000	$40,000	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
			Totals:		**$350,000**	**$150,000**	**$200,000**	**$0**	**$0**	**$0**

MEPDES General Permits
Implement requirements of the Clean Water Act. Including retrofits of drainage systems on MaineDOT assets within Urban Impaired Stream watersheds. Maine Pollutant Discharge Elimination System (MEPDES).

Statewide 1726623	**017266.23** Production Support And Administration Natural Resource Mitigation	PE: ROW: CON: CE: Other:	$350,000 $0 $0 $0 $0	Federal STP	$250,000	$0	$250,000	$0	$0	$0
				Federal TAP	$30,000	$30,000	$0	$0	$0	$0
				Highway and Bridge	$70,000	$70,000	$0	$0	$0	$0
			Totals:		**$350,000**	**$100,000**	**$250,000**	**$0**	**$0**	**$0**

MEPDES General Permits
Implement requirements of the Clean Water Act. Including retrofits of drainage systems on MaineDOT assets within Urban Impaired Stream watersheds. Maine Pollutant Discharge Elimination System (MEPDES).

Statewide	**017266.24** Production Support And Administration Natural Resource Mitigation	PE: ROW: CON: CE: Other:	$350,000 $0 $0 $0 $0	Federal STP	$280,000	$0	$0	$280,000	$0	$0
				Highway and Bridge	$70,000	$0	$0	$70,000	$0	$0
			Totals:		**$350,000**	**$0**	**$0**	**$350,000**	**$0**	**$0**

MEPDES General Permits
Implement requirements of the Clean Water Act. Including retrofits of drainage systems on MaineDOT assets within Urban Impaired Stream watersheds. Maine Pollutant Discharge Elimination System (MEPDES).

Statewide	**017266.25** Production Support And Administration Natural Resource Mitigation	PE: ROW: CON: CE: Other:	$350,000 $0 $0 $0 $0	Federal STP	$280,000	$0	$0	$0	$280,000	$0
				Highway and Bridge	$70,000	$0	$0	$0	$70,000	$0
			Totals:		**$350,000**	**$0**	**$0**	**$0**	**$350,000**	**$0**

MEPDES General Permits
Implement requirements of the Clean Water Act. Including retrofits of drainage systems on MaineDOT assets within Urban Impaired Stream watersheds. Maine Pollutant Discharge Elimination System (MEPDES).

Statewide 1727521	**017275.21** Production Support And Administration Natural Resource Investigation	PE: ROW: CON: CE: Other:	$70,998 $0 $0 $0 $0	Federal STP	$56,798	$0	$56,798	$0	$0	$0
				Highway and Bridge	$14,200	$14,200	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
			Totals:		**$70,998**	**$14,200**	**$56,798**	**$0**	**$0**	**$0**

Historic Resource Reviews
Ensure efficient delivery of work subject to federal historic resource review under Section 106.

Statewide 1727522	**017275.22** Production Support And Administration Natural Resource Investigation	PE: ROW: CON: CE: Other:	$112,170 $0 $0 $0 $0	Federal STP	$89,736	$0	$89,736	$0	$0	$0
				Highway and Bridge	$22,434	$17,000	$5,434	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
			Totals:		**$112,170**	**$17,000**	**$95,170**	**$0**	**$0**	**$0**

Historic Resource Reviews
Ensure efficient delivery of work subject to federal historic resource review under Section 106.

Statewide 1727523	**017275.23** Production Support And Administration Natural Resource Investigation	PE: ROW: CON: CE: Other:	$85,000 $0 $0 $0 $0	Federal STP	$68,000	$20,000	$48,000	$0	$0	$0
				Highway and Bridge	$17,000	$17,000	$0	$0	$0	$0
			Totals:		**$85,000**	**$37,000**	**$48,000**	**$0**	**$0**	**$0**

Historic Resource Reviews
Ensure efficient delivery of work subject to federal historic resource review under Section 106.

Statewide	**017275.24** Production Support And Administration Natural Resource Investigation	PE: ROW: CON: CE: Other:	$85,000 $0 $0 $0 $0	Federal STP	$68,000	$0	$0	$68,000	$0	$0
				Highway and Bridge	$17,000	$0	$0	$17,000	$0	$0
			Totals:		**$85,000**	**$0**	**$0**	**$85,000**	**$0**	**$0**

Historic Resource Reviews
Ensure efficient delivery of work subject to federal historic resource review under Section 106.

Statewide	**017275.25** Production Support And Administration Natural Resource Investigation	PE: ROW: CON: CE: Other:	$85,000 $0 $0 $0 $0	Federal STP	$68,000	$0	$0	$0	$68,000	$0
				Highway and Bridge	$17,000	$0	$0	$0	$17,000	$0
			Totals:		**$85,000**	**$0**	**$0**	**$0**	**$85,000**	**$0**

Historic Resource Reviews
Ensure efficient delivery of work subject to federal historic resource review under Section 106.

Statewide 1758221	**017582.21** Production Support And Administration Planning Studies	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $40,000	Federal Planning	$32,000	$0	$32,000	$0	$0	$0
				Highway and Bridge	$8,000	$8,000	$0	$0	$0	$0
			Totals:		**$40,000**	**$8,000**	**$32,000**	**$0**	**$0**	**$0**

Planning Studies
Funding for the continued analysis of potential transportation solutions that promote economic development, leverage additional investment, and improve safety and mobility.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide 1758222	**017582.22** Production Support And Administration Planning Studies	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $200,000	Federal Planning Highway and Bridge	$160,000 $40,000	$0 $40,000	$160,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$200,000**	**$40,000**	**$160,000**	**$0**	**$0**	**$0**
Planning Studies *Funding for the continued analysis of potential transportation solutions that promote economic development, leverage additional investment, and improve safety and mobility.*										
Statewide	**017582.23** Production Support And Administration Planning Studies	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $200,000	Federal Planning Highway and Bridge	$160,000 $40,000	$0 $0	$160,000 $40,000	$0 $0	$0 $0	$0 $0
		Totals:			**$200,000**	**$0**	**$200,000**	**$0**	**$0**	**$0**
Planning Studies *Funding for the continued analysis of potential transportation solutions that promote economic development, leverage additional investment, and improve safety and mobility.*										
Statewide	**017582.24** Production Support And Administration Planning Studies	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $200,000	Federal Planning Highway and Bridge	$160,000 $40,000	$0 $0	$0 $0	$160,000 $40,000	$0 $0	$0 $0
		Totals:			**$200,000**	**$0**	**$0**	**$200,000**	**$0**	**$0**
Planning Studies *Funding for the continued analysis of potential transportation solutions that promote economic development, leverage additional investment, and improve safety and mobility.*										
Statewide	**017582.25** Production Support And Administration Planning Studies	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $200,000	Federal Planning Highway and Bridge	$160,000 $40,000	$0 $0	$0 $0	$0 $0	$160,000 $40,000	$0 $0
		Totals:			**$200,000**	**$0**	**$0**	**$0**	**$200,000**	**$0**
Planning Studies *Funding for the continued analysis of potential transportation solutions that promote economic development, leverage additional investment, and improve safety and mobility.*										
Statewide 1766700	**017667.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$137,161 $0 $0 $0 $0	Federal Seat Belt Safety Highway and Bridge	$137,161 $0	$137,161 $0	$0 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$137,161**	**$137,161**	**$0**	**$0**	**$0**	**$0**
Operational Safety *Statewide: Operational Safety Improvements.*										
Statewide 1811160	**018111.60** Production Support And Administration Financial Tracking Win	PE: ROW: CON: CE: Other:	$0 $0 $55,245,000 $0 $0	Federal Bridge Program Federal CMAQ Federal IM Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$9,828,680 $5,120,000 $235 $25,995,616 $217,207 $14,083,262 $0 $0	$9,828,680 $5,120,000 $235 $25,995,616 $217,207 $14,083,262 $0 $0	$0 $0 $0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0 $0 $0
		Totals:			**$55,245,000**	**$55,245,000**	**$0**	**$0**	**$0**	**$0**
Garvee Principal 2010 *The repayment of GARVEE bond funding.*										
Statewide 1811161	**018111.61** Production Support And Administration Financial Tracking Win	PE: ROW: CON: CE: Other:	$0 $0 $16,507,091 $0 $0	Federal Bridge Program Federal FO Federal NHPP Federal STP Highway and Bridge Other	$4,815,582 $516,346 $3,840,582 $6,808,983 $525,598 $0	$4,815,582 $516,346 $3,840,582 $6,808,983 $525,598 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0
		Totals:			**$16,507,091**	**$16,507,091**	**$0**	**$0**	**$0**	**$0**
Garvee Interest 2010 *The repayment of GARVEE bond funding.*										
Statewide 1820100	**018201.00** Production Support And Administration Planning Studies	PE: ROW: CON: CE: Other:	$111,702 $0 $0 $0 $0	Federal STP Federal Scenic Byways Highway and Bridge Other Private	$402 $96,481 $9,513 $0 $5,306	$402 $96,481 $9,513 $0 $5,306	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$111,702**	**$111,702**	**$0**	**$0**	**$0**	**$0**
Saint John Valley *This project will develop a Corridor Management Plan for the St. John Valley Cultural Byway.*										
Statewide 1822800	**018228.00** Ports And Harbors Rehabilitation	PE: ROW: CON: CE: Other:	$0 $0 $493,750 $0 $0	Federal FBD Federal FBP Highway and Bridge Other	$0 $395,000 $98,750 $0	$0 $395,000 $98,750 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$493,750**	**$493,750**	**$0**	**$0**	**$0**	**$0**
0 *Provide all vessels with new, modern electronic equipment packages; radars with ARPA (automatic radar plotting aid), gyrocompasses, electronic chart plotters & software, VHF Radios, GPS Receivers, Automatic Information System (AIS) transponders.*										
Statewide 1850122	**018501.22** Highways Other Highway Maintenance	PE: ROW: CON: CE: Other:	$0 $0 $100,000 $0 $0	Federal STP Highway and Bridge	$80,000 $20,000	$602 $150	$79,398 $19,850	$0 $0	$0 $0	$0 $0
		Totals:			**$100,000**	**$752**	**$99,248**	**$0**	**$0**	**$0**
Vegetation Management *Roadside vegetation management.*										
Statewide 1850123	**018501.23** Highways Other Highway Maintenance	PE: ROW: CON: CE: Other:	$0 $0 $100,000 $0 $0	Federal STP Highway and Bridge	$80,000 $20,000	$0 $20,000	$80,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$100,000**	**$20,000**	**$80,000**	**$0**	**$0**	**$0**

WIN-Scope		Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Vegetation Management *Roadside vegetation management.*										
Statewide	**018501.24** Highways Other Highway Maintenance	PE: ROW: CON: CE: Other:	$0 $0 $100,000 $0 $0	Federal STP Highway and Bridge	$80,000 $20,000	$0 $0	$0 $0	$80,000 $20,000	$0 $0	$0 $0
		Totals:			**$100,000**	**$0**	**$0**	**$100,000**	**$0**	**$0**
Vegetation Management *Roadside vegetation management.*										
Statewide	**018501.25** Highways Other Highway Maintenance	PE: ROW: CON: CE: Other:	$0 $0 $100,000 $0 $0	Federal STP Highway and Bridge	$80,000 $20,000	$0 $0	$0 $0	$0 $0	$80,000 $20,000	$0 $0
		Totals:			**$100,000**	**$0**	**$0**	**$0**	**$100,000**	**$0**
Vegetation Management *Roadside vegetation management.*										
Statewide 1852021	**018520.21** Production Support And Administration Natural Resource Mitigation	PE: ROW: CON: CE: Other:	$15,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$12,000 $3,000	$0 $3,000	$12,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$15,000**	**$3,000**	**$12,000**	**$0**	**$0**	**$0**
Animal Crash Reduction *Increase traveler safety, decrease wildlife mortality, and comply with relevant regulations by reducing incidents.*										
Statewide	**018520.22** Production Support And Administration Natural Resource Mitigation	PE: ROW: CON: CE: Other:	$15,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$12,000 $3,000	$0 $0	$12,000 $3,000	$0 $0	$0 $0	$0 $0
		Totals:			**$15,000**	**$0**	**$15,000**	**$0**	**$0**	**$0**
Animal Crash Reduction *Increase traveler safety, decrease wildlife mortality, and comply with relevant regulations by reducing incidents.*										
Statewide	**018520.23** Production Support And Administration Natural Resource Mitigation	PE: ROW: CON: CE: Other:	$15,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$12,000 $3,000	$0 $0	$12,000 $3,000	$0 $0	$0 $0	$0 $0
		Totals:			**$15,000**	**$0**	**$15,000**	**$0**	**$0**	**$0**
Animal Crash Reduction *Increase traveler safety, decrease wildlife mortality, and comply with relevant regulations by reducing incidents.*										
Statewide	**018520.24** Production Support And Administration Natural Resource Mitigation	PE: ROW: CON: CE: Other:	$15,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$12,000 $3,000	$0 $0	$0 $0	$12,000 $3,000	$0 $0	$0 $0
		Totals:			**$15,000**	**$0**	**$0**	**$15,000**	**$0**	**$0**
Animal Crash Reduction *Increase traveler safety, decrease wildlife mortality, and comply with relevant regulations by reducing incidents.*										
Statewide	**018520.25** Production Support And Administration Natural Resource Mitigation	PE: ROW: CON: CE: Other:	$15,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$12,000 $3,000	$0 $0	$0 $0	$0 $0	$12,000 $3,000	$0 $0
		Totals:			**$15,000**	**$0**	**$0**	**$0**	**$15,000**	**$0**
Animal Crash Reduction *Increase traveler safety, decrease wildlife mortality, and comply with relevant regulations by reducing incidents.*										
Statewide	**018524.22** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$0 $0 $1,862,000 $0 $0	Federal RTP	$1,862,000	$0	$1,862,000	$0	$0	$0
		Totals:			**$1,862,000**	**$0**	**$1,862,000**	**$0**	**$0**	**$0**
Recreational Trails Program *A Federal Highway Administration funding set-aside that MaineDOT transfers to the Maine Department of Agriculture, Conservation and Forestry for improvements to multi-use trails.*										
Statewide	**018524.23** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$0 $0 $1,400,000 $0 $0	Federal RTP	$1,400,000	$0	$466,667	$466,667	$466,667	$0
		Totals:			**$1,400,000**	**$0**	**$466,667**	**$466,667**	**$466,667**	**$0**
Recreational Trails Program *A Federal Highway Administration funding set-aside that MaineDOT transfers to the Maine Department of Agriculture, Conservation and Forestry for improvements to multiuse trails.*										
Statewide	**018524.24** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$0 $0 $1,400,000 $0 $0	Federal RTP	$1,400,000	$0	$0	$466,667	$466,667	$466,667
		Totals:			**$1,400,000**	**$0**	**$0**	**$466,667**	**$466,667**	**$466,667**
Recreational Trails Program *A Federal Highway Administration funding set-aside that MaineDOT transfers to the Maine Department of Agriculture, Conservation and Forestry for improvements to multiuse trails.*										
Statewide	**018524.25** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$0 $0 $1,400,000 $0 $0	Federal RTP	$1,400,000	$0	$0	$0	$466,667	$466,667
		Totals:			**$1,400,000**	**$0**	**$0**	**$0**	**$466,667**	**$466,667**
Recreational Trails Program *A Federal Highway Administration funding set-aside that MaineDOT transfers to the Maine Department of Agriculture, Conservation and Forestry for improvements to multiuse trails.*										
Statewide 1876924	**018769.24** Highways Striping	PE: ROW: CON: CE: Other:	$15,000 $0 $2,065,000 $20,000 $0	Federal HSIP Federal Safety Highway and Bridge	$2,085,000 $15,000 $0	$0 $0 $0	$0 $0 $0	$2,085,000 $15,000 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$2,100,000**	**$0**	**$0**	**$2,100,000**	**$0**	**$0**

WIN-Scope		Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Interstate Striping *Polyurea striping for the interstate.*										
Statewide	**018769.25** Highways Striping	PE: ROW: CON: CE: Other:	$15,000 $0 $2,065,000 $20,000 $0	Federal HSIP	$2,100,000	$0	$0	$0	$2,100,000	$0
		Totals:			**$2,100,000**	**$0**	**$0**	**$0**	**$2,100,000**	**$0**
Interstate Striping *Polyurea striping for the interstate.*										
Statewide 1883700	**018837.00** Production Support And Administration Municipal/Public Outreach	PE: ROW: CON: CE: Other:	$15,000 $0 $0 $0 $0	Federal HSIP Highway and Bridge	$13,500 $1,500	$13,500 $1,500	$0 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$15,000**	**$15,000**	**$0**	**$0**	**$0**	**$0**
Defensive Driving *Defensive driving training for municipal and public works employees.*										
Statewide 1892300	**018923.00** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$75,000 $0 $0 $0 $0	Federal SHRP Highway and Bridge	$75,000 $0	$75,000 $0	$0 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$75,000**	**$75,000**	**$0**	**$0**	**$0**	**$0**
SHRP2 *The Strategic Highway Research Program 2 (SHRP2). Develop performance specifications for HMA pavements.*										
Statewide 1906800	**019068.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$1,220,950 $0 $0 $0 $0	Federal ITS Federal STP Highway and Bridge Other Private	$310,159 $666,601 $244,190 $0 $0	$310,159 $666,601 $244,190 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$1,220,950**	**$1,220,950**	**$0**	**$0**	**$0**	**$0**
ATMS/TIS Implementation *Implementation of Advanced Traffic Management System (ATMS) and Traveler Information System (TIS).*										
Statewide STP-1935(300)	**019353.00** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $10,000 $0	Federal STP Highway and Bridge	$0 $10,000	$0 $0	$0 $10,000	$0 $0	$0 $0	$0 $0
		Totals:			**$10,000**	**$0**	**$10,000**	**$0**	**$0**	**$0**
Diversity 2015 *Program funding to assist in recruitment of businesses to participate in the Disadvantaged Business Enterprise Program, as well as; funding to promote education and diversity in the trades. Calender Year 2015.*										
Statewide 1936422	**019364.22** Production Support And Administration Inter-Agency Studies And Planning	PE: ROW: CON: CE: Other:	$15,000 $0 $0 $0 $0	Federal STP Highway and Bridge Other	$12,000 $3,000 $0	$0 $3,000 $0	$12,000 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$15,000**	**$3,000**	**$12,000**	**$0**	**$0**	**$0**
Natural Areas Program *Data collection and project screening to ensure regulatory compliance.*										
Statewide 1936423	**019364.23** Production Support And Administration Inter-Agency Studies And Planning	PE: ROW: CON: CE: Other:	$15,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$12,000 $3,000	$5,000 $3,000	$7,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$15,000**	**$8,000**	**$7,000**	**$0**	**$0**	**$0**
Natural Areas Program *Data collection and project screening to ensure regulatory compliance.*										
Statewide	**019364.24** Production Support And Administration Inter-Agency Studies And Planning	PE: ROW: CON: CE: Other:	$15,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$12,000 $3,000	$0 $0	$0 $0	$12,000 $3,000	$0 $0	$0 $0
		Totals:			**$15,000**	**$0**	**$0**	**$15,000**	**$0**	**$0**
Natural Areas Program *Data collection and project screening to ensure regulatory compliance.*										
Statewide	**019364.25** Production Support And Administration Inter-Agency Studies And Planning	PE: ROW: CON: CE: Other:	$15,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$12,000 $3,000	$0 $0	$0 $0	$0 $0	$12,000 $3,000	$0 $0
		Totals:			**$15,000**	**$0**	**$0**	**$0**	**$15,000**	**$0**
Natural Areas Program *Data collection and project screening to ensure regulatory compliance.*										
Statewide 1936922	**019369.22** Production Support And Administration Natural Resource Investigation	PE: ROW: CON: CE: Other:	$114,500 $0 $0 $0 $0	Federal STP Highway and Bridge Other	$91,600 $22,900 $0	$0 $19,000 $0	$91,600 $3,900 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$114,500**	**$19,000**	**$95,500**	**$0**	**$0**	**$0**
Streamflow Gauging *Operation of 10 gauges in USGS-managed statewide stream gauge network. Data is critical for maintaining up-to-date hydrologic design methods as well as tracking climate change impacts on river flows. Matched with USGS funding.*										
Statewide 1936923	**019369.23** Production Support And Administration Natural Resource Investigation	PE: ROW: CON: CE: Other:	$176,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$140,800 $35,200	$15,000 $35,200	$125,800 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$176,000**	**$50,200**	**$125,800**	**$0**	**$0**	**$0**
Streamflow Gauging *Operation of river gauges in USGS-managed statewide stream gauge network. Data is critical for maintaining up-to-date hydrologic design methods as well as tracking climate change impacts on river flows. Matched with USGS funding.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide	**019369.24** Production Support And Administration Natural Resource Investigation	PE:	$176,000	Federal STP	$140,800	$0	$0	$140,800	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$35,200	$0	$0	$35,200	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$176,000**	**$0**	**$0**	**$176,000**	**$0**	**$0**

Streamflow Gauging
Operation of river gauges in USGS-managed statewide stream gauge network. Data is critical for maintaining up-to-date hydrologic design methods as well as tracking climate change impacts on river flows. Matched with USGS funding.

Statewide	**019369.25** Production Support And Administration Natural Resource Investigation	PE:	$181,000	Federal STP	$144,800	$0	$0	$0	$144,800	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$36,200	$0	$0	$0	$36,200	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$181,000**	**$0**	**$0**	**$0**	**$181,000**	**$0**

Streamflow Gauging
Operation of river gauges in USGS-managed statewide stream gauge network. Data is critical for maintaining up-to-date hydrologic design methods as well as tracking climate change impacts on river flows. Matched with USGS funding.

Statewide 1937121	**019371.21** Production Support And Administration Natural Resource Investigation	PE:	$64,382	Federal STP	$51,139	$51,139	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$13,242	$13,242	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$64,382**	**$64,382**	**$0**	**$0**	**$0**	**$0**

Environmental Reviews/ Measures
Ecological data collection, screening, assessment, and monitoring to ensure efficient compliance with design, construction, conservation measures, asset performance, and mitigation.

Statewide 1937122	**019371.22** Production Support And Administration Natural Resource Investigation	PE:	$100,000	Federal TAP	$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:	$0							
		Totals:			**$100,000**	**$100,000**	**$0**	**$0**	**$0**	**$0**

Environmental Reviews/ Measures
Ecological data collection, screening, assessment, and monitoring to ensure efficient compliance with design, construction, conservation measures, asset performance, and mitigation.

Statewide 1937123	**019371.23** Production Support And Administration Natural Resource Investigation	PE:	$100,000	Federal STP	$60,000	$0	$60,000	$0	$0	$0
		ROW:	$0	Federal TAP	$20,000	$20,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Highway and Bridge	$20,000	$20,000	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$100,000**	**$40,000**	**$60,000**	**$0**	**$0**	**$0**

Environmental Reviews/ Measures
Ecological data collection, screening, assessment, and monitoring to ensure efficient compliance with design, construction, conservation measures, asset performance. and mitigation.

Statewide	**019371.24** Production Support And Administration Natural Resource Investigation	PE:	$100,000	Federal STP	$80,000	$0	$0	$80,000	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$20,000	$0	$0	$20,000	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$100,000**	**$0**	**$0**	**$100,000**	**$0**	**$0**

Environmental Reviews/ Measures
Ecological data collection, screening, assessment, and monitoring to ensure efficient compliance with design, construction, conservation measures, asset performance, and mitigation.

Statewide	**019371.25** Production Support And Administration Natural Resource Investigation	PE:	$100,000	Federal STP	$80,000	$0	$0	$0	$80,000	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$20,000	$0	$0	$0	$20,000	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$100,000**	**$0**	**$0**	**$0**	**$100,000**	**$0**

Environmental Reviews/ Measures
Ecological data collection, screening, assessment, and monitoring to ensure efficient compliance with design, construction, conservation measures, asset performance, and mitigation.

Statewide	**019752.00** Production Support And Administration General Program Administration	PE:	$616,776	Federal STP	$0	$0	$0	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$616,776	$616,776	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$616,776**	**$616,776**	**$0**	**$0**	**$0**	**$0**

Civil Rights
Non-Project Budget for the Civil Rights unit for FY12 and FY13.

Statewide	**020223.21** Production Support And Administration General Program Administration	PE:	$0	Federal Planning	$274,619	$0	$274,619	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$0							
		Other:	$274,619							
		Totals:			**$274,619**	**$0**	**$274,619**	**$0**	**$0**	**$0**

Pooled Fund Projects
National Cooperative Highway Research Program (NCHRP), Transportation Research Board (TRB), New England Consortium, Clean Roads Initiative and American Association of State Highway Transportation Officials (AASHTO).

Statewide	**020223.22** Production Support And Administration General Program Administration	PE:	$0	Federal Planning	$486,000	$0	$486,000	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$0							
		Other:	$486,000							
		Totals:			**$486,000**	**$0**	**$486,000**	**$0**	**$0**	**$0**

Pooled Fund Projects
National Cooperative Highway Research Program (NCHRP), Transportation Research Board (TRB), New England Consortium, Clean Roads Initiative and American Association of State Highway Transportation Officials (AASHTO).

Statewide	**020223.23** Production Support And Administration General Program Administration	PE:	$0	Federal Planning	$521,000	$0	$521,000	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$0							
		Other:	$521,000							
		Totals:			**$521,000**	**$0**	**$521,000**	**$0**	**$0**	**$0**

Pooled Fund Projects
National Cooperative Highway Research Program (NCHRP), Transportation Research Board (TRB), New England Consortium, Clean Roads Initiative and American Association of State Highway Transportation Officials (AASHTO).

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide	**020223.24** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $521,000	Federal Planning	$521,000	$0	$0	$521,000	$0	$0
		Totals:			**$521,000**	**$0**	**$0**	**$521,000**	**$0**	**$0**

Pooled Fund Projects
National Cooperative Highway Research Program (NCHRP), Transportation Research Board (TRB), New England Consortium, Clean Roads Initiative and American Association of State Highway Transportation Officials (AASHTO).

Statewide	**020223.25** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $521,000	Federal Planning	$521,000	$0	$0	$0	$521,000	$0
		Totals:			**$521,000**	**$0**	**$0**	**$0**	**$521,000**	**$0**

Pooled Fund Projects
National Cooperative Highway Research Program (NCHRP), Transportation Research Board (TRB), New England Consortium, Clean Roads Initiative and American Association of State Highway Transportation Officials (AASHTO).

Statewide 2022422	**020224.22** Production Support And Administration Training (Provided To Others)	PE: ROW: CON: CE: Other:	$350,000 $0 $0 $0 $0	Federal LTAP	$7,495	$7,495	$0	$0	$0	$0
				Federal Planning	$128,000	$128,000	$0	$0	$0	$0
				Federal STP	$152,505	$152,505	$0	$0	$0	$0
				Highway and Bridge	$32,000	$32,000	$0	$0	$0	$0
				Local	$30,000	$30,000	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$350,000**	**$350,000**	**$0**	**$0**	**$0**	**$0**

Local Technical Assistance Program
The Maine Local Roads Center provides training and assistance to local road/bridge managers in 502 municipalities. The Center is one of 50+ Local Technical Assistance Programs (LTAP) established by the FHWA.

Statewide 2022423	**020224.23** Production Support And Administration Training (Provided To Others)	PE: ROW: CON: CE: Other:	$350,000 $0 $0 $0 $0	Federal LTAP	$0	$0	$0	$0	$0	$0
				Federal Planning	$128,000	$0	$128,000	$0	$0	$0
				Federal STP	$160,000	$0	$160,000	$0	$0	$0
				Highway and Bridge	$32,000	$32,000	$0	$0	$0	$0
				Local	$30,000	$0	$30,000	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$350,000**	**$32,000**	**$318,000**	**$0**	**$0**	**$0**

Local Technical Assistance Program
The Maine Local Roads Center provides training and assistance to local road/bridge managers in 502 municipalities. The Center is one of 50+ Local Technical Assistance Programs (LTAP) established by the FHWA.

Statewide	**020224.24** Production Support And Administration Training (Provided To Others)	PE: ROW: CON: CE: Other:	$350,000 $0 $0 $0 $0	Federal Planning	$315,000	$0	$0	$315,000	$0	$0
				Highway and Bridge	$7,000	$0	$0	$7,000	$0	$0
				Local	$28,000	$0	$0	$28,000	$0	$0
		Totals:			**$350,000**	**$0**	**$0**	**$350,000**	**$0**	**$0**

Local Technical Assistance Program
The Maine Local Roads Center provides training and assistance to local road/bridge managers in 502 municipalities. The Center is one of 50+ Local Technical Assistance Programs (LTAP) established by the FHWA.

Statewide	**020224.25** Production Support And Administration Training (Provided To Others)	PE: ROW: CON: CE: Other:	$350,000 $0 $0 $0 $0	Federal Planning	$315,000	$0	$0	$0	$315,000	$0
				Highway and Bridge	$7,000	$0	$0	$0	$7,000	$0
				Local	$28,000	$0	$0	$0	$28,000	$0
		Totals:			**$350,000**	**$0**	**$0**	**$0**	**$350,000**	**$0**

Local Technical Assistance Program
The Maine Local Roads Center provides training and assistance to local road/bridge managers in 502 municipalities. The Center is one of 50+ Local Technical Assistance Programs (LTAP) established by the FHWA.

Statewide 2055600	**020556.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$0 $0 $125,000 $0 $0	Federal HSIP	$112,500	$112,500	$0	$0	$0	$0
				Federal STP	$0	$0	$0	$0	$0	$0
				Highway and Bridge	$12,500	$12,500	$0	$0	$0	$0
		Totals:			**$125,000**	**$125,000**	**$0**	**$0**	**$0**	**$0**

Equipment
This project is to procure Portable Speed Feedback Signs to give to municipalities to help combat speeding issues. The Municipality is responsible for installation of the sign, providing data to law enforcement and take ownership/maintenance.

Statewide 2058021	**020580.21** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$77,800 $0 $0 $0 $0	Federal STP	$62,240	$30,000	$32,240	$0	$0	$0
				Highway and Bridge	$15,560	$15,560	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$77,800**	**$45,560**	**$32,240**	**$0**	**$0**	**$0**

River Gauges
River Gauge operation fees.

Statewide 2058022	**020580.22** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$160,000 $0 $0 $0 $0	Federal STP	$128,000	$0	$128,000	$0	$0	$0
				Highway and Bridge	$32,000	$19,000	$13,000	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$160,000**	**$19,000**	**$141,000**	**$0**	**$0**	**$0**

River Gauges
River Gauge operation fees.

Statewide 2058122	**020581.22** Highways Striping	PE: ROW: CON: CE: Other:	$0 $0 $7,600,965 $10,000 $0	Federal HSIP	$6,088,772	$5,563,281	$525,492	$0	$0	$0
				Highway Maintenance	$1,522,193	$1,390,820	$131,373	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$7,610,965**	**$6,954,101**	**$656,864**	**$0**	**$0**	**$0**

Various Locations
Statewide striping to increase safety on Maine roads.

Statewide 2058123	**020581.23** Highways Striping	PE: ROW: CON: CE: Other:	$0 $0 $8,390,000 $10,000 $0	Federal HSIP	$2,928,000	$1,008,000	$1,920,000	$0	$0	$0
				Federal Safety	$3,792,000	$0	$3,792,000	$0	$0	$0
				Highway Maintenance	$1,680,000	$1,200,000	$480,000	$0	$0	$0
		Totals:			**$8,400,000**	**$2,208,000**	**$6,192,000**	**$0**	**$0**	**$0**

Various Locations
Statewide striping to increase safety on Maine roads.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide	**020581.24** Highways Striping	PE:	$0	Federal HSIP	$7,130,000	$0	$0	$7,130,000	$0	$0
		ROW:	$0							
		CON:	$8,700,000	Highway Maintenance	$1,570,000	$0	$0	$1,570,000	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$8,700,000**	**$0**	**$0**	**$8,700,000**	**$0**	**$0**
Various Locations										
Statewide striping to increase safety on Maine roads.										
Statewide	**020581.25** Highways Striping	PE:	$0	Federal HSIP	$7,120,000	$0	$0	$0	$7,120,000	$0
		ROW:	$0							
		CON:	$8,900,000	Highway Maintenance	$1,780,000	$0	$0	$0	$1,780,000	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$8,900,000**	**$0**	**$0**	**$0**	**$8,900,000**	**$0**
Various Locations										
Statewide striping to increase safety on Maine roads.										
Statewide 2080920	**020809.20** Freight Facility Capital Equipment Purchase	PE:	$0	Federal STP	$159,313	$0	$159,313	$0	$0	$0
		ROW:	$0	Highway and Bridge	$78,468	$0	$78,468	$0	$0	$0
		CON:	$237,780							
		CE:	$0	Private	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$237,780**	**$0**	**$237,780**	**$0**	**$0**	**$0**
Public Safety Equipment										
Capital equipment acquisition for the Maine State Police Commercial Vehicle Enforcement Unit.										
Statewide	**020809.21** Freight Facility Capital Equipment Purchase	PE:	$0	Federal STP	$167,500	$0	$167,500	$0	$0	$0
		ROW:	$0							
		CON:	$250,000	Private	$82,500	$0	$82,500	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$250,000**	**$0**	**$250,000**	**$0**	**$0**	**$0**
Public Safety Equipment										
Capital equipment acquisition for the Maine State Police Commercial Vehicle Enforcement Unit.										
Statewide 2080922	**020809.22** Freight Facility Capital Equipment Purchase	PE:	$0	Federal STP	$167,500	$0	$167,500	$0	$0	$0
		ROW:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$250,000							
		CE:	$0	Private	$82,500	$82,500	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$250,000**	**$82,500**	**$167,500**	**$0**	**$0**	**$0**
Public Safety Equipment										
Capital equipment acquisition for the Maine State Police Commercial Vehicle Enforcement unit.										
Statewide 2080923	**020809.23** Freight Facility Capital Equipment Purchase	PE:	$0	Federal STP	$167,500	$0	$167,500	$0	$0	$0
		ROW:	$0							
		CON:	$250,000	Private	$82,500	$82,500	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$250,000**	**$82,500**	**$167,500**	**$0**	**$0**	**$0**
Public Safety Equipment										
Capital equipment acquisition for the Maine State Police Commercial Vehicle Enforcement unit.										
Statewide	**020809.24** Freight Facility Capital Equipment Purchase	PE:	$0	Federal STP	$167,500	$0	$0	$167,500	$0	$0
		ROW:	$0							
		CON:	$250,000	Private	$82,500	$0	$0	$82,500	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$250,000**	**$0**	**$0**	**$250,000**	**$0**	**$0**
Public Safety Equipment										
Capital equipment acquisition for the Maine State Police Commercial Vehicle Enforcement unit.										
Statewide	**020809.25** Freight Facility Capital Equipment Purchase	PE:	$0	Federal STP	$167,500	$0	$0	$0	$167,500	$0
		ROW:	$0							
		CON:	$250,000	Private	$82,500	$0	$0	$0	$82,500	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$250,000**	**$0**	**$0**	**$0**	**$250,000**	**$0**
Public Safety Equipment										
Capital equipment acquisition for the Maine State Police Commercial Vehicle Enforcement unit.										
Statewide 2082222	**020822.22** Production Support And Administration General Program Administration	PE:	$146,000	Federal STP	$116,800	$0	$116,800	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$29,200	$26,200	$3,000	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$146,000**	**$26,200**	**$119,800**	**$0**	**$0**	**$0**
AASHTO Technical Services										
Annual contributions to the AASHTO Technical Services Program for initiatives such as pavement and bridge preservation technical transfer, new product evaluation, material standards development and sustainable transportation technical assistance.										
Statewide	**020822.23** Production Support And Administration General Program Administration	PE:	$131,000	Federal STP	$104,800	$0	$104,800	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$26,200	$0	$26,200	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$131,000**	**$0**	**$131,000**	**$0**	**$0**	**$0**
AASHTO Technical Services										
Annual contributions to the AASHTO Technical Services Program for initiatives such as pavement and bridge preservation technical transfer, new product evaluation, material standards development and sustainable transportation technical assistance.										
Statewide	**020822.24** Production Support And Administration General Program Administration	PE:	$146,000	Federal STP	$116,800	$0	$0	$116,800	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$29,200	$0	$0	$29,200	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$146,000**	**$0**	**$0**	**$146,000**	**$0**	**$0**
AASHTO Technical Services										
Annual contributions to the AASHTO Technical Services Program for initiatives such as pavement and bridge preservation technical transfer, new product evaluation, material standards development and sustainable transportation technical assistance.										
Statewide	**020822.25** Production Support And Administration General Program Administration	PE:	$146,000	Federal STP	$116,800	$0	$0	$0	$116,800	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$29,200	$0	$0	$0	$29,200	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$146,000**	**$0**	**$0**	**$0**	**$146,000**	**$0**

WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
AASHTO Technical Services									
Annual contributions to the AASHTO Technical Services Program for initiatives such as pavement and bridge preservation technical transfer, new product evaluation, material standards development and sustainable transportation technical assistance.									
Statewide 2082360 **020823.60** Production Support And Administration Financial Tracking Win	PE:	$0	Federal CMAQ	$2,263,675	$2,263,675	$0	$0	$0	$0
	ROW:	$0	Federal FO	$1,351,325	$1,351,325	$0	$0	$0	$0
	CON:	$30,610,000	Federal NHPP	$24,307,500	$16,292,500	$0	$4,007,500	$4,007,500	$0
	CE:	$0	Federal STP	$2,687,500	$2,687,500	$0	$0	$0	$0
	Other:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
	Totals:			**$30,610,000**	**$22,595,000**	**$0**	**$4,007,500**	**$4,007,500**	**$0**
GARVEE Principal 2016									
The repayment of GARVEE bond funding.									
Statewide 2082361 **020823.61** Production Support And Administration Financial Tracking Win	PE:	$0	Federal CMAQ	$208,855	$208,855	$0	$0	$0	$0
	ROW:	$0	Federal FO	$984,976	$984,976	$0	$0	$0	$0
	CON:	$12,934,550	Federal NHPP	$1,586,443	$774,361	$0	$406,041	$406,041	$0
	CE:	$0	Federal STP	$9,845,541	$8,837,959	$0	$503,791	$503,791	$0
	Other:	$0	Highway and Bridge	$308,735	$308,735	$0	$0	$0	$0
	Totals:			**$12,934,550**	**$11,114,887**	**$0**	**$909,831**	**$909,831**	**$0**
GARVEE Interest 2016									
The repayment of GARVEE bond funding.									
Statewide 0001051 **020829.21** Production Support And Administration General Program Administration	PE:	$0	Federal Planning	$560,000	$558,599	$1,401	$0	$0	$0
	ROW:	$0	Highway and Bridge	$140,000	$140,000	$0	$0	$0	$0
	CON:	$0	Other	$0	$0	$0	$0	$0	$0
	CE:	$0							
	Other:	$700,000							
	Totals:			**$700,000**	**$698,599**	**$1,401**	**$0**	**$0**	**$0**
Transportation System Analysis Division									
The Transportation System Analysis Division provides transportation travel information, analysis, and recommendations at different study levels.									
Statewide 0001052 **020829.22** Production Support And Administration General Program Administration	PE:	$0	Federal Planning	$640,000	$520,000	$120,000	$0	$0	$0
	ROW:	$0	Highway and Bridge	$160,000	$130,000	$30,000	$0	$0	$0
	CON:	$0	Other	$0	$0	$0	$0	$0	$0
	CE:	$0							
	Other:	$800,000							
	Totals:			**$800,000**	**$650,000**	**$150,000**	**$0**	**$0**	**$0**
Mobility Engineering and Analysis Section									
The Mobility Engineering and Analysis Section provides transportation travel information, analysis, and recommendations at different study levels.									
Statewide 0001053 **020829.23** Production Support And Administration General Program Administration	PE:	$0	Federal Planning	$640,000	$100,000	$540,000	$0	$0	$0
	ROW:	$0	Federal STP	$0	$0	$0	$0	$0	$0
	CON:	$0	Highway and Bridge	$160,000	$160,000	$0	$0	$0	$0
	CE:	$0							
	Other:	$800,000							
	Totals:			**$800,000**	**$260,000**	**$540,000**	**$0**	**$0**	**$0**
Mobility Engineering and Analysis Section									
The Mobility Engineering and Analysis Section provides transportation travel information, analysis, and recommendations at different study levels.									
Statewide **020829.24** Production Support And Administration General Program Administration	PE:	$800,000	Federal STP	$640,000	$0	$0	$640,000	$0	$0
	ROW:	$0	Highway and Bridge	$160,000	$0	$0	$160,000	$0	$0
	CON:	$0							
	CE:	$0							
	Other:	$0							
	Totals:			**$800,000**	**$0**	**$0**	**$800,000**	**$0**	**$0**
Mobility Engineering and Analysis Section									
The Mobility Engineering and Analysis Section provides transportation travel information, analysis, and recommendations at different study levels.									
Statewide **020829.25** Production Support And Administration General Program Administration	PE:	$800,000	Federal STP	$640,000	$0	$0	$0	$640,000	$0
	ROW:	$0	Highway and Bridge	$160,000	$0	$0	$0	$160,000	$0
	CON:	$0							
	CE:	$0							
	Other:	$0							
	Totals:			**$800,000**	**$0**	**$0**	**$0**	**$800,000**	**$0**
Mobility Engineering and Analysis Section									
The Mobility Engineering and Analysis Section provides transportation travel information, analysis, and recommendations at different study levels.									
Statewide 2083122 **020831.22** Production Support And Administration General Program Administration	PE:	$0	Federal STP	$240,000	$240,000	$0	$0	$0	$0
	ROW:	$0	Highway and Bridge	$60,000	$60,000	$0	$0	$0	$0
	CON:	$300,000	Other	$0	$0	$0	$0	$0	$0
	CE:	$0							
	Other:	$0							
	Totals:			**$300,000**	**$300,000**	**$0**	**$0**	**$0**	**$0**
Data Collection Vehicle									
Operating costs for the department's Data Collection Vehicle (ARAN).									
Statewide 2083123 **020831.23** Production Support And Administration General Program Administration	PE:	$0	Federal STP	$256,000	$50,000	$206,000	$0	$0	$0
	ROW:	$0	Highway and Bridge	$64,000	$64,000	$0	$0	$0	$0
	CON:	$320,000							
	CE:	$0							
	Other:	$0							
	Totals:			**$320,000**	**$114,000**	**$206,000**	**$0**	**$0**	**$0**
Data Collection Vehicle									
Operating costs for the department's Data Collection Vehicle.									
Statewide **020831.24** Production Support And Administration General Program Administration	PE:	$0	Federal STP	$268,000	$0	$0	$268,000	$0	$0
	ROW:	$0	Highway and Bridge	$67,000	$0	$0	$67,000	$0	$0
	CON:	$335,000							
	CE:	$0							
	Other:	$0							
	Totals:			**$335,000**	**$0**	**$0**	**$335,000**	**$0**	**$0**
Data Collection Vehicle									
Operating costs for the department's Data Collection Vehicle.									
Statewide **020831.25** Production Support And Administration General Program Administration	PE:	$0	Federal STP	$268,000	$0	$0	$0	$268,000	$0
	ROW:	$0	Highway and Bridge	$67,000	$0	$0	$0	$67,000	$0
	CON:	$335,000							
	CE:	$0							
	Other:	$0							
	Totals:			**$335,000**	**$0**	**$0**	**$0**	**$335,000**	**$0**
Data Collection Vehicle									
Operating costs for the department's Data Collection Vehicle.									

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide 2083500	**020835.00** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $15,000	Federal Planning Highway and Bridge Other	$12,000 $3,000 $0	$9,600 $2,400 $0	$2,400 $600 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$15,000**	**$12,000**	**$3,000**	**$0**	**$0**	**$0**

Roadside Habitat
Handbook on Maine Native Plants and Grasses for Roadside Habitat. Develop guidelines for re-establishing native plants along our roadside.

Statewide 2083600	**020836.00** Highways Signing	PE: ROW: CON: CE: Other:	$0 $0 $70,449 $2,000 $0	Federal STP Highway and Bridge Other	$57,959 $14,490 $0	$19,000 $14,490 $0	$12,986 $0 $0	$12,986 $0 $0	$12,986 $0 $0	$0 $0 $0
		Totals:			**$72,449**	**$33,490**	**$12,986**	**$12,986**	**$12,986**	**$0**

Bike Signage
Purchase and installation of bicycle and pedestrian safety signage statewide including "Motorist Share the Road" and "3' State Law".

Statewide 2180000	**021800.00** Production Support And Administration Municipal/Public Outreach	PE: ROW: CON: CE: Other:	$15,000 $0 $0 $0 $0	Federal HSIP Federal Safety Highway and Bridge Other	$0 $13,500 $1,500 $0	$0 $0 $1,500 $0	$0 $13,500 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$15,000**	**$1,500**	**$13,500**	**$0**	**$0**	**$0**

Defensive Driving Training
Municipal defensive driving training.

Statewide HSIP-2181(500)	**021815.00** Production Support And Administration Local Road Assistance	PE: ROW: CON: CE: Other:	$0 $0 $218,241 $0 $0	Federal HSIP Highway and Bridge	$0 $218,241	$0 $218,241	$0 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$218,241**	**$218,241**	**$0**	**$0**	**$0**	**$0**

Speed Feedback Signs
Provide Portable Post-Mounted Dynamic Speed Feedback signs to local municipalities.

Statewide HSIP-2184(400)	**021844.00** Highways Local Road Assistance	PE: ROW: CON: CE: Other:	$10,000 $500 $107,000 $2,500 $0	Federal HSIP Highway and Bridge	$108,000 $12,000	$0 $0	$108,000 $12,000	$0 $0	$0 $0	$0 $0
		Totals:			**$120,000**	**$0**	**$120,000**	**$0**	**$0**	**$0**

Work Zone Sign Packages
Work Zone sign packages for Local Roads.

Statewide 2202522	**022025.22** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$645,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$254,984 $390,016	$254,984 $390,016	$0 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$645,000**	**$645,000**	**$0**	**$0**	**$0**	**$0**

Safety Office
Oversight, evaluation and enhancement of transportation safety operations and improvements statewide.

Statewide 2202523	**022025.23** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$645,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$516,000 $129,000	$50,000 $129,000	$466,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$645,000**	**$179,000**	**$466,000**	**$0**	**$0**	**$0**

Safety Office
Oversight, evaluation and enhancement of transportation safety operations and improvements statewide.

Statewide	**022028.23** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $210,000	Federal Planning Highway and Bridge	$168,000 $42,000	$0 $0	$168,000 $42,000	$0 $0	$0 $0	$0 $0
		Totals:			**$210,000**	**$0**	**$210,000**	**$0**	**$0**	**$0**

Research Initiative
Surface Transportation Research: Anticipated funding for future federally mandated research initiatives.

Statewide	**022028.24** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $175,000	Federal Planning Highway and Bridge	$140,000 $35,000	$0 $0	$0 $0	$140,000 $35,000	$0 $0	$0 $0
		Totals:			**$175,000**	**$0**	**$0**	**$175,000**	**$0**	**$0**

Research Initiative
Surface Transportation Research: Anticipated funding for future federally mandated research initiatives.

Statewide	**022028.25** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $175,000	Federal Planning Highway and Bridge	$140,000 $35,000	$0 $0	$0 $0	$0 $0	$140,000 $35,000	$0 $0
		Totals:			**$175,000**	**$0**	**$0**	**$0**	**$175,000**	**$0**

Research Initiative
Surface Transportation Research: Anticipated funding for future federally mandated research initiatives.

Statewide 2203322	**022033.22** Production Support And Administration Performance Reporting	PE: ROW: CON: CE: Other:	$880,000 $0 $0 $0 $0	Admin Federal STP Highway and Bridge	$0 $455,848 $424,152	$0 $455,848 $424,152	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$880,000**	**$880,000**	**$0**	**$0**	**$0**	**$0**

Information Development
To provide ongoing process review and appropriate management tools to increase department efficiency, effectiveness and transparency to the public.

Statewide 2203323	**022033.23** Production Support And Administration Performance Reporting	PE: ROW: CON: CE: Other:	$880,000 $0 $0 $0 $0	Admin Federal STP Highway and Bridge	$0 $704,000 $176,000	$0 $100,000 $176,000	$0 $604,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$880,000**	**$276,000**	**$604,000**	**$0**	**$0**	**$0**

Information Development
To provide ongoing process review and appropriate management tools to increase department efficiency, effectiveness and transparency to the public.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide 2203422	**022034.22** Highways Intelligent Transportation Systems	PE:	$950,000	Federal STP	$760,000	$759,706	$294	$0	$0	$0
		ROW:	$0	Highway and Bridge	$190,000	$190,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$950,000**	**$949,706**	**$294**	**$0**	**$0**	**$0**

ITS Field Devices
Operation of Intelligent Transportation Systems (ITS) field devices. These systems will help drivers avoid hazards and manage congestion.

Statewide 2203423	**022034.23** Highways Intelligent Transportation Systems	PE:	$1,000,000	Federal STP	$800,000	$100,000	$700,000	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$200,000	$200,000	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$1,000,000**	**$300,000**	**$700,000**	**$0**	**$0**	**$0**

ITS Field Devices
Operation of Intelligent Transportation Systems (ITS) field devices. These systems will help drivers avoid hazards and manage congestion.

Statewide	**022034.24** Highways Intelligent Transportation Systems	PE:	$1,100,000	Federal STP	$800,000	$0	$0	$800,000	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$300,000	$0	$0	$300,000	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$1,100,000**	**$0**	**$0**	**$1,100,000**	**$0**	**$0**

ITS Field Devices
Operation of Intelligent Transportation Systems (ITS) field devices. These systems will help drivers avoid hazards and manage congestion.

Statewide	**022034.25** Highways Intelligent Transportation Systems	PE:	$1,200,000	Federal STP	$960,000	$0	$0	$0	$960,000	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$240,000	$0	$0	$0	$240,000	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$1,200,000**	**$0**	**$0**	**$0**	**$1,200,000**	**$0**

ITS Field Devices
Operation of Intelligent Transportation Systems (ITS) field devices. These systems will help drivers avoid hazards and manage congestion.

Statewide 2203522	**022035.22** Production Support And Administration Bridge Inspections	PE:	$4,500,000	Federal STP	$3,600,000	$3,600,000	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$900,000	$900,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$4,500,000**	**$4,500,000**	**$0**	**$0**	**$0**	**$0**

Bridge Inspections
Bridge inspections statewide to include scour and testing of bridges.

Statewide 2203523	**022035.23** Production Support And Administration Bridge Inspections	PE:	$4,500,000	Federal STP	$3,600,000	$1,000,000	$2,600,000	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$900,000	$900,000	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$4,500,000**	**$1,900,000**	**$2,600,000**	**$0**	**$0**	**$0**

Bridge Inspections
Bridge inspections statewide to include scour and testing of bridges.

Statewide	**022035.24** Production Support And Administration Bridge Inspections	PE:	$4,500,000	Federal STP	$3,600,000	$0	$0	$3,600,000	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$900,000	$0	$0	$900,000	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$4,500,000**	**$0**	**$0**	**$4,500,000**	**$0**	**$0**

Bridge Inspections
Bridge inspections statewide to include scour and testing of bridges.

Statewide	**022035.25** Production Support And Administration Bridge Inspections	PE:	$4,500,000	Federal STP	$3,600,000	$0	$0	$0	$3,600,000	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$900,000	$0	$0	$0	$900,000	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$4,500,000**	**$0**	**$0**	**$0**	**$4,500,000**	**$0**

Bridge Inspections
Bridge inspections statewide to include scour and testing of bridges.

Statewide 2203722	**022037.22** Production Support And Administration General Program Administration	PE:	$650,000	Federal CMAQ	$520,000	$280,000	$240,000	$0	$0	$0
		ROW:	$0	Highway and Bridge	$130,000	$70,000	$60,000	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$650,000**	**$350,000**	**$300,000**	**$0**	**$0**	**$0**

ATMS/TIS Operations
Operations for Advanced Traffic Management System (ATMS) and Traveler Information System (TIS).

Statewide 2203723	**022037.23** Production Support And Administration General Program Administration	PE:	$650,000	Federal CMAQ	$520,000	$10,000	$510,000	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$130,000	$80,000	$50,000	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$650,000**	**$90,000**	**$560,000**	**$0**	**$0**	**$0**

ATMS/TIS Operations
Operations for Advanced Traffic Management System (ATMS) and Traveler Information System (TIS).

Statewide	**022037.24** Production Support And Administration General Program Administration	PE:	$700,000	Federal CMAQ	$560,000	$0	$0	$560,000	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$140,000	$0	$0	$140,000	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$700,000**	**$0**	**$0**	**$700,000**	**$0**	**$0**

ATMS/TIS Operations
Operations for Advanced Traffic Management System (ATMS) and Traveler Information System (TIS).

Statewide	**022037.25** Production Support And Administration General Program Administration	PE:	$750,000	Federal CMAQ	$600,000	$0	$0	$0	$600,000	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$150,000	$0	$0	$0	$150,000	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$750,000**	**$0**	**$0**	**$0**	**$750,000**	**$0**

ATMS/TIS Operations
Operations for Advanced Traffic Management System (ATMS) and Traveler Information System (TIS).

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide 2203822	**022038.22** Production Support And Administration Work Program Management	PE: ROW: CON: CE: Other:	$315,000 $0 $0 $0 $0	Federal Planning Federal STP Highway and Bridge Other	$0 $252,000 $63,000 $0	$0 $252,000 $63,000 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$315,000**	**$315,000**	**$0**	**$0**	**$0**	**$0**

Civil Rights
Responsible for general civil rights issues and specific legal requirements related to civil rights under state and federal law.

Statewide 2203823	**022038.23** Production Support And Administration Work Program Management	PE: ROW: CON: CE: Other:	$315,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$252,000 $63,000	$50,000 $63,000	$202,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$315,000**	**$113,000**	**$202,000**	**$0**	**$0**	**$0**

Civil Rights
Responsible for general civil rights issues and specific legal requirements related to civil rights under state and federal law.

Statewide	**022038.24** Production Support And Administration Work Program Management	PE: ROW: CON: CE: Other:	$315,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$252,000 $63,000	$0 $0	$0 $0	$252,000 $63,000	$0 $0	$0 $0
		Totals:			**$315,000**	**$0**	**$0**	**$315,000**	**$0**	**$0**

Civil Rights
Responsible for general civil rights issues and specific legal requirements related to civil rights under state and federal law.

Statewide	**022038.25** Production Support And Administration Work Program Management	PE: ROW: CON: CE: Other:	$315,000 $0 $0 $0 $0	Federal CMAQ Highway and Bridge	$252,000 $63,000	$0 $0	$0 $0	$0 $0	$252,000 $63,000	$0 $0
		Totals:			**$315,000**	**$0**	**$0**	**$0**	**$315,000**	**$0**

Civil Rights
Responsible for general civil rights issues and specific legal requirements related to civil rights under state and federal law.

Statewide 2203921	**022039.21** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $59,674 $0	Federal STP Federal Supportive Services Highway and Bridge Other	$0 $59,674 $0 $0	$0 $59,674 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$59,674**	**$59,674**	**$0**	**$0**	**$0**	**$0**

DBE Support Services
Combination of federal grant and formula funds for the Disadvantaged Business Enterprise Program for federally funded highway projects and contracts.

Statewide 2203922	**022039.22** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $120,000 $0	Federal STP Federal Supportive Services Highway and Bridge	$0 $120,000 $0	$0 $29,552 $0	$0 $90,448 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$120,000**	**$29,552**	**$90,448**	**$0**	**$0**	**$0**

DBE Support Services
Combination of federal grant and formula funds for the Disadvantaged Business Enterprise Program for federally funded highway projects and contracts.

Statewide	**022039.23** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $120,000 $0	Federal STP Highway and Bridge	$96,000 $24,000	$0 $0	$96,000 $24,000	$0 $0	$0 $0	$0 $0
		Totals:			**$120,000**	**$0**	**$120,000**	**$0**	**$0**	**$0**

DBE Support Services
Combination of federal grant and formula funds for the Disadvantaged Business Enterprise Program for federally funded highway projects and contracts.

Statewide	**022039.24** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $120,000 $0	Federal STP Highway and Bridge	$96,000 $24,000	$0 $0	$0 $0	$96,000 $24,000	$0 $0	$0 $0
		Totals:			**$120,000**	**$0**	**$0**	**$120,000**	**$0**	**$0**

DBE Support Services
Combination of federal grant and formula funds for the Disadvantaged Business Enterprise Program for federally funded highway projects and contracts.

Statewide	**022039.25** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$0 $0 $0 $120,000 $0	Federal STP Highway and Bridge	$96,000 $24,000	$0 $0	$0 $0	$0 $0	$96,000 $24,000	$0 $0
		Totals:			**$120,000**	**$0**	**$0**	**$0**	**$120,000**	**$0**

DBE Support Services
Combination of federal grant and formula funds for the Disadvantaged Business Enterprise Program for federally funded highway projects and contracts.

Statewide 2204021	**022040.21** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$77,380 $0 $0 $0 $0	Federal Civil Rights Highway and Bridge	$77,380 $0	$77,380 $0	$0 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$77,380**	**$77,380**	**$0**	**$0**	**$0**	**$0**

OJT Support
Combination of federal grant and federal funds for services to promote and increase diversity in employment in highway construction trades and on federally funded projects.

Statewide 2204022	**022040.22** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$40,339 $0 $0 $0 $0	Federal Civil Rights Highway and Bridge	$40,339 $0	$22,059 $0	$18,280 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$40,339**	**$22,059**	**$18,280**	**$0**	**$0**	**$0**

OJT Support
Combination of federal grant and federal funds for Services to promote and increase diversity in employment in highway construction trades and on federally funded projects.

Statewide	**022040.23** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$40,000 $0 $0 $0 $0	Federal Civil Rights	$40,000	$0	$40,000	$0	$0	$0
		Totals:			**$40,000**	**$0**	**$40,000**	**$0**	**$0**	**$0**

OJT Support
Combination of federal grant and federal funds for Services to promote and increase diversity in employment in highway construction trades and on federally funded projects.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide	**022040.24** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$40,000 $0 $0 $0 $0	Federal Civil Rights	$40,000	$0	$0	$40,000	$0	$0
		Totals:			**$40,000**	**$0**	**$0**	**$40,000**	**$0**	**$0**
OJT Support *Combination of federal grant and federal funds for Services to promote and increase diversity in employment in highway construction trades and on federally funded projects.*										
Statewide	**022040.25** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$40,000 $0 $0 $0 $0	Federal Civil Rights	$40,000	$0	$0	$0	$40,000	$0
		Totals:			**$40,000**	**$0**	**$0**	**$0**	**$40,000**	**$0**
OJT Support *Combination of federal grant and federal funds for Services to promote and increase diversity in employment in highway construction trades and on federally funded projects.*										
Statewide 2204322	**022043.22** Production Support And Administration Training (Provided To Others)	PE: ROW: CON: CE: Other:	$74,146 $0 $0 $0 $0	Federal Civil Rights Federal STP Highway and Bridge	$74,146 $0 $0	$74,146 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$74,146**	**$74,146**	**$0**	**$0**	**$0**	**$0**
NSTI *Annual FHWA National Summer Transportation Institute (NSTI) grant funding to support youth education in transportation related professions.*										
Statewide 2204323	**022043.23** Production Support And Administration Training (Provided To Others)	PE: ROW: CON: CE: Other:	$40,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$40,000 $0	$0 $0	$40,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$40,000**	**$0**	**$40,000**	**$0**	**$0**	**$0**
NSTI *Annual FHWA National Summer Transportation Institute (NSTI) grant funding to support youth education in transportation related professions.*										
Statewide	**022043.24** Production Support And Administration Training (Provided To Others)	PE: ROW: CON: CE: Other:	$40,000 $0 $0 $0 $0	Federal STP	$40,000	$0	$0	$40,000	$0	$0
		Totals:			**$40,000**	**$0**	**$0**	**$40,000**	**$0**	**$0**
NSTI *Annual FHWA National Summer Transportation Institute (NSTI) grant funding to support youth education in transportation related professions.*										
Statewide	**022043.25** Production Support And Administration Training (Provided To Others)	PE: ROW: CON: CE: Other:	$40,000 $0 $0 $0 $0	Federal STP	$40,000	$0	$0	$0	$40,000	$0
		Totals:			**$40,000**	**$0**	**$0**	**$0**	**$40,000**	**$0**
NSTI *Annual FHWA National Summer Transportation Institute (NSTI) grant funding to support youth education in transportation related professions.*										
Statewide 2207800	**022078.00** Production Support And Administration Inter-Agency Studies And Planning	PE: ROW: CON: CE: Other:	$149,000 $0 $0 $0 $0	Federal Planning Federal STP Highway and Bridge Other Private	$74,500 $37,250 $37,250 $0 $0	$74,500 $37,250 $37,250 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$149,000**	**$149,000**	**$0**	**$0**	**$0**	**$0**
Green Infrastructure *Cooperative research project between MaineDOT and NHDOT to evaluate the effectiveness and benefit-cost of using green infrastructure to forstall active coastal erosion.*										
Statewide	**022100.23** Production Support And Administration Financial Tracking Win	PE: ROW: CON: CE: Other:	$0 $0 $40,169,695 $0 $0	Federal NHPP Highway and Bridge	$20,149,530 $20,020,165	$0 $0	$20,149,530 $20,020,165	$0 $0	$0 $0	$0 $0
		Totals:			**$40,169,695**	**$0**	**$40,169,695**	**$0**	**$0**	**$0**
Statewide *Pre and Post Award Escalator*										
Statewide 2214800	**022148.00** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $77,000 $0 $0	Federal STIC Highway and Bridge	$61,600 $15,400	$61,600 $15,400	$0 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$77,000**	**$77,000**	**$0**	**$0**	**$0**	**$0**
Mobile Device Expansion *Mobile device expansion to iPad.*										
Statewide	**022152.25** Production Support And Administration Work Program Management	PE: ROW: CON: CE: Other:	$0 $0 $2,500,000 $0 $0	Federal STP Highway and Bridge	$2,000,000 $500,000	$0 $0	$0 $0	$0 $0	$2,000,000 $500,000	$0 $0
		Totals:			**$2,500,000**	**$0**	**$0**	**$0**	**$2,500,000**	**$0**
ADA Improvements *Funding to address ADA deficiencies in association with Light Capital Paving and Cyclical Pavement Resurfacing projects.*										
Statewide	**022160.22** Production Support And Administration Natural Resource Investigation	PE: ROW: CON: CE: Other:	$0 $0 $125,000 $0 $0	Federal STP Highway and Bridge	$100,000 $25,000	$0 $0	$100,000 $25,000	$0 $0	$0 $0	$0 $0
		Totals:			**$125,000**	**$0**	**$125,000**	**$0**	**$0**	**$0**
Mapping Data *To provide funding for the acquisition and management of remotely-sensed geospatial data. This data is for Departmental mapping services, to update/enhance inventory data and ultimately support Departmental planning and decision-making.*										
Statewide	**022160.23** Production Support And Administration Natural Resource Investigation	PE: ROW: CON: CE: Other:	$0 $0 $125,000 $0 $0	Federal STP Highway and Bridge	$100,000 $25,000	$0 $0	$100,000 $25,000	$0 $0	$0 $0	$0 $0
		Totals:			**$125,000**	**$0**	**$125,000**	**$0**	**$0**	**$0**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Mapping Data *To provide funding for the acquisition and management of remotely-sensed geospatial data. This data is for Departmental mapping services, to update/enhance inventory data and ultimately support Departmental planning and decision-making.*										
Statewide	**022160.24** Production Support And Administration Natural Resource Investigation	PE:	$0	Federal STP	$100,000	$0	$0	$100,000	$0	$0
		ROW:	$0							
		CON:	$125,000	Highway and Bridge	$25,000	$0	$0	$25,000	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$125,000**	**$0**	**$0**	**$125,000**	**$0**	**$0**
Mapping Data *To provide funding for the acquisition and management of remotely-sensed geospatial data. This data is for Departmental mapping services, to update/enhance inventory data and ultimately support Departmental planning and decision-making.*										
Statewide	**022160.25** Production Support And Administration Natural Resource Investigation	PE:	$0	Federal STP	$100,000	$0	$0	$0	$100,000	$0
		ROW:	$0							
		CON:	$125,000	Highway and Bridge	$25,000	$0	$0	$0	$25,000	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$125,000**	**$0**	**$0**	**$0**	**$125,000**	**$0**
Mapping Data *To provide funding for the acquisition and management of remotely-sensed geospatial data. This data is for Departmental mapping services, to update/enhance inventory data and ultimately support Departmental planning and decision-making.*										
Statewide HSIP-2252(300)	**022523.00** Production Support And Administration Municipal/Public Outreach	PE:	$10,000	Federal HSIP	$90,000	$0	$90,000	$0	$0	$0
		ROW:	$0	Highway and Bridge	$10,000	$0	$10,000	$0	$0	$0
		CON:	$110,000							
		CE:	$0	Local	$20,000	$0	$20,000	$0	$0	$0
		Other:	$0							
		Totals:			**$120,000**	**$0**	**$120,000**	**$0**	**$0**	**$0**
Sign Package / Training *Regulatory and warning sign replacement and training program.*										
Statewide HSIP-2252(500)	**022525.00** Production Support And Administration Municipal/Public Outreach	PE:	$35,000	Federal HSIP	$33,750	$0	$33,750	$0	$0	$0
		ROW:	$0							
		CON:	$2,500	Highway and Bridge	$3,750	$0	$3,750	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$37,500**	**$0**	**$37,500**	**$0**	**$0**	**$0**
Safety Training *Municipal Safety Training including Commercial Vehicle Driver Training.*										
Statewide 2264660	**022646.60** Production Support And Administration Financial Tracking Win	PE:	$0	Federal NHPP	$14,580,000	$4,620,000	$0	$4,980,000	$4,980,000	$0
		ROW:	$0	Federal STP	$0	$0	$0	$0	$0	$0
		CON:	$14,580,000							
		CE:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$14,580,000**	**$4,620,000**	**$0**	**$4,980,000**	**$4,980,000**	**$0**
The repayment of GARVEE bond funding 2018 *The repayment of GARVEE bond funding*										
Statewide 2264661	**022646.61** Production Support And Administration Financial Tracking Win	PE:	$0	Federal CMAQ	$2,213,650	$2,213,650	$0	$0	$0	$0
		ROW:	$0	Federal NHPP	$3,541,565	$1,801,665	$0	$869,950	$869,950	$0
		CON:	$14,599,597	Federal STP	$8,622,831	$6,640,181	$0	$991,325	$991,325	$0
		CE:	$0	Highway and Bridge	$221,550	$221,550	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$14,599,597**	**$10,877,047**	**$0**	**$1,861,275**	**$1,861,275**	**$0**
The repayment of GARVEE Bond funding 2018 *The repayment of GARVEE Bond funding*										
Statewide	**022814.23** Railroad Rail Crossing Improvements	PE:	$0	Federal RH Xing Program	$324,351	$0	$108,117	$108,117	$108,117	$0
		ROW:	$0							
		CON:	$408,579	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$0							
		Other:	$0	Private	$84,229	$0	$28,076	$28,076	$28,076	$0
		Totals:			**$408,579**	**$0**	**$136,193**	**$136,193**	**$136,193**	**$0**
Rail/Highway Crossing *Rail/Highway Crossing Improvement Program (23 USC 130). These funds provide for the elimination of hazards and the installation of protective devices at public rail/highway crossings.*										
Statewide	**022814.24** Railroad Rail Crossing Improvements	PE:	$0	Federal RH Xing Program	$1,166,360	$0	$0	$388,787	$388,787	$388,787
		ROW:	$0							
		CON:	$1,295,955	Local	$0	$0	$0	$0	$0	$0
		CE:	$0							
		Other:	$0	Private	$129,595	$0	$0	$43,198	$43,198	$43,198
		Totals:			**$1,295,955**	**$0**	**$0**	**$431,985**	**$431,985**	**$431,985**
Rail/Highway Crossing *Rail/Highway Crossing Improvement Program (23 USC 130). These funds provide for the elimination of hazards and the installation of protective devices at public rail/highway crossings.*										
Statewide	**022814.25** Railroad Rail Crossing Improvements	PE:	$0	Federal RH Xing Program	$1,000,000	$0	$0	$0	$333,333	$333,333
		ROW:	$0							
		CON:	$1,000,000							
		CE:	$0							
		Other:	$0							
		Totals:			**$1,000,000**	**$0**	**$0**	**$0**	**$333,333**	**$333,333**
Rail/Highway Crossing *Rail/Highway Crossing Improvement Program (23 USC 130). These funds provide for the elimination of hazards and the installation of protective devices at public rail/highway crossings.*										
Statewide 2298800	**022988.00** Highways Signing	PE:	$19,000	Federal HSIP	$884,610	$2,610	$882,000	$0	$0	$0
		ROW:	$1,000	Federal Safety	$15,390	$0	$15,390	$0	$0	$0
		CON:	$970,000	Highway and Bridge	$100,000	$2,000	$98,000	$0	$0	$0
		CE:	$10,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,000,000**	**$4,610**	**$995,390**	**$0**	**$0**	**$0**
Curve Warning Signs *Upgrade curve warning signs.*										
Statewide	**022996.00** Highways Safety Improvements	PE:	$0	Federal HSIP	$900	$0	$300	$300	$300	$0
		ROW:	$1,000							
		CON:	$0	Highway and Bridge	$100	$0	$33	$33	$33	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$1,000**	**$0**	**$333**	**$333**	**$333**	**$0**
Various Locations *Commercial vehicle enforcement/ text/ cellphone pull off areas at 10-12 locations.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide 2315800	**023158.00** Production Support And Administration Natural Resource Mitigation	PE: ROW: CON: CE: Other:	$60,000 $0 $0 $0 $0	Federal HSIP Federal STP Highway and Bridge	$24,000 $24,000 $12,000	$0 $0 $6,000	$24,000 $24,000 $6,000	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$60,000**	**$6,000**	**$54,000**	**$0**	**$0**	**$0**
Coordination *Monarch candidate conservation agreement.*										
Statewide 2316000	**023160.00** Production Support And Administration Field Investigations, Studies, And Research	PE: ROW: CON: CE: Other:	$35,000 $0 $0 $0 $0	Federal STP Highway and Bridge Other	$28,000 $7,000 $0	$3,000 $7,000 $0	$25,000 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$35,000**	**$10,000**	**$25,000**	**$0**	**$0**	**$0**
Statewide *USGS Watershed boundary data set updates.*										
Statewide 2316200	**023162.00** Production Support And Administration Employee Education And Training	PE: ROW: CON: CE: Other:	$30,000 $0 $0 $0 $0	Federal STP Highway and Bridge Other	$24,000 $6,000 $0	$0 $6,000 $0	$24,000 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$30,000**	**$6,000**	**$24,000**	**$0**	**$0**	**$0**
Statewide *Habitat Connectivity Design (HCD) Training.*										
Statewide 2333800	**023338.00** Production Support And Administration Natural Resource Monitoring	PE: ROW: CON: CE: Other:	$85,000 $0 $0 $0 $0	Federal SHRP Highway and Bridge	$85,000 $0	$85,000 $0	$0 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$85,000**	**$85,000**	**$0**	**$0**	**$0**	**$0**
statewide *Additional pilot project funding to perform monitoring and employ adaptive management to stream crossings constructed under MaineDOT's Atlantic salmon Programmatic consultation (MAP) as part of implementing FHWA's Eco-Logical.*										
Statewide 2343018	**023430.18** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $2,600,000	Federal Planning Highway and Bridge Other	$2,600,000 $0 $0	$2,334,259 $0 $0	$265,741 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$2,600,000**	**$2,334,259**	**$265,741**	**$0**	**$0**	**$0**
New England Transportation Consortium *The New England Transportation Consortium (NETC) is a research cooperative between New England States. The NETC is a valuable regional partnership for the identification, prosecution and dissemination of shared transportation research initiatives.*										
Statewide 2350560	**023505.60** Production Support And Administration Financial Tracking Win	PE: ROW: CON: CE: Other:	$0 $0 $21,050,000 $0 $0	Federal NHPP	$21,050,000	$11,995,000	$0	$4,527,500	$4,527,500	$0
		Totals:			**$21,050,000**	**$11,995,000**	**$0**	**$4,527,500**	**$4,527,500**	**$0**
GARVEE Principal 2020 *The repayment of GARVEE bond funding.*										
Statewide 2350561	**023505.61** Production Support And Administration Financial Tracking Win	PE: ROW: CON: CE: Other:	$0 $0 $12,830,160 $0 $0	Federal CMAQ Federal STP Highway and Bridge	$2,656,500 $9,990,885 $182,775	$2,656,500 $5,318,635 $182,775	$0 $0 $0	$0 $2,336,125 $0	$0 $2,336,125 $0	$0 $0 $0
		Totals:			**$12,830,160**	**$8,157,910**	**$0**	**$2,336,125**	**$2,336,125**	**$0**
GARVEE Interest 2020 *The repayment of GARVEE bond funding.*										
Statewide 2361700	**023617.00** Highways Bridge Joint Replacement	PE: ROW: CON: CE: Other:	$50,000 $0 $0 $0 $0	Federal NHPP Federal STP Highway and Bridge Other	$0 $45,000 $5,000 $0	$0 $45,000 $5,000 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$50,000**	**$50,000**	**$0**	**$0**	**$0**	**$0**
Various Locations *Interstate Bridge Joints - Pavement Synergies.*										
Statewide 2376700	**023767.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$171,101 $0 $0 $0 $0	Federal HSIP Federal NHPP Highway and Bridge Other	$153,991 $0 $17,110 $0	$153,991 $0 $17,110 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$171,101**	**$171,101**	**$0**	**$0**	**$0**	**$0**
ITS Architecture *Variable speed limit devices, Real Time message boards, Road Weather Information System, wrong way driver detection and review of ITS architecture.*										
Statewide 2376703	**023767.03** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$34,000 $0 $0 $0 $0	Federal HSIP Federal NHPP Federal NHS Highway and Bridge Other	$0 $0 $30,600 $3,400 $0	$0 $0 $0 $3,400 $0	$0 $0 $30,600 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$34,000**	**$3,400**	**$30,600**	**$0**	**$0**	**$0**
RWIS Upgrades *RWIS Upgrades*										
Statewide 2376704	**023767.04** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$32,830 $0 $1,173,415 $202,439 $0	Federal HSIP Highway and Bridge Other	$1,267,815 $140,868 $0	$1,216,605 $135,178 $0	$51,210 $5,690 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,408,683**	**$1,351,783**	**$56,900**	**$0**	**$0**	**$0**
Real Time Messaging Signs *Real time message boards.*										
Statewide 2377300	**023773.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$61 $0 $22,490 $0 $0	Federal HSIP Federal Safety Highway and Bridge Other	$20,241 $55 $2,255 $0	$0 $0 $1,500 $0	$20,241 $55 $755 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$22,551**	**$1,500**	**$21,051**	**$0**	**$0**	**$0**

WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Pedestrian Safety Improvements									
Address pedestrian safety infrastructure needs within some of the focus communities that were identified through Pedestrian Safety Forums/Site Safety Reviews.									
Statewide 2383500 **023835.00** Production Support And Administration Research And Pilot Projects	PE:	$0	Federal Planning	$68,518	$65,647	$2,871	$0	$0	$0
	ROW:	$0	Highway and Bridge	$17,129	$17,129	$0	$0	$0	$0
	CON:	$0							
	CE:	$0	Other	$0	$0	$0	$0	$0	$0
	Other:	$85,647							
	Totals:			**$85,647**	**$82,777**	**$2,871**	**$0**	**$0**	**$0**
Abutment Bridges									
Demonstrate micropiles on shallow ledge to satisfy AASHTO LRFD requirements.									
Statewide 2384500 **023845.00** Production Support And Administration Natural Resource Investigation	PE:	$60,000	Federal STIC	$48,000	$48,000	$0	$0	$0	$0
	ROW:	$0	Highway and Bridge	$12,000	$12,000	$0	$0	$0	$0
	CON:	$0							
	CE:	$0	Other	$0	$0	$0	$0	$0	$0
	Other:	$0							
	Totals:			**$60,000**	**$60,000**	**$0**	**$0**	**$0**	**$0**
Post 1945 Bridge Survey, STIC INCENTIVE									
Evaluation of 2000+ post-1945 MaineDOT steel and concrete bridges to identify any exemptions to the Program Comment.									
Statewide 2387122 **023871.22** Highways Striping	PE:	$0	Federal HSIP	$400,000	$400,000	$0	$0	$0	$0
	ROW:	$0	Highway Maintenance	$100,000	$100,000	$0	$0	$0	$0
	CON:	$500,000							
	CE:	$0	Other	$0	$0	$0	$0	$0	$0
	Other:	$0							
	Totals:			**$500,000**	**$500,000**	**$0**	**$0**	**$0**	**$0**
Various Locations									
Statewide Striping 2022 Calendar Year.									
Statewide 2396900 **023969.00** Production Support And Administration Environmental Improvements (Misc.)	PE:	$17,000	Federal STP	$14,000	$0	$14,000	$0	$0	$0
	ROW:	$500	Highway and Bridge	$3,500	$3,500	$0	$0	$0	$0
	CON:	$0							
	CE:	$0	Other	$0	$0	$0	$0	$0	$0
	Other:	$0							
	Totals:			**$17,500**	**$3,500**	**$14,000**	**$0**	**$0**	**$0**
Environmental Retrofits									
Site-specific alterations to existing aquatic systems to improve and repair connectivity functions									
Statewide 0001052 **024000.22** Production Support And Administration Work Program Management	PE:	$0	Federal Planning	$384,000	$384,000	$0	$0	$0	$0
	ROW:	$0	Highway and Bridge	$96,000	$96,000	$0	$0	$0	$0
	CON:	$0							
	CE:	$0	Other	$0	$0	$0	$0	$0	$0
	Other:	$480,000							
	Totals:			**$480,000**	**$480,000**	**$0**	**$0**	**$0**	**$0**
Bridge Management									
Management of MaineDOT Bridge Asset Management System, including inventory, bridge data collection, asset priorities, customer service levels, performance reporting, and prioritization / scoping.									
Statewide 0001053 **024000.23** Production Support And Administration Work Program Management	PE:	$0	Federal Planning	$400,000	$20,000	$380,000	$0	$0	$0
	ROW:	$0	Highway and Bridge	$100,000	$100,000	$0	$0	$0	$0
	CON:	$0							
	CE:	$0							
	Other:	$500,000							
	Totals:			**$500,000**	**$120,000**	**$380,000**	**$0**	**$0**	**$0**
Bridge Management									
Management of MaineDOT Bridge Asset Management System, including inventory, bridge data collection, asset priorities, customer service levels, performance reporting, and prioritization / scoping.									
Statewide **024000.24** Production Support And Administration Work Program Management	PE:	$0	Federal Planning	$400,000	$0	$0	$400,000	$0	$0
	ROW:	$0	Highway and Bridge	$100,000	$0	$0	$100,000	$0	$0
	CON:	$0							
	CE:	$0							
	Other:	$500,000							
	Totals:			**$500,000**	**$0**	**$0**	**$500,000**	**$0**	**$0**
Bridge Management									
Management of MaineDOT Bridge Asset Management System, including inventory, bridge data collection, asset priorities, customer service levels, performance reporting, and prioritization / scoping.									
Statewide **024000.25** Production Support And Administration Work Program Management	PE:	$0	Federal Planning	$400,000	$0	$0	$0	$400,000	$0
	ROW:	$0	Highway and Bridge	$100,000	$0	$0	$0	$100,000	$0
	CON:	$0							
	CE:	$0							
	Other:	$500,000							
	Totals:			**$500,000**	**$0**	**$0**	**$0**	**$500,000**	**$0**
Bridge Management									
Management of MaineDOT Bridge Asset Management System, including inventory, bridge data collection, asset priorities, customer service levels, performance reporting, and prioritization / scoping.									
Statewide 2418500 **024185.00** Highways Intelligent Transportation Systems	PE:	$60,000	Federal CMAQ	$1,030,500	$0	$1,030,500	$0	$0	$0
	ROW:	$0	Federal NHPP	$0	$0	$0	$0	$0	$0
	CON:	$1,000,000	Highway and Bridge	$114,500	$4,000	$110,500	$0	$0	$0
	CE:	$85,000							
	Other:	$0	Other	$0	$0	$0	$0	$0	$0
	Totals:			**$1,145,000**	**$4,000**	**$1,141,000**	**$0**	**$0**	**$0**
Various locations									
Dedicated Short-Range Communications (DSRC), Road Weather Information System (RWIS), On-Board Units (OBUs), Automatic Vehicle Location (AVL) and meteorological support for plow truck connections.									
Statewide **024185.01** Highways Feasibility Studies	PE:	$100,000	Federal CMAQ	$90,000	$0	$90,000	$0	$0	$0
	ROW:	$0	Highway and Bridge	$10,000	$0	$10,000	$0	$0	$0
	CON:	$0							
	CE:	$0							
	Other:	$0							
	Totals:			**$100,000**	**$0**	**$100,000**	**$0**	**$0**	**$0**
Various locations									
Feasibility/scoping study on the use of Dedicated Short-Range Communications (DSRC), Road Weather Information System (RWIS), On-Board Units (OBUs), Automatic Vehicle Location (AVL) and meteorological support for plow truck connections.									
Statewide 2418700 **024187.00** Highways Intelligent Transportation Systems	PE:	$200,000	Federal CMAQ	$2,250,000	$0	$2,250,000	$0	$0	$0
	ROW:	$0	Federal NHPP	$0	$0	$0	$0	$0	$0
	CON:	$2,000,000	Highway and Bridge	$250,000	$0	$250,000	$0	$0	$0
	CE:	$300,000							
	Other:	$0							
	Totals:			**$2,500,000**	**$0**	**$2,500,000**	**$0**	**$0**	**$0**
Interstate 295									
Intelligent Transportation System (ITS) fiber/cameras/queue detection.									
Statewide 2418900 **024189.00** Highways Intelligent Transportation Systems	PE:	$0	Federal CMAQ	$112,500	$112,500	$0	$0	$0	$0
	ROW:	$0	Federal STP	$0	$0	$0	$0	$0	$0
	CON:	$125,000	Highway and Bridge	$12,500	$12,500	$0	$0	$0	$0
	CE:	$0							
	Other:	$0	Other	$0	$0	$0	$0	$0	$0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$125,000**	**$125,000**	**$0**	**$0**	**$0**	**$0**
Statewide 2418900	**024189.00** Highways Intelligent Transportation Systems									
Various Locations *Probe data for Intelligent Transportation System (ITS) devices.*										
Statewide 2421310	**024213.10** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$0 $0 $80,000 $20,000 $0	Federal CMAQ Highway and Bridge Other	$90,000 $10,000 $0	$0 $0 $0	$90,000 $10,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$100,000**	**$0**	**$100,000**	**$0**	**$0**	**$0**
Statewide *Road Weather Information System (RWIS) upgrade and new locations on I-295 and I-95.*										
Statewide 2422500	**024225.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$25,000 $500 $574,500 $50,000 $0	Federal HSIP Federal Safety Highway and Bridge Other	$566,550 $18,450 $65,000 $0	$0 $0 $2,500 $0	$191,850 $18,450 $20,867 $0	$187,350 $0 $20,817 $0	$187,350 $0 $20,817 $0	$0 $0 $0 $0
			Totals:		**$650,000**	**$2,500**	**$231,167**	**$208,167**	**$208,167**	**$0**
Various locations *In conjunction with Public Safety, the location identification and implementation of Wrong Way mitigation strategies.*										
Statewide 2430190	**024301.90** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$8,500 $0 $0 $0 $0	Federal STIC Highway and Bridge	$6,800 $1,700	$6,800 $1,700	$0 $0	$0 $0	$0 $0	$0 $0
			Totals:		**$8,500**	**$8,500**	**$0**	**$0**	**$0**	**$0**
STIC Grant *STIC Grant to provide travel funding for up to three (3) MaineDOT employees to participate in a peer exchange at Utah DOT in an effort to improve data use for traffic and ITS projects.*										
Statewide 2438100	**024381.00** Production Support And Administration Information Technology Support	PE: ROW: CON: CE: Other:	$0 $0 $50,000 $0 $0	Federal STIC Highway and Bridge	$40,000 $10,000	$40,000 $10,000	$0 $0	$0 $0	$0 $0	$0 $0
			Totals:		**$50,000**	**$50,000**	**$0**	**$0**	**$0**	**$0**
Unmanned Aerial Vehicles *STIC Grant to accelerate the adoption of UAV's to provide cost-effective and safe applications.*										
Statewide 2444900	**024449.00** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $105,000	Federal Planning Federal STP Highway and Bridge	$26,000 $58,000 $21,000	$6,000 $0 $16,000	$20,000 $58,000 $5,000	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$105,000**	**$22,000**	**$83,000**	**$0**	**$0**	**$0**
Road Salt Impact Assessment *Develop among all stakeholders a common understanding of the public policy issues and the relationships of funding, current research, levels of service, environmental risks and safety risks associated with the use of road salt.*										
Statewide 2454500	**024545.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$25,000 $0 $0 $0 $0	Federal STIC Highway and Bridge	$20,000 $5,000	$20,000 $5,000	$0 $0	$0 $0	$0 $0	$0 $0
			Totals:		**$25,000**	**$25,000**	**$0**	**$0**	**$0**	**$0**
STIC Grant *STIC Grant to fund one year of intelligent traffic signal split monitoring post-processing in the municipalities of South Portland, Ellsworth, Kennebunk and Wells, to aid in the development of split monitoring performance measures and guidelines.*										
Statewide 2454700	**024547.00** Highways Rumble Strip Installation	PE: ROW: CON: CE: Other:	$34,110 $0 $1,160,890 $40,000 $0	Federal HSIP Highway and Bridge Other	$1,111,500 $123,500 $0	$551,518 $61,280 $0	$559,982 $62,220 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$1,235,000**	**$612,798**	**$622,202**	**$0**	**$0**	**$0**
Various Locations *New and replacement rumble strip program.*										
Statewide	**024549.00** Highways Guardrail Installation/Replacement	PE: ROW: CON: CE: Other:	$20,000 $0 $591,500 $20,000 $0	Federal HSIP Highway and Bridge	$568,350 $63,150	$0 $0	$201,450 $22,383	$183,450 $20,383	$183,450 $20,383	$0 $0
			Totals:		**$631,500**	**$0**	**$223,833**	**$203,833**	**$203,833**	**$0**
Various locations *Statewide cable guardrail installation/replacement.*										
Statewide	**024553.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$1,000 $0 $65,000 $3,000 $0	Federal HSIP Highway and Bridge	$62,100 $6,900	$0 $0	$21,300 $2,367	$20,400 $2,267	$20,400 $2,267	$0 $0
			Totals:		**$69,000**	**$0**	**$23,667**	**$22,667**	**$22,667**	**$0**
Various locations *Installation of flashing LED stop signs.*										
Statewide	**024555.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$20,000 $0 $200,000 $20,000 $0	Federal HSIP Highway and Bridge	$216,000 $24,000	$0 $0	$84,000 $9,333	$66,000 $7,333	$66,000 $7,333	$0 $0
			Totals:		**$240,000**	**$0**	**$93,333**	**$73,333**	**$73,333**	**$0**
Various locations *Systemic 3-Leg Rural Stop Control Sign Upgrades.*										
Statewide 2456500	**024565.00** Highways Field Investigations, Studies, And Research	PE: ROW: CON: CE: Other:	$25,000 $0 $0 $0 $0	Federal STIC Highway and Bridge	$20,000 $5,000	$20,000 $5,000	$0 $0	$0 $0	$0 $0	$0 $0
			Totals:		**$25,000**	**$25,000**	**$0**	**$0**	**$0**	**$0**
STIC Grant *STIC Grant to evaluate the various models of Automated Flagging Units (AFUs) available, work with industry to determine the right application and develop a specification to allow these units and/or conventional flagging to be*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
used as appropriate.										
Statewide	**024643.00** Highways Field Investigations, Studies, And Research	PE:	$0	Federal Planning	$256,000	$0	$256,000	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$64,000	$0	$64,000	$0	$0	$0
		CE:	$0							
		Other:	$320,000							
		Totals:			**$320,000**	**$0**	**$320,000**	**$0**	**$0**	**$0**
I-95 Corridor Coalition Pilot *Planning activities and pilot deployments for a mileage-based user fee system with the I-95 States.*										
Statewide 2476100	**024761.00** Highways Intelligent Transportation Systems	PE:	$100,000	Federal STP	$80,000	$0	$80,000	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$20,000	$20,000	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$100,000**	**$20,000**	**$80,000**	**$0**	**$0**	**$0**
Automated Traffic Signal Performance Measures *Automated Traffic Signal Performance Measures (ATSPM) and the connection of existing signal locations.*										
Statewide 2476300	**024763.00** Production Support And Administration Intelligent Transportation Systems	PE:	$16,250	Federal STP	$200,000	$0	$200,000	$0	$0	$0
		ROW:	$0							
		CON:	$217,500	Highway and Bridge	$50,000	$3,250	$46,750	$0	$0	$0
		CE:	$16,250							
		Other:	$0							
		Totals:			**$250,000**	**$3,250**	**$246,750**	**$0**	**$0**	**$0**
Various locations *Permanent portable Changeable Message Signs (CMS) on key corridors: Route 201 Jackman-Bingham, Route 9 Calais-Brewer, and Route 1A Ellsworth-Brewer.*										
Statewide 2476500	**024765.00** Production Support And Administration Intelligent Transportation Systems	PE:	$350,000	Federal STP	$280,000	$0	$280,000	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$70,000	$70,000	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$350,000**	**$70,000**	**$280,000**	**$0**	**$0**	**$0**
ITS Studies/Data Analysis *Network-wide customizable road-network performance visualization tool for multiple MaineDOT user groups.*										
Statewide 2476700	**024767.00** Highways Intelligent Transportation Systems	PE:	$0	Federal STP	$240,000	$20,000	$220,000	$0	$0	$0
		ROW:	$0	Highway and Bridge	$60,000	$60,000	$0	$0	$0	$0
		CON:	$399,110	Other	$0	$0	$0	$0	$0	$0
		CE:	$0	Private	$99,110	$0	$99,110	$0	$0	$0
		Other:	$0							
		Totals:			**$399,110**	**$80,000**	**$319,110**	**$0**	**$0**	**$0**
Fiber Network Deployment *Development of a plan to utilize public and private partnerships to aid in the initial deployment of a Fiber Network.*										
Statewide 2479300	**024793.00** Production Support And Administration Field Investigations, Studies, And Research	PE:	$0	Federal STIC	$5,600	$5,600	$0	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$1,400	$1,400	$0	$0	$0	$0
		CE:	$0							
		Other:	$7,000							
		Totals:			**$7,000**	**$7,000**	**$0**	**$0**	**$0**	**$0**
STIC Grant *STIC Grant to fund a field tour of and discussions with The Ray. This opportunity to experience these innovative transportation facilities will allow MaineDOT to begin to plan and incorporate greenhouse gas reduction technologies into our infrastructure.*										
Statewide 2479500	**024795.00** Highways Field Investigations, Studies, And Research	PE:	$0	Federal STIC	$47,200	$47,200	$0	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$11,800	$11,800	$0	$0	$0	$0
		CE:	$0							
		Other:	$59,000							
		Totals:			**$59,000**	**$59,000**	**$0**	**$0**	**$0**	**$0**
STIC Grant *STIC Grant to develop a framework for evaluating US Route 1's significance and physical integrity and assist in the Section 106 review process.*										
Statewide 2481500	**024815.00** Production Support And Administration Field Investigations, Studies, And Research	PE:	$0	Federal Planning	$40,000	$0	$40,000	$0	$0	$0
		ROW:	$0	Highway and Bridge	$10,000	$10,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$50,000							
		Totals:			**$50,000**	**$10,000**	**$40,000**	**$0**	**$0**	**$0**
DNA Testing Protocol *Identification of aquatic species of interest and development of a DNA testing protocol.*										
Statewide 2481700	**024817.00** Production Support And Administration Research And Pilot Projects	PE:	$0	Federal Planning	$80,000	$0	$80,000	$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**	**$20,000**	**$80,000**	**$0**	**$0**	**$0**
Concrete Composite Girder Systems *Assessment of web shear strength and develop design guide for FRP Tub Girder.*										
Statewide 2482500	**024825.00** Freight Facility Capital Equipment Purchase	PE:	$0	Federal STP	$8,187	$0	$8,187	$0	$0	$0
		ROW:	$0	Highway and Bridge	$4,032	$3,300	$732	$0	$0	$0
		CON:	$12,220							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$12,220**	**$3,300**	**$8,920**	**$0**	**$0**	**$0**
Public Safety Equipment *Capital equipment acquisition for the Maine State Police Commercial Vehicle Enforcement Unit.*										
Statewide 2484500	**024845.00** Highways Intelligent Transportation Systems	PE:	$0	Federal STIC	$16,239	$16,239	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$4,061	$4,061	$0	$0	$0	$0
		CON:	$20,300							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$20,300**	**$20,300**	**$0**	**$0**	**$0**	**$0**
STIC Grant *Joint MaineDOT and Maine State Police effort to use CAD integration to implement an automatic State Police traffic event notification system into the Advanced Traffic Management System (ATMS).*										
Statewide 2485100	**024851.00** Production Support And Administration Research And Pilot Projects	PE:	$138,223	Federal R&D	$100,000	$100,000	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$38,223	$25,000	$13,223	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$138,223**	**$125,000**	**$13,223**	**$0**	**$0**	**$0**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Demonstration Project *Performance Engineering for pavement mix design testing.*										
Statewide 2485921	**024859.21** Production Support And Administration Information Technology Support	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $180,695	Federal Planning Highway and Bridge Other	$144,556 $36,139 $0	$144,556 $36,139 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$180,695**	**$180,695**	**$0**	**$0**	**$0**	**$0**
Data Subscription *Streetlight data subscription.*										
Statewide 2485922	**024859.22** Production Support And Administration Information Technology Support	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $251,000	Federal Planning Highway and Bridge	$200,800 $50,200	$0 $32,639	$200,800 $17,561	$0 $0	$0 $0	$0 $0
		Totals:			**$251,000**	**$32,639**	**$218,361**	**$0**	**$0**	**$0**
Data Subscription *Streetlight data subscription.*										
Statewide	**024859.23** Production Support And Administration Information Technology Support	PE: ROW: CON: CE: Other:	$251,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$200,800 $50,200	$0 $0	$200,800 $50,200	$0 $0	$0 $0	$0 $0
		Totals:			**$251,000**	**$0**	**$251,000**	**$0**	**$0**	**$0**
Data Subscription *Streetlight data subscription.*										
Statewide	**024859.24** Production Support And Administration Information Technology Support	PE: ROW: CON: CE: Other:	$251,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$200,800 $50,200	$0 $0	$0 $0	$200,800 $50,200	$0 $0	$0 $0
		Totals:			**$251,000**	**$0**	**$0**	**$251,000**	**$0**	**$0**
Data Subscription *Streetlight data subscription.*										
Statewide	**024859.25** Production Support And Administration Information Technology Support	PE: ROW: CON: CE: Other:	$251,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$200,800 $50,200	$0 $0	$0 $0	$0 $0	$200,800 $50,200	$0 $0
		Totals:			**$251,000**	**$0**	**$0**	**$0**	**$251,000**	**$0**
Data Subscription *Streetlight data subscription.*										
Statewide 2494100	**024941.00** Highways Statewide Program Development	PE: ROW: CON: CE: Other:	$159,229 $0 $0 $0 $0	Federal STIC Highway and Bridge	$127,384 $31,846	$127,384 $31,846	$0 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$159,229**	**$159,229**	**$0**	**$0**	**$0**	**$0**
STIC- Virtual Public Involvement Application *Virtual Public Involvement Application to enable holding public meetings virtually and on-demand, along with the ability to promote better engagement with the public, and to manage better and address public input on projects and studies.*										
Statewide 2498700	**024987.00** Highways Rumble Strip Installation	PE: ROW: CON: CE: Other:	$25,000 $0 $700,000 $20,000 $0	Federal HSIP Federal STP Highway and Bridge	$650,500 $20,000 $74,500	$2,500 $0 $2,500	$216,000 $20,000 $24,000	$216,000 $0 $24,000	$216,000 $0 $24,000	$0 $0 $0
		Totals:			**$745,000**	**$5,000**	**$260,000**	**$240,000**	**$240,000**	**$0**
Various locations *Rumble Strips: New and replacement for recently paved roads.*										
Statewide	**025169.00** Highways Guardrail Installation/Replacement	PE: ROW: CON: CE: Other:	$20,000 $0 $419,300 $20,000 $0	Federal HSIP Highway and Bridge	$413,370 $45,930	$0 $0	$149,790 $16,643	$131,790 $14,643	$131,790 $14,643	$0 $0
		Totals:			**$459,300**	**$0**	**$166,433**	**$146,433**	**$146,433**	**$0**
Various locations *Statewide cable guardrail installation/replacement.*										
Statewide	**025171.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$1,000 $0 $85,000 $2,000 $0	Federal HSIP Highway and Bridge	$79,200 $8,800	$0 $0	$27,000 $3,000	$26,100 $2,900	$26,100 $2,900	$0 $0
		Totals:			**$88,000**	**$0**	**$30,000**	**$29,000**	**$29,000**	**$0**
Safety Vertical Elements *Hardware procurement contract to buy equipment meant to enhance the safety in areas identified during road safety assessments and audits.*										
Statewide 2522823	**025228.23** Highways Emergency Response	PE: ROW: CON: CE: Other:	$0 $0 $500,000 $0 $0	Federal HSIP Federal Safety Highway and Bridge	$275,000 $175,000 $50,000	$50,000 $0 $25,000	$225,000 $175,000 $25,000	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$500,000**	**$75,000**	**$425,000**	**$0**	**$0**	**$0**
Service Patrol *MaineDOT sponsored service that aids stranded motorists, addresses hazards in the roadway, and provides traffic control at accident scenes to keep traffic flowing smoothly. I-295 Scarborough to Freeport and I-95/I-395 Hampden to Orono.*										
Statewide	**025228.24** Highways Emergency Response	PE: ROW: CON: CE: Other:	$0 $0 $500,000 $0 $0	Federal NHPP Highway and Bridge	$450,000 $50,000	$0 $0	$0 $0	$450,000 $50,000	$0 $0	$0 $0
		Totals:			**$500,000**	**$0**	**$0**	**$500,000**	**$0**	**$0**
Service Patrol *MaineDOT sponsored service that aids stranded motorists, addresses hazards in the roadway, and provides traffic control at accident scenes to keep traffic flowing smoothly. I-295 Scarborough to Freeport and I-95/I-395 Hampden to Orono.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide	**025228.25**	PE:	$0	Federal NHPP	$450,000	$0	$0	$0	$450,000	$0
	Highways	ROW:	$0							
	Emergency Response	CON:	$500,000	Highway and Bridge	$50,000	$0	$0	$0	$50,000	$0
		CE:	$0							
		Other:	$0							
			Totals:		**$500,000**	**$0**	**$0**	**$0**	**$500,000**	**$0**

Service Patrol
MaineDOT sponsored service that aids stranded motorists, addresses hazards in the roadway, and provides traffic control at accident scenes to keep traffic flowing smoothly. I-295 Scarborough to Freeport and I-95/I-395 Hampden to Orono.

Statewide	**025279.00**	PE:	$0	Federal CMAQ	$280,000	$280,000	$0	$0	$0	$0
2527900	Highways	ROW:	$0	Highway and Bridge	$70,000	$70,000	$0	$0	$0	$0
	Intelligent Transportation Systems	CON:	$350,000							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$350,000**	**$350,000**	**$0**	**$0**	**$0**	**$0**

Data Analysis
Purchase of Probe data for MaineDOT.

Statewide	**025325.00**	PE:	$10,000	Federal CMAQ	$256,000	$4,000	$252,000	$0	$0	$0
2532500	Highways	ROW:	$0	Federal STP	$4,000	$0	$4,000	$0	$0	$0
	Intelligent Transportation Systems	CON:	$300,000							
		CE:	$15,000	Highway and Bridge	$65,000	$2,000	$63,000	$0	$0	$0
		Other:	$0							
			Totals:		**$325,000**	**$6,000**	**$319,000**	**$0**	**$0**	**$0**

Interstate 95/Interstate 295
Camera Coverage in Bangor on Interstate 95 and Falmouth to Freeport on Interstate 295.

Statewide	**025327.00**	PE:	$0	Federal CMAQ	$0	$0	$0	$0	$0	$0
2532700	Highways	ROW:	$0	Federal STP	$240,000	$0	$240,000	$0	$0	$0
	Intelligent Transportation Systems	CON:	$300,000							
		CE:	$0	Highway and Bridge	$60,000	$60,000	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$300,000**	**$60,000**	**$240,000**	**$0**	**$0**	**$0**

Interstate 95
Replacement of Changeable Message Sign.

Statewide	**025525.60**	PE:	$9,285,000	Federal NHPP	$9,285,000	$0	$0	$4,642,500	$4,642,500	$0
	Production Support And Administration	ROW:	$0							
	Financial Tracking Win	CON:	$0							
		CE:	$0							
		Other:	$0							
			Totals:		**$9,285,000**	**$0**	**$0**	**$4,642,500**	**$4,642,500**	**$0**

Statewide	**025525.61**	PE:	$6,175,406	Federal NHPP	$6,175,406	$0	$0	$3,087,703	$3,087,703	$0
	Production Support And Administration	ROW:	$0							
	Financial Tracking Win	CON:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
			Totals:		**$6,175,406**	**$0**	**$0**	**$3,087,703**	**$3,087,703**	**$0**

Statewide	**025697.00**	PE:	$125,000	Federal STIC	$100,000	$100,000	$0	$0	$0	$0
2569700	Production Support And Administration	ROW:	$0	Highway and Bridge	$25,000	$25,000	$0	$0	$0	$0
	Statewide Program Development	CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$125,000**	**$125,000**	**$0**	**$0**	**$0**	**$0**

FHWA STIC Incentive Program
Funding to update software to produce 3D computer models for construction and as-built projects.

Statewide	**025701.00**	PE:	$130,000	Federal RH Xing Program	$117,000	$117,000	$0	$0	$0	$0
2570100	Production Support And Administration	ROW:	$0							
	Statewide Program Development	CON:	$0	Highway and Bridge	$13,000	$13,000	$0	$0	$0	$0
		CE:	$0							
		Other:	$0	Private	$0	$0	$0	$0	$0	$0
			Totals:		**$130,000**	**$130,000**	**$0**	**$0**	**$0**	**$0**

Highway-Rail Grade Crossing Action Plan
State Highway-Rail Grade Crossing Action Plan.

Statewide	**025801.22**	PE:	$150,000	Federal STP	$120,000	$120,000	$0	$0	$0	$0
2580122	Production Support And Administration	ROW:	$0	Highway and Bridge	$30,000	$30,000	$0	$0	$0	$0
	General Program Administration	CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$150,000**	**$150,000**	**$0**	**$0**	**$0**	**$0**

US Army Corps of Engineers
Funding for US Army Corps of Engineers (USACE) liaison position to review projects subject to USACE review and approval and to ensure on time and in compliance project delivery.

Statewide	**025801.23**	PE:	$290,000	Federal STP	$232,000	$10,000	$222,000	$0	$0	$0
2580123	Production Support And Administration	ROW:	$0							
	General Program Administration	CON:	$0	Highway and Bridge	$58,000	$30,000	$28,000	$0	$0	$0
		CE:	$0							
		Other:	$0							
			Totals:		**$290,000**	**$40,000**	**$250,000**	**$0**	**$0**	**$0**

US Army Corps of Engineers
Funding for US Army Corps of Engineers (USACE) liaison position to review projects subject to USACE review and approval and to ensure on time and in compliance project delivery.

Statewide	**025801.24**	PE:	$290,000	Federal STP	$232,000	$0	$0	$232,000	$0	$0
	Production Support And Administration	ROW:	$0							
	General Program Administration	CON:	$0	Highway and Bridge	$58,000	$0	$0	$58,000	$0	$0
		CE:	$0							
		Other:	$0							
			Totals:		**$290,000**	**$0**	**$0**	**$290,000**	**$0**	**$0**

US Army Corps of Engineers
Funding for US Army Corps of Engineers (USACE) liaison position to review projects subject to USACE review and approval and to ensure on time and in compliance project delivery.

Statewide	**025801.25**	PE:	$290,000	Federal STP	$232,000	$0	$0	$0	$232,000	$0
	Production Support And Administration	ROW:	$0							
	General Program Administration	CON:	$0	Highway and Bridge	$58,000	$0	$0	$0	$58,000	$0
		CE:	$0							
		Other:	$0							
			Totals:		**$290,000**	**$0**	**$0**	**$0**	**$290,000**	**$0**

US Army Corps of Engineers
Funding for US Army Corps of Engineers (USACE) liaison position to review projects subject to USACE review and approval and to ensure on time and in compliance project delivery.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide 2580322	**025803.22** Production Support And Administration General Program Administration	PE:	$50,000	Federal STP	$40,000	$0	$40,000	$0	$0	$0
		ROW:	$0	Highway and Bridge	$10,000	$10,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$50,000**	**$10,000**	**$40,000**	**$0**	**$0**	**$0**

National Environmental Policy Act
National Environmental Policy Act (NEPA) Assignment (23 USC 327) Management.

Statewide 2580323	**025803.23** Production Support And Administration General Program Administration	PE:	$50,000	Federal STP	$40,000	$0	$40,000	$0	$0	$0
		ROW:	$0	Highway and Bridge	$10,000	$10,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$50,000**	**$10,000**	**$40,000**	**$0**	**$0**	**$0**

National Environmental Policy Act
National Environmental Policy Act (NEPA) Assignment (23 USC 327) Management.

Statewide	**025803.24** Production Support And Administration General Program Administration	PE:	$50,000	Federal STP	$40,000	$0	$0	$40,000	$0	$0
		ROW:	$0	Highway and Bridge	$10,000	$0	$0	$10,000	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$0							
		Totals:			**$50,000**	**$0**	**$0**	**$50,000**	**$0**	**$0**

National Environmental Policy Act
National Environmental Policy Act (NEPA) Assignment (23 USC 327) Management.

Statewide	**025803.25** Production Support And Administration General Program Administration	PE:	$50,000	Federal STP	$40,000	$0	$0	$0	$40,000	$0
		ROW:	$0	Highway and Bridge	$10,000	$0	$0	$0	$10,000	$0
		CON:	$0							
		CE:	$0							
		Other:	$0							
		Totals:			**$50,000**	**$0**	**$0**	**$0**	**$50,000**	**$0**

National Environmental Policy Act
National Environmental Policy Act (NEPA) Assignment (23 USC 327) Management.

Statewide 2584700	**025847.00** Production Support And Administration Policy Development	PE:	$90,455	Federal FO	$90,455	$90,455	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$0							
		Totals:			**$90,455**	**$90,455**	**$0**	**$0**	**$0**	**$0**

Multi-State Partnership
Effort to enhance compliance with and collection of highway use taxes.

Statewide 2585122	**025851.22** Production Support And Administration Research And Pilot Projects	PE:	$135,000	Federal STP	$108,000	$108,000	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$27,000	$27,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$135,000**	**$135,000**	**$0**	**$0**	**$0**	**$0**

Research and Pilot Projects
Innovation Program management

Statewide 2585123	**025851.23** Production Support And Administration Research And Pilot Projects	PE:	$150,000	Federal STP	$120,000	$10,000	$110,000	$0	$0	$0
		ROW:	$0	Highway and Bridge	$30,000	$30,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$0							
		Totals:			**$150,000**	**$40,000**	**$110,000**	**$0**	**$0**	**$0**

Research and Pilot Projects
Innovation Program management.

Statewide	**025851.24** Production Support And Administration Research And Pilot Projects	PE:	$150,000	Federal STP	$120,000	$0	$0	$120,000	$0	$0
		ROW:	$0	Highway and Bridge	$30,000	$0	$0	$30,000	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$0							
		Totals:			**$150,000**	**$0**	**$0**	**$150,000**	**$0**	**$0**

Research and Pilot Projects
Innovation Program management.

Statewide	**025851.25** Production Support And Administration Research And Pilot Projects	PE:	$0	Federal STP	$120,000	$0	$0	$0	$120,000	$0
		ROW:	$0	Highway and Bridge	$30,000	$0	$0	$0	$30,000	$0
		CON:	$0							
		CE:	$0							
		Other:	$150,000							
		Totals:			**$150,000**	**$0**	**$0**	**$0**	**$150,000**	**$0**

Research and Pilot Projects
Innovation Program management.

Statewide 2589124	**025891.24** Highways Intelligent Transportation Systems	PE:	$431,463	Federal STP	$345,170	$0	$0	$345,170	$0	$0
		ROW:	$0	Highway and Bridge	$86,293	$80,000	$0	$6,293	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$431,463**	**$80,000**	**$0**	**$351,463**	**$0**	**$0**

Various locations
Traffic Incident Management Operations.

Statewide 2589124	**025891.25** Highways Intelligent Transportation Systems	PE:	$200,000	Federal STP	$160,000	$0	$0	$0	$160,000	$0
		ROW:	$0	Highway and Bridge	$40,000	$0	$0	$0	$40,000	$0
		CON:	$0							
		CE:	$0							
		Other:	$0							
		Totals:			**$200,000**	**$0**	**$0**	**$0**	**$200,000**	**$0**

Various locations
Traffic Incident Management Operations.

Statewide	**025893.24** Highways Intelligent Transportation Systems	PE:	$0	Federal STP	$200,000	$0	$0	$200,000	$0	$0
		ROW:	$0	Highway and Bridge	$50,000	$0	$0	$50,000	$0	$0
		CON:	$250,000							
		CE:	$0							
		Other:	$0							
		Totals:			**$250,000**	**$0**	**$0**	**$250,000**	**$0**	**$0**

Various locations
Automated Traffic Signal Performance Measures.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide	**025893.25** Highways Intelligent Transportation Systems	PE:	$0	Federal STP	$200,000	$0	$0	$0	$200,000	$0
		ROW:	$0							
		CON:	$250,000	Highway and Bridge	$50,000	$0	$0	$0	$50,000	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$250,000**	**$0**	**$0**	**$0**	**$250,000**	**$0**
Various locations *Automated Traffic Signal Performance Measures.*										
Statewide 2593322	**025933.22** Production Support And Administration Statewide Program Development	PE:	$20,000	Federal LHIP	$2,856,158	$0	$2,856,158	$0	$0	$0
		ROW:	$40,000	Federal STP	$0	$0	$0	$0	$0	$0
		CON:	$3,490,198	Highway and Bridge	$714,040	$12,000	$702,040	$0	$0	$0
		CE:	$20,000							
		Other:	$0							
		Totals:			**$3,570,198**	**$12,000**	**$3,558,198**	**$0**	**$0**	**$0**
Electric Vehicles *Acquisition and installation of publicly accessible charging stations for Electric Vehicles (EVs) along highway corridors to expand use of EVs in Maine.*										
Statewide	**025933.23** Production Support And Administration Statewide Program Development	PE:	$20,000	Federal LHIP	$4,110,043	$0	$4,110,043	$0	$0	$0
		ROW:	$40,000	Federal STP	$0	$0	$0	$0	$0	$0
		CON:	$5,057,554	Highway and Bridge	$1,027,511	$0	$1,027,511	$0	$0	$0
		CE:	$20,000							
		Other:	$0							
		Totals:			**$5,137,554**	**$0**	**$5,137,554**	**$0**	**$0**	**$0**
Electric Vehicles *Acquisition and installation of publicly accessible charging stations for Electric Vehicles (EVs) along highway corridors to expand use of EVs in Maine.*										
Statewide	**025933.24** Production Support And Administration Statewide Program Development	PE:	$20,000	Federal LHIP	$4,110,072	$0	$0	$4,110,072	$0	$0
		ROW:	$40,000	Federal STP	$0	$0	$0	$0	$0	$0
		CON:	$5,057,590	Highway and Bridge	$1,027,518	$0	$0	$1,027,518	$0	$0
		CE:	$20,000							
		Other:	$0							
		Totals:			**$5,137,590**	**$0**	**$0**	**$5,137,590**	**$0**	**$0**
Electric Vehicles *Acquisition and installation of publicly accessible charging stations for Electric Vehicles (EVs) along highway corridors to expand use of EVs in Maine.*										
Statewide	**025933.25** Production Support And Administration Statewide Program Development	PE:	$20,000	Federal LHIP	$3,859,286	$0	$0	$0	$3,859,286	$0
		ROW:	$40,000							
		CON:	$4,744,108	Highway and Bridge	$964,822	$0	$0	$0	$964,822	$0
		CE:	$20,000							
		Other:	$0							
		Totals:			**$4,824,108**	**$0**	**$0**	**$0**	**$4,824,108**	**$0**
Electric Vehicles *Acquisition and installation of publicly accessible charging stations for Electric Vehicles (EVs) along highway corridors to expand use of EVs in Maine.*										
Statewide	**025951.00** Highways Safety Improvements	PE:	$0	Federal HSIP	$1,413,122	$0	$471,041	$471,041	$471,041	$0
		ROW:	$0							
		CON:	$1,413,122	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$1,413,122**	**$0**	**$471,041**	**$471,041**	**$471,041**	**$0**
Various locations *Implementation of Safety Improvements identified throughout the year through safety audits and consultations with municipalities.*										
Statewide 2601300	**026013.00** Highways Roadside Improvements	PE:	$20,000	Federal HSIP	$175,500	$0	$58,500	$58,500	$58,500	$0
		ROW:	$5,000	Federal Safety	$22,500	$0	$22,500	$0	$0	$0
		CON:	$190,000	Highway and Bridge	$22,000	$2,500	$6,500	$6,500	$6,500	$0
		CE:	$5,000							
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$220,000**	**$2,500**	**$87,500**	**$65,000**	**$65,000**	**$0**
Various locations *Truck weigh areas.*										
Statewide	**026023.00** Highways Safety Improvements	PE:	$10,000	Federal HSIP	$443,700	$0	$153,900	$144,900	$144,900	$0
		ROW:	$0							
		CON:	$473,000	Highway and Bridge	$49,300	$0	$17,100	$16,100	$16,100	$0
		CE:	$10,000							
		Other:	$0							
		Totals:			**$493,000**	**$0**	**$171,000**	**$161,000**	**$161,000**	**$0**
Various Locations *Obsolete cable guardrail replacement.*										
Statewide	**026029.00** Highways Intelligent Transportation Systems	PE:	$5,000	Federal STP	$104,000	$0	$104,000	$0	$0	$0
		ROW:	$0							
		CON:	$125,000	Highway and Bridge	$26,000	$0	$26,000	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$130,000**	**$0**	**$130,000**	**$0**	**$0**	**$0**
Small Portable CMS *Small Portable CMS Procurement for TIM"S Deployment.*										
Statewide 2603100	**026031.00** Highways Intelligent Transportation Systems	PE:	$5,000	Federal STP	$144,000	$0	$144,000	$0	$0	$0
		ROW:	$0							
		CON:	$175,000	Highway and Bridge	$36,000	$1,000	$35,000	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$180,000**	**$1,000**	**$179,000**	**$0**	**$0**	**$0**
Drone Procurement *Drone Procurement for Sheriff Departments.*										
Statewide	**026041.00** Production Support And Administration Statewide Planning	PE:	$0	Federal MPP	$2,668,837	$0	$2,668,837	$0	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$500,407	$0	$500,407	$0	$0	$0
		CE:	$0							
		Other:	$3,169,243							
		Totals:			**$3,169,243**	**$0**	**$3,169,243**	**$0**	**$0**	**$0**
Future Planning Needs *Discretionary funding to address planning needs in urbanized areas.*										
Statewide	**026132.00** Highways Intelligent Transportation Systems	PE:	$10,000	Federal STP	$96,000	$0	$96,000	$0	$0	$0
		ROW:	$0							
		CON:	$100,000	Highway and Bridge	$24,000	$0	$24,000	$0	$0	$0
		CE:	$10,000							
		Other:	$0							
		Totals:			**$120,000**	**$0**	**$120,000**	**$0**	**$0**	**$0**
Various locations *Dynamic Over Height detection for low bridges.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide 2613600	**026136.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$75,000 $5,000 $900,000 $20,000 $0	Federal STP Highway and Bridge	$800,000 $200,000	$0 $16,000	$800,000 $184,000	$0 $0	$0 $0	$0 $0
		Totals:			**$1,000,000**	**$16,000**	**$984,000**	**$0**	**$0**	**$0**
Various Locations *Permanent Changeable Message Sign (CMS) off interstate.*										
Statewide 2614000	**026140.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$200,000 $0 $800,000 $200,000 $0	Federal STP Highway and Bridge	$960,000 $240,000	$80,000 $40,000	$880,000 $200,000	$0 $0	$0 $0	$0 $0
		Totals:			**$1,200,000**	**$120,000**	**$1,080,000**	**$0**	**$0**	**$0**
Various locations *Road Weather Information System (RWIS).*										
Statewide	**026142.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$0 $0 $350,000 $0 $0	Federal STP Highway and Bridge	$280,000 $70,000	$0 $0	$280,000 $70,000	$0 $0	$0 $0	$0 $0
		Totals:			**$350,000**	**$0**	**$350,000**	**$0**	**$0**	**$0**
Various locations *Probe data for Intelligent Transportation System (ITS) devices.*										
Statewide	**026246.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$5,000 $0 $65,000 $5,000 $0	Federal HSIP Highway and Bridge	$67,500 $7,500	$0 $0	$1,500 $167	$1,500 $167	$22,500 $2,500	$21,000 $2,333
		Totals:			**$75,000**	**$0**	**$1,667**	**$1,667**	**$25,000**	**$23,333**
Various locations *Install large animal high impact area signage on select corridors.*										
Statewide	**026248.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$0 $0 $100,000 $0 $0	Federal HSIP Highway and Bridge	$90,000 $10,000	$0 $0	$45,000 $5,000	$45,000 $5,000	$0 $0	$0 $0
		Totals:			**$100,000**	**$0**	**$50,000**	**$50,000**	**$0**	**$0**
Various locations *Purchase of LED Signs for Safety Improvements.*										
Statewide	**026250.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$2,500 $0 $45,000 $2,500 $0	Federal HSIP Highway and Bridge	$45,000 $5,000	$0 $0	$750 $83	$750 $83	$15,000 $1,667	$14,250 $1,583
		Totals:			**$50,000**	**$0**	**$833**	**$833**	**$16,667**	**$15,833**
Various locations *Local Road Sign Retro-Reflectivity Upgrades.*										
Statewide	**026252.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$1,000 $0 $75,000 $0 $0	Federal HSIP Highway and Bridge	$68,400 $7,600	$0 $0	$34,200 $3,800	$34,200 $3,800	$0 $0	$0 $0
		Totals:			**$76,000**	**$0**	**$38,000**	**$38,000**	**$0**	**$0**
Various locations *Purchase equipment meant to enhance the safety in areas identified during road safety assessments and audits.*										
Statewide	**026254.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$1,000 $0 $250,000 $0 $0	Federal HSIP Highway and Bridge	$225,900 $25,100	$0 $0	$112,950 $12,550	$112,950 $12,550	$0 $0	$0 $0
		Totals:			**$251,000**	**$0**	**$125,500**	**$125,500**	**$0**	**$0**
Various locations *Purchase school zone signage.*										
Statewide	**026256.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$1,000 $0 $250,000 $0 $0	Federal HSIP Highway and Bridge	$225,900 $25,100	$0 $0	$112,950 $12,550	$112,950 $12,550	$0 $0	$0 $0
		Totals:			**$251,000**	**$0**	**$125,500**	**$125,500**	**$0**	**$0**
Various locations *Dynamic speed signs.*										
Statewide	**026258.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$1,000 $0 $250,000 $0 $0	Federal HSIP Highway and Bridge	$225,900 $25,100	$0 $0	$112,950 $12,550	$112,950 $12,550	$0 $0	$0 $0
		Totals:			**$251,000**	**$0**	**$125,500**	**$125,500**	**$0**	**$0**
Various locations *Purchase rectangular rapid flashing beacons at select locations.*										
Statewide	**026260.00** Highways Rumble Strip Installation	PE: ROW: CON: CE: Other:	$25,000 $0 $700,000 $20,000 $0	Federal HSIP Highway and Bridge	$670,500 $74,500	$0 $0	$11,250 $1,250	$227,250 $25,250	$216,000 $24,000	$216,000 $24,000
		Totals:			**$745,000**	**$0**	**$12,500**	**$252,500**	**$240,000**	**$240,000**
Various locations *Rumble Strips: New and replacement for recently paved roads.*										
Statewide 2645800	**026458.00** Highways Crack Sealing	PE: ROW: CON: CE: Other:	$50,000 $0 $500,000 $75,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$517,500 $45,000 $62,500 $0	$0 $0 $5,000 $0	$0 $22,500 $0 $0	$172,500 $22,500 $19,167 $0	$172,500 $0 $19,167 $0	$172,500 $0 $19,167 $0
		Totals:			**$625,000**	**$5,000**	**$22,500**	**$214,167**	**$191,667**	**$191,667**
Various locations *Interstate crack sealing.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide 2664000	**026640.00** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $45,000	Federal Planning Highway and Bridge	$36,000 $9,000	$36,000 $9,000	$0 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$45,000**	**$45,000**	**$0**	**$0**	**$0**	**$0**

Live Load Testing
Provides live load testing on two bridges and further analysis on shear forces.

Statewide 2664200	**026642.00** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $41,000	Federal Planning Highway and Bridge	$32,800 $8,200	$32,800 $8,200	$0 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$41,000**	**$41,000**	**$0**	**$0**	**$0**	**$0**

Research Initiative
Investigates reduction of lane departure crashes using advanced statistical modeling.

Statewide 2664400	**026644.00** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $75,000	Federal Planning Federal STP Highway and Bridge Other	$0 $60,000 $15,000 $0	$0 $0 $15,000 $0	$0 $60,000 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$75,000**	**$15,000**	**$60,000**	**$0**	**$0**	**$0**

Research Initiative
Conducts turbidity measurement and analyses on in stream project work.

Statewide 2664600	**026646.00** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $40,000	Federal Planning Federal STP Highway and Bridge	$12,345 $19,655 $8,000	$12,345 $0 $8,000	$0 $19,655 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$40,000**	**$20,345**	**$19,655**	**$0**	**$0**	**$0**

Research Initiative
Concrete testing and field inspections leading to effective strategies.

Statewide 2664800	**026648.00** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $35,000	Federal Planning Federal STP Highway and Bridge	$0 $28,000 $7,000	$0 $0 $7,000	$0 $28,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$35,000**	**$7,000**	**$28,000**	**$0**	**$0**	**$0**

Research Initiative
Conducts comprehensive review of methods that could be adopted.

Statewide 2665000	**026650.00** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $50,000	Federal Planning Federal STP Highway and Bridge	$0 $40,000 $10,000	$0 $0 $10,000	$0 $40,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$50,000**	**$10,000**	**$40,000**	**$0**	**$0**	**$0**

Research Initiative
Phase 1 – Develop design criteria and acceptable site conditions.

Statewide 2665200	**026652.00** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $105,000	Federal Planning Federal STP Highway and Bridge	$0 $84,000 $21,000	$0 $0 $21,000	$0 $84,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$105,000**	**$21,000**	**$84,000**	**$0**	**$0**	**$0**

Research Initiative
Uses mobility and congestion data to generate mitigation strategies.

Statewide 2665400	**026654.00** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $20,000	Federal Planning Federal STP Highway and Bridge	$0 $16,000 $4,000	$0 $0 $4,000	$0 $16,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$20,000**	**$4,000**	**$16,000**	**$0**	**$0**	**$0**

Research Initiative
Conducts shear strength and fatigue testing and modelling.

Statewide 2665600	**026656.00** Production Support And Administration Research And Pilot Projects	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $10,000	Federal Planning Federal STP Highway and Bridge	$0 $8,000 $2,000	$0 $0 $2,000	$0 $8,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$10,000**	**$2,000**	**$8,000**	**$0**	**$0**	**$0**

Research Initiative
Recycling 3D Printed Formwork.

Statewide 2667200	**026672.00** Production Support And Administration Field Investigations, Studies, And Research	PE: ROW: CON: CE: Other:	$75,000 $0 $0 $0 $0	Federal STIC Highway and Bridge	$60,000 $15,000	$60,000 $15,000	$0 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$75,000**	**$75,000**	**$0**	**$0**	**$0**	**$0**

Groundwater Quality Management System
STIC Grant to develop a database management system, complete with geo-referencing capabilities, to house MaineDOT groundwater data.

Statewide	**026746.00** Railroad Multimodal Improvements	PE: ROW: CON: CE: Other:	$100,000 $0 $15,900,000 $200,000 $0	Federal Federal Grants Private	$12,960,000 $3,240,000	$0 $0	$6,480,000 $1,620,000	$6,480,000 $1,620,000	$0 $0	$0 $0
		Totals:			**$16,200,000**	**$0**	**$8,100,000**	**$8,100,000**	**$0**	**$0**

Maine Northern Railway
Upgrade the Presque Isle and Houlton Lines and the mainline from Millinocket to Scopan Township.

Statewide 2675023	**026750.23** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$650,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$520,000 $130,000	$0 $130,000	$520,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$650,000**	**$130,000**	**$520,000**	**$0**	**$0**	**$0**

Special Funding Tracking and Development
Tracking of and applying for innovative financing opportunities in coordination with the development of projects to expand transportation improvements in Maine.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide	**026750.24** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$650,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$520,000 $130,000	$0 $0	$0 $0	$520,000 $130,000	$0 $0	$0 $0
		Totals:			**$650,000**	**$0**	**$0**	**$650,000**	**$0**	**$0**

Special Funding Tracking and Development
Tracking of and applying for innovative financing opportunities in coordination with the development of projects to expand transportation improvements in Maine.

Statewide	**026750.25** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$650,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$520,000 $130,000	$0 $0	$0 $0	$0 $0	$520,000 $130,000	$0 $0
		Totals:			**$650,000**	**$0**	**$0**	**$0**	**$650,000**	**$0**

Special Funding Tracking and Development
Tracking of and applying for innovative financing opportunities in coordination with the development of projects to expand transportation improvements in Maine.

Statewide	**026796.23** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$131,000 $0 $0 $0 $0	Federal PROTECT Highway and Bridge	$104,800 $26,200	$0 $0	$104,800 $26,200	$0 $0	$0 $0	$0 $0
		Totals:			**$131,000**	**$0**	**$131,000**	**$0**	**$0**	**$0**

At-Risk Coastal Infrastructure
Vulnerability assessments for the purpose of developing improvement plans and capacity-building.

Statewide	**026796.24** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$131,000 $0 $0 $0 $0	Federal PROTECT Highway and Bridge	$104,800 $26,200	$0 $0	$0 $0	$104,800 $26,200	$0 $0	$0 $0
		Totals:			**$131,000**	**$0**	**$0**	**$131,000**	**$0**	**$0**

At-Risk Coastal Infrastructure
Vulnerability assessments for the purpose of developing improvement plans and capacity-building.

Statewide	**026796.25** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$131,000 $0 $0 $0 $0	Federal PROTECT Highway and Bridge	$104,800 $26,200	$0 $0	$0 $0	$0 $0	$104,800 $26,200	$0 $0
		Totals:			**$131,000**	**$0**	**$0**	**$0**	**$131,000**	**$0**

At-Risk Coastal Infrastructure
Vulnerability assessments for the purpose of developing improvement plans and capacity-building.

Statewide	**026812.23** Bicycle/Pedestrian Multimodal Improvements	PE: ROW: CON: CE: Other:	$500,000 $250,000 $5,000,000 $250,000 $0	Federal CRP Highway and Bridge	$4,800,000 $1,200,000	$0 $0	$200,000 $50,000	$200,000 $50,000	$1,600,000 $400,000	$1,400,000 $350,000
		Totals:			**$6,000,000**	**$0**	**$250,000**	**$250,000**	**$2,000,000**	**$1,750,000**

Carbon Reduction Program
Identification and funding of efforts that will reduce carbon emissions associated with on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.

Statewide	**026812.24** Bicycle/Pedestrian Multimodal Improvements	PE: ROW: CON: CE: Other:	$500,000 $250,000 $5,000,000 $250,000 $0	Federal CRP Highway and Bridge	$4,800,000 $1,200,000	$0 $0	$200,000 $50,000	$200,000 $50,000	$1,600,000 $400,000	$1,400,000 $350,000
		Totals:			**$6,000,000**	**$0**	**$250,000**	**$250,000**	**$2,000,000**	**$1,750,000**

Carbon Reduction Program
Identification and funding of efforts that will reduce carbon emissions associated with on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.

Statewide	**026812.25** Bicycle/Pedestrian Multimodal Improvements	PE: ROW: CON: CE: Other:	$500,000 $250,000 $5,000,000 $250,000 $0	Federal CRP Highway and Bridge	$4,800,000 $1,200,000	$0 $0	$200,000 $50,000	$200,000 $50,000	$1,600,000 $400,000	$1,400,000 $350,000
		Totals:			**$6,000,000**	**$0**	**$250,000**	**$250,000**	**$2,000,000**	**$1,750,000**

Carbon Reduction Program
Identification and funding of efforts that will reduce carbon emissions associated with on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.

Statewide	**026874.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$0 $0 $30,000,000 $0 $0	Federal STP Highway and Bridge	$24,000,000 $6,000,000	$0 $0	$0 $0	$0 $0	$8,000,000 $2,000,000	$8,000,000 $2,000,000
		Totals:			**$30,000,000**	**$0**	**$0**	**$0**	**$10,000,000**	**$10,000,000**

Various locations
Reserved Funding for Light Capital Preservation Paving.

Statewide	**026890.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$0 $0 $30,000,000 $0 $0	Federal STP Highway and Bridge	$24,000,000 $6,000,000	$0 $0	$0 $0	$0 $0	$8,000,000 $2,000,000	$8,000,000 $2,000,000
		Totals:			**$30,000,000**	**$0**	**$0**	**$0**	**$10,000,000**	**$10,000,000**

Various locations
Reserved Funding for Light Capital Preservation Paving.

Statewide	**026912.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$0 $0 $14,477,031 $0 $0	Federal STP Highway and Bridge	$11,581,625 $2,895,406	$0 $0	$0 $0	$0 $0	$3,860,542 $965,135	$3,860,542 $965,135
		Totals:			**$14,477,031**	**$0**	**$0**	**$0**	**$4,825,677**	**$4,825,677**

Various locations
Reserved funding for Cyclical Pavement Resurfacing.

Statewide	**026924.00** Highways Roadside Improvements	PE: ROW: CON: CE: Other:	$14,000 $5,000 $126,000 $5,000 $0	Federal HSIP Highway and Bridge	$120,000 $30,000	$0 $0	$5,067 $1,267	$5,067 $1,267	$40,000 $10,000	$34,933 $8,733
		Totals:			**$150,000**	**$0**	**$6,333**	**$6,333**	**$50,000**	**$43,667**

Various Locations
Truck Weight Areas

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide	**026926.00** Highways Roadside Improvements	PE: ROW: CON: CE: Other:	$14,000 $5,000 $126,000 $5,000 $0	Federal HSIP Highway and Bridge	$120,000 $30,000	$0 $0	$5,067 $1,267	$5,067 $1,267	$40,000 $10,000	$34,933 $8,733
		Totals:			**$150,000**	**$0**	**$6,333**	**$6,333**	**$50,000**	**$43,667**
Various Locations *Truck Weight Areas*										
Statewide	**027020.00** Highways Crack Sealing	PE: ROW: CON: CE: Other:	$50,000 $0 $625,000 $75,000 $0	Federal NHPP Highway and Bridge	$675,000 $75,000	$0 $0	$15,000 $1,667	$15,000 $1,667	$225,000 $25,000	$210,000 $23,333
		Totals:			**$750,000**	**$0**	**$16,667**	**$16,667**	**$250,000**	**$233,333**
Various locations *Interstate crack sealing.*										
Statewide	**027048.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$1,000 $0 $75,000 $0 $0	Federal HSIP Highway and Bridge	$60,800 $15,200	$0 $0	$267 $67	$267 $67	$20,267 $5,067	$20,000 $5,000
		Totals:			**$76,000**	**$0**	**$333**	**$333**	**$25,333**	**$25,000**
Various locations *Low-cost safety vertical elements.*										
Statewide	**027050.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$1,000 $0 $250,000 $0 $0	Federal HSIP Highway and Bridge	$200,800 $50,200	$0 $0	$267 $67	$267 $67	$66,933 $16,733	$66,667 $16,667
		Totals:			**$251,000**	**$0**	**$333**	**$333**	**$83,667**	**$83,333**
Various locations *School zone signage.*										
Statewide	**027052.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$1,000 $0 $250,000 $0 $0	Federal HSIP Highway and Bridge	$200,800 $50,200	$0 $0	$267 $67	$267 $67	$66,933 $16,733	$66,667 $16,667
		Totals:			**$251,000**	**$0**	**$333**	**$333**	**$83,667**	**$83,333**
Various locations *Rectangular Rapid Flashing Beacons (RRFB) at select locations.*										
Statewide	**027054.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$25,000 $0 $700,000 $20,000 $0	Federal HSIP Highway and Bridge	$596,000 $149,000	$0 $0	$6,667 $1,667	$6,667 $1,667	$198,667 $49,667	$192,000 $48,000
		Totals:			**$745,000**	**$0**	**$8,333**	**$8,333**	**$248,333**	**$240,000**
Various locations *Rumble Strips: New and replacement for recently paved roads.*										
Statewide	**027056.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$1,000 $0 $150,000 $0 $0	Federal HSIP Highway and Bridge	$120,800 $30,200	$0 $0	$267 $67	$267 $67	$40,267 $10,067	$40,000 $10,000
		Totals:			**$151,000**	**$0**	**$333**	**$333**	**$50,333**	**$50,000**
Various locations *Purchase of LED Signs for Safety Improvements.*										
Statewide	**027058.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$40,000 $5,000 $250,000 $35,000 $0	Federal HSIP Highway and Bridge	$264,000 $66,000	$0 $0	$12,000 $3,000	$12,000 $3,000	$88,000 $22,000	$76,000 $19,000
		Totals:			**$330,000**	**$0**	**$15,000**	**$15,000**	**$110,000**	**$95,000**
Various locations *Install dynamic signal warning flashing signs at high speed signals.*										
Statewide	**027102.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$15,000 $0 $250,000 $0 $0	Federal STP Highway and Bridge	$212,000 $53,000	$0 $0	$212,000 $53,000	$0 $0	$0 $0	$0 $0
		Totals:			**$265,000**	**$0**	**$265,000**	**$0**	**$0**	**$0**
HAAS Alerts *Pilot project for HAAS to create an RFP with MEMA on a selected highway corridor.*										
Statewide	**027104.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$325,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$260,000 $65,000	$0 $0	$260,000 $65,000	$0 $0	$0 $0	$0 $0
		Totals:			**$325,000**	**$0**	**$325,000**	**$0**	**$0**	**$0**
Probe Data *Purchase of probe data for providing information to the traveling public.*										
Statewide	**027106.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$500,000 $0 $0 $0 $0	Federal NHPP Highway and Bridge	$450,000 $50,000	$0 $0	$450,000 $50,000	$0 $0	$0 $0	$0 $0
		Totals:			**$500,000**	**$0**	**$500,000**	**$0**	**$0**	**$0**
Interstate 95/Interstate 295 *Safety patrol for Interstate 295 between Scarborough and Falmouth and Interstate 95 between Bangor and Carmel.*										
Statewide	**027110.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$350,000 $0 $0 $0 $0	Federal NHPP Highway and Bridge	$315,000 $35,000	$0 $0	$315,000 $35,000	$0 $0	$0 $0	$0 $0
		Totals:			**$350,000**	**$0**	**$350,000**	**$0**	**$0**	**$0**
Interstate 95/Interstate 295 *Integrated Corridor Management for traffic signals along emergency detour Routes on Interstate 95 and Interstate 295.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide	**027112.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$75,000 $50,000 $500,000 $100,000 $0	Federal STP Highway and Bridge	$580,000 $145,000	$0 $0	$580,000 $145,000	$0 $0	$0 $0	$0 $0
		Totals:			**$725,000**	**$0**	**$725,000**	**$0**	**$0**	**$0**
Road Weather Information Systems *Install Road Weather Information systems (RWIS) at Statewide locations.*										
Statewide	**027114.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$100,000 $0 $600,000 $100,000 $0	Federal STP Highway and Bridge	$640,000 $160,000	$0 $0	$640,000 $160,000	$0 $0	$0 $0	$0 $0
		Totals:			**$800,000**	**$0**	**$800,000**	**$0**	**$0**	**$0**
Interstate 95 *Installation of cameras and camera poles on Interstate 95 at six locations between Newport and Hampden.*										
Statewide	**027626.00** Production Support And Administration Statewide Planning	PE: ROW: CON: CE: Other:	$800,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$560,000 $240,000	$0 $0	$560,000 $240,000	$0 $0	$0 $0	$0 $0
		Totals:			**$800,000**	**$0**	**$800,000**	**$0**	**$0**	**$0**
Off-System Bridge Investment Program *Prioritization process that will help MaineDOT prioritize and address a backlog of poor and critical condition Off-System bridges, including scour critical structures.*										
Statewide 2763200	**027632.00** Production Support And Administration General Program Administration	PE: ROW: CON: CE: Other:	$32,500 $0 $0 $0 $0	Federal STIC Federal STP Highway and Bridge	$0 $16,000 $16,500	$0 $0 $4,000	$0 $16,000 $12,500	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$32,500**	**$4,000**	**$28,500**	**$0**	**$0**	**$0**
E-Ticketing for Asphalt/Concrete Testing *STIC Grant to develop and implement an e-ticking application for asphalt/concrete testing.*										
Steuben	**027264.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$500,000 $15,000 $3,985,000 $500,000 $0	Federal LHIP Highway and Bridge	$4,000,000 $1,000,000	$0 $0	$137,333 $34,333	$137,333 $34,333	$1,333,333 $333,333	$1,196,000 $299,000
		Totals:			**$5,000,000**	**$0**	**$171,667**	**$171,667**	**$1,666,667**	**$1,495,000**
Route 1 *Tunk Stream Bridge (#5956) over Tunk Stream. Located 0.14 of a mile west of Village Road.*										
Stockton Springs 2589700	**025897.00** Railroad Signal Improvements (Rail/Highway Xing)	PE: ROW: CON: CE: Other:	$5,002 $0 $360,000 $10,000 $0	Federal FO Federal RH Xing Program Highway and Bridge Private	$2,251 $335,251 $1,500 $36,000	$0 $2,251 $500 $0	$1,125 $0 $0 $0	$1,125 $111,000 $333 $12,000	$0 $111,000 $333 $12,000	$0 $111,000 $333 $12,000
		Totals:			**$375,002**	**$2,751**	**$1,125**	**$124,459**	**$123,333**	**$123,333**
Route 174 *Railroad crossing (#051225U) located 0.07 of a mile northeast of Route 1A.*										
Stockton Springs 2589900	**025899.00** Railroad Signal Improvements (Rail/Highway Xing)	PE: ROW: CON: CE: Other:	$5,004 $0 $360,000 $10,000 $0	Federal FO Federal RH Xing Program Highway and Bridge Private	$2,252 $335,252 $1,500 $36,000	$0 $2,252 $500 $0	$1,126 $0 $0 $0	$1,126 $111,000 $333 $12,000	$0 $111,000 $333 $12,000	$0 $111,000 $333 $12,000
		Totals:			**$375,004**	**$2,752**	**$1,126**	**$124,459**	**$123,333**	**$123,333**
Steamboat Wharf Road *Railroad crossing (#051216V) located 0.13 of a mile east of Route 1.*										
Stonington 2263000	**022630.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$450,000 $25,000 $3,200,000 $300,000 $0	Federal STP Highway and Bridge Other	$3,180,000 $795,000 $0	$114,000 $30,000 $0	$1,199,333 $298,333 $0	$933,333 $233,333 $0	$933,333 $233,333 $0	$0 $0 $0
		Totals:			**$3,975,000**	**$144,000**	**$1,497,667**	**$1,166,667**	**$1,166,667**	**$0**
Oceanville Road *Oceanville Bridge (#3696) over Oceanville Thoroughfare. Located 0.38 of a mile west of Hatchs Cove Road.*										
Strong	**027182.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal LHIP Highway and Bridge	$1,200,000 $300,000	$0 $0	$44,000 $11,000	$44,000 $11,000	$400,000 $100,000	$356,000 $89,000
		Totals:			**$1,500,000**	**$0**	**$55,000**	**$55,000**	**$500,000**	**$445,000**
Route 149 *Mcleary Bridge (#0403) over Mcleary Brook. Located 0.29 of a mile south of Knowlton Road.*										
Sumner 2236000	**022360.00** Highways Bridge Substructure Rehabilitation	PE: ROW: CON: CE: Other:	$25,000 $5,000 $306,250 $25,000 $0	Federal STP Highway and Bridge Other	$289,000 $72,250 $0	$22,000 $67,800 $0	$267,000 $4,450 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$361,250**	**$89,800**	**$271,450**	**$0**	**$0**	**$0**
Main Street *West Sumner Meadow Bridge (#5843) over the West Branch Nezinscot River. Located 0.25 of a mile northeast of Front Street.*										
Surry 2639000	**026390.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$75,000 $20,000 $0 $0 $0	Federal STP Highway and Bridge Other	$76,000 $19,000 $0	$0 $19,000 $0	$25,333 $0 $0	$25,333 $0 $0	$25,333 $0 $0	$0 $0 $0
		Totals:			**$95,000**	**$19,000**	**$25,333**	**$25,333**	**$25,333**	**$0**
Route 172 *Large culvert (#170575) located 0.85 of a mile north of the Blue Hill town line.*										
Swans Island 2348000	**023480.00** Ports And Harbors New Construction	PE: ROW: CON: CE: Other:	$160,000 $0 $4,632,116 $440,000 $0	Federal FBP Highway and Bridge Other	$537,205 $4,694,911 $0	$537,205 $4,685,032 $0	$0 $9,879 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$5,232,116**	**$5,222,237**	**$9,879**	**$0**	**$0**	**$0**
Swans Island										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Build two dolphins, walkways and wave fence.										
Swanville 2301200	**023012.00** Highways Slope Stabilization/Protection	PE: ROW: CON: CE: Other:	$74,500 $500 $0 $0 $0	Federal STP Highway and Bridge Other	$60,000 $15,000 $0	$0 $15,000 $0	$20,000 $0 $0	$20,000 $0 $0	$20,000 $0 $0	$0 $0 $0
		Totals:			**$75,000**	**$15,000**	**$20,000**	**$20,000**	**$20,000**	**$0**
Route 141 *Located 1.10 miles north of Town House Road.*										
Swanville	**027238.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal LHIP Highway and Bridge	$1,200,000 $300,000	$0 $0	$44,000 $11,000	$44,000 $11,000	$400,000 $100,000	$356,000 $89,000
		Totals:			**$1,500,000**	**$0**	**$55,000**	**$55,000**	**$500,000**	**$445,000**
Route 131 *Nickersons Mills Bridge (#3737) over Dead Brook. Located 0.01 of a mile south of Monroe Road.*										
T14 R6 Wels, T15 R6 Wels, Winterville Plt	**026626.40** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$0 $0 $2,212,907 $132,774 $0	Federal Grants Federal STP Highway and Bridge	$1,480,202 $396,343 $469,136	$0 $0 $0	$0 $0 $0	$0 $0 $0	$493,401 $132,114 $156,379	$493,401 $132,114 $156,379
		Totals:			**$2,345,681**	**$0**	**$0**	**$0**	**$781,894**	**$781,894**
Route 11 *Beginning 4.29 miles north of Portage Lake town line and extending north 6.81 miles to Quimby Road. Project funding is contingent on Congressionally Directed Spending approval.*										
T2 R8 Nwp 2301400	**023014.00** Highways Lighting	PE: ROW: CON: CE: Other:	$58,246 $0 $855,557 $158,893 $0	Federal HSIP Federal NHPP Highway and Bridge Other	$893,284 $72,143 $107,270 $0	$893,284 $72,143 $107,270 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$1,072,696**	**$1,072,696**	**$0**	**$0**	**$0**	**$0**
Interstate 95 *Replace lighting at Interstate 95 Exit #227.*										
T22 Md Bpp, T28 Md Bpp 2446300	**024463.00** Highways 3/4" Overlay	PE: ROW: CON: CE: Other:	$35,310 $0 $802,972 $38,401 $0	Federal NHPP Federal STP Highway and Bridge Other	$320,311 $381,035 $175,337 $0	$320,311 $381,035 $175,337 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$876,683**	**$876,683**	**$0**	**$0**	**$0**	**$0**
Route 9 *Beginning 0.52 of a mile east of Back Road and extending southeast 2.49 miles.*										
T3 Indian Purchase Twp 2262701	**023236.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$0 $0 $9,642,440 $640,000 $0	Federal Federal Grants Federal STP Highway and Bridge	$4,821,220 $0 $5,461,220	$4,821,220 $0 $5,461,220	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$10,282,440**	**$10,282,440**	**$0**	**$0**	**$0**	**$0**
Route 11 *Detective Benjamin Campbell Bridge (#3666) over the West Branch Penobscot River. Located 0.10 of a mile north of North Twin Dam Road. FHWA TIGER Grant recipient.*										
T3 R4 Bkp Wkr	**027510.00** Highways Bridge Superstructure Replacement	PE: ROW: CON: CE: Other:	$500,000 $15,000 $3,985,000 $500,000 $0	Federal LHIP Highway and Bridge	$4,000,000 $1,000,000	$0 $0	$137,333 $34,333	$137,333 $34,333	$1,333,333 $333,333	$1,196,000 $299,000
		Totals:			**$5,000,000**	**$0**	**$171,667**	**$171,667**	**$1,666,667**	**$1,495,000**
Long Falls Dam Road *Long Falls Bridge (#1075) over Dead River. Located 0.04 of a mile southeast of Loop Road.*										
T8 R3 Nbpp	**027270.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal LHIP Highway and Bridge	$1,200,000 $300,000	$0 $0	$44,000 $11,000	$44,000 $11,000	$400,000 $100,000	$356,000 $89,000
		Totals:			**$1,500,000**	**$0**	**$55,000**	**$55,000**	**$500,000**	**$445,000**
Route 169 *Big Meadow Bridge (#0064) over Meadow Brook. Located 0.52 of a mile north of Prentiss TWP T7 R3 NBPP town line.*										
Taunton & Raynham Academy Grant	**027076.00** Highways Bridge Wearing Surface Replacement	PE: ROW: CON: CE: Other:	$40,000 $5,000 $315,000 $40,000 $0	Federal LHIP Highway and Bridge	$320,000 $80,000	$0 $0	$12,000 $3,000	$12,000 $3,000	$106,667 $26,667	$94,667 $23,667
		Totals:			**$400,000**	**$0**	**$15,000**	**$15,000**	**$133,333**	**$118,333**
Route 6/Route 15 *West Outlet Bridge (#3113) over the West Outlet Kennebec River. Located 0.20 of a mile south of the Transfer Station Road.*										
The Forks Plt, West Forks Plt 2236200	**022362.00** Highways Bridge Rehabilitation	PE: ROW: CON: CE: Other:	$100,000 $5,000 $585,300 $100,000 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge	$42,000 $42,000 $548,240 $158,060	$42,000 $0 $0 $21,000	$0 $42,000 $182,747 $45,687	$0 $0 $182,747 $45,687	$0 $0 $182,747 $45,687	$0 $0 $0 $0
		Totals:			**$790,300**	**$63,000**	**$270,433**	**$228,433**	**$228,433**	**$0**
Route 201 *The Forks Bridge (#2841) over the Upper Kennebec River. Located 0.03 of a mile north of Lake Moxie Road.*										
Thomaston, Warren 2361900	**023619.00** Highways Bridge Substructure Rehabilitation	PE: ROW: CON: CE: Other:	$25,000 $5,000 $245,000 $25,000 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$28,859 $211,141 $0 $60,000 $0	$20,523 $3,477 $0 $60,000 $0	$4,168 $103,832 $0 $0 $0	$4,168 $103,832 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$300,000**	**$84,000**	**$108,000**	**$108,000**	**$0**	**$0**
Route 1 *James Andrew Griffith Bridge (#2786) over St. George River. Located on the Warren - Thomaston town line.*										
Thomaston 2629000	**026290.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$150,000 $20,000 $0 $0 $0	Federal STP Federal TAP Highway and Bridge Local Other	$72,000 $64,000 $0 $34,000 $0	$0 $0 $0 $18,000 $0	$24,000 $21,333 $0 $5,333 $0	$24,000 $21,333 $0 $5,333 $0	$24,000 $21,333 $0 $5,333 $0	$0 $0 $0 $0 $0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$170,000**	**$18,000**	**$50,667**	**$50,667**	**$50,667**	**$0**
Thomaston 2629000	**026290.00** Bicycle/Pedestrian New Construction									
Mill River Multiuse Pathway *Multiuse pathway across Mill River to connect existing walking and biking trails to the east-bank residential district.*										
Thomaston 2670000	**026700.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$41,019 $0 $1,025,464 $61,528 $0	Federal NHS Federal STP Highway and Bridge Other	$32,815 $869,594 $225,602 $0	$0 $0 $8,204 $0	$32,815 $289,865 $72,466 $0	$0 $289,865 $72,466 $0	$0 $289,865 $72,466 $0	$0 $0 $0 $0
			Totals:		**$1,128,011**	**$8,204**	**$395,146**	**$362,331**	**$362,331**	**$0**
Route 1 *Beginning 0.030 of a mile south of High Street and extending north 2.170 miles to the Rockland town line.*										
Topsham 2378300	**023783.00** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$76,475 $156 $308,868 $35,000 $0	Federal HSIP Highway and Bridge Other	$378,450 $42,050 $0	$378,450 $42,050 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$420,500**	**$420,500**	**$0**	**$0**	**$0**	**$0**
Route 201 *Located at the intersection of Route 201 and Route 24.*										
Topsham 2571900	**025719.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$12,285 $0 $825,404 $24,570 $0	Federal STP Highway and Bridge Other	$679,979 $182,280 $0	$601,014 $182,280 $0	$78,965 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$862,259**	**$783,294**	**$78,965**	**$0**	**$0**	**$0**
Route 201 *Beginning 0.02 of a mile north of Old Augusta Road and extending north 3.67 miles to the Bowdoin town line.*										
Topsham 2613800	**026138.00** Highways System Operations	PE: ROW: CON: CE: Other:	$150,000 $5,000 $900,000 $150,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$840,000 $124,000 $241,000 $0	$0 $0 $31,000 $0	$840,000 $124,000 $210,000 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$1,205,000**	**$31,000**	**$1,174,000**	**$0**	**$0**	**$0**
Route 196/Topsham Fair Mall Road *Traffic Signal modifications on Route 196 and Topsham Fair Mall Road.*										
Topsham 2626800	**026268.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$33,411 $0 $1,447,817 $89,096 $0	Federal NHPP Federal NHS Highway and Bridge Other	$1,229,530 $26,729 $314,065 $0	$0 $0 $6,682 $0	$0 $13,364 $0 $0	$409,843 $13,364 $102,461 $0	$409,843 $0 $102,461 $0	$409,843 $0 $102,461 $0
			Totals:		**$1,570,324**	**$6,682**	**$13,364**	**$525,669**	**$512,304**	**$512,304**
Route 196 *Beginning at Smith Road and extending southeast 0.99 of a mile.*										
Topsham	**027116.00** Highways Highway Widening And Overlay	PE: ROW: CON: CE: Other:	$290,000 $10,000 $0 $0 $0	Federal NHPP Highway and Bridge	$240,000 $60,000	$0 $0	$80,000 $20,000	$80,000 $20,000	$80,000 $20,000	$0 $0
			Totals:		**$300,000**	**$0**	**$100,000**	**$100,000**	**$100,000**	**$0**
Route 196 *Beginning 0.155 of a mile south of Route 24 and extending north 1.604 miles to Route 201.*										
Topsham	**027274.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$450,000 $15,000 $3,385,000 $450,000 $0	Federal LHIP Highway and Bridge	$3,440,000 $860,000	$0 $0	$124,000 $31,000	$124,000 $31,000	$1,146,667 $286,667	$1,022,667 $255,667
			Totals:		**$4,300,000**	**$0**	**$155,000**	**$155,000**	**$1,433,333**	**$1,278,333**
Foreside Road *Muddy River Bridge (#3825) over Muddy River. Located 0.17 of a mile south of Route 24.*										
Tremont 2302000	**023020.00** Highways Slope Stabilization/Protection	PE: ROW: CON: CE: Other:	$74,500 $10,000 $600,000 $60,000 $0	Federal STP Highway and Bridge Other	$595,600 $148,900 $0	$10,000 $15,000 $0	$233,600 $45,900 $0	$176,000 $44,000 $0	$176,000 $44,000 $0	$0 $0 $0
			Totals:		**$744,500**	**$25,000**	**$279,500**	**$220,000**	**$220,000**	**$0**
Shore Road *Beginning 0.16 of a mile north of Earls Way and extending north 0.04 of a mile and continuing north on Route 102A for 0.06 of a mile.*										
Tremont 2347600	**023476.00** Ports And Harbors New Construction	PE: ROW: CON: CE: Other:	$120,000 $0 $3,178,683 $340,000 $0	FO Federal FBP Federal STP Highway and Bridge Other	$599,745 $131,029 $0 $2,907,909 $0	$599,745 $68,398 $0 $1,363,036 $0	$0 $62,631 $0 $1,544,873 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$3,638,683**	**$2,031,179**	**$1,607,504**	**$0**	**$0**	**$0**
Bass Harbor *Install south side dolphin, walkway, and wave fence.*										
Trenton 2302400	**023024.00** Highways Slope Stabilization/Protection	PE: ROW: CON: CE: Other:	$74,500 $500 $0 $0 $0	Federal STP Highway and Bridge Other	$60,000 $15,000 $0	$20,000 $15,000 $0	$13,333 $0 $0	$13,333 $0 $0	$13,333 $0 $0	$0 $0 $0
			Totals:		**$75,000**	**$35,000**	**$13,333**	**$13,333**	**$13,333**	**$0**
Route 3 *Located 0.49 of a mile north of the Bar Harbor town line.*										
Trescott Twp 2608900	**026089.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,200,000 $300,000 $0	$0 $33,000 $0	$44,000 $0 $0	$44,000 $0 $0	$400,000 $89,000 $0	$356,000 $89,000 $0
			Totals:		**$1,500,000**	**$33,000**	**$44,000**	**$44,000**	**$489,000**	**$445,000**
Route 191										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Rice Bridge (#2714) over Rice Stream. Located 0.21 of a mile north of Moose River Road.										
Troy, Unity 2583500	**025835.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$30,240 $0 $1,634,472 $60,480 $0	Federal STP Highway and Bridge Other	$1,380,154 $345,038 $0	$0 $6,048 $0	$476,179 $112,997 $0	$451,987 $112,997 $0	$451,987 $112,997 $0	$0 $0 $0
		Totals:			**$1,725,192**	**$6,048**	**$589,176**	**$564,984**	**$564,984**	**$0**
Route 9 *Beginning at Marina Road and extending northeast 8.59 miles.*										
Turner 2419900	**024199.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$242,000 $10,000 $588,000 $50,000 $0	Federal HSIP Highway and Bridge Other	$801,000 $89,000 $0	$226,800 $25,200 $0	$191,400 $21,267 $0	$191,400 $21,267 $0	$191,400 $21,267 $0	$0 $0 $0
		Totals:			**$890,000**	**$252,000**	**$212,667**	**$212,667**	**$212,667**	**$0**
Route 4/Route 117 *Located at the intersection of Route 4 and Route 117.*										
Turner 2420100	**024201.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$260,000 $20,000 $2,450,000 $200,000 $0	Federal HSIP Federal Safety Highway and Bridge Other	$2,354,000 $18,000 $558,000 $0	$180,000 $0 $22,000 $0	$27,000 $9,000 $3,000 $0	$733,667 $9,000 $179,667 $0	$706,667 $0 $176,667 $0	$706,667 $0 $176,667 $0
		Totals:			**$2,930,000**	**$202,000**	**$39,000**	**$922,333**	**$883,333**	**$883,333**
Route 4/Bear Pond Road/Howe's Corner Road *Located at the intersection of Route 4, Bear Pond Road, and Howe's Corner Road.*										
Turner 2530900	**025309.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$200,000 $5,000 $2,000,000 $200,000 $0	Federal STP Highway and Bridge Other	$1,924,000 $481,000 $0	$0 $31,000 $0	$82,000 $5,000 $0	$668,667 $151,667 $0	$586,667 $146,667 $0	$586,667 $146,667 $0
		Totals:			**$2,405,000**	**$31,000**	**$87,000**	**$820,333**	**$733,333**	**$733,333**
Route 117 *Turner Center Bridge (#3886) over the Nezinscot River. Located 0.07 of a mile west of Lower Street.*										
Turner 2628600	**026286.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$65,000 $10,000 $455,000 $65,000 $0	Federal HSIP Federal Safety Highway and Bridge Other	$468,000 $67,500 $59,500 $0	$0 $0 $7,500 $0	$0 $22,500 $0 $0	$0 $22,500 $0 $0	$156,000 $22,500 $17,333 $0	$156,000 $0 $17,333 $0
		Totals:			**$595,000**	**$7,500**	**$22,500**	**$22,500**	**$195,833**	**$173,333**
Route 4/Weston Road *Located at the intersection of Route 4 and Weston Road.*										
Turner	**027162.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$500,000 $15,000 $3,985,000 $500,000 $0	Federal LHIP Highway and Bridge	$4,000,000 $1,000,000	$0 $0	$137,333 $34,333	$137,333 $34,333	$1,333,333 $333,333	$1,196,000 $299,000
		Totals:			**$5,000,000**	**$0**	**$171,667**	**$171,667**	**$1,666,667**	**$1,495,000**
Route 4 *North Turner No. 2 Bridge (#3480) over Martin Stream. Located 0.09 of a mile south of Route 219.*										
Union 2423700	**024237.00** Highways Large Culvert Rehabilitation	PE: ROW: CON: CE: Other:	$95,380 $12,497 $799,799 $70,000 $0	Federal STP Highway and Bridge Other	$782,141 $195,535 $0	$77,600 $139,882 $0	$704,541 $55,653 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$977,676**	**$217,482**	**$760,194**	**$0**	**$0**	**$0**
Route 17 *Large culvert (#46462) located 0.06 of a mile east of Town House Road.*										
Union	**027158.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$1,100,000 $15,000 $8,785,000 $1,100,000 $0	Federal LHIP Highway and Bridge	$8,800,000 $2,200,000	$0 $0	$297,333 $74,333	$297,333 $74,333	$2,933,333 $733,333	$2,636,000 $659,000
		Totals:			**$11,000,000**	**$0**	**$371,667**	**$371,667**	**$3,666,667**	**$3,295,000**
Route 17 *St. George River Bridge (#5893) over. Located 0.23 of a mile east of Common Road.*										
Van Buren 2042100	**020421.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$1,200,000 $350,000 $7,450,000 $500,000 $0	Federal Grants Federal NHPP Federal NHS GARVEE Highway and Bridge Other	$6,360,000 $1,145,355 $94,590 $0 $1,900,055 $0	$0 $1,145,355 $94,590 $0 $330,055 $0	$2,120,000 $0 $0 $0 $530,000 $0	$2,120,000 $0 $0 $0 $530,000 $0	$2,120,000 $0 $0 $0 $530,000 $0	$0 $0 $0 $0 $0 $0
		Totals:			**$9,500,000**	**$1,570,000**	**$2,650,000**	**$2,650,000**	**$2,650,000**	**$0**
Route 1 *Beginning 0.02 of a mile south of Monroe Street and extending north 2.74 miles. Project funding is contingent on Congressionally Directed Spending approval.*										
Van Buren 2265800	**022658.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$770,000 $275,000 $4,650,000 $400,000 $0	Federal Grants Federal NHPP Federal STP Highway and Bridge Other	$4,040,000 $776,000 $60,000 $1,219,000 $0	$0 $252,000 $0 $63,000 $0	$0 $262,000 $30,000 $73,000 $0	$1,346,667 $262,000 $30,000 $409,667 $0	$1,346,667 $0 $0 $336,667 $0	$1,346,667 $0 $0 $336,667 $0
		Totals:			**$6,095,000**	**$315,000**	**$365,000**	**$2,048,333**	**$1,683,333**	**$1,683,333**
Route 1 *Beginning 0.18 of a mile north of Parent Road in Van Buren and extending north 1.91 miles. Project funding is contingent on Congressionally Directed Spending approval.*										
Van Buren 2590900	**025909.00** Railroad Signal Improvements (Rail/Highway Xing)	PE: ROW: CON: CE: Other:	$5,000 $0 $296,087 $10,000 $0	Federal RH Xing Program Highway and Bridge Other Private	$279,978 $1,500 $0 $29,609	$265,002 $1,336 $0 $28,109	$14,977 $164 $0 $1,500	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$311,087**	**$294,446**	**$16,641**	**$0**	**$0**	**$0**
Route 1 *Railroad crossing (#051147P) located 2.32 miles north of Parent Road.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Van Buren 2608300	**026083.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$315,000 $25,000 $1,400,000 $210,000 $0	Federal STP Highway and Bridge Other	$1,560,000 $390,000 $0	$96,000 $27,000 $0	$58,667 $13,667 $0	$58,667 $13,667 $0	$488,000 $121,000 $0	$429,333 $107,333 $0
		Totals:			**$1,950,000**	**$123,000**	**$72,333**	**$72,333**	**$609,000**	**$536,667**
Castonguay Road *St. Mary's Bridge (#5309) over Violette Brook. Located 0.03 of a mile north of St. Mary's Brook Road.*										
Van Buren 2649200	**026492.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$25,164 $0 $866,275 $55,442 $0	Federal NHPP Federal NHS Highway and Bridge	$737,374 $20,131 $189,376	$0 $0 $5,033	$0 $10,066 $0	$245,791 $10,066 $61,448	$245,791 $0 $61,448	$245,791 $0 $61,448
		Totals:			**$946,881**	**$5,033**	**$10,066**	**$317,305**	**$307,239**	**$307,239**
Route 1 *Beginning 2.55 miles north of Old Mill Street and extending north 1.18 miles.*										
Van Buren 2649400	**026494.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$46,180 $0 $1,219,735 $80,322 $0	Federal NHPP Federal NHS Highway and Bridge Other	$1,056,990 $20,000 $269,247 $0	$0 $0 $5,000 $0	$8,472 $10,000 $2,118 $0	$355,154 $10,000 $88,788 $0	$346,682 $0 $86,670 $0	$346,682 $0 $86,670 $0
		Totals:			**$1,346,237**	**$5,000**	**$20,590**	**$453,942**	**$433,352**	**$433,352**
Route 1 *Beginning at School Drive and extending north 1.76 miles.*										
Vanceboro 2622400	**026224.00** Highways Bridge Rehabilitation	PE: ROW: CON: CE: Other:	$50,000 $5,000 $395,000 $50,000 $0	Federal STP Highway and Bridge Other	$400,000 $100,000 $0	$0 $11,000 $0	$14,667 $0 $0	$14,667 $0 $0	$133,333 $29,667 $0	$118,667 $29,667 $0
		Totals:			**$500,000**	**$11,000**	**$14,667**	**$14,667**	**$163,000**	**$148,333**
Route 6 *International Bridge (#2401) over Saint Croix River. Located 0.04 of a mile east of Water Street.*										
Vassalboro, Winslow 2512100	**025121.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$53,327 $0 $3,344,749 $213,307 $0	Federal STP Highway and Bridge Other	$2,889,106 $722,277 $0	$0 $10,665 $0	$991,477 $237,204 $0	$948,815 $237,204 $0	$948,815 $237,204 $0	$0 $0 $0
		Totals:			**$3,611,383**	**$10,665**	**$1,228,680**	**$1,186,019**	**$1,186,019**	**$0**
Route 201 *Beginning 0.02 of a mile north of Old Quarry Road and extending north 4.42 miles.*										
Vassalboro 1880300	**018803.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$100,000 $5,000 $1,200,000 $100,000 $0	Federal HPP Federal STP Highway and Bridge Other	$800,000 $323,820 $281,180 $0	$0 $67,820 $17,180 $0	$0 $8,000 $2,000 $0	$266,667 $88,000 $88,667 $0	$266,667 $80,000 $86,667 $0	$266,667 $80,000 $86,667 $0
		Totals:			**$1,405,000**	**$85,000**	**$10,000**	**$443,333**	**$433,333**	**$433,333**
Route 32 *Beginning 1.14 miles north of Gray Road and extending north 0.73 of a mile. This project is using Congressionally Directed Spending.*										
Vassalboro 2644200	**026442.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,200,000 $300,000 $0	$120,000 $33,000 $0	$6,000 $0 $0	$362,000 $89,000 $0	$356,000 $89,000 $0	$356,000 $89,000 $0
		Totals:			**$1,500,000**	**$153,000**	**$6,000**	**$451,000**	**$445,000**	**$445,000**
Bog Road *Meadow Brook Bridge (#5856) over Meadow Brook. Located 0.46 of a mile west of Bradley Lane.*										
Vinalhaven 2170700	**021707.00** Highways Bridge Rehabilitation	PE: ROW: CON: CE: Other:	$150,000 $15,000 $354,000 $150,000 $0	Federal Bridge Program Federal STP Highway and Bridge Other	$324,200 $211,000 $133,800 $0	$0 $123,000 $112,000 $0	$162,100 $44,000 $10,900 $0	$162,100 $44,000 $10,900 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$669,000**	**$235,000**	**$217,000**	**$217,000**	**$0**	**$0**
Lanes Island Road *Lane Island Bridge (#5270) over Tidal Flow. Located 0.06 of a mile south of Round the Mountain Road.*										
Vinalhaven 2382300	**023823.00** Ports And Harbors New Construction	PE: ROW: CON: CE: Other:	$132,202 $0 $3,955,691 $87,798 $0	Federal FBP Federal STP Highway and Bridge Other	$792,000 $0 $3,383,691 $0	$781,135 $0 $3,383,691 $0	$10,865 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$4,175,691**	**$4,164,826**	**$10,865**	**$0**	**$0**	**$0**
Vinalhaven Ferry Slip *Add dolphin on south side, fender rehabilitation, walkway and wave fence.*										
Vinalhaven	**026960.00** Ferry Route Demolition/Removal	PE: ROW: CON: CE: Other:	$100,000 $50,000 $1,500,000 $150,000 $0	Federal FBP MM Trans	$1,440,000 $360,000	$0 $0	$40,000 $10,000	$40,000 $10,000	$480,000 $120,000	$440,000 $110,000
		Totals:			**$1,800,000**	**$0**	**$50,000**	**$50,000**	**$600,000**	**$550,000**
Infrastructure Improvements *Located at the Vinalhaven Ferry Terminal.*										
Waldoboro, Warren 2670400	**026704.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$29,644 $0 $741,109 $44,467 $0	Federal NHS Federal STP Highway and Bridge Other	$23,715 $628,461 $163,044 $0	$0 $0 $5,929 $0	$23,715 $209,487 $52,372 $0	$0 $209,487 $52,372 $0	$0 $209,487 $52,372 $0	$0 $0 $0 $0
		Totals:			**$815,220**	**$5,929**	**$285,574**	**$261,859**	**$261,859**	**$0**
Route 1 *Beginning 0.26 of a mile west of the Warren town line and extending east 2.61 miles.*										
Waldoboro 2424300	**024243.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$65,000 $10,000 $616,000 $62,000 $0	Federal STP Highway and Bridge Other	$48,000 $705,000 $0	$40,190 $12,087 $0	$2,603 $4,971 $0	$2,603 $4,971 $0	$2,603 $230,971 $0	$0 $226,000 $0
		Totals:			**$753,000**	**$52,277**	**$7,574**	**$7,574**	**$233,574**	**$226,000**
Route 220 *Large culvert (#124776) located 0.51 of a mile northwest of Mayo Road.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Wallagrass	**026996.00** Highways 1 1/4" Overlay	PE:	$47,143	Federal STP	$1,056,007	$0	$12,571	$12,571	$352,002	$339,431
		ROW:	$0							
		CON:	$1,178,580	Highway and Bridge	$264,002	$0	$3,143	$3,143	$88,001	$84,858
		CE:	$94,286							
		Other:	$0							
		Totals:			**$1,320,009**	**$0**	**$15,714**	**$15,714**	**$440,003**	**$424,289**
Route 11										
Beginning 0.44 of a mile north of Soldier Pond Road and extending north 2.37 miles to Sutton Siding Road.										
Warren 2323000	**023230.00** Highways Bridge Replacement	PE:	$200,000	Federal STP	$1,600,000	$162,148	$4,926	$480,926	$476,000	$476,000
		ROW:	$15,000	Highway and Bridge	$400,000	$43,000	$0	$119,000	$119,000	$119,000
		CON:	$1,585,000							
		CE:	$200,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$2,000,000**	**$205,148**	**$4,926**	**$599,926**	**$595,000**	**$595,000**
Western Road										
Fuller Bridge (#3784) over Fuller Brook. Located 0.25 of a mile north of the North Pond Road.										
Warren 2364900	**023649.00** Highways Bridge Substructure Rehabilitation	PE:	$45,000	Federal STP	$473,000	$36,000	$218,500	$218,500	$0	$0
		ROW:	$5,000	Highway and Bridge	$118,250	$118,250	$0	$0	$0	$0
		CON:	$506,250							
		CE:	$35,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$591,250**	**$154,250**	**$218,500**	**$218,500**	**$0**	**$0**
Route 90										
St. George River Bridge (#5654) over St. George River. Located 0.04 of a mile southwest of Company Lane.										
Warren 2615400	**026154.00** Highways Bridge Deck Replacement	PE:	$300,000	Federal STP	$2,640,000	$0	$1,048,000	$796,000	$796,000	$0
		ROW:	$15,000	Highway and Bridge	$660,000	$63,000	$199,000	$199,000	$199,000	$0
		CON:	$2,685,000							
		CE:	$300,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$3,300,000**	**$63,000**	**$1,247,000**	**$995,000**	**$995,000**	**$0**
Route 90										
St. George River Bridge (#5654) over St. George River. Located 0.32 of a mile southwest of Route 131.										
Warren 2639600	**026396.00** Highways Large Culvert Replacement	PE:	$50,000	Federal STP	$1,321,600	$0	$26,000	$449,200	$423,200	$423,200
		ROW:	$15,000	Highway and Bridge	$330,400	$12,000	$500	$106,300	$105,800	$105,800
		CON:	$1,497,000							
		CE:	$90,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,652,000**	**$12,000**	**$26,500**	**$555,500**	**$529,000**	**$529,000**
Route 90										
Large culvert (#46641) located 1.19 miles north of Billings Road.										
Warren	**027034.00** Highways Reconstruction	PE:	$80,000	Federal HSIP	$400,000	$0	$36,000	$145,333	$109,333	$109,333
		ROW:	$10,000							
		CON:	$360,000	Highway and Bridge	$100,000	$0	$9,000	$36,333	$27,333	$27,333
		CE:	$50,000							
		Other:	$0							
		Totals:			**$500,000**	**$0**	**$45,000**	**$181,667**	**$136,667**	**$136,667**
Route 235/Old Augusta Road										
Located at the intersection of Route 235 and Old Augusta Road.										
Warren	**027036.00** Highways Reconstruction	PE:	$120,000	Federal HSIP	$2,560,000	$0	$53,333	$53,333	$853,333	$800,000
		ROW:	$80,000							
		CON:	$2,850,000	Highway and Bridge	$640,000	$0	$13,333	$13,333	$213,333	$200,000
		CE:	$150,000							
		Other:	$0							
		Totals:			**$3,200,000**	**$0**	**$66,667**	**$66,667**	**$1,066,667**	**$1,000,000**
Route 90/Western Road										
Located at Route 90 and Western Road.										
Warren	**027090.00** Highways Bridge Painting	PE:	$100,000	Federal LHIP	$800,000	$0	$28,000	$28,000	$266,667	$238,667
		ROW:	$5,000							
		CON:	$795,000	Highway and Bridge	$200,000	$0	$7,000	$7,000	$66,667	$59,667
		CE:	$100,000							
		Other:	$0							
		Totals:			**$1,000,000**	**$0**	**$35,000**	**$35,000**	**$333,333**	**$298,333**
Route 90										
St. George River Bridge (#5654) over Saint George River. Located 0.31 of a mile west of Route 131.										
Washburn 2202200	**022022.00** Bicycle/Pedestrian Multimodal Improvements	PE:	$140,000	Federal Safe Routes	$688,207	$36,000	$263,941	$194,133	$194,133	$0
		ROW:	$60,000	Federal Safety	$54,193	$0	$54,193	$0	$0	$0
		CON:	$662,000	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$66,000	Local	$185,600	$22,548	$65,985	$48,533	$48,533	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$928,000**	**$58,548**	**$384,118**	**$242,667**	**$242,667**	**$0**
School Street/Route 164/Route 228										
Located along Main Street, School Street, and Hines Street for a total length of 0.48 of a mile.										
Washington 2616800	**026168.00** Highways Bridge Replacement	PE:	$150,000	Federal STP	$1,200,000	$80,000	$26,000	$382,000	$356,000	$356,000
		ROW:	$15,000	Highway and Bridge	$300,000	$23,000	$5,000	$94,000	$89,000	$89,000
		CON:	$1,185,000							
		CE:	$150,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,500,000**	**$103,000**	**$31,000**	**$476,000**	**$445,000**	**$445,000**
Route 105										
Farrar Bridge (#3929) over Jackson Stream. Located 0.51 of a mile west of Vanner Road.										
Waterboro 2428100	**024281.00** Highways Large Culvert Replacement	PE:	$70,000	Federal NHPP	$741,000	$5,000	$8,000	$248,000	$240,000	$240,000
		ROW:	$10,000	Federal NHS	$43,000	$0	$21,500	$21,500	$0	$0
		CON:	$850,000	Highway and Bridge	$196,000	$12,000	$2,000	$62,000	$60,000	$60,000
		CE:	$50,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$980,000**	**$17,000**	**$31,500**	**$331,500**	**$300,000**	**$300,000**
Route 202										
Large culvert (#46515) located 0.17 of a mile west of Old Alfred Road.										
Waterboro	**027118.00** Highways Install Or Replace Traffic Signals	PE:	$150,000	Federal NHPP	$1,172,000	$0	$44,000	$44,000	$390,667	$346,667
		ROW:	$15,000							
		CON:	$1,050,000	Highway and Bridge	$293,000	$0	$11,000	$11,000	$97,667	$86,667
		CE:	$250,000							
		Other:	$0							
		Totals:			**$1,465,000**	**$0**	**$55,000**	**$55,000**	**$488,333**	**$433,333**
Route 5/Route 202										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Located at the the intersection of Route 202 and Route 5, Route 202 and Townhouse Road, and Route 202 and Goodwins Mills Road.										
Waterford 2461700	**024617.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$130,000 $25,000 $704,428 $156,056 $0	Federal STP Highway and Bridge Other	$812,387 $203,097 $0	$469,642 $203,097 $0	$342,745 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,015,484**	**$672,739**	**$342,745**	**$0**	**$0**	**$0**
Route 118 *Large culvert (#46194) located 1.21 miles west of Hersey Road.*										
Waterford 2618800	**026188.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$120,000 $15,000 $945,000 $120,000 $0	Federal STP Highway and Bridge Other	$960,000 $240,000 $0	$0 $27,000 $0	$54,000 $0 $0	$338,000 $71,000 $0	$284,000 $71,000 $0	$284,000 $71,000 $0
		Totals:			**$1,200,000**	**$27,000**	**$54,000**	**$409,000**	**$355,000**	**$355,000**
Route 118 *Knightly Bridge (#3797) over Crooked River. Located 0.79 of a mile east of Route 37.*										
Waterville, Winslow	**027462.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$82,211 $0 $2,355,265 $164,421 $0	Federal STP Highway and Bridge	$2,081,518 $520,379	$0 $0	$21,923 $5,481	$21,923 $5,481	$693,839 $173,460	$671,916 $167,979
		Totals:			**$2,601,897**	**$0**	**$27,404**	**$27,404**	**$867,299**	**$839,895**
Route 137/Route 137S *Beginning at Route 137B and extending west 1.310 miles. Beginning 0.030 of a mile north of Water Street and extending northwest 0.620 of a mile. Beginning at Route 104 and extending east 0.290 of a mile. Paving includes the Donald V. Carter Bridge.*										
Waterville 2189401	**021894.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$400,000 $15,000 $5,223,000 $400,000 $0	Federal Federal Grants Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$3,092,100 $1,211,772 $0 $592,243 $1,141,885 $0	$0 $0 $0 $0 $435,513 $0	$1,546,050 $605,886 $0 $296,122 $353,186 $0	$1,546,050 $605,886 $0 $296,122 $353,186 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0
		Totals:			**$6,038,000**	**$435,513**	**$2,801,243**	**$2,801,243**	**$0**	**$0**
Interstate 95 Southbound *I-95 SB/ Webb Road Bridge (#1461) over Webb Road. Located 1.41 miles north of the Sidney town line. FHWA INFRA Grant recipient.*										
Waterville 2189401	**021900.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$400,000 $15,000 $6,219,230 $400,000 $0	Federal Federal Grants Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$3,092,100 $2,119,858 $0 $585,866 $1,236,406 $0	$0 $0 $0 $0 $448,268 $0	$1,546,050 $1,059,929 $0 $292,933 $394,069 $0	$1,546,050 $1,059,929 $0 $292,933 $394,069 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0
		Totals:			**$7,034,230**	**$448,268**	**$3,292,981**	**$3,292,981**	**$0**	**$0**
Interstate 95 Northbound *I-95 NB/ Webb Road Bridge (#5813) over Webb Road. Located 1.41 miles north of the Sidney town line. FHWA INFRA Grant recipient.*										
Waterville 2313800	**023138.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$1,475,000 $160,000 $53,598,807 $6,700,000 $0	Federal Federal Grants Federal LHIP Federal STP Highway and Bridge Local Other Private	$25,000,000 $6,735,688 $16,327,357 $11,265,761 $100,000 $0 $2,505,000	$25,000,000 $0 $1,308,000 $8,327,000 $0 $0 $2,203,000	$0 $1,683,922 $3,754,839 $734,690 $25,000 $0 $75,500	$0 $1,683,922 $3,754,839 $734,690 $25,000 $0 $75,500	$0 $1,683,922 $3,754,839 $734,690 $25,000 $0 $75,500	$0 $1,683,922 $3,754,839 $734,690 $25,000 $0 $75,500
		Totals:			**$61,933,807**	**$36,838,000**	**$6,273,952**	**$6,273,952**	**$6,273,952**	**$6,273,952**
Route 201 *Ticonic Bridge (#2854) over Kennebec River. Located on the Waterville-Winslow town line. FHWA BUILD Grant recipient.*										
Waterville 2317800	**023178.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$60,000 $5,000 $375,000 $60,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$59,396 $390,604 $50,000 $0	$9,000 $0 $44,400 $0	$50,396 $390,604 $5,600 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$500,000**	**$53,400**	**$446,600**	**$0**	**$0**	**$0**
Interstate 95 Northbound *I-95 NB/County Road Bridge (#5816) over County Road. Located 0.51 of a mile west of Interstate 95 northbound Exit 130.*										
Waterville 2318200	**023182.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$180,000 $5,000 $935,000 $180,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$166,500 $1,003,500 $130,000 $0	$9,000 $0 $130,000 $0	$157,500 $1,003,500 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$1,300,000**	**$139,000**	**$1,161,000**	**$0**	**$0**	**$0**
Interstate 95 Northbound *I-95 NB/Messalonskee Stream Bridge (#5817) over Messalonskee Stream. Located 0.36 of a mile south of Interstate 95 northbound Exit 130.*										
Waterville 2318400	**023184.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$35,000 $5,000 $225,000 $35,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$36,000 $234,000 $30,000 $0	$9,000 $0 $29,503 $0	$27,000 $234,000 $497 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$300,000**	**$38,503**	**$261,497**	**$0**	**$0**	**$0**
Interstate 95 Northbound *Specialist Wade A Slack Memorial Bridge (#5818) over Route 104. Located 0.25 of a mile east of Interstate 95 northbound Exit 130.*										
Waterville 2320600	**023206.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$60,000 $5,000 $375,000 $60,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$59,396 $390,604 $50,000 $0	$9,000 $0 $44,400 $0	$50,396 $390,604 $5,600 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$500,000**	**$53,400**	**$446,600**	**$0**	**$0**	**$0**
Interstate 95 Southbound *I-95 SB/County Road Bridge (#1459) over County Road. Located 1.69 miles south of the Fairfield town line.*										
Waterville 2320800	**023208.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$10,000 $0 $935,000 $180,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$9,000 $1,003,500 $112,500 $0	$9,000 $0 $112,500 $0	$0 $1,003,500 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$1,125,000**	**$121,500**	**$1,003,500**	**$0**	**$0**	**$0**

WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Interstate 95 Southbound									
I-95 SB/Messalonskee Bridge (#1458) over Messalonskee Stream. Located 1.54 miles southwest of the Fairfield town line.									
Waterville **023210.00**	PE:	$35,000	Federal NHPP	$36,000	$9,000	$27,000	$0	$0	$0
2321000 Highways	ROW:	$5,000	Federal NHS	$234,000	$0	$234,000	$0	$0	$0
Bridge Painting	CON:	$225,000	Highway and Bridge	$30,000	$29,503	$497	$0	$0	$0
	CE:	$35,000	Other	$0	$0	$0	$0	$0	$0
	Other:	$0							
	Totals:			**$300,000**	**$38,503**	**$261,497**	**$0**	**$0**	**$0**
Interstate 95 Southbound									
Specialist Wade A Slack Memorial Bridge (#1457) over Route 104. Located 0.92 of a mile southwest of the Fairfield town line.									
Waterville **023505.00**	PE:	$543,000	Federal NHPP	$2,608,700	$0	$1,304,350	$1,304,350	$0	$0
2350500 Highways	ROW:	$22,000	Federal STP	$891,377	$336,559	$277,409	$277,409	$0	$0
Bridge Replacement	CON:	$9,000,001	GARVEE	$4,591,300	$0	$2,295,650	$2,295,650	$0	$0
	CE:	$550,000	Highway and Bridge	$2,023,624	$1,604,673	$209,476	$209,476	$0	$0
	Other:	$0	Other	$0	$0	$0	$0	$0	$0
	Totals:			**$10,115,001**	**$1,941,232**	**$4,086,884**	**$4,086,884**	**$0**	**$0**
Armstrong Road									
Armstrong Road/ I-95 Bridge (#5815) over Interstate 95. Located 0.05 of a mile east of Marston Road.									
Waterville **024155.00**	PE:	$125,000	Federal STP	$3,234,239	$2,917,709	$316,530	$0	$0	$0
2415500 Highways	ROW:	$40,000	Highway and Bridge	$820,160	$741,027	$79,133	$0	$0	$0
Mill And Fill	CON:	$3,577,149	Local	$57,750	$57,750	$0	$0	$0	$0
	CE:	$370,000	Other	$0	$0	$0	$0	$0	$0
	Other:	$0							
	Totals:			**$4,112,149**	**$3,716,486**	**$395,663**	**$0**	**$0**	**$0**
Route 11									
Beginning 0.04 of a mile east of First Park Road and extending east 1.69 miles.									
Waterville **024371.00**	PE:	$633,000	Federal Federal Grants	$7,371,200	$7,371,200	$0	$0	$0	$0
2437100 Highways	ROW:	$221,000	Highway and Bridge	$1,375,000	$1,375,000	$0	$0	$0	$0
Reconstruction	CON:	$9,440,000	Local	$1,000,000	$1,000,000	$0	$0	$0	$0
	CE:	$1,000,000	Other	$0	$0	$0	$0	$0	$0
	Other:	$0	Private	$1,547,800	$1,547,800	$0	$0	$0	$0
	Totals:			**$11,294,000**	**$11,294,000**	**$0**	**$0**	**$0**	**$0**
Downtown Waterville									
Downtown Waterville revitalization project. FHWA BUILD Grant recipient.									
Waterville **025723.00**	PE:	$14,239	Federal STP	$618,462	$0	$618,462	$0	$0	$0
2572300 Highways	ROW:	$0	Highway and Bridge	$168,854	$131,732	$37,122	$0	$0	$0
Highway Cyclical Pavement Resurfacing	CON:	$753,077	Other	$0	$0	$0	$0	$0	$0
	CE:	$20,000							
	Other:	$0							
	Totals:			**$787,316**	**$131,732**	**$655,583**	**$0**	**$0**	**$0**
Route 104									
Beginning 0.02 of a mile north of Webb Road and extending north 1.68 miles.									
Waterville **026152.00**	PE:	$1,500,000	Federal NHPP	$14,220,000	$0	$394,500	$394,500	$4,740,000	$4,345,500
2615200 Highways	ROW:	$15,000	Federal STP	$180,000	$0	$60,000	$60,000	$60,000	$0
Bridge Improvements	CON:	$12,985,000	Highway and Bridge	$1,600,000	$20,000	$43,833	$43,833	$526,667	$482,833
	CE:	$1,500,000	Other	$0	$0	$0	$0	$0	$0
	Other:	$0							
	Totals:			**$16,000,000**	**$20,000**	**$498,333**	**$498,333**	**$5,326,667**	**$4,828,333**
Trafton Road									
Trafton Road/ I-95 Bridge (#5812) over Interstate I-95. Located 0.17 of a mile west of Eight Rod Road.									
Waterville **026896.00**	PE:	$285,000	Federal NHPP	$240,000	$0	$80,000	$80,000	$80,000	$0
Highways	ROW:	$15,000	Highway and Bridge	$60,000	$0	$20,000	$20,000	$20,000	$0
Bridge Improvements	CON:	$0							
	CE:	$0							
	Other:	$0							
	Totals:			**$300,000**	**$0**	**$100,000**	**$100,000**	**$100,000**	**$0**
Interstate 95									
Interstate 95 Bridges (#1460, #5814) over Route 11/137. Located 0.36 of a mile south of the Oakland town line.									
Waterville **027042.00**	PE:	$40,000	Federal HSIP	$360,000	$0	$18,000	$126,000	$108,000	$108,000
Highways	ROW:	$5,000	Highway and Bridge	$90,000	$0	$4,500	$31,500	$27,000	$27,000
Reconstruction	CON:	$370,000							
	CE:	$35,000							
	Other:	$0							
	Totals:			**$450,000**	**$0**	**$22,500**	**$157,500**	**$135,000**	**$135,000**
Armory Road/Drummond Avenue									
Located at the intersection of Armory Road and Drummond Avenue.									
Waterville **027338.00**	PE:	$8,830	Federal STP	$353,200	$0	$3,532	$118,911	$115,379	$115,379
Highways	ROW:	$0	Highway and Bridge	$88,300	$0	$883	$29,728	$28,845	$28,845
Highway Cyclical Pavement Resurfacing	CON:	$415,010							
	CE:	$17,660							
	Other:	$0							
	Totals:			**$441,500**	**$0**	**$4,415**	**$148,638**	**$144,223**	**$144,223**
Washington Street									
Beginning 0.070 of a mile south of Campus Road and extending south 1.540 miles to Route 11.									
Webster Plt **022266.00**	PE:	$200,000	Federal STP	$2,544,000	$176,000	$789,333	$789,333	$789,333	$0
2226600 Highways	ROW:	$20,000	Highway and Bridge	$636,000	$44,000	$197,333	$197,333	$197,333	$0
Bridge Replacement	CON:	$2,730,000	Other	$0	$0	$0	$0	$0	$0
	CE:	$230,000							
	Other:	$0							
	Totals:			**$3,180,000**	**$220,000**	**$986,667**	**$986,667**	**$986,667**	**$0**
Route 170									
Mattagodus Bridge (#5116) over Mattagodus Stream. Located 0.43 of a mile southeast of the Kingman Twp. town line.									
Wells **023535.00**	PE:	$220,000	Federal STP	$1,413,300	$177,000	$419,433	$408,433	$408,433	$0
2353500 Highways	ROW:	$15,000	Highway and Bridge	$353,325	$47,000	$102,108	$102,108	$102,108	$0
Bridge Superstructure Replacement	CON:	$1,381,625	Other	$0	$0	$0	$0	$0	$0
	CE:	$150,000							
	Other:	$0							
	Totals:			**$1,766,625**	**$224,000**	**$521,542**	**$510,542**	**$510,542**	**$0**
Post Road									
Buffam Bridge (#2107) over Webhannet River. Located 0.02 of a mile south of Falls Park.									

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Wells 2379100	**023791.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$100,000 $10,000 $0 $0 $0	Federal HSIP Federal STP Highway and Bridge Other	$92,000 $7,000 $11,000 $0	$92,000 $0 $11,000 $0	$0 $2,333 $0 $0	$0 $2,333 $0 $0	$0 $2,333 $0 $0	$0 $0 $0 $0
		Totals:			**$110,000**	**$103,000**	**$2,333**	**$2,333**	**$2,333**	**$0**

Route 109/Garden Street
Located at the intersection of Route 109 and Garden Street.

Wells 2379300	**023793.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$44,327 $291 $265,382 $56,000 $0	Federal HSIP Federal Safety Highway and Bridge Local Other	$253,369 $31,032 $31,600 $50,000 $0	$253,369 $0 $31,600 $50,000 $0	$0 $31,032 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $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	**023913.00** Bicycle/Pedestrian Multimodal Improvements	PE: ROW: CON: CE: Other:	$120,000 $0 $906,000 $126,000 $0	Federal Forest Highways Highway and Bridge Local Other	$922,000 $0 $230,000 $0	$922,000 $0 $230,000 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $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	**023913.10** Highways Drainage Improvements	PE: ROW: CON: CE: Other:	$20,000 $0 $34,000 $10,000 $0	Federal Forest Highways Highway and Bridge Local Other	$50,670 $0 $13,330 $0	$15,900 $0 $4,100 $0	$0 $0 $0 $0	$11,590 $0 $3,077 $0	$11,590 $0 $3,077 $0	$11,590 $0 $3,077 $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	**025905.00** Railroad Signal Improvements (Rail/Highway Xing)	PE: ROW: CON: CE: Other:	$5,000 $0 $333,417 $10,000 $0	Federal RH Xing Program Highway and Bridge Other Private	$313,575 $1,500 $0 $33,342	$311,207 $1,237 $0 $33,342	$2,368 $263 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $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	**027520.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$25,000 $0 $31,470 $550,731 $0	Federal STP Highway and Bridge	$485,761 $121,440	$0 $0	$6,667 $1,667	$6,667 $1,667	$161,920 $40,480	$155,254 $38,813
		Totals:			**$607,201**	**$0**	**$8,333**	**$8,333**	**$202,400**	**$194,067**

Route 1
Beginning 0.03 of a mile north of Harbor Road and extending north 0.38 of a mile.

Wesley 2609100	**026091.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$250,000 $15,000 $1,560,000 $175,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$1,508,000 $92,000 $400,000 $0	$0 $0 $23,000 $0	$40,000 $30,667 $10,000 $0	$40,000 $30,667 $10,000 $0	$502,667 $30,667 $125,667 $0	$462,667 $0 $115,667 $0
		Totals:			**$2,000,000**	**$23,000**	**$80,667**	**$80,667**	**$659,000**	**$578,333**

Route 9
Big New Stream Bridge (#6289) over E. Branch New Stream. Located 0.67 of a mile west of Junior Williams Road.

Wesley 2623000	**026230.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$170,000 $15,000 $1,650,000 $165,000 $0	Federal NHS Federal STP Highway and Bridge Other	$108,000 $1,492,000 $400,000 $0	$0 $0 $27,000 $0	$36,000 $13,333 $3,333 $0	$36,000 $13,333 $3,333 $0	$36,000 $497,333 $124,333 $0	$0 $484,000 $121,000 $0
		Totals:			**$2,000,000**	**$27,000**	**$52,667**	**$52,667**	**$657,667**	**$605,000**

Route 9
Beaver Dam Bridge (#2061) over Beaver Dam Brook. Located 3.00 miles north of Junior Williams Road.

West Bath 2486900	**024869.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$3,493 $0 $0 $0 $0	Federal STP Highway and Bridge Other	$2,794 $699 $0	$0 $552 $0	$931 $49 $0	$931 $49 $0	$931 $49 $0	$0 $0 $0
		Totals:			**$3,493**	**$552**	**$980**	**$980**	**$980**	**$0**

New Meadows Road
Beginning at State Road and extending north 0.69 of a mile to Route 1 southbound on-ramp.

West Forks Plt 2577100	**025771.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$57,203 $0 $3,194,146 $131,752 $0	Federal NHPP Federal STP Highway and Bridge Other	$2,706,481 $0 $676,620 $0	$2,706,393 $0 $676,598 $0	$88 $0 $22 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$3,383,101**	**$3,382,992**	**$109**	**$0**	**$0**	**$0**

Route 201
Beginning 0.06 of a mile north of The Forks Plt. town line and extending north 7.41 miles.

West Gardiner 2309000	**023090.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$144,111 $18,978 $748,161 $100,000 $0	Federal STP Highway and Bridge Other	$130,471 $880,779 $0	$130,471 $880,779 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,011,250**	**$1,011,250**	**$0**	**$0**	**$0**	**$0**

High Street
Gosline Bridge (#2321) over Cold Stream. Located 0.07 of a mile east of Cold Creek Drive.

Western Region 1837400	**018374.00** Production Support And Administration Planning Studies	PE: ROW: CON: CE: Other:	$67,560 $0 $0 $0 $0	Federal Scenic Byways Highway and Bridge	$54,048 $13,512	$54,048 $13,512	$0 $0	$0 $0	$0 $0	$0 $0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$67,560**	**$67,560**	**$0**	**$0**	**$0**	**$0**
Western Region 1837400	**018374.00** Production Support And Administration Planning Studies									

Old Canada Road Scenic Byway
Update and revise the current Corridor Management Plan (CMP) repositioning the byway as a key tourism development asset within the Upper Kennebec River/Northern Somerset County destination area.

Western Region	**026918.00** Highways Guardrail Installation/Replacement	PE: ROW: CON: CE: Other:	$20,000 $0 $300,700 $20,000 $0	Federal HSIP Highway and Bridge	$306,630 $34,070	$0 $0	$6,000 $667	$6,000 $667	$102,210 $11,357	$96,210 $10,690
			Totals:		**$340,700**	**$0**	**$6,667**	**$6,667**	**$113,567**	**$106,900**

Various Locations
Regionwide cable guardrail installation and replacement.

Westfield 2184000	**021840.00** Highways Shoulder Improvements	PE: ROW: CON: CE: Other:	$26,000 $5,000 $57,250 $10,000 $0	Federal HSIP Federal NHPP Federal Safety Highway and Bridge Other	$60,525 $23,400 $4,500 $9,825 $0	$0 $23,400 $0 $3,100 $0	$20,175 $0 $4,500 $2,242 $0	$20,175 $0 $0 $2,242 $0	$20,175 $0 $0 $2,242 $0	$0 $0 $0 $0 $0
			Totals:		**$98,250**	**$26,500**	**$26,917**	**$22,417**	**$22,417**	**$0**

Route 1
Provide natural plantings to control blowing and drifting snow across the roadway. Beginning 0.07 of a mile south of the Presque Isle town line and extending south 0.08 of a mile.

Westport Island, Wiscasset	**026908.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$200,000 $5,000 $1,595,000 $200,000 $0	Federal LHIP Highway and Bridge	$1,600,000 $400,000	$0 $0	$54,667 $13,667	$54,667 $13,667	$533,333 $133,333	$478,667 $119,667
			Totals:		**$2,000,000**	**$0**	**$68,333**	**$68,333**	**$666,667**	**$598,333**

Route 144
Westport-Wiscasset Bridge (#3180) over Cowsweag Narrows. Located 0.10 of a mile west of Burnell Road.

Westport Island, Wiscasset	**027260.00** Highways Bridge Wearing Surface Replacement	PE: ROW: CON: CE: Other:	$150,000 $5,000 $1,295,000 $150,000 $0	Federal LHIP Highway and Bridge	$1,280,000 $320,000	$0 $0	$41,333 $10,333	$41,333 $10,333	$426,667 $106,667	$385,333 $96,333
			Totals:		**$1,600,000**	**$0**	**$51,667**	**$51,667**	**$533,333**	**$481,667**

Route 144
Westport-Wiscasset Bridge (#3180) over Cowsweag Narrows. Located 0.10 of a mile west of Burnell Road.

Whitefield	**025513.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$75,000 $10,000 $485,000 $48,500 $0	Federal STP Highway and Bridge Other	$426,800 $191,700 $0	$0 $0 $0	$0 $42,500 $0	$142,267 $78,067 $0	$142,267 $35,567 $0	$142,267 $35,567 $0
			Totals:		**$618,500**	**$0**	**$42,500**	**$220,333**	**$177,833**	**$177,833**

Route 194
Large culvert (#894509) located 0.38 of a mile northwest of Radden Lane.

Whitefield 2615800	**026158.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$100,000 $15,000 $1,200,000 $100,000 $0	Federal STP Highway and Bridge Other	$1,132,000 $283,000 $0	$0 $23,000 $0	$46,000 $0 $0	$392,667 $86,667 $0	$346,667 $86,667 $0	$346,667 $86,667 $0
			Totals:		**$1,415,000**	**$23,000**	**$46,000**	**$479,333**	**$433,333**	**$433,333**

Route 194
Jewett Bridge (#5460) over Albee Stream. Located 0.24 of a mile west of Townhouse Road.

Whiting 2672600	**026726.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$47,442 $0 $1,186,051 $71,163 $0	Federal STP Highway and Bridge	$1,043,725 $260,931	$0 $9,488	$12,651 $0	$12,651 $0	$347,908 $83,814	$335,257 $83,814
			Totals:		**$1,304,656**	**$9,488**	**$12,651**	**$12,651**	**$431,723**	**$419,071**

Route 1
Beginning 1.07 miles east of the East Machias town line and extending east 3.78 miles.

Whitneyville	**027534.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$385,000 $15,000 $0 $0 $0	Federal LHIP Highway and Bridge	$320,000 $80,000	$0 $0	$106,667 $26,667	$106,667 $26,667	$106,667 $26,667	$0 $0
			Totals:		**$400,000**	**$0**	**$133,333**	**$133,333**	**$133,333**	**$0**

Route 1A
Machias River Raceway #1 and #2 Bridge (#1514, #1515) over Machias River. Located 0.06 and 0.09 of a mile north of Washington Street. Machias River Bridge (#3462) over Machias River. Located 0.02 of a mile south of Canal Road.

Wilton 2510500	**025105.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,385,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,360,000 $340,000 $0	$0 $33,000 $0	$66,000 $0 $0	$475,333 $102,333 $0	$409,333 $102,333 $0	$409,333 $102,333 $0
			Totals:		**$1,700,000**	**$33,000**	**$66,000**	**$577,667**	**$511,667**	**$511,667**

Pond Road
Bridges Bridge (#2102) over Wilson Stream. Located 0.03 of a mile southeast of the Weld Road.

Wilton	**027038.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$50,000 $10,000 $405,000 $35,000 $0	Federal HSIP Highway and Bridge	$400,000 $100,000	$0 $0	$16,000 $4,000	$16,000 $4,000	$133,333 $33,333	$117,333 $29,333
			Totals:		**$500,000**	**$0**	**$20,000**	**$20,000**	**$166,667**	**$146,667**

Route 2/Route 156
Located at the intersection of Route 2 and Route 156.

Wilton	**027150.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,185,000 $150,000 $0	Federal LHIP Highway and Bridge	$1,200,000 $300,000	$0 $0	$66,000 $16,500	$422,000 $105,500	$356,000 $89,000	$356,000 $89,000
			Totals:		**$1,500,000**	**$0**	**$82,500**	**$527,500**	**$445,000**	**$445,000**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Route 2										
Meadow Brook Bridge (#5937) over Meadow Brook. Located 0.02 of a mile south of Munson Road.										
Windsor	**021841.00**	PE:	$150,000	Federal HSIP	$162,000	$162,000	$0	$0	$0	$0
2184100	Highways	ROW:	$30,000	Highway and Bridge	$18,000	$18,000	$0	$0	$0	$0
	Highway Improvement	CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$180,000**	**$180,000**	**$0**	**$0**	**$0**	**$0**
Route 17/Route 32										
Located at the intersection of Route 17 and Route 32.										
Winslow	**022268.00**	PE:	$200,000	Federal STP	$1,566,000	$145,200	$491,467	$464,667	$464,667	$0
2226800	Highways	ROW:	$15,000	Highway and Bridge	$391,500	$39,000	$120,167	$116,167	$116,167	$0
	Bridge Replacement	CON:	$1,592,500							
		CE:	$150,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,957,500**	**$184,200**	**$611,633**	**$580,833**	**$580,833**	**$0**
Garland Road										
Fish Bridge (#0509) over Winslow Stream. Located 0.10 of a mile southwest of the Benton town line.										
Winslow	**023803.00**	PE:	$40,000	Federal STP	$160,440	$0	$0	$53,480	$53,480	$53,480
	Highways	ROW:	$15,000	Highway and Bridge	$169,560	$0	$27,500	$65,687	$38,187	$38,187
	Large Culvert Rehabilitation	CON:	$250,000							
		CE:	$25,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$330,000**	**$0**	**$27,500**	**$119,167**	**$91,667**	**$91,667**
Route 100A										
Large culvert (#93710) located 0.55 of a mile south of Heywood Road.										
Winterport	**026061.00**	PE:	$29,813	Federal NHPP	$802,963	$0	$3,273	$268,745	$265,473	$265,473
2606100	Highways	ROW:	$0	Federal NHS	$17,305	$0	$8,652	$8,652	$0	$0
	Ultra-Thin Bonded Wearing Course	CON:	$925,567	Highway and Bridge	$205,067	$4,326	$818	$67,186	$66,368	$66,368
		CE:	$69,955	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,025,335**	**$4,326**	**$12,743**	**$344,584**	**$331,841**	**$331,841**
Route 1A										
Beginning at Mountain View Drive and extending north 1.990 miles.										
Wiscasset, Woolwich	**025305.00**	PE:	$60,000	Federal STP	$540,000	$0	$214,667	$162,667	$162,667	$0
2530500	Highways	ROW:	$5,000	Highway and Bridge	$135,000	$13,000	$40,667	$40,667	$40,667	$0
	Bridge Superstructure Replacement	CON:	$550,000							
		CE:	$60,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$675,000**	**$13,000**	**$255,333**	**$203,333**	**$203,333**	**$0**
Old Stage Road										
New Bridge (#0627) over Monstweag Brook. Located on the Wiscasset-Woolwich town line.										
Wiscasset	**018892.00**	PE:	$87,623	Federal NHPP	$874,643	$856,419	$18,224	$0	$0	$0
1889200	Highways	ROW:	$174,300	Highway and Bridge	$218,661	$214,105	$4,556	$0	$0	$0
	Intersection Reconstruction	CON:	$747,881	Other	$0	$0	$0	$0	$0	$0
		CE:	$90,000	Private	$6,500	$6,500	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,099,804**	**$1,077,024**	**$22,780**	**$0**	**$0**	**$0**
Route 1										
Construct northbound left-turn lane at Old Bath Road intersection.										
Wiscasset	**022508.00**	PE:	$70,256	Federal NHPP	$709,205	$691,515	$17,690	$0	$0	$0
2250800	Highways	ROW:	$31,109	Highway and Bridge	$177,301	$172,879	$4,423	$0	$0	$0
	Intersection Reconstruction	CON:	$777,735	Local	$53,844	$53,844	$0	$0	$0	$0
		CE:	$65,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0	Private	$3,750	$3,750	$0	$0	$0	$0
		Totals:			**$944,100**	**$921,988**	**$22,113**	**$0**	**$0**	**$0**
Route 1										
Construct southbound left-turn lane at Birch Point Road intersection.										
Wiscasset	**022509.00**	PE:	$74,040	Federal NHPP	$553,405	$552,259	$1,146	$0	$0	$0
2250900	Highways	ROW:	$30,799	Highway and Bridge	$138,351	$138,065	$287	$0	$0	$0
	Intersection Reconstruction	CON:	$593,168	Local	$50,000	$50,000	$0	$0	$0	$0
		CE:	$45,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0	Private	$1,250	$1,250	$0	$0	$0	$0
		Totals:			**$743,007**	**$741,574**	**$1,433**	**$0**	**$0**	**$0**
Route 1										
Construct left-turn lane and right-turn lane at Route 144 intersection.										
Woodland	**023036.00**	PE:	$95,000	Federal STP	$604,800	$52,000	$205,600	$173,600	$173,600	$0
2303600	Highways	ROW:	$10,000	Highway and Bridge	$350,200	$15,000	$115,733	$109,733	$109,733	$0
	Large Culvert Replacement	CON:	$800,000							
		CE:	$50,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$955,000**	**$67,000**	**$321,333**	**$283,333**	**$283,333**	**$0**
Route 161										
Large culvert (#135124) located 0.06 of a mile northwest of the Goodwin Road.										
Woodland	**023036.10**	PE:	$0	Federal STP	$264,800	$0	$264,800	$0	$0	$0
2303610	Highways	ROW:	$0							
	Pre-Purchase Of Construction Materials	CON:	$321,000	Highway and Bridge	$66,200	$66,200	$0	$0	$0	$0
		CE:	$10,000							
		Other:	$0							
		Totals:			**$331,000**	**$66,200**	**$264,800**	**$0**	**$0**	**$0**
Route 161										
Large culvert (#135124) located 0.06 of a mile northwest of the Goodwin Road.										
Woodstock	**018767.00**	PE:	$457,158	Federal Federal Grants	$0	$0	$0	$0	$0	$0
1876700	Highways	ROW:	$10,317	Federal NHPP	$351,471	$351,471	$0	$0	$0	$0
	Reconstruction	CON:	$0	Federal NHS	$22,287	$22,287	$0	$0	$0	$0
		CE:	$0	Highway and Bridge	$93,716	$93,716	$0	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$467,475**	**$467,475**	**$0**	**$0**	**$0**	**$0**
Route 26										
Beginning 0.06 of a mile east of Rumford Avenue and extending west 2.51 miles.										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Woodstock 1728001	**018767.01** Highways Reconstruction	PE: ROW: CON: CE: Other:	$258,717 $413,809 $10,238,968 $950,000 $0	Federal Federal Grants Federal NHPP Highway and Bridge Other	$5,266,368 $971,250 $5,623,875 $0	$4,112,500 $0 $3,030,100 $0	$1,153,868 $971,250 $2,593,775 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$11,861,494**	**$7,142,600**	**$4,718,894**	**$0**	**$0**	**$0**

Route 26
Beginning 0.06 of a mile east of Rumford Avenue and extending west 2.57 miles. FHWA BUILD Grant recipient.

Woodstock 2513100	**025131.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$31,292 $0 $4,519,305 $250,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$3,050,119 $790,359 $960,119 $0	$3,050,119 $0 $960,119 $0	$0 $790,359 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$4,800,597**	**$4,010,238**	**$790,359**	**$0**	**$0**	**$0**

Route 26
Beginning at the West Paris town line and extending northwest 4.56 miles.

Woolwich 2392900	**023929.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$1,500,000 $120,000 $25,085,207 $2,900,000 $0	Federal Federal Grants Federal NHPP Federal NHS Highway and Bridge Private	$20,002,000 $2,468,165 $1,680,090 $5,454,951 $0	$20,002,000 $0 $0 $4,837,910 $0	$0 $617,041 $420,023 $154,260 $0	$0 $617,041 $420,023 $154,260 $0	$0 $617,041 $420,023 $154,260 $0	$0 $617,041 $420,023 $154,260 $0
			Totals:		**$29,605,207**	**$24,839,910**	**$1,191,324**	**$1,191,324**	**$1,191,324**	**$1,191,324**

Route 1
Station 46 Bridge (#3039) over Back River Creek. Located 1.20 miles east of the Bath town line. FHWA BUILD Grant recipient.

Woolwich 2392900	**023929.01** Highways New Construction	PE: ROW: CON: CE: Other:	$400,001 $0 $9,131,364 $600,000 $0	Federal Federal Grants Federal NHPP Federal STP Highway and Bridge Other	$4,998,000 $3,305,091 $1 $1,828,273 $0	$4,998,000 $0 $0 $1,002,000 $0	$0 $826,273 $0 $206,568 $0	$0 $826,273 $0 $206,568 $0	$0 $826,273 $0 $206,568 $0	$0 $826,273 $0 $206,568 $0
			Totals:		**$10,131,365**	**$6,000,000**	**$1,032,841**	**$1,032,841**	**$1,032,841**	**$1,032,841**

Route 1
Pleasant Cove Bridge (#6667) to replace three large culverts (#1005163, #270177, #959668) located at George Wright Road.

Woolwich 2526700	**025267.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$60,000 $5,000 $770,000 $65,000 $0	Federal HSIP Federal STP Highway and Bridge Other	$751,500 $58,500 $90,000 $0	$0 $0 $6,500 $0	$0 $14,625 $0 $0	$0 $14,625 $0 $0	$0 $14,625 $0 $0	$250,500 $14,625 $27,833 $0
			Totals:		**$900,000**	**$6,500**	**$14,625**	**$14,625**	**$14,625**	**$292,958**

Route 1/Nequasset Road
Located at the intersection of Route 1 and Nequasset Road.

Wyman Twp 2647400	**026474.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$450,000 $15,000 $3,385,000 $450,000 $0	Federal STP Highway and Bridge	$3,440,000 $860,000	$186,000 $93,000	$62,000 $0	$62,000 $0	$1,084,667 $255,667	$1,022,667 $255,667
			Totals:		**$4,300,000**	**$279,000**	**$62,000**	**$62,000**	**$1,340,333**	**$1,278,333**

Route 27
Stoney Brook Bridge (#5342) over Stoney Brook. Located 0.21 of a mile south of Camp Road.

Non-MPO FTA FTA / 5339 MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide	**024733.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$5,000,000	Federal	$4,000,000	$0	$4,000,000	$0	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$1,000,000	$0	$1,000,000	$0	$0	$0
		Ops:	$0							
		Totals:			**$5,000,000**	**$0**	**$5,000,000**	**$0**	**$0**	**$0**

Rural Transit Capital
FTA Section 5339 Capital Assistance Statewide - Statewide National Distribution.

Statewide	**025651.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$5,000,000	Federal	$4,000,000	$0	$0	$4,000,000	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$1,000,000	$0	$0	$1,000,000	$0	$0
		Ops:	$0							
		Totals:			**$5,000,000**	**$0**	**$0**	**$5,000,000**	**$0**	**$0**

Rural Transit Capital
FTA Section 5339 Capital Assistance Statewide - Statewide National Distribution.

Statewide	**026526.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$5,000,000	Federal	$4,000,000	$0	$0	$0	$4,000,000	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$1,000,000	$0	$0	$0	$1,000,000	$0
		Ops:	$0							
		Totals:			**$5,000,000**	**$0**	**$0**	**$0**	**$5,000,000**	**$0**

Rural Transit Capital
FTA Section 5339 Capital Assistance Statewide - Statewide National Distribution.

Statewide	**027166.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$4,943,051	Federal	$3,954,441	$0	$3,954,441	$0	$0	$3,954,441
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$988,610	$0	$988,610	$0	$0	$988,610
		Ops:	$0							
		Totals:			**$4,943,051**	**$0**	**$4,943,051**	**$0**	**$0**	**$4,943,051**

Rural Transit Capital
FTA Section 5339 Capital Assistance Statewide - Statewide National Distribution.

Statewide	**027608.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$5,000,000	Federal	$4,000,000	$0	$0	$0	$0	$4,000,000
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$1,000,000	$0	$0	$0	$0	$1,000,000
		Ops:	$0							
		Totals:			**$5,000,000**	**$0**	**$0**	**$0**	**$0**	**$5,000,000**

Rural Transit Capital
FTA Section 5339 Capital Assistance Statewide - Statewide National Distribution.

Non-MPO FTA FTA SECTION 16 / 5310 MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide	**020777.22** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$1,152,218	Federal	$921,774	$0	$921,774	$921,774	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$230,444	$0	$230,444	$230,444	$0	$0
		Ops:	$0							
		Totals:			**$1,152,218**	**$0**	**$1,152,218**	**$1,152,218**	**$0**	**$0**

Rural Transit Capital
FTA Section 5310 for Operating / Capital Assistance - transit agencies statewide RURAL.

Statewide	**020791.22** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$547,674	Federal	$438,139	$0	$438,139	$438,139	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$109,535	$0	$109,535	$109,535	$0	$0
		Ops:	$0							
		Totals:			**$547,674**	**$0**	**$547,674**	**$547,674**	**$0**	**$0**

Urban Transit Capital
FTA Section 5310 for Operating / Capital Assistance - transit agencies URBAN.

Statewide	**024681.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0							
		Contractual:	$0							
		RTAP:	$0	Federal	$102,419	$0	$102,419	$102,419	$0	$0
		Admin:	$102,419							
		Ops:	$0							
		Totals:			**$102,419**	**$0**	**$102,419**	**$102,419**	**$0**	**$0**

Statewide Transit Administration
FTA Section 5310 Statewide Administration.

Statewide	**024709.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$1,186,784	Federal	$949,427	$0	$949,427	$0	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$237,357	$0	$237,357	$0	$0	$0
		Ops:	$0							
		Totals:			**$1,186,784**	**$0**	**$1,186,784**	**$0**	**$0**	**$0**

Rural Transit Capital
FTA Section 5310 Statewide Capital Projects.

Statewide	**024711.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0							
		Contractual:	$0							
		RTAP:	$0	Federal	$105,492	$0	$105,492	$0	$0	$0
		Admin:	$105,492							
		Ops:	$0							
		Totals:			**$105,492**	**$0**	**$105,492**	**$0**	**$0**	**$0**

Rural Transit Administration
FTA Section 5310 Statewide Administration.

Statewide	**024731.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$564,104	Federal	$451,283	$0	$451,283	$0	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$112,821	$0	$112,821	$0	$0	$0
		Ops:	$0							
		Totals:			**$564,104**	**$0**	**$564,104**	**$0**	**$0**	**$0**

Urban Transit Capital
FTA Section 5310 Statewide-Urban Capital Projects.

Statewide	**024843.11** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$121,576							
		Contractual:	$0							
		RTAP:	$0	Federal	$121,576	$0	$121,576	$121,576	$0	$0
		Admin:	$0							
		Ops:	$0							
		Totals:			**$121,576**	**$0**	**$121,576**	**$121,576**	**$0**	**$0**

Rural Transit Capital
Transit Capital Assistance from Federal Transit Administration 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities. CRRSAA – Rural apportionment.

Statewide	**024843.12** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$52,173							
		Contractual:	$0							
		RTAP:	$0	Federal	$52,173	$0	$52,173	$52,173	$0	$0
		Admin:	$0							
		Ops:	$0							
		Totals:			**$52,173**	**$0**	**$52,173**	**$52,173**	**$0**	**$0**

Urban Transit Capital
Transit Capital Assistance from Federal Transit Administration 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities. CRRSAA – Small Urban apportionment - locations TBD.

Statewide	**024843.16** Transit Service Area System Operations	Cap Equipt:	$0							
		Contractual:	$0							
		RTAP:	$0	Federal	$121,578	$0	$121,578	$121,578	$0	$0
		Admin:	$0							
		Ops:	$121,578							
		Totals:			**$121,578**	**$0**	**$121,578**	**$121,578**	**$0**	**$0**

Rural Transit Operations
Transit Operating Assistance from Federal Transit Administration 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities. ARP – Rural apportionment.

Statewide	**024843.17** Transit Service Area System Operations	Cap Equipt:	$0							
		Contractual:	$0							
		RTAP:	$0	Federal	$52,174	$0	$52,174	$52,174	$0	$0
		Admin:	$0							
		Ops:	$52,174							
		Totals:			**$52,174**	**$0**	**$52,174**	**$52,174**	**$0**	**$0**

Urban Transit Operating
Transit Operating Assistance from Federal Transit Administration 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities. ARP – Small urban apportionment.

Statewide	**025571.00** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$581,026	Federal	$464,821	$0	$0	$464,821	$0	$464,821
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$116,205	$0	$0	$116,205	$0	$116,205
		Ops:	$0							
		Totals:			**$581,026**	**$0**	**$0**	**$581,026**	**$0**	**$581,026**

Urban Transit Capital
FTA Section 5310 for Operating / Capital Assistance - transit agencies statewide Urban.

Statewide	**025573.00** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$1,222,387	Federal	$977,910	$0	$0	$977,910	$0	$977,910
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$244,477	$0	$0	$244,477	$0	$244,477
		Ops:	$0							
		Totals:			**$1,222,387**	**$0**	**$0**	**$1,222,387**	**$0**	**$1,222,387**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Rural Transit Capital *FTA Section 5310 for Operating / Capital Assistance - transit agencies statewide Rural.*										
Statewide	**025575.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0							
		Contractual:	$0							
		RTAP:	$0	Federal	$108,657	$0	$0	$108,657	$108,657	$0
		Admin:	$108,657							
		Ops:	$0							
		Totals:			**$108,657**	**$0**	**$0**	**$108,657**	**$108,657**	**$0**
Statewide Transit Administration *FTA Section 5310 Statewide Administration.*										
Statewide	**026536.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$598,457	Federal	$478,766	$0	$0	$0	$478,766	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$119,691	$0	$0	$0	$119,691	$0
		Ops:	$0							
		Totals:			**$598,457**	**$0**	**$0**	**$0**	**$598,457**	**$0**
Urban Transit Capital *Transit Capital Assistance from Federal Transit Administration 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities.*										
Statewide	**026538.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$1,259,059	Federal	$1,007,247	$0	$0	$0	$1,007,247	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$251,812	$0	$0	$0	$251,812	$0
		Ops:	$0							
		Totals:			**$1,259,059**	**$0**	**$0**	**$0**	**$1,259,059**	**$0**
Urban Transit Capital *Transit Capital Assistance from Federal Transit Administration 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities.*										
Statewide	**026540.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0							
		Contractual:	$0							
		RTAP:	$0	Federal	$111,917	$0	$0	$0	$111,917	$0
		Admin:	$111,917							
		Ops:	$0							
		Totals:			**$111,917**	**$0**	**$0**	**$0**	**$111,917**	**$0**
Rural Transit Admin *Transit Administrative Assistance from Federal Transit Administration 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities.*										
Statewide	**027590.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$616,411	Federal	$493,129	$0	$0	$0	$0	$493,129
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$123,282	$0	$0	$0	$0	$123,282
		Ops:	$0							
		Totals:			**$616,411**	**$0**	**$0**	**$0**	**$0**	**$616,411**
Urban Transit Capital *Transit Capital Assistance from Federal Transit Administration § 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities.*										
Statewide	**027592.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$1,296,831	Federal	$1,037,465	$0	$0	$0	$0	$1,037,465
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$259,366	$0	$0	$0	$0	$259,366
		Ops:	$0							
		Totals:			**$1,296,831**	**$0**	**$0**	**$0**	**$0**	**$1,296,831**
Rural Transit Capital *Transit Capital Assistance from Federal Transit Administration § 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities.*										
Statewide	**027594.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0							
		Contractual:	$0							
		RTAP:	$0	Federal	$115,275	$0	$0	$0	$0	$115,275
		Admin:	$115,275							
		Ops:	$0							
		Totals:			**$115,275**	**$0**	**$0**	**$0**	**$0**	**$115,275**
Rural Transit Admin *Transit Administrative Assistance from Federal Transit Administration § 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities.*										

Non-MPO FTA FTA SECTION 18 / 5311 MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Bath	**025245.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$75,000	$0	$0	$75,000	$75,000	$0
		Contractual:	$0	Local	$52,551	$0	$0	$52,551	$52,551	$0
		RTAP:	$0	State	$14,949	$0	$0	$14,949	$14,949	$0
		Admin:	$12,500							
		Ops:	$130,000							
		Totals:			**$142,500**	**$0**	**$0**	**$142,500**	**$142,500**	**$0**
Rural Transit Admin/ Operations										
Transit Administrative and Operating Assistance for Federal Transit Administration 5311 for non-urbanized transit. City of Bath.										
Belfast	**025229.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$439,502	$0	$0	$439,502	$439,502	$0
		Contractual:	$0	Local	$207,204	$0	$0	$207,204	$207,204	$0
		RTAP:	$0	State	$59,798	$0	$0	$59,798	$59,798	$0
		Admin:	$287,500							
		Ops:	$419,004							
		Totals:			**$706,504**	**$0**	**$0**	**$706,504**	**$706,504**	**$0**
Rural Transit Admin/ Operations										
Transit Administrative and Operating Assistance for Federal Transit Administration 5311 for non-urbanized transit. Waldo Community Action Partners dba Mid-Coast Public Transportation.										
Cranberry Isles	**025219.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$25,000	$0	$0	$25,000	$25,000	$0
		Contractual:	$0	Local	$25,000	$0	$0	$25,000	$25,000	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$50,000							
		Totals:			**$50,000**	**$0**	**$0**	**$50,000**	**$50,000**	**$0**
Rural Transit Operations										
Transit Administrative and Operating Assistance for Federal Transit Administration 5311 for non-urbanized transit. Cranberry Isles Ferry.										
Ellsworth	**025239.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$108,000	$0	$0	$108,000	$108,000	$0
		Contractual:	$0	Local	$50,885	$0	$0	$50,885	$50,885	$0
		RTAP:	$0	State	$21,115	$0	$0	$21,115	$21,115	$0
		Admin:	$60,000							
		Ops:	$120,000							
		Totals:			**$180,000**	**$0**	**$0**	**$180,000**	**$180,000**	**$0**
Rural Transit Admin/ Operations										
Transit Administrative and Operating Assistance for Federal Transit Administration 5311 for non-urbanized transit. Downeast Community Partners (DCP).										
Isle Au Haut	**025221.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$60,000	$0	$0	$60,000	$60,000	$0
		Contractual:	$0	Local	$60,000	$0	$0	$60,000	$60,000	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$120,000							
		Totals:			**$120,000**	**$0**	**$0**	**$120,000**	**$120,000**	**$0**
Rural Transit Operations										
Transit Operating Assistance for Federal Transit Administration §5311 for non-urbanized transit. Isle au Haut Ferry.										
Presque Isle	**025247.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$620,000	$0	$0	$620,000	$620,000	$0
		Contractual:	$0	Local	$376,964	$0	$0	$376,964	$376,964	$0
		RTAP:	$0	State	$66,786	$0	$0	$66,786	$66,786	$0
		Admin:	$293,750							
		Ops:	$770,000							
		Totals:			**$1,063,750**	**$0**	**$0**	**$1,063,750**	**$1,063,750**	**$0**
Rural Transit Admin/ Operations										
Transit Administrative and Operating Assistance for Federal Transit Administration 5311 for non-urbanized transit. Aroostook Regional Transportation System (ARTS).										
Sanford	**025225.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$1,110,000	$0	$0	$1,110,000	$1,110,000	$0
		Contractual:	$0	Local	$704,340	$0	$0	$704,340	$704,340	$0
		RTAP:	$0	State	$68,160	$0	$0	$68,160	$68,160	$0
		Admin:	$562,500							
		Ops:	$1,320,000							
		Totals:			**$1,882,500**	**$0**	**$0**	**$1,882,500**	**$1,882,500**	**$0**
Rural Transit Admin/ Operations										
Transit Administrative and Operating Assistance for Federal Transit Administration 5311 for non-urbanized transit. York County Community Action Corporation (YCCAC).										
Statewide	**020767.21** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$1,225,000	$0	$0	$1,225,000	$1,225,000	$0
		Contractual:	$0	Local	$1,225,000	$0	$0	$1,225,000	$1,225,000	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$2,450,000							
		Totals:			**$2,450,000**	**$0**	**$0**	**$2,450,000**	**$2,450,000**	**$0**
Rural Transit Intercity										
FTA Section 5311 - Intercity Capital / Operating - statewide transit agencies RURAL.										
Statewide	**020773.22** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$100,000	Federal	$80,000	$0	$0	$80,000	$0	$0
		Contractual:	$0	Local	$20,000	$0	$0	$20,000	$0	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$100,000**	**$0**	**$0**	**$100,000**	**$0**	**$0**
Rural Transit Capital										
FTA Section 5311 for Capital Assistance - transit agencies statewide RURAL.										
Statewide	**022780.21** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$162,000	$0	$0	$162,000	$0	$162,000
		Contractual:	$0							
		RTAP:	$162,000							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$162,000**	**$0**	**$0**	**$162,000**	**$0**	**$162,000**
Rural Transit RTAP										
FTA Section 5311 for Rural Transit Assistance Program (RTAP) - statewide transit agencies RURAL.										
Statewide	**023382.21** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$141,626	$0	$0	$141,626	$141,626	$0
		Contractual:	$0	Local	$141,626	$0	$0	$141,626	$141,626	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$283,252							
		Totals:			**$283,252**	**$0**	**$0**	**$283,252**	**$283,252**	**$0**
Rural Transit Operations										
Transit JARC Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Statewide	**023382.22** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$141,626	$0	$0	$141,626	$0	$0
		Contractual:	$0	Local	$141,626	$0	$0	$141,626	$0	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$283,252							
		Totals:			**$283,252**	**$0**	**$0**	**$283,252**	**$0**	**$0**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Rural Transit Operations *Transit JARC Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.*										
Statewide	**024671.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$450,000	$0	$0	$450,000	$450,000	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$450,000							
		Ops:	$0							
		Totals:			**$450,000**	**$0**	**$0**	**$450,000**	**$450,000**	**$0**
Rural Transit Administration *FTA Section 5311 Statewide Administration.*										
Statewide	**024673.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$4,132,000	$0	$0	$0	$4,132,000	$4,132,000
		Contractual:	$0	Local	$3,666,393	$0	$0	$0	$3,666,393	$3,666,393
		RTAP:	$0							
		Admin:	$0	State	$465,607	$0	$0	$0	$465,607	$465,607
		Ops:	$8,264,000							
		Totals:			**$8,264,000**	**$0**	**$0**	**$0**	**$8,264,000**	**$8,264,000**
Rural Transit Operations *Transit Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.*										
Statewide	**024677.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$2,269,764	$0	$0	$0	$2,269,764	$2,269,764
		Contractual:	$0	Local	$460,273	$0	$0	$0	$460,273	$460,273
		RTAP:	$0							
		Admin:	$2,837,205	State	$107,168	$0	$0	$0	$107,168	$107,168
		Ops:	$0							
		Totals:			**$2,837,205**	**$0**	**$0**	**$0**	**$2,837,205**	**$2,837,205**
Rural Transit Administration *Transit Administrative Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.*										
Statewide	**024679.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$500,000	$0	$0	$500,000	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$500,000							
		Ops:	$0							
		Totals:			**$500,000**	**$0**	**$0**	**$500,000**	**$0**	**$0**
Rural Transit Administration *FTA Section 5311 Statewide Administration.*										
Statewide	**024721.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$4,132,000	$0	$0	$0	$4,132,000	$4,132,000
		Contractual:	$0	Local	$3,666,393	$0	$0	$0	$3,666,393	$3,666,393
		RTAP:	$0							
		Admin:	$0	State	$465,607	$0	$0	$0	$465,607	$465,607
		Ops:	$8,264,000							
		Totals:			**$8,264,000**	**$0**	**$0**	**$0**	**$8,264,000**	**$8,264,000**
Rural Transit Operations *Transit Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.*										
Statewide	**024723.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$140,000	$0	$0	$0	$140,000	$0
		Contractual:	$0							
		RTAP:	$0	Local	$140,000	$0	$0	$0	$140,000	$0
		Admin:	$0							
		Ops:	$280,000							
		Totals:			**$280,000**	**$0**	**$0**	**$0**	**$280,000**	**$0**
Rural Transit Operations *Transit JARC Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.*										
Statewide	**024725.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$2,269,764	$0	$0	$0	$2,269,764	$2,269,764
		Contractual:	$0	Local	$460,273	$0	$0	$0	$460,273	$460,273
		RTAP:	$0							
		Admin:	$2,837,205	State	$107,168	$0	$0	$0	$107,168	$107,168
		Ops:	$0							
		Totals:			**$2,837,205**	**$0**	**$0**	**$0**	**$2,837,205**	**$2,837,205**
Rural Transit Administration *Transit Administrative Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.*										
Statewide	**024727.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$500,000	$0	$0	$0	$500,000	$500,000
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$500,000							
		Ops:	$0							
		Totals:			**$500,000**	**$0**	**$0**	**$0**	**$500,000**	**$500,000**
Rural Transit Administration *FTA Section 5311 Statewide Administration.*										
Statewide	**024729.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$1,225,000	$0	$0	$0	$1,225,000	$1,225,000
		Contractual:	$0							
		RTAP:	$0	Local	$1,225,000	$0	$0	$0	$1,225,000	$1,225,000
		Admin:	$0							
		Ops:	$2,450,000							
		Totals:			**$2,450,000**	**$0**	**$0**	**$0**	**$2,450,000**	**$2,450,000**
Rural Transit Operations *Transit INTERCITY Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.*										
Statewide	**024743.00** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$100,000	Federal	$80,000	$0	$0	$0	$80,000	$80,000
		Contractual:	$0							
		RTAP:	$0	Local	$20,000	$0	$0	$0	$20,000	$20,000
		Admin:	$0							
		Ops:	$0							
		Totals:			**$100,000**	**$0**	**$0**	**$0**	**$100,000**	**$100,000**
Rural Transit Capital *Transit Capital Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.*										
Statewide	**024745.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$160,000	$0	$0	$0	$160,000	$160,000
		Contractual:	$0							
		RTAP:	$160,000							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$160,000**	**$0**	**$0**	**$0**	**$160,000**	**$160,000**
Rural Transit RTAP *Transit RTAP Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.*										
Statewide	**025557.00** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$100,000	Federal	$80,000	$0	$0	$0	$80,000	$0
		Contractual:	$0							
		RTAP:	$0	Local	$20,000	$0	$0	$0	$20,000	$0
		Admin:	$0							
		Ops:	$0							
		Totals:			**$100,000**	**$0**	**$0**	**$0**	**$100,000**	**$0**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Rural Transit Capital										
FTA Section 5311 for Capital Assistance - transit agencies statewide Rural.										
Statewide	**025559.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$160,000	$0	$0	$0	$160,000	$0
		Contractual:	$0							
		RTAP:	$160,000							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$160,000**	**$0**	**$0**	**$0**	**$160,000**	**$0**
Rural Transit RTAP										
FTA Section 5311 for Rural Transit Assistance Program (RTAP) - statewide transit agencies RURAL.										
Statewide	**025561.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$4,132,000	$0	$0	$0	$0	$4,132,000
		Contractual:	$0	Local	$3,666,393	$0	$0	$0	$0	$3,666,393
		RTAP:	$0							
		Admin:	$0	State	$465,607	$0	$0	$0	$0	$465,607
		Ops:	$8,264,000							
		Totals:			**$8,264,000**	**$0**	**$0**	**$0**	**$0**	**$8,264,000**
Rural Transit Operations										
Transit Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Statewide	**025563.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$140,000	$0	$0	$0	$140,000	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$140,000	$0	$0	$0	$140,000	$0
		Ops:	$280,000							
		Totals:			**$280,000**	**$0**	**$0**	**$0**	**$280,000**	**$0**
Rural Transit Operating										
Transit JARC Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Statewide	**025565.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$2,269,764	$0	$0	$0	$0	$2,269,764
		Contractual:	$0	Local	$460,273	$0	$0	$0	$0	$460,273
		RTAP:	$0							
		Admin:	$2,837,205	State	$107,168	$0	$0	$0	$0	$107,168
		Ops:	$0							
		Totals:			**$2,837,205**	**$0**	**$0**	**$0**	**$0**	**$2,837,205**
Rural Transit Administration										
Transit Administrative Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Statewide	**025567.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$500,000	$0	$0	$0	$500,000	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$500,000							
		Ops:	$0							
		Totals:			**$500,000**	**$0**	**$0**	**$0**	**$500,000**	**$0**
Rural Transit Administration										
FTA Section 5311 Statewide Administration.										
Statewide	**025569.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$1,225,000	$0	$0	$0	$1,225,000	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$1,225,000	$0	$0	$0	$1,225,000	$0
		Ops:	$2,450,000							
		Totals:			**$2,450,000**	**$0**	**$0**	**$0**	**$2,450,000**	**$0**
Rural Transit Intercity										
FTA Section 5311 - Intercity Capital / Operating - statewide transit agencies RURAL.										
Statewide	**026512.00** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$187,500	Federal	$150,000	$0	$0	$0	$150,000	$150,000
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$37,500	$0	$0	$0	$37,500	$37,500
		Ops:	$0							
		Totals:			**$187,500**	**$0**	**$0**	**$0**	**$187,500**	**$187,500**
Rural Transit Capital										
Transit Capital Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Statewide	**026516.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$150,000	$0	$0	$0	$150,000	$150,000
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$150,000	$0	$0	$0	$150,000	$150,000
		Ops:	$300,000							
		Totals:			**$300,000**	**$0**	**$0**	**$0**	**$300,000**	**$300,000**
Rural Transit Operations										
Transit JARC Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Statewide	**026520.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$500,000	$0	$0	$0	$0	$500,000
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$500,000							
		Ops:	$0							
		Totals:			**$500,000**	**$0**	**$0**	**$0**	**$0**	**$500,000**
Rural Transit Admin										
FTA Section 5311 Statewide Administration.										
Statewide	**026522.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$1,500,000	$0	$0	$0	$1,500,000	$1,500,000
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$1,500,000	$0	$0	$0	$1,500,000	$1,500,000
		Ops:	$3,000,000							
		Totals:			**$3,000,000**	**$0**	**$0**	**$0**	**$3,000,000**	**$3,000,000**
Rural Transit Intercity Operations										
Transit Intercity Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit.										
Statewide	**026524.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$200,000	$0	$0	$0	$0	$200,000
		Contractual:	$0							
		RTAP:	$200,000							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$200,000**	**$0**	**$0**	**$0**	**$0**	**$200,000**
Rural Transit RTAP										
FTA Section 5311 for Rural Transit Assistance Program (RTAP) - statewide transit agencies RURAL.										
Steuben	**025223.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$58,000	$0	$0	$58,000	$58,000	$0
		Contractual:	$0	Local	$25,873	$0	$0	$25,873	$25,873	$0
		RTAP:	$0							
		Admin:	$33,750	State	$11,877	$0	$0	$11,877	$11,877	$0
		Ops:	$62,000							
		Totals:			**$95,750**	**$0**	**$0**	**$95,750**	**$95,750**	**$0**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Rural Transit Admin/ Operations										
Transit Administrative and Operating Assistance for Federal Transit Administration 5311 for non-urbanized transit. West's Transportation.										
Trenton	**025237.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$535,000	$0	$0	$535,000	$535,000	$0
		Contractual:	$0	Local	$392,008	$0	$0	$392,008	$392,008	$0
		RTAP:	$0	State	$60,492	$0	$0	$60,492	$60,492	$0
		Admin:	$137,500							
		Ops:	$850,000							
		Totals:			**$987,500**	**$0**	**$0**	**$987,500**	**$987,500**	**$0**
Rural Transit Admin/ Operations										
Transit Administrative and Operating Assistance for Federal Transit Administration 5311 for non-urbanized transit. Downeast Transportation (DTI).										
Waterville	**025235.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$387,000	$0	$0	$387,000	$387,000	$0
		Contractual:	$0	Local	$153,230	$0	$0	$153,230	$153,230	$0
		RTAP:	$0	State	$87,520	$0	$0	$87,520	$87,520	$0
		Admin:	$243,750							
		Ops:	$384,000							
		Totals:			**$627,750**	**$0**	**$0**	**$627,750**	**$627,750**	**$0**
Rural Transit Admin/ Operations										
Transit Administrative and Operating Assistance for Federal Transit Administration 5311 for non-urbanized transit. Kennebec Valley Community Action Program (KVCAP).										

Non-MPO FTA FTA SECTION 8 / 5303 MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Statewide	**024683.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$164,901	$0	$164,901	$164,901	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$206,126	State	$41,225	$0	$41,225	$41,225	$0	$0
		Ops:	$0							
		Totals:			**$206,126**	**$0**	**$206,126**	**$206,126**	**$0**	**$0**
Urban Transit Planning *Federal Transit Administration 5304 for statewide urban transit planning,*										
Statewide	**024705.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$169,848	$0	$0	$169,848	$169,848	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$212,310	State	$42,462	$0	$0	$42,462	$42,462	$0
		Ops:	$0							
		Totals:			**$212,310**	**$0**	**$0**	**$212,310**	**$212,310**	**$0**
Urban Transit Planning *Federal Transit Administration 5304 for statewide urban transit planning.*										
Statewide	**025603.00** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$174,943	$0	$0	$0	$174,943	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$218,679	State	$43,736	$0	$0	$0	$43,736	$0
		Ops:	$0							
		Totals:			**$218,679**	**$0**	**$0**	**$0**	**$218,679**	**$0**
Urban Transit Planning *Federal Transit Administration 5304 for statewide urban transit planning, (80/20)*										
Statewide	**027598.00** Transit Service Area Statewide Planning	Cap Equipt:	$0	Federal	$180,191	$0	$0	$0	$0	$180,191
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$225,239	Local	$45,048	$0	$0	$0	$0	$45,048
		Ops:	$0							
		Totals:			**$225,239**	**$0**	**$0**	**$0**	**$0**	**$225,239**
Urban Transit Planning *Federal Transit Administration § 5304 for statewide urban transit planning, (80/20)*										

SECTION IV

Bangor Area Comprehensive Transportation System (BACTS)

Me ropo a a Area M A

Transportation Improvement Program (TIP)

- **Federal Highway Administration**
  - MPO Sponsored listing of individual projects, alphabetically by municipality
  - MaineDOT Sponsored listing of individual projects, alphabetically by municipality
- **Federal Transit Administration**
  - MaineDOT Sponsored listing of individual projects, by fund source

BACTS Metropolitan Planning Area

BACTS Region FHWA MPO Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Bangor 0216322	**002163.22** Production Support And Administration Mpo Program Management	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $1,151,469	Federal FTA Federal MPP Highway and Bridge Local Other	$189,276 $731,899 $137,231 $93,063 $0	$39,082 $167,690 $117,062 $46,837 $0	$150,194 $564,209 $20,169 $46,226 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$1,151,469**	**$370,672**	**$780,797**	**$0**	**$0**	**$0**

BACTS Planning
Bangor Area Comprehensive Transportation System (BACTS) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Bangor region. 2022 - 2023

Bangor	**002163.24** Production Support And Administration Mpo Program Management	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $780,414	Federal MPP Highway and Bridge Local	$624,331 $117,062 $39,021	$0 $0 $0	$0 $0 $0	$208,110 $39,021 $13,007	$208,110 $39,021 $13,007	$208,110 $39,021 $13,007
			Totals:		**$780,414**	**$0**	**$0**	**$260,138**	**$260,138**	**$260,138**

BACTS Planning
Bangor Area Comprehensive Transportation System (BACTS) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Bangor region. 2024 - 2025

Bangor 2311400	**023114.00** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$77,408 $500 $804,737 $25,970 $0	Federal NHPP Federal NHS Highway and Bridge Local Other	$199,102 $527,790 $90,862 $90,862 $0	$17,600 $0 $77,240 $77,240 $0	$181,502 $527,790 $13,622 $13,622 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$908,615**	**$172,080**	**$736,535**	**$0**	**$0**	**$0**

Route 2
Located at the intersection of Broadway and State Street; Hancock Street and Oak Street; Washington Street, Oak Street and Penobscot Bridge; Washington Street, Exchange Street and Penobscot Plaza. BACTS Sponsored.

Bangor 2352100	**023521.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$15,000 $0 $1,008,402 $20,000 $0	Federal STP Highway and Bridge Local Other	$834,722 $104,340 $104,340 $0	$827,832 $103,479 $103,479 $0	$6,890 $861 $861 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$1,043,402**	**$1,034,790**	**$8,612**	**$0**	**$0**	**$0**

State Street
Beginning at Hancock Street and extending northeast 0.96 of a mile. BACTS Sponsored.

Bangor 2357300	**023573.00** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$18,000 $2,500 $275,500 $14,000 $0	Federal STP Highway and Bridge Local Other	$248,000 $31,000 $31,000 $0	$0 $1,930 $1,930 $0	$8,200 $60 $60 $0	$85,400 $9,710 $9,710 $0	$77,200 $9,650 $9,650 $0	$77,200 $9,650 $9,650 $0
			Totals:		**$310,000**	**$3,859**	**$8,321**	**$104,821**	**$96,500**	**$96,500**

State Street/Forest Avenue
Located at the intersection of State Street and Forest Avenue. BACTS Sponsored.

Bangor 2537900	**025379.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$20,114 $500 $515,340 $41,228 $0	Federal STP Highway and Bridge Local Other	$461,746 $57,718 $57,718 $0	$0 $2,061 $2,061 $0	$164,909 $18,552 $18,552 $0	$148,418 $18,552 $18,552 $0	$148,418 $18,552 $18,552 $0	$0 $0 $0 $0
			Totals:		**$577,182**	**$4,123**	**$202,014**	**$185,523**	**$185,523**	**$0**

Oak Street
Beginning at Washington Street and extending north 0.24 of a mile to State Street. BACTS Sponsored.

Bangor	**026346.00** Highways Highway Improvement	PE: ROW: CON: CE: Other:	$0 $0 $158,487 $0 $0	Federal STP Highway and Bridge Local	$126,790 $15,849 $15,849	$0 $0 $0	$0 $0 $0	$0 $0 $0	$42,263 $5,283 $5,283	$42,263 $5,283 $5,283
			Totals:		**$158,487**	**$0**	**$0**	**$0**	**$52,829**	**$52,829**

BACTS Allocation
Bangor Area Comprehensive Transportation System (BACTS) Capital Improvement funding remaining allocation.

Bangor 2635400	**026354.00** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$27,475 $500 $228,456 $9,158 $0	Federal STP Highway and Bridge Local	$212,471 $26,559 $26,559	$11,190 $2,798 $2,798	$5,595 $0 $0	$68,959 $7,920 $7,920	$63,364 $7,920 $7,920	$63,364 $7,920 $7,920
			Totals:		**$265,589**	**$16,785**	**$5,595**	**$84,800**	**$79,205**	**$79,205**

Kenduskeag Avenue/Griffin Road
Located at the intersection of Kenduskeag Avenue and Griffin Road. BACTS Sponsored.

Bangor	**026892.00** Highways Highway Improvement	PE: ROW: CON: CE: Other:	$0 $0 $1,348,065 $0 $0	Federal STP Highway and Bridge Local	$1,500,000 $150,000 $150,000	$0 $0 $0	$0 $0 $0	$0 $0 $0	$450,000 $56,250 $56,250	$450,000 $56,250 $56,250
			Totals:		**$1,500,000**	**$0**	**$0**	**$0**	**$562,500**	**$562,500**

BACTS Allocation
Reserved funding for Bangor Area Comprehensive Transportation System (BACTS) Capital Improvements.

Bangor	**026930.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$72,500 $0 $1,809,700 $144,800 $0	Federal STP Highway and Bridge Local	$1,621,600 $202,700 $202,700	$0 $0 $0	$19,333 $2,417 $2,417	$19,333 $2,417 $2,417	$540,533 $67,567 $67,567	$521,200 $65,150 $65,150
			Totals:		**$2,027,000**	**$0**	**$24,167**	**$24,167**	**$675,667**	**$651,500**

Route 222
Beginning at Davis Road and extending east 1.50 miles to Griffin Road. BACTS Sponsored.

Bangor	**026932.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$15,950 $0 $397,550 $31,800 $0	Federal STP Highway and Bridge Local	$356,240 $44,530 $44,530	$0 $0 $0	$4,253 $532 $532	$4,253 $532 $532	$118,747 $14,843 $14,843	$114,493 $14,312 $14,312
			Totals:		**$445,300**	**$0**	**$5,317**	**$5,317**	**$148,433**	**$143,117**

Route 2
Beginning at the Hermon town line and extending east 0.44 of a mile to Hammond Street Extension. BACTS Sponsored.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Brewer 2311200	**023112.00** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$10,000 $500 $280,310 $6,000 $0	Federal NHPP	$94,400	$8,000	$86,400	$0	$0	$0
				Federal NHS	$143,048	$0	$143,048	$0	$0	$0
				Federal STP	$0	$0	$0	$0	$0	$0
				Highway and Bridge	$29,681	$20,900	$8,781	$0	$0	$0
				Local	$29,681	$20,900	$8,781	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$296,810**	**$49,800**	**$247,010**	**$0**	**$0**	**$0**

Route 9
Located at the intersection of State Street, Penobscot Street and Penobscot Bridge; and State Street and North Main Street. BACTS Sponsored.

Brewer 2537700	**025377.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$44,203 $500 $1,117,575 $77,072 $0	Federal NHS	$35,762	$0	$35,762	$0	$0	$0
				Federal STP	$955,718	$0	$318,573	$318,573	$318,573	$0
				Highway and Bridge	$123,935	$4,470	$39,822	$39,822	$39,822	$0
				Local	$123,935	$4,470	$39,822	$39,822	$39,822	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$1,239,350**	**$8,941**	**$433,978**	**$398,216**	**$398,216**	**$0**

South Main Street
Beginning at Abbott Street and extending north 0.95 of a mile to Wilson Street. BACTS Sponsored.

Brewer 2635000	**026350.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$29,192 $36,489 $729,785 $48,248 $0	Federal NHPP	$622,426	$0	$0	$207,475	$207,475	$207,475
				Federal NHS	$52,545	$0	$26,272	$26,272	$0	$0
				Highway and Bridge	$84,371	$6,568	$0	$25,934	$25,934	$25,934
				Local	$84,371	$6,568	$0	$25,934	$25,934	$25,934
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$843,714**	**$13,136**	**$26,272**	**$285,617**	**$259,344**	**$259,344**

State Street
Beginning at Eastern Avenue and extending northwest 0.70 of a mile to the Penobscot Bridge. BACTS Sponsored.

Brewer 2635200	**026352.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$19,370 $500 $483,750 $38,740 $0	Federal NHPP	$417,992	$0	$0	$139,331	$139,331	$139,331
				Federal STP	$15,896	$0	$7,948	$7,948	$0	$0
				Highway and Bridge	$54,236	$1,987	$0	$17,416	$17,416	$17,416
				Local	$54,236	$1,987	$0	$17,416	$17,416	$17,416
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$542,360**	**$3,974**	**$7,948**	**$182,111**	**$174,163**	**$174,163**

Parkway South
Beginning at Wilson Street and extending south 0.47 of a mile to the I-395 bridge joint. BACTS Sponsored.

Brewer 2635600	**026356.00** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$5,297 $500 $65,706 $2,648 $0	Federal NHS	$4,638	$0	$2,319	$2,319	$0	$0
				Federal STP	$54,683	$0	$0	$18,228	$18,228	$18,228
				Highway and Bridge	$7,415	$580	$0	$2,278	$2,278	$2,278
				Local	$7,415	$580	$0	$2,278	$2,278	$2,278
		Totals:			**$74,151**	**$1,159**	**$2,319**	**$25,103**	**$22,785**	**$22,785**

Parkway South/Route1A
Located at the intersection of Parkway South and Wilson Street. BACTS Sponsored.

Old Town 2244500	**022445.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$51,325 $50 $296,050 $24,374 $0	Federal STP	$0	$0	$0	$0	$0	$0
				Highway and Bridge	$0	$0	$0	$0	$0	$0
				Local	$371,798	$39,414	$332,385	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
				Private	$0	$0	$0	$0	$0	$0
		Totals:			**$371,798**	**$39,414**	**$332,385**	**$0**	**$0**	**$0**

Route 2A
Beginning at Abbot Street and extending northeast 0.34 of a mile to Jefferson Street. BACTS Sponsored.

Old Town 2397100	**023971.00** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$80,000 $20,000 $765,000 $40,000 $0	Federal STP	$724,000	$80,000	$322,000	$322,000	$0	$0
				Highway and Bridge	$90,500	$90,500	$0	$0	$0	$0
				Local	$90,500	$89,100	$700	$700	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$905,000**	**$259,600**	**$322,700**	**$322,700**	**$0**	**$0**

Center Street
Located at the intersection of Route 2A and Main Street and Route 2A and Water Street. BACTS Sponsored.

Orono 2089800	**020898.00** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$105,777 $26,594 $980,750 $108,629 $0	Federal STP	$739,278	$738,757	$521	$0	$0	$0
				Highway and Bridge	$33,000	$33,000	$0	$0	$0	$0
				Local	$331,122	$330,865	$257	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
				Private	$118,350	$118,350	$0	$0	$0	$0
		Totals:			**$1,221,750**	**$1,220,973**	**$777**	**$0**	**$0**	**$0**

Route 2
Large culvert (#942495) located 0.66 of a mile north of the Veazie town line. BACTS Sponsored.

Orono 2634800	**026348.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$20,923 $500 $522,580 $41,846 $0	Federal STP	$468,679	$0	$8,569	$159,083	$150,514	$150,514
				Highway and Bridge	$58,585	$2,142	$0	$18,814	$18,814	$18,814
				Local	$58,585	$2,142	$0	$18,814	$18,814	$18,814
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$585,849**	**$4,285**	**$8,569**	**$196,711**	**$188,142**	**$188,142**

Route 2
Beginning at the north intersection of Boulder Drive and extending north 0.76 of a mile to the Old Town town line. BACTS Sponsored.

Statewide STP-1427(240)X	**014272.40** Production Support And Administration Mpo Program Management	PE: ROW: CON: CE: Other:	$0 $0 $244,424 $0 $0	Federal STP	$182,534	$0	$182,534	$0	$0	$0
				Highway and Bridge	$61,890	$0	$61,890	$0	$0	$0
				Local	$0	$0	$0	$0	$0	$0
		Totals:			**$244,424**	**$0**	**$244,424**	**$0**	**$0**	**$0**

Remaining Allocation
Transfer WIN for unprogrammed federal and state funding allocated to the Bangor Area Comprehensive Transportation System (BACTS).

BACTS Region FHWA MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Bangor, Brewer, Orono 2526300	**025263.00** Highways Safety Improvements	PE:	$10,000	Federal HSIP	$89,100	$9,000	$26,700	$26,700	$26,700	$0
		ROW:	$1,000	Federal Safety	$900	$0	$900	$0	$0	$0
		CON:	$76,000	Highway and Bridge	$10,000	$1,100	$2,967	$2,967	$2,967	$0
		CE:	$13,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$100,000**	**$10,100**	**$30,567**	**$29,667**	**$29,667**	**$0**

Various locations
Install backplates with yellow reflective strips and supplemental signal heads.

Bangor, Brewer	**021713.00** Highways Bridge Improvements	PE:	$985,000	Federal NHPP	$675,000	$0	$225,000	$225,000	$225,000	$0
		ROW:	$15,000	Highway and Bridge	$325,000	$0	$108,333	$108,333	$108,333	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,000,000**	**$0**	**$333,333**	**$333,333**	**$333,333**	**$0**

Interstate 395
Interstate 395 Bridges Study.

Bangor, Brewer 2227800	**022278.00** Highways Bridge Rehabilitation	PE:	$400,000	Federal NHPP	$315,000	$315,000	$0	$0	$0	$0
		ROW:	$5,000	Federal NHS	$2,603,769	$0	$1,301,884	$1,301,884	$0	$0
		CON:	$3,400,000	Federal STP	$843,231	$0	$421,616	$421,616	$0	$0
		CE:	$375,000	Highway and Bridge	$418,000	$331,986	$43,007	$43,007	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$4,180,000**	**$646,986**	**$1,766,507**	**$1,766,507**	**$0**	**$0**

Interstate 395
Veterans Remembrance Bridge (#1558) over the Penobscot River. Located at the Bangor-Brewer town line.

Bangor, Brewer 2531100	**025311.00** Highways Bridge Substructure Rehabilitation	PE:	$110,000	Federal NHPP	$1,004,000	$0	$6,000	$336,667	$330,667	$330,667
		ROW:	$10,000	Federal NHS	$84,000	$0	$42,000	$42,000	$0	$0
		CON:	$1,100,000	Highway and Bridge	$272,000	$21,000	$1,500	$84,167	$82,667	$82,667
		CE:	$140,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,360,000**	**$21,000**	**$49,500**	**$462,833**	**$413,333**	**$413,333**

Route 1C
Penobscot Bridge (#2038) over Penobscot River. Located on the Brewer-Bangor town line.

Bangor, Brewer 2531300	**025313.00** Highways Bridge Rehabilitation	PE:	$200,000	Federal NHPP	$1,656,000	$0	$589,333	$533,333	$533,333	$0
		ROW:	$25,000	Federal NHS	$124,000	$0	$124,000	$0	$0	$0
		CON:	$1,700,000	Highway and Bridge	$445,000	$31,000	$147,333	$133,333	$133,333	$0
		CE:	$300,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$2,225,000**	**$31,000**	**$860,667**	**$666,667**	**$666,667**	**$0**

Route 1A
Joshua Chamberlain Bridge (#5312) over Penobscot River and Railroad Yard. Located 0.06 of a mile northwest of the Brewer town line.

Bangor, Brewer 2548100	**025481.00** Highways Ultra-Thin Bonded Wearing Course	PE:	$25,000	Federal NHFP	$22,500	$22,500	$0	$0	$0	$0
		ROW:	$0	Federal NHPP	$1,912,500	$0	$0	$637,500	$637,500	$637,500
		CON:	$1,950,000	Highway and Bridge	$215,000	$2,500	$0	$70,833	$70,833	$70,833
		CE:	$175,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$2,150,000**	**$25,000**	**$0**	**$708,333**	**$708,333**	**$708,333**

Interstate 395 Westbound
Beginning at Route 1A and extending west 4.93 miles.

Bangor, Brewer 2548300	**025483.00** Highways Ultra-Thin Bonded Wearing Course	PE:	$25,000	Federal NHFP	$22,500	$22,500	$0	$0	$0	$0
		ROW:	$0	Federal NHPP	$1,912,500	$0	$0	$637,500	$637,500	$637,500
		CON:	$1,950,000	Highway and Bridge	$215,000	$2,500	$0	$70,833	$70,833	$70,833
		CE:	$175,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$2,150,000**	**$25,000**	**$0**	**$708,333**	**$708,333**	**$708,333**

Interstate 395 Eastbound
Beginning at Odlin Road and extending east 4.76 miles.

Bangor, Carmel, Hampden, Hermon, Newburgh, Old Town, Orono, 2417300	**024173.00** Highways Ultra-Thin Bonded Wearing Course	PE:	$29,555	Federal NHFP	$671,347	$671,347	$0	$0	$0	$0
		ROW:	$0	Federal NHPP	$5,567,563	$5,567,563	$0	$0	$0	$0
		CON:	$6,582,567	Federal STP	$27,000	$27,000	$0	$0	$0	$0
		CE:	$350,000	Highway and Bridge	$696,212	$696,212	$0	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$6,962,123**	**$6,962,122**	**$1**	**$0**	**$0**	**$0**

Interstate 95 Southbound
Beginning 0.79 of a mile north of the Orono town line and extending south 23.65 miles. Includes 19.81 miles within project limits.

Bangor, Carmel, Hampden, Hermon, Newburgh 2411900	**024119.00** Highways Ultra-Thin Bonded Wearing Course	PE:	$28,870	Federal LHIP	$1,226,746	$1,226,746	$0	$0	$0	$0
		ROW:	$0	Federal NHPP	$4,435,611	$3,669,617	$765,994	$0	$0	$0
		CON:	$6,150,000	Federal STP	$22,200	$22,200	$0	$0	$0	$0
		CE:	$425,000	Highway and Bridge	$919,313	$834,202	$85,110	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$6,603,870**	**$5,752,765**	**$851,104**	**$0**	**$0**	**$0**

Interstate 95 Northbound
Beginning 2.67 miles east of the Etna town line and extending north 17.05 miles. Includes 13.01 miles within project limits.

Bangor, Glenburn, Kenduskeag 2513900	**025139.00** Highways Mill And Fill	PE:	$52,507	Federal STP	$1,801,629	$1,651,300	$150,329	$0	$0	$0
		ROW:	$0	Highway and Bridge	$450,407	$444,831	$5,576	$0	$0	$0
		CON:	$1,989,500							
		CE:	$210,029	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$2,252,036**	**$2,096,131**	**$155,905**	**$0**	**$0**	**$0**

Route 15
Beginning 0.10 of a mile north of Route 221 and extending north 4.38 miles.

Bangor, Hampden, Hermon	**027064.00** Highways Guardrail Installation/Replacement	PE:	$65,000	Federal HSIP	$1,008,000	$0	$17,333	$17,333	$336,000	$318,667
		ROW:	$0							
		CON:	$1,100,000	Highway and Bridge	$252,000	$0	$4,333	$4,333	$84,000	$79,667
		CE:	$95,000							
		Other:	$0							
		Totals:			**$1,260,000**	**$0**	**$21,667**	**$21,667**	**$420,000**	**$398,333**

Interstate 95 Northbound
Beginning 0.08 of a mile east of Coldbrook Road and extending east 1.90 miles.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Bangor, Hampden, Howland, Medway, Pittsfield 2563100	**025631.00** Highways Bridge Deck Replacement			Federal Federal Grants	$0	$0	$0	$0	$0	$0
		PE:	$1,200,000	Federal NHPP	$672,000	$300,000	$124,000	$124,000	$124,000	$0
		ROW:	$25,000	Federal NHS	$308,000	$0	$102,667	$102,667	$102,667	$0
		CON:	$0	Federal STP	$0	$0	$0	$0	$0	$0
		CE:	$0	Highway and Bridge	$245,000	$152,000	$31,000	$31,000	$31,000	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
			Totals:		**$1,225,000**	**$452,000**	**$257,667**	**$257,667**	**$257,667**	**$0**

Various locations
Interstate, NHS, and Freight Network bridge deck replacements. FHWA INFRA Grant recipient.

Bangor, Old Town, Orono, Veazie 2645600	**026456.00** Highways Mill And Fill			Federal NHFP	$45,000	$45,000	$0	$0	$0	$0
		PE:	$50,000	Federal NHPP	$2,430,000	$0	$810,000	$810,000	$810,000	$0
		ROW:	$0	Highway and Bridge	$275,000	$5,000	$90,000	$90,000	$90,000	$0
		CON:	$2,500,000	Other	$0	$0	$0	$0	$0	$0
		CE:	$200,000							
		Other:	$0							
			Totals:		**$2,750,000**	**$50,000**	**$900,000**	**$900,000**	**$900,000**	**$0**

Various locations
Statewide interstate ramp paving.

Bangor, Old Town 2361760	**023617.60** Highways Bridge Joint Replacement			Federal NHPP	$558,810	$558,810	$0	$0	$0	$0
		PE:	$0	Federal NHS	$17,000	$0	$17,000	$0	$0	$0
		ROW:	$0	Highway and Bridge	$63,979	$63,979	$0	$0	$0	$0
		CON:	$599,789	Other	$0	$0	$0	$0	$0	$0
		CE:	$40,000							
		Other:	$0							
			Totals:		**$639,789**	**$622,789**	**$17,000**	**$0**	**$0**	**$0**

Interstate 95 Southbound
Various bridge joint improvements on Interstate 95 southbound from Old Town to Carmel.

Bangor 1480020	**014853.20** Production Support And Administration Statewide Program Development			Federal Planning	$20,000	$7,996	$12,005	$0	$0	$0
		PE:	$0	Highway and Bridge	$5,000	$1,999	$3,001	$0	$0	$0
		ROW:	$0	Other	$0	$0	$0	$0	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$25,000							
			Totals:		**$25,000**	**$9,994**	**$15,006**	**$0**	**$0**	**$0**

Planning Support
Penobscot Regional Planning Organization support.

Bangor 1480021	**014853.21** Production Support And Administration Statewide Program Development			Federal Planning	$29,200	$29,200	$0	$0	$0	$0
		PE:	$0	Highway and Bridge	$7,300	$7,300	$0	$0	$0	$0
		ROW:	$0	Other	$0	$0	$0	$0	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$36,500							
			Totals:		**$36,500**	**$36,500**	**$0**	**$0**	**$0**	**$0**

Planning Support
Penobscot Regional Planning Organization support.

Bangor 1480022	**014853.22** Production Support And Administration Statewide Program Development			Federal Planning	$38,800	$38,800	$0	$0	$0	$0
		PE:	$0	Highway and Bridge	$9,700	$9,700	$0	$0	$0	$0
		ROW:	$0	Other	$0	$0	$0	$0	$0	$0
		CON:	$0							
		CE:	$0							
		Other:	$48,500							
			Totals:		**$48,500**	**$48,500**	**$0**	**$0**	**$0**	**$0**

Planning Support
Penobscot Regional Planning Organization support.

Bangor 1480023	**014853.23** Production Support And Administration Statewide Program Development			Federal Planning	$8,000	$0	$8,000	$0	$0	$0
		PE:	$0	Highway and Bridge	$2,000	$2,000	$0	$0	$0	$0
		ROW:	$0							
		CON:	$0							
		CE:	$0							
		Other:	$10,000							
			Totals:		**$10,000**	**$2,000**	**$8,000**	**$0**	**$0**	**$0**

Planning Support
Penobscot Regional Planning Organization support.

Bangor	**014853.24** Production Support And Administration Statewide Program Development			Federal Planning	$8,000	$0	$0	$8,000	$0	$0
		PE:	$0	Highway and Bridge	$2,000	$0	$0	$2,000	$0	$0
		ROW:	$0							
		CON:	$0							
		CE:	$0							
		Other:	$10,000							
			Totals:		**$10,000**	**$0**	**$0**	**$10,000**	**$0**	**$0**

Planning Support
Penobscot Regional Planning Organization support.

Bangor	**014853.25** Production Support And Administration Statewide Program Development			Federal Planning	$8,000	$0	$0	$0	$8,000	$0
		PE:	$0	Highway and Bridge	$2,000	$0	$0	$0	$2,000	$0
		ROW:	$0							
		CON:	$0							
		CE:	$0							
		Other:	$10,000							
			Totals:		**$10,000**	**$0**	**$0**	**$0**	**$10,000**	**$0**

Planning Support
Penobscot Regional Planning Organization support.

Bangor 1859510	**018595.10** Highways Intersection Improvements W/ Signal			Federal Federal Grants	$600,000	$600,000	$0	$0	$0	$0
		PE:	$2,010,000	Federal HSIP	$0	$0	$0	$0	$0	$0
		ROW:	$85,000	Federal NHPP	$0	$0	$0	$0	$0	$0
		CON:	$0	Federal NHS	$20,000	$0	$6,667	$6,667	$6,667	$0
		CE:	$0	Federal STP	$1,056,000	$0	$352,000	$352,000	$352,000	$0
		Other:	$0	Highway and Bridge	$419,000	$152,500	$88,833	$88,833	$88,833	$0
				Other	$0	$0	$0	$0	$0	$0
			Totals:		**$2,095,000**	**$752,500**	**$447,500**	**$447,500**	**$447,500**	**$0**

Hogan Road
Diverging diamond interchange on Hogan Road/ Interstate 95 Exit 187 and Hogan Road/ I-95 Bridge (#5823) over Interstate 95. Located 0.26 of a mile north of Haskell Road. FHWA AID Demo Grant recipient.

Bangor 1859510	**018595.11** Highways Bridge Replacement			Federal Federal Grants	$24,610,298	$0	$0	$0	$8,203,433	$8,203,433
		PE:	$0	Federal STP	$1,669,702	$0	$0	$0	$556,567	$556,567
		ROW:	$0	Highway and Bridge	$6,570,000	$0	$0	$0	$2,190,000	$2,190,000
		CON:	$30,000,000							
		CE:	$2,850,000							
		Other:	$0							
			Totals:		**$32,850,000**	**$0**	**$0**	**$0**	**$10,950,000**	**$10,950,000**

Hogan Road
Construction of diverging diamond interchange on Hogan Road/ Interstate 95 Exit 187 and Hogan Road/ I-95 Bridge (#5823) over Interstate 95. Located 0.26 of a mile north of Haskell Road. FHWA RAISE Grant recipient.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Bangor 2166301	**021663.01** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$85,000 $60,200 $1,684,800 $120,000 $0	Federal Federal Grants Highway and Bridge Local	$1,650,000 $0 $300,000	$0 $0 $145,200	$550,000 $0 $51,600	$550,000 $0 $51,600	$550,000 $0 $51,600	$0 $0 $0
		Totals:			**$1,950,000**	**$145,200**	**$601,600**	**$601,600**	**$601,600**	**$0**

Route 15
Beginning at Center Street and extending north 0.14 of a mile to Alden Street. Includes intersection improvements at northbound and southbound Interstate 95 ramps. FHWA RAISE Grant recipient.

Bangor 2176710	**021767.10** Railroad Rail Crossing Improvements	PE: ROW: CON: CE: Other:	$4,045 $0 $104,525 $10,955 $0	Federal RH Xing Program Highway and Bridge Other Private	$107,572 $1,500 $0 $10,453	$107,572 $1,500 $0 $10,453	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$119,525**	**$119,525**	**$0**	**$0**	**$0**	**$0**

Front Street
Rail Crossing (#365361N) located 0.10 of a mile south of Broad Street.

Bangor 2189401	**022276.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$850,000 $5,000 $24,110,000 $1,900,000 $0	Federal Federal Grants Federal STP Highway and Bridge	$15,339,847 $5,468,153 $6,057,000	$0 $0 $0	$5,113,282 $1,822,718 $2,589,000	$5,113,282 $1,822,718 $1,734,000	$5,113,282 $1,822,718 $1,734,000	$0 $0 $0
		Totals:			**$26,865,000**	**$0**	**$9,525,000**	**$8,670,000**	**$8,670,000**	**$0**

Interstate 95
I-95/ Broadway Bridge (#5789) over Route 15. Located 0.06 of a mile west of Interstate 95 northbound Exit 187. FHWA INFRA Grant recipient.

Bangor 2361750	**023617.50** Highways Bridge Joint Replacement	PE: ROW: CON: CE: Other:	$0 $0 $598,682 $102,281 $0	Federal NHPP Highway and Bridge Other	$630,867 $70,096 $0	$619,814 $70,096 $0	$11,053 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$700,963**	**$689,910**	**$11,053**	**$0**	**$0**	**$0**

Interstate 95 Northbound
Various bridge joint improvements on Interstate 95 northbound from Carmel to Bangor.

Bangor 2413100	**024131.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$46,000 $0 $511,717 $25,000 $0	Federal STP Highway and Bridge Other	$480,243 $102,474 $0	$24,000 $102,474 $0	$456,243 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$582,717**	**$126,474**	**$456,243**	**$0**	**$0**	**$0**

Route 2/Hogan Road
Beginning at Route 2 and extending north 0.44 of a mile. Includes Hogan Road/Route 2 intersection.

Bangor 2477100	**024771.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$45,000 $20,000 $374,587 $25,000 $0	Federal HPP Highway and Bridge Local Other	$371,670 $0 $92,917 $0	$0 $0 $13,000 $0	$158,557 $0 $26,639 $0	$106,557 $0 $26,639 $0	$106,557 $0 $26,639 $0	$0 $0 $0 $0
		Totals:			**$464,587**	**$13,000**	**$185,196**	**$133,196**	**$133,196**	**$0**

Riverfront Trail
Enhancements to the Bangor Riverfront trail system to include lighting, restroom, and a new trail spur.

Bangor 2506300	**025063.00** Highways Bridge Joint Replacement	PE: ROW: CON: CE: Other:	$75,000 $5,000 $485,000 $60,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$513,000 $49,500 $62,500 $0	$0 $0 $5,500 $0	$186,000 $49,500 $20,667 $0	$163,500 $0 $18,167 $0	$163,500 $0 $18,167 $0	$0 $0 $0 $0
		Totals:			**$625,000**	**$5,500**	**$256,167**	**$181,667**	**$181,667**	**$0**

Interstate 395
I-395/Main Street Bridge (#5799) over Main Street. Located 0.23 of a mile west of the Brewer town line.

Bangor 2514100	**025141.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$48,262 $0 $1,165,128 $123,051 $0	Federal STP Highway and Bridge Other	$1,077,153 $259,288 $0	$1,010,712 $252,678 $0	$66,441 $6,610 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,336,441**	**$1,263,390**	**$73,051**	**$0**	**$0**	**$0**

Route 15
Beginning 0.36 of a mile west of Pushaw Road and extending northwest 0.83 of a mile.

Bangor 2561700	**025617.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$18,000 $0 $203,770 $15,000 $0	Federal HSIP Federal NHS Federal TAP Highway and Bridge Local Other	$73,416 $101,600 $14,400 $0 $47,354 $0	$0 $0 $14,400 $0 $31,000 $0	$73,416 $101,600 $0 $0 $16,354 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0
		Totals:			**$236,770**	**$45,400**	**$191,370**	**$0**	**$0**	**$0**

Broadway
Sidewalk improvements and signal modifications. Beginning at Husson Avenue and extending north 0.15 of a mile to Grandview Avenue.

Bangor	**025631.10** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$0 $0 $4,770,000 $844,967 $0	Federal Federal Grants Federal STP Highway and Bridge	$3,224,641 $1,267,333 $1,122,993	$0 $0 $0	$0 $0 $0	$1,074,880 $422,444 $374,331	$1,074,880 $422,444 $374,331	$1,074,880 $422,444 $374,331
		Totals:			**$5,614,967**	**$0**	**$0**	**$1,871,656**	**$1,871,656**	**$1,871,656**

Route 202
US 202/I-395 Bridge (#6082) over Interstate 395. Located 0.18 of a mile north of Perry Road. FHWA INFRA Grant recipient.

Bangor 2577500	**025775.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$25,986 $0 $915,283 $43,412 $0	Federal STP Highway and Bridge Other	$787,745 $196,936 $0	$773,112 $193,278 $0	$14,633 $3,658 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$984,681**	**$966,390**	**$18,291**	**$0**	**$0**	**$0**

Route 15
Beginning 0.07 of a mile north of Husson Avenue and extending north 2.72 miles.

Bangor 2609500	**026095.00** Highways Bridge Substructure Rehabilitation	PE: ROW: CON: CE: Other:	$50,000 $5,000 $295,000 $50,000 $0	Federal STP Highway and Bridge Other	$320,000 $80,000 $0	$0 $11,000 $0	$22,000 $0 $0	$114,000 $23,000 $0	$92,000 $23,000 $0	$92,000 $23,000 $0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$400,000**	**$11,000**	**$22,000**	**$137,000**	**$115,000**	**$115,000**
Bangor 2609500	**026095.00** Highways Bridge Substructure Rehabilitation									
Kenduskeag Avenue *Kenduskeag Avenue/I-95 Bridge (#5798) over Interstate 95. Located 0.19 of a mile north of Linden Street.*										
Bangor 2610300	**026103.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$25,000 $0 $433,439 $26,673 $0	Federal NHPP Federal NHS Highway and Bridge Other	$368,090 $20,000 $97,022 $0	$0 $0 $5,000 $0	$0 $10,000 $0 $0	$122,697 $10,000 $30,674 $0	$122,697 $0 $30,674 $0	$122,697 $0 $30,674 $0
			Totals:		**$485,112**	**$5,000**	**$10,000**	**$163,371**	**$153,371**	**$153,371**
Washington Street *Beginning at the Washington Street Bridge and extending east 0.37 of a mile. Includes an additional 0.22 of a divided highway.*										
Bangor 2612800	**026128.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$20,000 $0 $260,000 $20,000 $0	Federal STP Highway and Bridge	$240,000 $60,000	$8,000 $4,000	$232,000 $56,000	$0 $0	$0 $0	$0 $0
			Totals:		**$300,000**	**$12,000**	**$288,000**	**$0**	**$0**	**$0**
Interstate 395 *Over Height Detection.*										
Bangor	**026144.00** Highways System Operations	PE: ROW: CON: CE: Other:	$105,000 $0 $0 $0 $0	Federal STP Highway and Bridge	$84,000 $21,000	$0 $0	$84,000 $21,000	$0 $0	$0 $0	$0 $0
			Totals:		**$105,000**	**$0**	**$105,000**	**$0**	**$0**	**$0**
Various locations *Pilot project for Traffic Signal Operations.*										
Bangor	**027074.00** Highways Bridge Wearing Surface Replacement	PE: ROW: CON: CE: Other:	$60,000 $5,000 $475,000 $60,000 $0	Federal LHIP Highway and Bridge	$480,000 $120,000	$0 $0	$17,333 $4,333	$17,333 $4,333	$160,000 $40,000	$142,667 $35,667
			Totals:		**$600,000**	**$0**	**$21,667**	**$21,667**	**$200,000**	**$178,333**
Griffin Road *Bulls Eye Bridge (#3301) over the Kenduskeag Stream. Located 0.15 of a mile northeast of Ohio Street.*										
Bangor	**027176.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$485,000 $15,000 $0 $0 $0	Federal LHIP Highway and Bridge	$400,000 $100,000	$0 $0	$133,333 $33,333	$133,333 $33,333	$133,333 $33,333	$0 $0
			Totals:		**$500,000**	**$0**	**$166,667**	**$166,667**	**$166,667**	**$0**
Insterstate 95 *Interstate 95 Bridges (#1427, #5800) over Stillwater Avenue. Located 0.10 of a mile north of Interstate 95 southbound exit #186 on-ramp.*										
Bangor	**027484.00** Highways Install Or Replace Traffic Signals	PE: ROW: CON: CE: Other:	$200,000 $10,000 $2,300,000 $225,000 $0	Federal STP Highway and Bridge	$2,188,000 $547,000	$0 $0	$84,000 $21,000	$757,333 $189,333	$673,333 $168,333	$673,333 $168,333
			Totals:		**$2,735,000**	**$0**	**$105,000**	**$946,667**	**$841,667**	**$841,667**
Stillwater Avenue *Replace traffic signals at various locations.*										
Bangor	**027486.00** Highways Install Or Replace Traffic Signals	PE: ROW: CON: CE: Other:	$0 $0 $140,000 $0 $0	Federal STP Highway and Bridge	$112,000 $28,000	$0 $0	$0 $0	$0 $0	$37,333 $9,333	$37,333 $9,333
			Totals:		**$140,000**	**$0**	**$0**	**$0**	**$46,667**	**$46,667**
Traffic Signals *Pilot for traffic signal operations.*										
Bradley 2646400	**026464.00** Bicycle/Pedestrian Rehabilitation	PE: ROW: CON: CE: Other:	$55,500 $37,500 $0 $0 $0	Federal STP Federal TAP Highway and Bridge Local Other	$74,400 $0 $0 $18,600 $0	$0 $0 $0 $18,600 $0	$24,800 $0 $0 $0 $0	$24,800 $0 $0 $0 $0	$24,800 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$93,000**	**$18,600**	**$24,800**	**$24,800**	**$24,800**	**$0**
Route 178 *Beginning 0.10 of a mile south of Boynton Street and extending north 0.57 of a mile.*										
Brewer, Eddington, Holden 1891500	**018915.00** Highways New Construction	PE: ROW: CON: CE: Other:	$5,650,000 $7,550,000 $84,436,246 $8,443,625 $0	Federal Federal Grants Federal NHPP Federal STP GARVEE Highway and Bridge Other	$19,991,717 $800,000 $27,339,543 $18,269,575 $39,679,036 $0	$19,991,717 $800,000 $7,899,052 $0 $22,429,665 $0	$0 $0 $6,480,164 $6,089,858 $5,749,790 $0	$0 $0 $6,480,164 $6,089,858 $5,749,790 $0	$0 $0 $6,480,164 $6,089,858 $5,749,790 $0	$0 $0 $0 $0 $0 $0
			Totals:		**$106,079,871**	**$51,120,434**	**$18,319,812**	**$18,319,812**	**$18,319,812**	**$0**
Interstate 395/Route 9 Connector *Beginning 0.47 of a mile west of the intersection of Interstate 395 and Route 1A and extending north 6.05 miles roughly parallel to the Brewer-Holden town line to Route 9 approximately 0.90 of a mile west of Chemo Pond Road.*										
Brewer, Eddington, Holden 1891500	**018915.50** Highways Large Culvert Replacement	PE: ROW: CON: CE: Other:	$0 $0 $698,407 $95,000 $0	Federal NHPP Highway and Bridge Other	$634,726 $158,681 $0	$634,726 $158,681 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$793,407**	**$793,407**	**$0**	**$0**	**$0**	**$0**
Interstate 395/Route 9 Connector *Beginning 0.25 of a mile west of Interstate 395 and Route 1A, roughly paralleling the Brewer-Holden town line, extending 6.00 miles to Route 9 west of Chemo Pond Road (in the vicinity of Lois Lane). FHWA INFRA Grant recipient.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Brewer, Eddington, Holden 1891500	**018915.60** Highways Capital Equipment Purchase	PE:	$0	Federal NHPP	$369,014	$369,014	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$92,253	$92,253	$0	$0	$0	$0
		CON:	$431,267							
		CE:	$30,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$461,267**	**$461,267**	**$0**	**$0**	**$0**	**$0**

Interstate 395/Route 9 Connector
Beginning 0.25 of a mile west of Interstate 395 and Route 1A, roughly paralleling the Brewer-Holden town line, extending 6.00 miles to Route 9 west of Chemo Pond Road (in the vicinity of Lois Lane). FHWA INFRA Grant recipient.

Brewer, Eddington, Holden 1891500	**018915.70** Highways Large Culvert Replacement	PE:	$0	Federal NHPP	$511,953	$511,953	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$127,988	$127,988	$0	$0	$0	$0
		CON:	$587,024							
		CE:	$52,917	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$639,941**	**$639,941**	**$0**	**$0**	**$0**	**$0**

Interstate 395/Route 9 Connector
Beginning 0.25 of a mile west of Interstate 395 and Route 1A, roughly paralleling the Brewer-Holden town line, extending 6.00 miles to Route 9 west of Chemo Pond Road (in the vicinity of Lois Lane). FHWA INFRA Grant recipient.

Brewer, Eddington, Holden 1891500	**018915.80** Highways New Construction	PE:	$0	Federal STP	$1,840,000	$0	$0	$0	$613,333	$613,333
		ROW:	$0							
		CON:	$2,300,000	Highway and Bridge	$460,000	$460,000	$0	$0	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$2,300,000**	**$460,000**	**$0**	**$0**	**$613,333**	**$613,333**

Interstate 395/Route 9 Connector
Beginning 0.47 of a mile west of the intersection of Interstate 395 and Route 1A and extending north 6.05 miles roughly parallel to the Brewer-Holden town line to Route 9 approximately 0.90 of a mile west of Chemo Pond Road.

Brewer, Eddington, Holden 1891500	**018915.90** Highways Signing	PE:	$30,000	Federal NHPP	$24,000	$24,000	$0	$0	$0	$0
		ROW:	$0	Federal STP	$1,256,000	$0	$418,667	$418,667	$418,667	$0
		CON:	$1,570,000	Highway and Bridge	$320,000	$6,000	$104,667	$104,667	$104,667	$0
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,600,000**	**$30,000**	**$523,333**	**$523,333**	**$523,333**	**$0**

Interstate 395/Route 9 Connector
Beginning 0.47 of a mile west of the intersection of Interstate 395 and Route 1A and extending north 6.05 miles to the Brewer-Holden town line and to Route 9 approximately 0.90 of a mile west of Chemo Pond Road.

Brewer 1885800	**018858.00** Bicycle/Pedestrian New Construction	PE:	$273,597	Federal HPP	$1,543,515	$1,430,402	$0	$0	$37,704	$37,704
		ROW:	$84,079	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$1,391,717	Local	$385,879	$384,003	$0	$0	$625	$625
		CE:	$180,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,929,393**	**$1,814,406**	**$0**	**$0**	**$38,329**	**$38,329**

Riverwalk Trail Phase 2
Beginning at Wilson Street and extending northeast 0.40 of a mile to the Penobscot Bridge, including pedestrian spot improvements in the downtown area.

Brewer 2283300	**022833.00** Highways Slope Stabilization/Protection	PE:	$65,000	Federal NHPP	$60,000	$53,000	$2,333	$2,333	$2,333	$0
		ROW:	$10,000	Federal STP	$0	$0	$0	$0	$0	$0
		CON:	$0	Highway and Bridge	$15,000	$13,250	$583	$583	$583	$0
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$75,000**	**$66,250**	**$2,917**	**$2,917**	**$2,917**	**$0**

Route 15
Located 0.13 of a mile north of Abbott Street.

Brewer 2477300	**024773.00** Bicycle/Pedestrian New Construction	PE:	$105,000	Federal HPP	$395,008	$59,008	$336,000	$0	$0	$0
		ROW:	$326	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$578,547	Local	$358,865	$314,992	$43,873	$0	$0	$0
		CE:	$70,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$753,873**	**$374,000**	**$379,873**	**$0**	**$0**	**$0**

Brewer Riverwalk
Design and construction of Phase 3 of the Brewer Riverwalk. Beginning at Hardy Street and extending south 900 feet along the east side of the Penobscot River.

Brewer 2510300	**025103.00** Highways Lighting	PE:	$80,000	Federal HSIP	$1,048,500	$1,048,500	$0	$0	$0	$0
		ROW:	$0	Federal NHPP	$0	$0	$0	$0	$0	$0
		CON:	$975,000	Highway and Bridge	$116,500	$116,500	$0	$0	$0	$0
		CE:	$110,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,165,000**	**$1,165,000**	**$0**	**$0**	**$0**	**$0**

Interstate 395 Eastbound
Located at Exit 5.

Brewer	**027060.00** Highways Guardrail Installation/Replacement	PE:	$60,000	Federal HSIP	$728,000	$0	$16,000	$16,000	$242,667	$226,667
		ROW:	$0							
		CON:	$775,000	Highway and Bridge	$182,000	$0	$4,000	$4,000	$60,667	$56,667
		CE:	$75,000							
		Other:	$0							
		Totals:			**$910,000**	**$0**	**$20,000**	**$20,000**	**$303,333**	**$283,333**

Interstate 395 Eastbound
Beginning 0.24 of a mile north of Green Point Road and extending south1.40 miles.

Hampden, Hermon 2417100	**024171.00** Highways Ultra-Thin Bonded Wearing Course	PE:	$30,000	Federal NHPP	$27,000	$13,500	$13,500	$0	$0	$0
		ROW:	$0	Federal NHS	$3,132,000	$0	$3,132,000	$0	$0	$0
		CON:	$3,559,913	Highway and Bridge	$351,000	$351,000	$0	$0	$0	$0
		CE:	$125,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0	Private	$204,913	$204,913	$0	$0	$0	$0
		Totals:			**$3,714,913**	**$569,413**	**$3,145,500**	**$0**	**$0**	**$0**

Interstate 95 Northbound and Southbound
Beginning at Exit 180 and extending south 3.75 miles.

Hampden 2167300	**021673.00** Highways Bridge Replacement	PE:	$126,585	Federal LHIP	$1,100,000	$1,100,000	$0	$0	$0	$0
		ROW:	$0	Federal NHPP	$2,205,793	$2,205,793	$0	$0	$0	$0
		CON:	$6,189,770	Federal STP	$2,767,200	$2,767,200	$0	$0	$0	$0
		CE:	$558,000	Highway and Bridge	$801,362	$801,362	$0	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$6,874,355**	**$6,874,355**	**$0**	**$0**	**$0**	**$0**

Interstate 95 Southbound
I-95 SB/ Emerson Mills Road Bridge (#1430) over B&A Railroad and Emerson Mills Road. Located 0.12 of a mile south of Old Emerson Mill Road.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Hampden 2167310	**021673.10** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$77,495 $0 $6,565,000 $422,500 $0	Federal LHIP	$3,486,265	$3,486,265	$0	$0	$0	$0
				Federal NHPP	$230,250	$230,250	$0	$0	$0	$0
				Federal NHS	$222,235	$0	$222,235	$0	$0	$0
				Federal STP	$2,350,000	$2,350,000	$0	$0	$0	$0
				Highway and Bridge	$776,245	$776,245	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$7,064,995**	**$6,842,760**	**$222,235**	**$0**	**$0**	**$0**

Interstate 95 Northbound
I-95 NB/Emerson Mills Road Bridge (#5969) over Emerson Mills Road. Located 0.29 of a mile west of Exit 180.

Hampden 2322400	**023224.00** Highways Bridge Substructure Rehabilitation	PE: ROW: CON: CE: Other:	$3,447 $0 $2,020,000 $130,000 $0	Federal NHPP	$0	$0	$0	$0	$0	$0
				Federal STP	$1,722,757	$1,722,757	$0	$0	$0	$0
				Highway and Bridge	$430,689	$430,689	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$2,153,447**	**$2,153,447**	**$0**	**$0**	**$0**	**$0**

Coldbrook Road
Coldbrook Road/I-95 Bridge (#5970) over Interstate 95. Located 0.24 of a mile south of the Odlin Road.

Hampden	**025631.11** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$0 $0 $2,590,000 $844,967 $0	Federal Federal Grants	$1,972,680	$0	$0	$657,560	$657,560	$657,560
				Federal STP	$775,293	$0	$0	$258,431	$258,431	$258,431
				Highway and Bridge	$686,993	$0	$0	$228,998	$228,998	$228,998
		Totals:			**$3,434,967**	**$0**	**$0**	**$1,144,989**	**$1,144,989**	**$1,144,989**

Route 202
Route 202 /MCRR Bridge (#6080) over MCRR. Located 0.23 of a mile northeast of Carey Drive. FHWA INFRA Grant recipient.

Hampden	**025631.12** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$0 $0 $3,865,000 $887,445 $0	Federal Federal Grants	$2,729,300	$0	$0	$909,767	$909,767	$909,767
				Federal STP	$1,072,656	$0	$0	$357,552	$357,552	$357,552
				Highway and Bridge	$950,489	$0	$0	$316,830	$316,830	$316,830
		Totals:			**$4,752,445**	**$0**	**$0**	**$1,584,148**	**$1,584,148**	**$1,584,148**

Route 202
202 SB/Souadabscook Stream Bridge (#1524) over Souadabscook Stream. Located 1.11 miles south of Somerset Avenue. FHWA INFRA Grant recipient.

Hampden	**025631.13** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$0 $0 $3,865,000 $887,445 $0	Federal Federal Grants	$2,729,300	$0	$0	$909,767	$909,767	$909,767
				Federal STP	$1,072,656	$0	$0	$357,552	$357,552	$357,552
				Highway and Bridge	$950,489	$0	$0	$316,830	$316,830	$316,830
		Totals:			**$4,752,445**	**$0**	**$0**	**$1,584,148**	**$1,584,148**	**$1,584,148**

Route 202
202 NB/Souadabscook Stream Bridge (#6079) over Souadabscook Stream. Located 0.33 of a mile north of Route 9. FHWA INFRA Grant recipient.

Hampden 2610100	**026101.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$15,656 $0 $782,820 $62,626 $0	Federal STP	$688,882	$0	$6,262	$231,715	$225,452	$225,452
				Highway and Bridge	$172,220	$3,131	$0	$56,363	$56,363	$56,363
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$861,102**	**$3,131**	**$6,262**	**$288,078**	**$281,815**	**$281,815**

Route 1A
Beginning 0.25 of a mile northeast of Wheelden Heights and extending northeast 1.13 miles.

Hampden 2648200	**026482.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$49,726 $0 $2,610,640 $198,906 $0	Federal NHS	$39,781	$0	$19,890	$19,890	$0	$0
				Federal STP	$2,247,637	$0	$0	$749,212	$749,212	$749,212
				Highway and Bridge	$571,854	$9,945	$0	$187,303	$187,303	$187,303
		Totals:			**$2,859,272**	**$9,945**	**$19,890**	**$956,406**	**$936,515**	**$936,515**

Route 1A
Beginning at the Winterport town line and extending north 3.17 miles.

Old Town 2189401	**022511.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$680,000 $0 $8,526,293 $810,000 $0	Federal Federal Grants	$4,941,658	$0	$1,647,219	$1,647,219	$1,647,219	$0
				Federal STP	$2,197,318	$0	$732,439	$732,439	$732,439	$0
				Highway and Bridge	$2,877,318	$2,829,569	$15,916	$15,916	$15,916	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$10,016,293**	**$2,829,569**	**$2,395,575**	**$2,395,575**	**$2,395,575**	**$0**

Stillwater Avenue
Stillwater #2 Bridge (#2806) over the North Channel Stillwater River. Located 0.13 of a mile north of Free Street. FHWA INFRA Grant recipient.

Old Town 2189401	**022512.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$395,000 $0 $4,504,056 $470,000 $0	Federal Federal Grants	$2,802,754	$0	$934,251	$934,251	$934,251	$0
				Federal STP	$1,085,651	$0	$361,884	$361,884	$361,884	$0
				Highway and Bridge	$1,480,651	$1,480,651	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$5,369,056**	**$1,480,651**	**$1,296,135**	**$1,296,135**	**$1,296,135**	**$0**

Stillwater Avenue
Stillwater #1 Bridge (#1472) over the South Channel Stillwater River. Located 0.06 of a mile north of Free Street. FHWA INFRA Grant recipient.

Old Town 2189401	**022950.01** Highways Intersection Reconstruction	PE: ROW: CON: CE: Other:	$480,000 $900,000 $4,900,000 $750,000 $0	Federal Federal Grants	$2,977,641	$0	$1,488,821	$1,488,821	$0	$0
				Federal STP	$1,336,179	$0	$668,090	$668,090	$0	$0
				Highway and Bridge	$2,716,179	$2,226,179	$245,000	$245,000	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$7,030,000**	**$2,226,179**	**$2,401,910**	**$2,401,910**	**$0**	**$0**

Stillwater Avenue
Beginning 0.01 of a mile north of the Orono town line and extending north 0.72 of a mile (includes all approaches). Excludes the bridge over the Penobscot River. FHWA INFRA Grant recipient.

Old Town 2577700	**025777.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$11,340 $0 $358,637 $17,011 $0	Federal STP	$309,590	$9,072	$300,518	$0	$0	$0
				Highway and Bridge	$77,398	$66,323	$11,074	$0	$0	$0
				Local	$0	$0	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$386,988**	**$75,395**	**$311,593**	**$0**	**$0**	**$0**

Route 2A
Beginning 0.11 of a mile north of College Avenue and extending north 0.94 of a mile.

Orono 2561900	**025619.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$70,000 $22,000 $0 $0 $0	Federal HSIP	$49,600	$0	$16,533	$16,533	$16,533	$0
				Federal NHS	$24,000	$0	$8,000	$8,000	$8,000	$0
				Highway and Bridge	$0	$0	$0	$0	$0	$0
				Local	$18,400	$6,000	$4,133	$4,133	$4,133	$0
				Other	$0	$0	$0	$0	$0	$0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$92,000**	**$6,000**	**$28,667**	**$28,667**	**$28,667**	**$0**
Orono 2561900	**025619.00** Bicycle/Pedestrian New Construction									
Route 2/Pine Street *New pedestrian crossings and sidewalk repairs on Main Street between Westwood Drive and Forest Avenue for 0.29 of a mile. Improved pedestrian access on Pine Street for 0.06 of a mile.*										
Orrington 2671800	**026718.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$26,895 $0 $672,371 $40,342 $0	Federal STP Highway and Bridge 	$591,686 $147,922 	$21,516 $5,379 	$190,057 $47,514 	$190,057 $47,514 	$190,057 $47,514 	$0 $0
			Totals:		**$739,608**	**$26,895**	**$237,571**	**$237,571**	**$237,571**	**$0**
Route 15 *Beginning 0.05 of a mile north of Quarry Road and extending north 2.75 miles.*										
Veazie 2302800	**023028.00** Highways Slope Stabilization/Protection	PE: ROW: CON: CE: Other:	$74,500 $500 $0 $0 $0	Federal STP Highway and Bridge Other 	$60,000 $15,000 $0 	$0 $15,000 $0 	$20,000 $0 $0 	$20,000 $0 $0 	$20,000 $0 $0 	$0 $0 $0
			Totals:		**$75,000**	**$15,000**	**$20,000**	**$20,000**	**$20,000**	**$0**
Route 2 *Located 0.07 of a mile north of Main Street.*										

BACTS Region FTA FTA / 5339 MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Bangor	**024739.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$138,830	Federal	$111,064	$0	$111,064	$0	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$27,766	$0	$27,766	$0	$0	$0
		Ops:	$0							
		Totals:			**$138,830**	**$0**	**$138,830**	**$0**	**$0**	**$0**

Urban Transit Capital
FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly.

Bangor	**025351.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$496,000	Federal	$396,800	$0	$396,800	$0	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$99,200	$0	$99,200	$0	$0	$0
		Ops:	$0							
		Totals:			**$496,000**	**$0**	**$496,000**	**$0**	**$0**	**$0**

Urban Transit Capital
Transit Capital Assistance for Federal Transit Administration 5339 Bus and Bus Facilities, FTA Discretionary Grant Award. The Community Connector Public Transit System in Bangor received $396,800 to implement fixed route bus stops, build bus shelters.

Bangor	**025553.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$142,995	Federal	$114,396	$0	$0	$114,396	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$28,599	$0	$0	$28,599	$0	$0
		Ops:	$0							
		Totals:			**$142,995**	**$0**	**$0**	**$142,995**	**$0**	**$0**

Urban Transit Capital
FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly.

Bangor	**026532.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$147,285	Federal	$117,828	$0	$0	$0	$117,828	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$29,457	$0	$0	$0	$29,457	$0
		Ops:	$0							
		Totals:			**$147,285**	**$0**	**$0**	**$0**	**$147,285**	**$0**

Urban Transit Capital
FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly.

Bangor	**027584.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$151,704	Federal	$121,363	$0	$0	$0	$0	$121,363
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$30,341	$0	$0	$0	$0	$30,341
		Ops:	$0							
		Totals:			**$151,704**	**$0**	**$0**	**$0**	**$0**	**$151,704**

Urban Transit Capital
FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly.

BACTS Region FTA FTA SECTION 18 / 5311 MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Bangor	**025233.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$515,000	$0	$0	$515,000	$515,000	$0
		Contractual:	$0	Local	$364,020	$0	$0	$364,020	$364,020	$0
		RTAP:	$0							
		Admin:	$118,750	State	$79,730	$0	$0	$79,730	$79,730	$0
		Ops:	$840,000							
			Totals:		**$958,750**	**$0**	**$0**	**$958,750**	**$958,750**	**$0**

Rural Transit Admin/ Operations

Transit Administrative and Operating Assistance for Federal Transit Administration 5311 for non-urbanized transit. Penquis, The Lynx.

BACTS Region FTA FTA SECTION 8 / 5303 MPO Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Bangor	**027604.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$120,458	$0	$0	$0	$0	$120,458
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$150,572	Local	$30,114	$0	$0	$0	$0	$30,114
		Ops:	$0							
			Totals:		**$150,572**	**$0**	**$0**	**$0**	**$0**	**$150,572**

Urban Transit Planning

Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2026. Funds are transferred to FHWA.

BACTS Region FTA FTA SECTION 8 / 5303 MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Bangor	**024695.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$110,236	$0	$110,236	$0	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$137,795	Local	$27,559	$0	$27,559	$0	$0	$0
		Ops:	$0							
		Totals:			**$137,795**	**$0**	**$137,795**	**$0**	**$0**	**$0**

Urban Transit Planning

Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration 5303 for metropolitan planning. Funds are transferred to FHWA.

Bangor	**025607.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$113,543	$0	$0	$113,543	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$141,929	Local	$28,386	$0	$0	$28,386	$0	$0
		Ops:	$0							
		Totals:			**$141,929**	**$0**	**$0**	**$141,929**	**$0**	**$0**

Urban Transit Planning

Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration 5303 for metropolitan planning. Funds are transferred to FHWA.

Bangor	**026564.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$116,949	$0	$0	$0	$116,949	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$29,237	$0	$0	$0	$29,237	$0
		Ops:	$0							
		Totals:			**$146,186**	**$0**	**$0**	**$0**	**$146,186**	**$0**

Urban Transit Planning

Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration 5303 for metropolitan planning. Funds are transferred to FHWA.

BACTS Region FTA FTA SECTION 9 / 5307 MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Bangor	**022761.22** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$803,303	$0	$803,303	$0	$0	$0
		Contractual:	$0	Local	$702,194	$0	$702,194	$0	$0	$0
		RTAP:	$0	State	$101,109	$101,109	$0	$0	$0	$0
		Admin:	$0							
		Ops:	$1,606,606							
		Totals:			**$1,606,606**	**$101,109**	**$1,505,497**	**$0**	**$0**	**$0**

Urban Transit Operations
FTA Section 5307 for Operating Assistance - Community Connector.

Bangor	**024697.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$280,000	$0	$280,000	$0	$0	$0
		Contractual:	$0	Local	$70,000	$0	$70,000	$0	$0	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$350,000							
		Totals:			**$350,000**	**$0**	**$350,000**	**$0**	**$0**	**$0**

Urban Transit Operations
Transit Capital Assistance (preventive maintenance) for Bangor, Community Connector, Federal Transit Administration 5307 for urbanized area transit.

Bangor	**024717.00** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$625,000	Federal	$500,000	$0	$500,000	$0	$0	$0
		Contractual:	$0	Local	$125,000	$0	$125,000	$0	$0	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$625,000**	**$0**	**$625,000**	**$0**	**$0**	**$0**

Urban Transit Capital
Transit Capital Assistance (preventive maintenance) for Bangor, Community Connector, Federal Transit Administration 5307 for urbanized area transit.

Bangor	**024719.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$1,440,778	$0	$1,440,778	$1,440,778	$0	$0
		Contractual:	$0	Local	$1,339,669	$0	$1,339,669	$1,339,669	$0	$0
		RTAP:	$0	State	$101,109	$0	$101,109	$101,109	$0	$0
		Admin:	$0							
		Ops:	$2,881,556							
		Totals:			**$2,881,556**	**$0**	**$2,881,556**	**$2,881,556**	**$0**	**$0**

Urban Transit Operations
Transit Operating Assistance for Bangor, Community Connector, Federal Transit Administration 5307 for urbanized area transit.

Bangor	**025589.00** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$625,000	Federal	$500,000	$0	$0	$500,000	$0	$0
		Contractual:	$0	Local	$125,000	$0	$0	$125,000	$0	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$625,000**	**$0**	**$0**	**$625,000**	**$0**	**$0**

Urban Transit Capital
Transit Capital Assistance for Bangor, Community Connector, Federal Transit Administration 5307 for urbanized area transit.

Bangor	**025591.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$1,400,000	$0	$0	$1,400,000	$1,400,000	$0
		Contractual:	$0	Local	$1,298,891	$0	$0	$1,298,891	$1,298,891	$0
		RTAP:	$0	State	$101,109	$0	$0	$101,109	$101,109	$0
		Admin:	$0							
		Ops:	$2,800,000							
		Totals:			**$2,800,000**	**$0**	**$0**	**$2,800,000**	**$2,800,000**	**$0**

Urban Transit Operating
FTA Section 5307 for Operating Assistance - Community Connector.

Bangor	**025593.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$280,000	$0	$0	$280,000	$0	$0
		Contractual:	$0	Local	$70,000	$0	$0	$70,000	$0	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$350,000							
		Totals:			**$350,000**	**$0**	**$0**	**$350,000**	**$0**	**$0**

Urban Transit Operating
Transit American with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration 5307 for urbanized area transit.

Bangor	**026546.00** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$625,000	Federal	$500,000	$0	$0	$0	$500,000	$0
		Contractual:	$0	Local	$125,000	$0	$0	$0	$125,000	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$625,000**	**$0**	**$0**	**$0**	**$625,000**	**$0**

Urban Transit Capital
FTA Section 5307 for Capital PM Assistance - City of Bangor, Community Connector

Bangor	**026548.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$1,400,000	$0	$0	$0	$1,400,000	$0
		Contractual:	$0	Local	$1,298,891	$0	$0	$0	$1,298,891	$0
		RTAP:	$0	State	$101,109	$0	$0	$0	$101,109	$0
		Admin:	$0							
		Ops:	$2,800,000							
		Totals:			**$2,800,000**	**$0**	**$0**	**$0**	**$2,800,000**	**$0**

Urban Transit Operations
FTA Section 5307 for Operating Assistance - City of Bangor, Community Connector.

Bangor	**026550.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$280,000	$0	$0	$0	$280,000	$0
		Contractual:	$0	Local	$70,000	$0	$0	$0	$70,000	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$350,000							
		Totals:			**$350,000**	**$0**	**$0**	**$0**	**$350,000**	**$0**

Urban Transit Operations
FTA Section 5307 for ADA Operating Assistance - City of Bangor, Community Connector.

Bangor	**027620.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$280,000	$0	$0	$0	$0	$280,000
		Contractual:	$0	Local	$70,000	$0	$0	$0	$0	$70,000
		RTAP:	$0							
		Admin:	$0							
		Ops:	$350,000							
		Totals:			**$350,000**	**$0**	**$0**	**$0**	**$0**	**$350,000**

Urban Transit Operations
FTA Section 5307 for ADA operating assistance – Community Connector, City of Bangor.

Bangor	**027622.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$1,400,000	$0	$0	$0	$0	$1,400,000
		Contractual:	$0	Local	$1,298,891	$0	$0	$0	$0	$1,298,891
		RTAP:	$0	State	$101,109	$0	$0	$0	$0	$101,109
		Admin:	$0							
		Ops:	$2,800,000							
		Totals:			**$2,800,000**	**$0**	**$0**	**$0**	**$0**	**$2,800,000**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Urban Transit Operations										
FTA Section 5307 for Operating Assistance – Community Connector, City of Bangor.										
Bangor	**027624.00** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$625,000	Federal	$500,000	$0	$0	$0	$0	$500,000
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$125,000	$0	$0	$0	$0	$125,000
		Ops:	$0							
		Totals:			**$625,000**	**$0**	**$0**	**$0**	**$0**	**$625,000**
Urban Transit Capital										
FTA Section 5307 for Capital Maintenance Assistance – Community Connector, City of Bangor.										

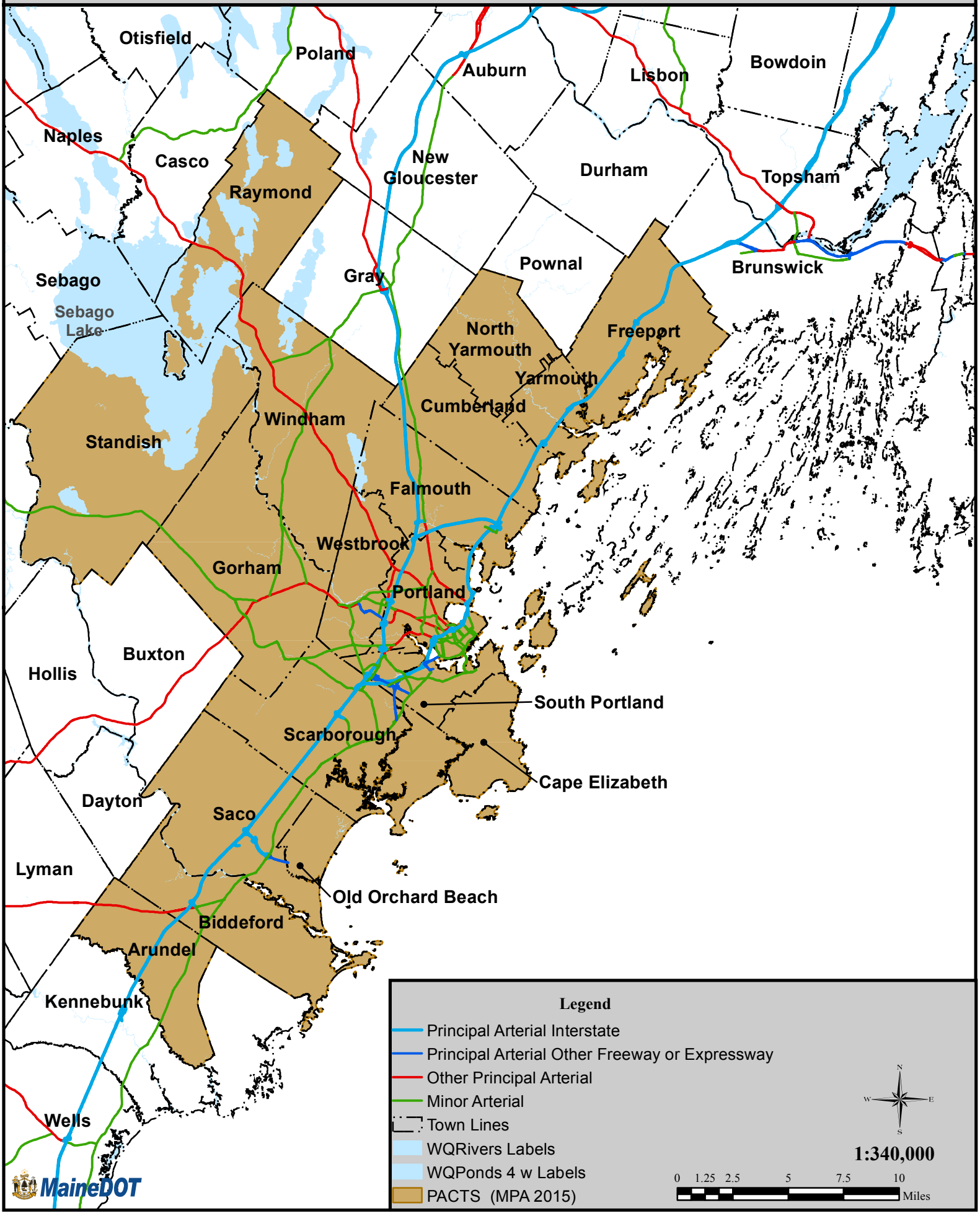
SECTION VI

Portland Area Comprehensive Transportation System (PACTS)

Me ropo a a Area M A
Transportation Improvement Program (TIP)

- **Federal Highway Administration**
  - MPO Sponsored listing of individual projects, alphabetically by municipality
  - MaineDOT Sponsored listing of individual projects, alphabetically by municipality
- **Federal Transit Administration**
  - MaineDOT Sponsored listing of individual projects, by fund source

PACTS Metropolitian Planning Area



PACTS Region FHWA MPO Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Biddeford, Old Orchard Beach, Scarborough	**025967.00** Bicycle/Pedestrian Rehabilitation	PE:	$12,200	Federal STP	$255,900	$0	$3,050	$3,050	$85,300	$82,250
		ROW:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$304,600							
		CE:	$24,400	Local	$85,300	$0	$1,017	$1,017	$28,433	$27,417
		Other:	$0							
		Totals:			**$341,200**	**$0**	**$4,067**	**$4,067**	**$113,733**	**$109,667**

Various locations
ADA improvements for Collector Road paving projects. PACTS Sponsored.

Biddeford, Saco	**026980.00** Bicycle/Pedestrian New Construction	PE:	$345,000	Federal STP	$262,500	$0	$87,500	$87,500	$87,500	$0
		ROW:	$5,000							
		CON:	$0							
		CE:	$0	Local	$87,500	$0	$29,167	$29,167	$29,167	$0
		Other:	$0							
		Totals:			**$350,000**	**$0**	**$116,667**	**$116,667**	**$116,667**	**$0**

Multimodal Bridge
Saco Island Multimodal Bridge will cross over the Saco River. It will extend the Saco/Biddeford Riverwalk Trail. PACTS Sponsored.

Biddeford 1857400	**018574.00** Highways Intersection Improvements W/ Signal	PE:	$209,905	Federal STP	$2,020,250	$144,375	$1,875,875	$0	$0	$0
		ROW:	$11,085	Highway and Bridge	$154,750	$154,750	$0	$0	$0	$0
		CON:	$2,341,022							
		CE:	$250,000	Local	$637,012	$292,000	$345,012	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$2,812,012**	**$591,125**	**$2,220,887**	**$0**	**$0**	**$0**

Route 9
Located at the intersections of Main Street, Water Street, Hill Road, and Pepperell Mill Campus entrance. PACTS Sponsored.

Biddeford 2397700	**023977.00** Highways 1 1/4" Overlay	PE:	$17,000	Federal STP	$56,056	$11,250	$44,806	$0	$0	$0
		ROW:	$0	Federal Safety	$145,977	$0	$145,977	$0	$0	$0
		CON:	$230,913	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$21,464	Local	$67,344	$52,909	$14,435	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$269,377**	**$64,159**	**$205,218**	**$0**	**$0**	**$0**

Precourt Street
Beginning at Route 1 and extending southeast 0.32 of a mile to Landry Street. PACTS Sponsored.

Biddeford 2458300	**024583.00** Highways Mill And Fill	PE:	$39,120	Federal STP	$489,000	$22,500	$466,500	$0	$0	$0
		ROW:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$541,160							
		CE:	$71,720	Local	$163,000	$152,286	$10,714	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$652,000**	**$174,786**	**$477,214**	**$0**	**$0**	**$0**

Route 9
Beginning at Marblehead Lane and extending north 0.85 of a mile to Decary Road. PACTS Sponsored.

Biddeford 2501700	**025017.00** Highways Mill And Fill	PE:	$20,000	Federal STP	$189,739	$0	$73,246	$58,246	$58,246	$0
		ROW:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$212,985							
		CE:	$20,000	Local	$63,246	$1,550	$22,865	$19,415	$19,415	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$252,985**	**$1,550**	**$96,112**	**$77,662**	**$77,662**	**$0**

South Street
Beginning at Main Street and extending west 0.34 of a mile to 0.12 of a mile west of Cathedral Oaks Drive. PACTS Sponsored.

Biddeford 2565300	**025653.00** Highways Intersection Reconstruction	PE:	$195,000	Federal STP	$150,000	$0	$50,000	$50,000	$50,000	$0
		ROW:	$5,000	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Local	$50,000	$50,000	$0	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$200,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$0**

Elm Street
Beginning at St. Mary Street and extending northeast 0.12 of a mile to Lincoln Street. PACTS Sponsored. Project funding is contingent on Congressionally Directed Spending approval.

Biddeford 2595900	**025959.00** Highways 1 1/4" Overlay	PE:	$8,600	Federal STP	$181,650	$0	$64,850	$58,400	$58,400	$0
		ROW:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$216,300							
		CE:	$17,300	Local	$60,550	$2,150	$19,467	$19,467	$19,467	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$242,200**	**$2,150**	**$84,317**	**$77,867**	**$77,867**	**$0**

Hill Street/Landry Street
Beginning at West Street and extending south 0.25 of a mile on Hill Street. Beginning at Precourt Street and extending east 0.17 of a mile to Hill Street. PACTS Sponsored.

Biddeford 2596900	**025963.00** Highways Mill And Fill	PE:	$13,000	Federal STP	$274,275	$0	$97,925	$88,175	$88,175	$0
		ROW:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$326,600							
		CE:	$26,100	Local	$91,425	$3,250	$29,392	$29,392	$29,392	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$365,700**	**$3,250**	**$127,317**	**$117,567**	**$117,567**	**$0**

Route 111
Beginning at Pool Street and extending west 0.20 of a mile to Birch Street. Beginning at Graham Street and extending west 0.22 of a mile to Route 1. PACTS Sponsored.

Cape Elizabeth 2410300	**024103.00** Bicycle/Pedestrian Multimodal Improvements	PE:	$76,500	Federal STP	$491,375	$0	$491,375	$0	$0	$0
		ROW:	$30,000	Federal TAP	$79,875	$79,875	$0	$0	$0	$0
		CON:	$862,000	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CE:	$100,000	Local	$497,250	$277,329	$219,921	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$1,068,500**	**$357,204**	**$711,296**	**$0**	**$0**	**$0**

Ocean Road
Beginning at Shore Road and extending south 0.45 of a mile to Fowler Road. PACTS Sponsored.

Falmouth 2458700	**024587.00** Highways Mill And Fill	PE:	$21,000	Federal STP	$183,140	$15,000	$168,140	$0	$0	$0
		ROW:	$0	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$241,194	Local	$91,254	$50,427	$40,827	$0	$0	$0
		CE:	$20,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0	Private	$7,800	$7,800	$0	$0	$0	$0
		Totals:			**$282,194**	**$73,227**	**$208,967**	**$0**	**$0**	**$0**

Lunt Road
Beginning at Falmouth Road and extending east 0.33 of a mile to the I-295 Overpass. PACTS Sponsored.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Gorham 2598300	**025983.00** Highways Lighting	PE: ROW: CON: CE: Other:	$18,500 $500 $0 $0 $0	Federal STP Local Other	$14,250 $4,750 $0	$0 $4,750 $0	$4,750 $0 $0	$4,750 $0 $0	$4,750 $0 $0	$0 $0 $0
			Totals:		**$19,000**	**$4,750**	**$4,750**	**$4,750**	**$4,750**	**$0**

Main Street
Pedestrian crosswalk lighting improvements at the Main/School/South, Main/Water/Elm, and Main/New Portland intersections. PACTS Sponsored.

Old Orchard Beach 2596100	**025961.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$16,600 $0 $415,800 $33,200 $0	Federal STP Highway and Bridge Local Other	$349,200 $0 $116,400 $0	$0 $0 $4,150 $0	$124,700 $0 $37,417 $0	$112,250 $0 $37,417 $0	$112,250 $0 $37,417 $0	$0 $0 $0 $0
			Totals:		**$465,600**	**$4,150**	**$162,117**	**$149,667**	**$149,667**	**$0**

Union Avenue
Beginning at Saco Avenue and extending east 0.60 of a mile to West Grand Avenue. PACTS Sponsored.

Old Orchard Beach 2596500	**025965.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$9,500 $0 $239,400 $19,100 $0	Federal STP Highway and Bridge Local Other	$201,000 $0 $67,000 $0	$0 $0 $2,375 $0	$71,750 $0 $21,542 $0	$64,625 $0 $21,542 $0	$64,625 $0 $21,542 $0	$0 $0 $0 $0
			Totals:		**$268,000**	**$2,375**	**$93,292**	**$86,167**	**$86,167**	**$0**

Route 5
Beginning at Washington Avenue and extending east 0.30 of a mile to Old Orchard Street. PACTS Sponsored.

Portland 0214222	**002142.22** Production Support And Administration Mpo Program Management	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $3,199,305	Federal FTA Federal MPP Highway and Bridge Local Other	$630,551 $1,928,893 $361,668 $278,194 $0	$138,878 $531,133 $311,498 $240,838 $0	$491,673 $1,397,760 $50,170 $37,355 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$3,199,305**	**$1,222,347**	**$1,976,958**	**$0**	**$0**	**$0**

PACTS Planning
Portland Area Comprehensive Transportation System (PACTS) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Portland region. 2022 - 2023

Portland	**002142.24** Production Support And Administration Mpo Program Management	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $2,076,652	Federal MPP Highway and Bridge Local	$1,661,322 $311,498 $103,833	$0 $0 $0	$0 $0 $0	$553,774 $103,833 $34,611	$553,774 $103,833 $34,611	$553,774 $103,833 $34,611
			Totals:		**$2,076,652**	**$0**	**$0**	**$692,217**	**$692,217**	**$692,217**

PACTS Planning
Portland Area Comprehensive Transportation System (PACTS) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Portland region. 2024 - 2025

Portland 1481500	**014815.00** Production Support And Administration Enhanced Project Scoping	PE: ROW: CON: CE: Other:	$746,000 $500 $0 $0 $0	Federal HSIP Highway and Bridge Local Other	$522,550 $34,800 $189,150 $0	$319,061 $22,740 $114,000 $0	$203,489 $12,060 $75,150 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$746,500**	**$455,801**	**$290,699**	**$0**	**$0**	**$0**

Franklin Street
Feasibility study and preliminary engineering for intersection improvements beginning at Marginal Way and extending southeast 0.74 of a mile to Commercial Street. PACTS Sponsored.

Portland 1862400	**018624.00** Highways Roundabout Construction	PE: ROW: CON: CE: Other:	$22,622 $94,736 $3,632,072 $364,694 $0	Federal LHIP Federal STP Highway and Bridge Local Other	$2,385,308 $700,284 $0 $1,028,531 $0	$2,385,308 $163,018 $0 $1,028,531 $0	$0 $537,266 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$4,114,123**	**$3,576,857**	**$537,266**	**$0**	**$0**	**$0**

Brighton Avenue, Deering Avenue
Beginning at Bedford Street and extending west 0.09 of a mile. PACTS Sponsored.

Portland 1866400	**018664.00** Highways Install Or Replace Traffic Signals	PE: ROW: CON: CE: Other:	$105,396 $32,990 $1,208,253 $85,000 $0	Federal STP Highway and Bridge Local Other	$540,750 $15,000 $875,889 $0	$91,518 $0 $271,006 $0	$449,232 $15,000 $604,883 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$1,431,639**	**$362,524**	**$1,069,114**	**$0**	**$0**	**$0**

Congress Street
Connection between Congress Street signals via overhead hardwire to existing signals on Brighton Avenue at Stevens Avenue intersection and the city's streetwise Advanced Traffic Management System (ATMS). PACTS Sponsored.

Portland 2054700	**020547.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$100,000 $500 $293,807 $37,563 $0	Federal CMAQ Highway and Bridge Local Other	$345,496 $43,187 $43,187 $0	$45,475 $36,084 $36,084 $0	$300,021 $7,103 $7,103 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$431,870**	**$117,644**	**$314,226**	**$0**	**$0**	**$0**

Neighborhood Byway
Beginning at Route 25 and extending south 1.14 miles. PACTS Sponsored.

Portland 2213000	**022130.00** Production Support And Administration Performance Reporting	PE: ROW: CON: CE: Other:	$130,000 $0 $0 $0 $0	Federal STP Highway and Bridge Other Private	$97,500 $32,500 $0 $0	$94,608 $31,536 $0 $0	$2,892 $964 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$130,000**	**$126,143**	**$3,857**	**$0**	**$0**	**$0**

High Accident Locations
High Crash Locations Review and Recommendations throughout the PACTS region. PACTS Sponsored.

Portland 2213400	**022134.00** Highways Highway Rehabilitation	PE: ROW: CON: CE: Other:	$259,293 $165,656 $2,950,377 $100,000 $0	Federal STP Highway and Bridge Local Other	$1,176,049 $0 $2,299,277 $0	$180,450 $0 $1,305,951 $0	$995,599 $0 $993,326 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$3,475,326**	**$1,486,401**	**$1,988,925**	**$0**	**$0**	**$0**

Washington Avenue/Route 26
Beginning at Congress Street and extending north 0.06 of a mile to Cumberland Avenue. Continuing on Route 26, beginning at Cumberland Avenue and extending north 0.10 of a mile to E Oxford Street. PACTS Sponsored.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Portland 2327200	**023272.00** Highways Planning Studies	PE: ROW: CON: CE: Other:	$210,000 $0 $0 $0 $0	Federal STP Highway and Bridge Local Other	$122,369 $35,131 $52,500 $0	$50,000 $35,131 $52,500 $0	$72,369 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$210,000**	**$137,631**	**$72,369**	**$0**	**$0**	**$0**

PACTS Transportation Improvement Plan
Transportation Improvent Plan for PACTS to conduct a full condition assessment of 226 miles of collector roads. PACTS Sponsored

Portland 2371500	**023715.00** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$190,000 $5,000 $0 $0 $0	Federal NHS Federal STP Local Other	$146,250 $0 $48,750 $0	$0 $0 $0 $0	$48,750 $0 $0 $0	$48,750 $0 $0 $0	$48,750 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$195,000**	**$48,750**	**$48,750**	**$48,750**	**$48,750**	**$0**

Route 25
Beginning at Dartmouth Street and extending northwest 1.85 miles to Rowe Avenue. PACTS Sponsored.

Portland 2410500	**024105.00** Bicycle/Pedestrian Multimodal Improvements	PE: ROW: CON: CE: Other:	$75,000 $25,000 $0 $0 $0	Federal STP Federal TAP Highway and Bridge Local Other	$75,000 $0 $0 $25,000 $0	$0 $0 $0 $25,000 $0	$25,000 $0 $0 $0 $0	$25,000 $0 $0 $0 $0	$25,000 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$100,000**	**$25,000**	**$25,000**	**$25,000**	**$25,000**	**$0**

York Street/High Street
Beginning at State Street and extending north 0.16 of a mile to High Street. Beginning at Commercial Street and extending northwest 0.05 of a mile to York Street. PACTS Sponsored.

Portland 2499700	**024997.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$20,174 $0 $336,775 $24,000 $0	Federal STP Highway and Bridge Local Other	$243,585 $0 $137,364 $0	$6,975 $0 $102,010 $0	$236,610 $0 $35,354 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$380,949**	**$108,985**	**$271,964**	**$0**	**$0**	**$0**

Forest Avenue
Beginning at Congress Street and extending north 0.28 of a mile to Park Avenue. PACTS Sponsored.

Portland 2506500	**025065.00** Highways Intersection Reconstruction	PE: ROW: CON: CE: Other:	$195,000 $5,000 $0 $0 $0	Federal STP Highway and Bridge Local Other	$150,000 $0 $50,000 $0	$0 $0 $0 $0	$50,000 $0 $0 $0	$50,000 $0 $0 $0	$50,000 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$200,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$0**

Forest Avenue
Beginning at Marginal Way and extending southeast 0.20 of a mile to Park Avenue. PACTS Sponsored.

Portland	**025253.00** Highways Highway Rehabilitation	PE: ROW: CON: CE: Other:	$517,300 $180,300 $1,309,600 $0 $0	Federal STP Highway and Bridge Local	$1,505,400 $0 $501,800	$0 $0 $0	$850,600 $0 $283,533	$327,400 $0 $109,133	$327,400 $0 $109,133	$0 $0 $0
		Totals:			**$2,007,200**	**$0**	**$1,134,133**	**$436,533**	**$436,533**	**$0**

Brighton Avenue
PACTS Allocation for future design and construction of Brighton Avenue. PACTS Sponsored.

Portland 2597100	**025971.00** Highways Intelligent Transportation Systems	PE: ROW: CON: CE: Other:	$13,000 $0 $163,500 $13,000 $0	Federal STP Highway and Bridge Local	$142,125 $0 $47,375	$4,875 $0 $3,250	$137,250 $0 $44,125	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$189,500**	**$8,125**	**$181,375**	**$0**	**$0**	**$0**

Software Upgrade
Upgrade the server and PACTS Remote Traffic Microwave System (RTMS).

Portland	**026005.30** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$35,000 $0 $588,000 $88,000 $0	Federal STP Highway and Bridge Local	$533,250 $0 $177,750	$0 $0 $0	$13,125 $0 $4,375	$182,125 $0 $60,708	$169,000 $0 $56,333	$169,000 $0 $56,333
		Totals:			**$711,000**	**$0**	**$17,500**	**$242,833**	**$225,333**	**$225,333**

Riverside Street
Beginning 0.14 of a mile north of Walch Drive and extending north 0.75 of a mile to Washington Avenue. PACTS Sponsored.

Portland	**026005.40** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$16,000 $0 $268,000 $40,000 $0	Federal STP Highway and Bridge Local	$243,000 $0 $81,000	$0 $0 $0	$6,000 $0 $2,000	$83,000 $0 $27,667	$77,000 $0 $25,667	$77,000 $0 $25,667
		Totals:			**$324,000**	**$0**	**$8,000**	**$110,667**	**$102,667**	**$102,667**

Washington Avenue
Beginning at Lester Drive and extending north 0.25 of a mile to Lambert Street. PACTS Sponsored.

Portland	**026005.50** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$26,000 $0 $440,000 $66,000 $0	Federal STP Highway and Bridge Local	$399,000 $0 $133,000	$0 $0 $0	$9,750 $0 $3,250	$136,250 $0 $45,417	$126,500 $0 $42,167	$126,500 $0 $42,167
		Totals:			**$532,000**	**$0**	**$13,000**	**$181,667**	**$168,667**	**$168,667**

Route 9
Beginning at Grafton Street and extending north 0.42 of a mile. PACTS Sponsored.

Portland	**026009.00** Highways Highway Improvement	PE: ROW: CON: CE: Other:	$0 $0 $472,750 $0 $0	Federal STP	$472,750	$0	$0	$0	$157,583	$157,583
		Totals:			**$472,750**	**$0**	**$0**	**$0**	**$157,583**	**$157,583**

PACTS Allocation
Portland Area Comprehensive Transportation System (PACTS) Capital Improvement funding remaining allocation.

Portland 2605500	**026055.00** Production Support And Administration Enhanced Project Scoping	PE: ROW: CON: CE: Other:	$259,500 $500 $0 $0 $0	Federal STP Highway and Bridge Local Other	$195,000 $0 $65,000 $0	$0 $0 $0 $0	$195,000 $0 $65,000 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$260,000**	**$0**	**$260,000**	**$0**	**$0**	**$0**

Park Avenue/Congress Street

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Located on Congress Street and Park Avenue, including ramps. PACTS Sponsored										
Portland	**026934.00** Production Support And Administration Mpo Program Management	PE: ROW: CON: CE: Other:	$0 $0 $561,821 $0 $0	Federal STP	$561,821	$0	$561,821	$0	$0	$0
		Totals:			**$561,821**	**$0**	**$561,821**	**$0**	**$0**	**$0**
MPO Program Management *Reserved funding for Portland Area Comprehensive Transportation System (PACTS) Capital Improvements.*										
Portland	**026982.00** Highways Highway Rehabilitation	PE: ROW: CON: CE: Other:	$0 $0 $4,396,384 $0 $0	Federal STP Local	$3,297,288 $1,099,096	$0 $0	$0 $0	$0 $0	$1,099,096 $366,365	$1,099,096 $366,365
		Totals:			**$4,396,384**	**$0**	**$0**	**$0**	**$1,465,461**	**$1,465,461**
Various locations *Collector Road Paving for the PACTS area. PACTS Sponsored.*										
Saco 2458100	**024581.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$25,000 $0 $234,420 $30,580 $0	Federal STP Highway and Bridge Local Other	$208,500 $0 $81,500 $0	$18,750 $0 $62,677 $0	$189,750 $0 $18,824 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$290,000**	**$81,427**	**$208,574**	**$0**	**$0**	**$0**
Route 112 *Beginning at Industrial Park Road and extending north 0.36 of a mile to 750 feet north of Lund Road. PACTS Sponsored.*										
Scarborough 2499100	**024991.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$12,800 $0 $322,200 $25,700 $0	Federal STP Highway and Bridge Local Other	$270,525 $0 $90,175 $0	$9,600 $0 $90,175 $0	$260,925 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$360,700**	**$99,775**	**$260,925**	**$0**	**$0**	**$0**
Highland Avenue *Beginning at Black Point Road and extending east 0.96 of a mile to Chamberland Road. PACTS Sponsored.*										
Scarborough 2499300	**024993.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$22,000 $0 $550,400 $44,000 $0	Federal STP Highway and Bridge Local Other	$462,300 $0 $154,100 $0	$16,500 $0 $154,100 $0	$445,800 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$616,400**	**$170,600**	**$445,800**	**$0**	**$0**	**$0**
Route 207 *Beginning at Roundabout Lane and extending south 1.01 miles. PACTS Sponsored.*										
Scarborough 2596900	**025969.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$18,500 $0 $463,100 $37,000 $0	Federal STP Highway and Bridge Local Other	$388,950 $0 $129,650 $0	$0 $0 $4,625 $0	$138,900 $0 $41,675 $0	$125,025 $0 $41,675 $0	$125,025 $0 $41,675 $0	$0 $0 $0 $0
		Totals:			**$518,600**	**$4,625**	**$180,575**	**$166,700**	**$166,700**	**$0**
Route 9 *Beginning at Pine Point Road and extending east 0.61 of a mile to Old Orchard Beach town line. PACTS Sponsored.*										
South Portland 1863800	**018638.00** Highways Highway Rehabilitation	PE: ROW: CON: CE: Other:	$250,000 $125,000 $1,985,000 $175,000 $0	Federal STP Highway and Bridge Local Other	$1,901,250 $0 $633,750 $0	$22,500 $0 $50,000 $0	$129,375 $0 $21,875 $0	$669,375 $0 $201,875 $0	$540,000 $0 $180,000 $0	$540,000 $0 $180,000 $0
		Totals:			**$2,535,000**	**$72,500**	**$151,250**	**$871,250**	**$720,000**	**$720,000**
Lincoln Street *Beginning at Greenbelt Pathway near Evans Street and extending west 0.17 of a mile to Lincoln Street, and extending west 0.55 of a mile on Lincoln Street to Billy Vachon Drive and extending west 0.24 of a mile. PACTS Sponsored.*										
South Portland 2213800	**022138.00** Bicycle/Pedestrian Multimodal Improvements	PE: ROW: CON: CE: Other:	$94,405 $115,500 $476,992 $50,000 $0	Federal TAP Highway and Bridge Local Other Private	$545,861 $380 $190,655 $0 $0	$541,200 $380 $180,399 $0 $0	$4,661 $0 $10,256 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$736,896**	**$721,980**	**$14,917**	**$0**	**$0**	**$0**
Route 1 *Multiuse path extension. Beginning 350 feet north of the Broadway intersection, including a 200-foot path connection to Cash Street. Signal upgrades on Route 1 at Broadway and Rumery Street to facilitate pedestrian movements. PACTS Sponsored.*										
South Portland 2397900	**023979.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$22,337 $0 $769,840 $145,104 $0	Federal STP Highway and Bridge Local Other	$702,960 $0 $234,320 $0	$702,960 $0 $234,320 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$937,280**	**$937,280**	**$0**	**$0**	**$0**	**$0**
Highland Avenue *Beginning at the Scarborough town line and extending north 1.29 miles to Alfred Street. PACTS Sponsored.*										
South Portland 2398100	**023981.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$20,745 $0 $378,223 $30,000 $0	Federal STP Highway and Bridge Local Other	$318,426 $0 $110,542 $0	$315,364 $0 $109,521 $0	$3,062 $0 $1,021 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$428,968**	**$424,886**	**$4,082**	**$0**	**$0**	**$0**
Waterman Drive *Beginning at Ocean Street and extending south 0.49 of a mile to Broadway. PACTS Sponsored.*										
South Portland 2410100	**024101.00** Bicycle/Pedestrian Multimodal Improvements	PE: ROW: CON: CE: Other:	$100,000 $100,000 $1,461,500 $146,150 $0	Federal STP Highway and Bridge Local Other	$1,322,363 $0 $485,288 $0	$150,000 $0 $440,788 $0	$1,172,363 $0 $44,500 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$1,807,650**	**$590,788**	**$1,216,863**	**$0**	**$0**	**$0**
Cottage Road *Beginning at Angell Avenue and extending west 0.33 of a mile to Sawyer Street. PACTS Sponsored.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
South Portland 2458500	**024585.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$50,000 $0 $887,000 $88,700 $0	Federal STP Highway and Bridge Local Other	$608,652 $0 $417,048 $0	$37,500 $0 $202,884 $0	$571,152 $0 $214,164 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$1,025,700**	**$240,384**	**$785,316**	**$0**	**$0**	**$0**

Cottage Road
Beginning at the Cape Elizabeth town line and extending west 0.98 of a mile to Highland Avenue. PACTS Sponsored.

South Portland	**026005.10** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$14,000 $0 $241,000 $36,000 $0	Federal STP Highway and Bridge Local	$218,250 $0 $72,750	$0 $0 $0	$5,250 $0 $1,750	$74,500 $0 $24,833	$69,250 $0 $23,083	$69,250 $0 $23,083
		Totals:			**$291,000**	**$0**	**$7,000**	**$99,333**	**$92,333**	**$92,333**

Ocean Street/Ocean Street Spur
Beginning at Market Street and extending south 0.11 of a mile to Broadway. Beginning at Waterman Drive and extending south 0.10 of a mile to A Street. Includes 0.04 of a mile on Ocean Street Spur. PACTS Sponsored.

South Portland	**026005.20** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$11,000 $0 $188,000 $28,000 $0	Federal STP Highway and Bridge Local	$170,250 $0 $56,750	$0 $0 $0	$4,125 $0 $1,375	$58,125 $0 $19,375	$54,000 $0 $18,000	$54,000 $0 $18,000
		Totals:			**$227,000**	**$0**	**$5,500**	**$77,500**	**$72,000**	**$72,000**

Evans Street
Beginning at Nutter Road and extending south 0.27 of a mile to Highland Avenue. PACTS Sponsored.

South Portland	**026005.60** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$6,000 $0 $93,000 $14,000 $0	Federal STP Highway and Bridge Local	$84,750 $0 $28,250	$0 $0 $0	$2,250 $0 $750	$29,000 $0 $9,667	$26,750 $0 $8,917	$26,750 $0 $8,917
		Totals:			**$113,000**	**$0**	**$3,000**	**$38,667**	**$35,667**	**$35,667**

Running Hill Road
Beginning at Cummings Road and extending west 0.11 of a mile to the Scarborough town line. PACTS Sponsored.

Statewide 1310300	**013103.00** Production Support And Administration Mpo Program Management	PE: ROW: CON: CE: Other:	$0 $0 $136,557 $0 $0	Federal HSIP Federal NHS Federal STP Highway and Bridge Private	$0 $0 $35,032 $101,525 $0	$0 $0 $0 $0 $0	$0 $0 $35,032 $101,525 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$136,557**	**$0**	**$136,557**	**$0**	**$0**	**$0**

Remaining Allocation
Transfer WIN for unprogrammed federal and state funding allocated to the Portland Area Comprehensive Transportation System (PACTS).

Westbrook 1863700	**018637.00** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$294,000 $65,000 $2,248,968 $224,000 $0	Federal LHIP Federal STP Highway and Bridge Local Other	$1,165,242 $492,258 $94,978 $1,079,490 $0	$1,165,242 $307,890 $94,114 $1,079,490 $0	$0 $184,368 $864 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$2,831,968**	**$2,646,736**	**$185,232**	**$0**	**$0**	**$0**

Route 25B
"Rotary" area intersections of Harnois Street/Main Street/Cumberland Street; Main Street/Warren Avenue; and Main Street/Forest Street. PACTS Sponsored.

Westbrook 2379700	**023797.00** Highways Intersection Improvements W/ Signal	PE: ROW: CON: CE: Other:	$221,795 $72,181 $2,726,024 $210,096 $0	Federal STP Highway and Bridge Local Other	$2,205,791 $0 $1,024,306 $0	$2,205,619 $0 $1,024,248 $0	$172 $0 $57 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$3,230,096**	**$3,229,867**	**$229**	**$0**	**$0**	**$0**

Route 25
Beginning at Mechanic Street and extending west 0.28 of a mile. PACTS Sponsored.

Westbrook 2499500	**024995.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$14,800 $0 $370,000 $29,600 $0	Federal STP Highway and Bridge Local Other	$310,800 $0 $103,600 $0	$11,100 $0 $103,600 $0	$299,700 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$414,400**	**$114,700**	**$299,700**	**$0**	**$0**	**$0**

Brook Street
Beginning at Virginia Street and extending north 0.56 of a mile to the Falmouth town line. PACTS Sponsored.

Windham 2600300	**026003.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$100,000 $5,400 $2,304,000 $275,000 $0	Federal NHS Federal STP Highway and Bridge Local Other	$37,664 $1,320,342 $0 $1,326,394 $0	$0 $0 $0 $67,336 $0	$12,555 $85 $0 $48 $0	$12,555 $85 $0 $48 $0	$12,555 $440,114 $0 $419,686 $0	$0 $440,029 $0 $419,638 $0
		Totals:			**$2,684,400**	**$67,336**	**$12,688**	**$12,688**	**$872,355**	**$859,667**

Route 302
Construction of new sidewalk on west side of Route 302. Beginning 0.16 of a mile north of Route 115 and extending north 0.48 of a mile to Amato Drive. PACTS Sponsored

Yarmouth 2382500	**023825.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$173,000 $1,000 $1,121,210 $95,000 $0	Federal STP Federal TAP Highway and Bridge Local Other Private	$0 $1,020,000 $0 $365,010 $0 $5,200	$0 $914,174 $0 $304,725 $0 $5,200	$0 $52,913 $0 $30,142 $0 $0	$0 $52,913 $0 $30,142 $0 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0
		Totals:			**$1,390,210**	**$1,224,098**	**$83,056**	**$83,056**	**$0**	**$0**

Beth Condon Shared Use Path
Beginning 0.06 of a mile southwest of Spring Street and extending north 0.50 of a mile to the State of Maine Visitor Information Center building. PACTS Sponsored.

Yarmouth 2398700	**023987.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$29,000 $0 $457,725 $25,000 $0	Federal STP Federal Safety Highway and Bridge Local Other Private	$53,139 $234,014 $0 $212,872 $0 $11,700	$9,812 $0 $0 $198,512 $0 $11,700	$43,327 $234,014 $0 $14,359 $0 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0
		Totals:			**$511,725**	**$220,025**	**$291,700**	**$0**	**$0**	**$0**

Route 115
Beginning at West Elm Street and extending east 0.38 of a mile. PACTS Sponsored.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Yarmouth 2499900	**024999.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$16,800 $0 $439,800 $33,600 $0	Federal STP Highway and Bridge Local Other	$367,650 $0 $122,550 $0	$0 $0 $4,200 $0	$6,300 $0 $0 $0	$124,650 $0 $39,450 $0	$118,350 $0 $39,450 $0	$118,350 $0 $39,450 $0
			Totals:		**$490,200**	**$4,200**	**$6,300**	**$164,100**	**$157,800**	**$157,800**

Route 88
Beginning at Princes Point Road and extending north 0.79 of a mile to Falls Bridge over the Royal River. PACTS Sponsored.

Yarmouth 2598100	**025981.00** Bicycle/Pedestrian Reconstruction	PE: ROW: CON: CE: Other:	$77,000 $500 $0 $0 $0	Federal STP Local Other	$58,125 $19,375 $0	$0 $19,375 $0	$19,375 $0 $0	$19,375 $0 $0	$19,375 $0 $0	$0 $0 $0
			Totals:		**$77,500**	**$19,375**	**$19,375**	**$19,375**	**$19,375**	**$0**

Route 115
Beginning at Center Street and extending east 0.11 of a mile to Railroad Square. PACTS Sponsored.

Yarmouth 2598500	**025985.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$68,500 $500 $0 $0 $0	Federal STP Local Other	$51,750 $17,250 $0	$0 $17,250 $0	$17,250 $0 $0	$17,250 $0 $0	$17,250 $0 $0	$0 $0 $0
			Totals:		**$69,000**	**$17,250**	**$17,250**	**$17,250**	**$17,250**	**$0**

Beth Condon Trail Shared Use Path
Beginning at I-295 Exit 17 and extending east 0.57 of a mile to the Cousins River Bridge. PACTS Sponsored.

PACTS Region FHWA MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Arundel, Kennebunk 2622600	**026226.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$150,000 $15,000 $1,700,000 $150,000 $0	Federal STP Highway and Bridge Other	$1,612,000 $403,000 $0	$0 $33,000 $0	$66,000 $0 $0	$559,333 $123,333 $0	$493,333 $123,333 $0	$493,333 $123,333 $0
			Totals:		**$2,015,000**	**$33,000**	**$66,000**	**$682,667**	**$616,667**	**$616,667**
Route 35 *Days Mill Bridge (#2221) over Kennebunk River. Located 0.02 of a mile north of Days Mills Road.*										
Arundel, Lyman 2024900	**020249.00** Highways Highway Improvement	PE: ROW: CON: CE: Other:	$200,000 $250,000 $0 $0 $0	Federal NHPP Federal NHS Highway and Bridge Other	$96,000 $264,000 $90,000 $0	$96,000 $0 $90,000 $0	$0 $88,000 $0 $0	$0 $88,000 $0 $0	$0 $88,000 $0 $0	$0 $0 $0 $0
			Totals:		**$450,000**	**$186,000**	**$88,000**	**$88,000**	**$88,000**	**$0**
Route 111 *Beginning at Route 35 and extending east 1.00 mile to Thompson Road.*										
Arundel 2282300	**022823.00** Highways Install Or Replace Traffic Signals	PE: ROW: CON: CE: Other:	$40,000 $5,000 $290,850 $30,000 $0	Federal HSIP Federal Safety Highway and Bridge Other	$300,915 $28,350 $36,585 $0	$0 $0 $3,150 $0	$108,405 $28,350 $12,045 $0	$96,255 $0 $10,695 $0	$96,255 $0 $10,695 $0	$0 $0 $0 $0
			Totals:		**$365,850**	**$3,150**	**$148,800**	**$106,950**	**$106,950**	**$0**
Route 1/Log Cabin Road *Located at the intersection of Route 1 and Log Cabin Road.*										
Arundel 2350900	**023509.00** Highways Install Or Replace Traffic Signals	PE: ROW: CON: CE: Other:	$40,000 $15,000 $359,150 $70,000 $0	Federal HSIP Federal Safety Highway and Bridge Other	$407,385 $28,350 $48,415 $0	$0 $0 $3,150 $0	$149,895 $28,350 $16,655 $0	$128,745 $0 $14,305 $0	$128,745 $0 $14,305 $0	$0 $0 $0 $0
			Totals:		**$484,150**	**$3,150**	**$194,900**	**$143,050**	**$143,050**	**$0**
Route 1 *Beginning at River Road and extending north 0.03 of a mile to Limerick Road.*										
Arundel	**027046.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$120,000 $80,000 $1,150,000 $150,000 $0	Federal HSIP Highway and Bridge	$1,200,000 $300,000	$0 $0	$53,333 $13,333	$53,333 $13,333	$400,000 $100,000	$346,667 $86,667
			Totals:		**$1,500,000**	**$0**	**$66,667**	**$66,667**	**$500,000**	**$433,333**
Log Cabin Road/Old Post Road *Located at the intersection of Log Cabin Road and Old Post Road.*										
Benedicta Twp, Benton, Crystal, Fairfield, Herseytown Twp, I 1876922	**018769.22** Highways Striping	PE: ROW: CON: CE: Other:	$15,000 $0 $793,136 $35,000 $0	Federal HSIP Highway and Bridge Other	$843,136 $0 $0	$796,804 $0 $0	$46,332 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$843,136**	**$796,804**	**$46,332**	**$0**	**$0**	**$0**
Interstate Striping *Polyurea striping for the interstate.*										
Benton, Burnham, Clinton, Cumberland, Dyer Brook, Falmouth, 1876921	**018769.21** Highways Striping	PE: ROW: CON: CE: Other:	$2,287 $0 $944,504 $30,000 $0	Federal HSIP Highway and Bridge Other	$976,791 $0 $0	$976,791 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$976,791**	**$976,791**	**$0**	**$0**	**$0**	**$0**
Interstate Striping *Polyurea striping for the interstate.*										
Biddeford, Saco	**026894.00** Highways Bridge Wearing Surface Replacement	PE: ROW: CON: CE: Other:	$70,000 $5,000 $555,000 $70,000 $0	Federal LHIP Highway and Bridge	$560,000 $140,000	$0 $0	$20,000 $5,000	$20,000 $5,000	$186,667 $46,667	$166,667 $41,667
			Totals:		**$700,000**	**$0**	**$25,000**	**$25,000**	**$233,333**	**$208,333**
Route 5 *New County Road Bridge (#2603) over Saco River. Located on the Saco-Biddeford town line.*										
Biddeford, Saco	**027010.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$94,285 $0 $1,807,128 $125,713 $0	Federal STP Highway and Bridge	$1,621,701 $405,425	$0 $0	$25,143 $6,286	$25,143 $6,286	$540,567 $135,142	$515,424 $128,856
			Totals:		**$2,027,126**	**$0**	**$31,428**	**$31,428**	**$675,709**	**$644,280**
Route 1 *Beginning at Dartmouth Street and extending north 1.40 miles.*										
Biddeford	**027008.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$41,077 $0 $787,318 $54,770 $0	Federal STP Highway and Bridge	$706,532 $176,633	$0 $0	$10,954 $2,738	$10,954 $2,738	$235,511 $58,878	$224,557 $56,139
			Totals:		**$883,165**	**$0**	**$13,692**	**$13,692**	**$294,388**	**$280,696**
Route 111 *Beginning 0.013 of a mile west of Summit Street and extending west 0.67 of a mile.*										
Brunswick, Cumberland, Falmouth, Freeport, Portland, Scarbor 2522822	**025228.22** Highways Emergency Response	PE: ROW: CON: CE: Other:	$0 $0 $250,000 $0 $0	Federal HSIP Highway and Bridge Other	$225,000 $25,000 $0	$225,000 $25,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$250,000**	**$250,000**	**$0**	**$0**	**$0**	**$0**
Interstate 295 *Service Patrol - a MaineDOT sponsored service that aids stranded motorists, clears debris and other hazards from the roadway, and provides temporary traffic control at minor accident scenes to help keep customers safe and traffic flowing smoothly.*										
Brunswick, Cumberland, Falmouth, Freeport, Portland, Topsham 2633800	**026338.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$25,000 $0 $8,575,000 $225,000 $0	Federal NHPP Federal NHS Highway and Bridge	$7,920,000 $22,500 $882,500	$0 $0 $2,500	$0 $11,250 $0	$2,640,000 $11,250 $293,333	$2,640,000 $0 $293,333	$2,640,000 $0 $293,333
			Totals:		**$8,825,000**	**$2,500**	**$11,250**	**$2,944,583**	**$2,933,333**	**$2,933,333**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Interstate 295 Southbound										
Beginning at the Topsham town line and extending south 21.63 miles.										
Brunswick, Cumberland, Falmouth, Freeport, Yarmouth 2634400	**026344.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$25,000 $0 $8,575,000 $225,000 $0	Federal NHPP Federal NHS Highway and Bridge	$7,920,000 $22,500 $882,500	$0 $0 $2,500	$0 $11,250 $0	$2,640,000 $11,250 $293,333	$2,640,000 $0 $293,333	$2,640,000 $0 $293,333
		Totals:			**$8,825,000**	**$2,500**	**$11,250**	**$2,944,583**	**$2,933,333**	**$2,933,333**
Interstate 295 Northbound										
Beginning at the Portland town line and extending north 21.45 miles.										
Brunswick, Freeport 2435900	**024359.00** Highways Lighting	PE: ROW: CON: CE: Other:	$95,841 $0 $1,900,000 $250,000 $0	Federal HSIP Federal NHPP Highway and Bridge Other	$2,021,257 $0 $224,584 $0	$2,021,257 $0 $224,584 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$2,245,841**	**$2,245,841**	**$0**	**$0**	**$0**	**$0**
Interstate 295										
Located at Exit 22 in Freeport and Exit 28 in Brunswick.										
Brunswick, Freeport	**027022.00** Highways Highway Rehabilitation	PE: ROW: CON: CE: Other:	$150,000 $0 $10,000,000 $400,000 $0	Federal NHPP Highway and Bridge	$9,495,000 $1,055,000	$0 $0	$67,500 $7,500	$3,187,500 $354,167	$3,120,000 $346,667	$3,120,000 $346,667
		Totals:			**$10,550,000**	**$0**	**$75,000**	**$3,541,667**	**$3,466,667**	**$3,466,667**
Interstate 295										
Southbound: Beginning at the Durham Road overpass and extending south 4.15 miles. Northbound: Beginning at the Exit 24 off-ramp and extending north 4.17 miles.										
Buxton, Gorham, Hollis, Lyman 2264100	**022641.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$800,000 $700,000 $8,750,000 $1,000,000 $0	Federal NHPP Highway and Bridge Other	$8,999,962 $2,250,038 $0	$1,059,962 $265,038 $0	$2,740,000 $685,000 $0	$2,600,000 $650,000 $0	$2,600,000 $650,000 $0	$0 $0 $0
		Totals:			**$11,250,000**	**$1,325,000**	**$3,425,000**	**$3,250,000**	**$3,250,000**	**$0**
Route 202										
Beginning 0.13 of a mile north of Route 5 extending north 2.16 miles. Beginning 0.16 of a mile north of Main Street extending north 0.20 of a mile. Beginning 0.62 of a mile north of Osborne Road extending north 0.56 of a mile.										
Buxton, Gorham 2626400	**026264.00** Highways 1 1/4" Overlay	PE: ROW: CON: CE: Other:	$49,333 $0 $2,466,627 $197,330 $0	Federal NHPP Federal NHS Highway and Bridge Other	$2,131,166 $39,466 $542,658 $0	$0 $0 $9,866 $0	$0 $19,733 $0 $0	$710,389 $19,733 $177,597 $0	$710,389 $0 $177,597 $0	$710,389 $0 $177,597 $0
		Totals:			**$2,713,290**	**$9,866**	**$19,734**	**$907,719**	**$887,986**	**$887,986**
Route 202										
Beginning 0.17 of a mile northwest of Pennell Road and extending northeast 4.16 miles.										
Buxton, Scarborough 2283700	**022837.00** Highways Intersection Reconstruction	PE: ROW: CON: CE: Other:	$200,000 $50,000 $2,200,000 $150,000 $0	Federal HSIP Federal Safety Highway and Bridge Other	$2,252,000 $88,000 $260,000 $0	$101,000 $0 $21,000 $0	$18,000 $44,000 $2,000 $0	$723,000 $44,000 $80,333 $0	$705,000 $0 $78,333 $0	$705,000 $0 $78,333 $0
		Totals:			**$2,600,000**	**$122,000**	**$64,000**	**$847,333**	**$783,333**	**$783,333**
Route 22/Broadturn Road										
Located at the intersection of Broadturn Road and Route 22.										
Cumberland 2516100	**025161.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$1,500,001 $15,000 $16,299,999 $1,500,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$16,020,000 $1,363,500 $1,931,500 $0	$0 $0 $151,500 $0	$0 $454,500 $0 $0	$0 $454,500 $0 $0	$5,340,000 $454,500 $593,333 $0	$5,340,000 $0 $593,333 $0
		Totals:			**$19,315,000**	**$151,500**	**$454,500**	**$454,500**	**$6,387,833**	**$5,933,333**
Tuttle Road										
Tuttle Road / I-295 Bridge (#5801) over Interstate 295 and Route US 1 and MCRR. Located 1.64 miles north of the Falmouth town line.										
Cumberland 2618000	**026180.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$375,000 $15,000 $863,000 $100,000 $0	Federal STP Highway and Bridge Other	$1,082,400 $270,600 $0	$0 $23,000 $0	$156,000 $27,500 $0	$412,800 $91,700 $0	$256,800 $64,200 $0	$256,800 $64,200 $0
		Totals:			**$1,353,000**	**$23,000**	**$183,500**	**$504,500**	**$321,000**	**$321,000**
Route 9										
Noyes Bridge (#5932) over Mill Brook. Located 0.18 of a mile north of Cross Road.										
Durham, Freeport	**027352.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$60,350 $0 $2,836,450 $120,700 $0	Federal STP Highway and Bridge	$2,414,000 $603,500	$0 $0	$24,140 $6,035	$812,713 $203,178	$788,573 $197,143	$788,573 $197,143
		Totals:			**$3,017,500**	**$0**	**$30,175**	**$1,015,892**	**$985,717**	**$985,717**
Route 136										
Beginning 0.020 of a mile north of the Durham Road and extending north 12.070 miles to the Auburn town line.										
Falmouth, Freeport, Portland	**027062.00** Highways Guardrail Installation/Replacement	PE: ROW: CON: CE: Other:	$65,000 $0 $1,350,000 $95,000 $0	Federal HSIP Highway and Bridge	$1,208,000 $302,000	$0 $0	$17,333 $4,333	$17,333 $4,333	$402,667 $100,667	$385,333 $96,333
		Totals:			**$1,510,000**	**$0**	**$21,667**	**$21,667**	**$503,333**	**$481,667**
Interstate 295 Northbound										
Beginning 0.08 of a mile north of Yarmouth town line and extending north 2.20 miles. Beginning 0.74 of a mile north of Route 1 and extending north 0.40 of a mile.										
Falmouth, Gray, Mechanic Falls, Norway, Oxford, Portland 2624400	**026244.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$30,000 $0 $275,000 $30,000 $0	Federal HSIP Federal Safety Highway and Bridge Other	$274,500 $27,000 $33,500 $0	$0 $0 $3,000 $0	$0 $13,500 $0 $0	$91,500 $13,500 $10,167 $0	$91,500 $0 $10,167 $0	$91,500 $0 $10,167 $0
		Totals:			**$335,000**	**$3,000**	**$13,500**	**$115,167**	**$101,667**	**$101,667**
Various Locations										
Install backplates with yellow reflective strips and supplemental signal heads.										
Falmouth 2172000	**021720.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$647,802 $5,000 $11,290,986 $400,000 $0	Federal STP Highway and Bridge Other	$9,352,788 $2,990,999 $0	$5,200,000 $2,990,999 $0	$2,076,394 $0 $0	$2,076,394 $0 $0	$0 $0 $0	$0 $0 $0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$12,343,788**	**$8,190,999**	**$2,076,394**	**$2,076,394**	**$0**	**$0**
Falmouth 2172000	**021720.00** Highways Bridge Replacement									
Bucknam Road *Bucknam Road/ I-295 Bridge (#5830) over Interstate 295. Located 0.30 of a mile northwest of Route 1.*										
Falmouth 2172100	**021721.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$595,538 $1,610 $8,066,377 $400,000 $0	Federal STP Highway and Bridge Other	$6,773,102 $2,290,423 $0	$3,160,000 $2,276,209 $0	$1,806,551 $7,107 $0	$1,806,551 $7,107 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$9,063,525**	**$5,436,209**	**$1,813,658**	**$1,813,658**	**$0**	**$0**
Johnson Road *Johnson Road/ I-295 Bridge (#5792) over Interstate 295. Located 0.25 of a mile west of Route 1.*										
Falmouth 2267200	**022672.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$248,336 $0 $781,722 $100,000 $0	Federal HSIP Highway and Bridge Other	$1,017,052 $113,006 $0	$1,017,052 $113,006 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$1,130,058**	**$1,130,058**	**$0**	**$0**	**$0**	**$0**
Bucknam Road *Installing signal with turn lanes at Interstate 295 northbound off-ramp.*										
Falmouth	**026178.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$60,000 $5,000 $475,000 $60,000 $0	Federal NHPP Highway and Bridge	$540,000 $60,000	$0 $0	$29,250 $3,250	$189,750 $21,083	$160,500 $17,833	$160,500 $17,833
			Totals:		**$600,000**	**$0**	**$32,500**	**$210,833**	**$178,333**	**$178,333**
Interstate 295 Northbound *I-295 NB/Presumpscot River Bridge (#5828) over Presumpscot River. Located 0.98 of a mile north of Portland town line.*										
Falmouth	**026658.00** Production Support And Administration Feasibility Studies	PE: ROW: CON: CE: Other:	$150,000 $0 $0 $0 $0	Federal STP Highway and Bridge Other	$0 $150,000 $0	$0 $0 $0	$0 $150,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
			Totals:		**$150,000**	**$0**	**$150,000**	**$0**	**$0**	**$0**
Interstate 295 *Study to assess design alternatives for Exits 10 and 11 on I-295.*										
Falmouth	**026902.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$75,000 $5,000 $595,000 $75,000 $0	Federal NHPP Highway and Bridge	$675,000 $75,000	$0 $0	$24,000 $2,667	$24,000 $2,667	$225,000 $25,000	$201,000 $22,333
			Totals:		**$750,000**	**$0**	**$26,667**	**$26,667**	**$250,000**	**$223,333**
Interstate 295 Southbound *295 SB/Presumpscot River Bridge (#1505) over Presumpscot River. Located 0.79 of a mile west of Lunt Road.*										
Freeport, Yarmouth 2172500	**021725.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$900,000 $75,000 $6,600,000 $555,000 $0	Federal STP GARVEE Highway and Bridge Other	$2,388,000 $4,116,000 $1,626,000 $0	$283,000 $0 $73,000 $0	$1,033,000 $1,372,000 $599,000 $0	$536,000 $1,372,000 $477,000 $0	$536,000 $1,372,000 $477,000 $0	$0 $0 $0 $0
			Totals:		**$8,130,000**	**$356,000**	**$3,004,000**	**$2,385,000**	**$2,385,000**	**$0**
Route 1 *Route 1/Cousins River Bridge (#2183) over Cousins River. Located on the Freeport-Yarmouth town line.*										
Freeport, Yarmouth 2646200	**026462.00** Highways Bridge Superstructure Rehabilitation	PE: ROW: CON: CE: Other:	$50,000 $5,000 $345,000 $50,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$355,500 $49,500 $45,000 $0	$0 $0 $5,500 $0	$118,500 $49,500 $13,167 $0	$118,500 $0 $13,167 $0	$118,500 $0 $13,167 $0	$0 $0 $0 $0
			Totals:		**$450,000**	**$5,500**	**$181,167**	**$131,667**	**$131,667**	**$0**
Interstate 295 Northbound *I-295 NB/Cousins River Bridge (#1137) over Cousins River. Located on the Freeport-Yarmouth town line.*										
Freeport 2172601	**021726.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$0 $0 $26,220,500 $1,510,000 $0	Federal Federal Grants Federal NHPP Federal NHS Federal STP Highway and Bridge Local	$6,498,329 $6,795,113 $4,385,890 $0 $9,417,168 $634,000	$6,498,329 $0 $0 $0 $7,492,703 $0	$0 $3,397,556 $2,192,945 $0 $962,233 $317,000	$0 $3,397,556 $2,192,945 $0 $962,233 $317,000	$0 $0 $0 $0 $0 $0	$0 $0 $0 $0 $0 $0
			Totals:		**$27,730,500**	**$13,991,032**	**$6,869,734**	**$6,869,734**	**$0**	**$0**
Desert Road and Route 125 *Merrill Road Bridge (#5720) in Freeport. Approach Road Interchange Bridge (#5721) in Freeport. Work includes new/updated signals for interstate interchanges and the intersection of Desert Road and Route 1. CHBP Grant recipient.*										
Freeport 2287100	**022871.00** Highways Lighting	PE: ROW: CON: CE: Other:	$60,360 $0 $978,335 $130,000 $0	Federal HSIP Federal NHPP Highway and Bridge Other	$950,427 $101,373 $116,895 $0	$917,919 $58,500 $108,519 $0	$0 $0 $0 $0	$0 $0 $0 $0	$10,836 $14,291 $2,792 $0	$10,836 $14,291 $2,792 $0
			Totals:		**$1,168,695**	**$1,084,938**	**$0**	**$0**	**$27,919**	**$27,919**
Interstate 295 NB *Replace lighting at Interstate 295 Exit #22.*										
Freeport 2313400	**023134.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$350,000 $15,000 $2,785,000 $350,000 $0	Federal STP Highway and Bridge Other	$2,800,000 $700,000 $0	$110,000 $50,000 $0	$60,667 $7,667 $0	$60,667 $7,667 $0	$896,667 $216,667 $0	$836,000 $209,000 $0
			Totals:		**$3,500,000**	**$160,000**	**$68,333**	**$68,333**	**$1,113,333**	**$1,045,000**
Route 1 *Railroad Crossing Bridge (#3172) over MCRR. Located 0.05 of a mile south of Summer Street.*										
Freeport 2362700	**023627.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$750,000 $5,000 $0 $0 $0	Federal Federal Grants Federal STP Highway and Bridge Other	$0 $604,000 $151,000 $0	$0 $604,000 $151,000 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$755,000**	**$755,000**	**$0**	**$0**	**$0**	**$0**
Freeport 2362700	**023627.00** Highways Bridge Replacement									

Desert Road
Merrill Road Bridge (#5720) over Interstate 295. Located 0.14 of a mile southeast of Hunter Road. Work includes new/updated signals for interstate interchanges and the intersection of Desert Road and Route 1. FHWA CHBP Grant recipient.

Freeport 2421500	**024215.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$40,000 $0 $445,000 $10,000 $0	Federal HSIP Federal Safety Highway and Bridge	$414,500 $31,000 $49,500	$5,000 $0 $4,000	$0 $15,500 $0	$136,500 $15,500 $15,167	$136,500 $15,500 $15,167	$136,500 $0 $15,167
			Totals:		**$495,000**	**$9,000**	**$15,500**	**$167,167**	**$151,667**	**$151,667**

Interstate 295 Northbound
Beginning 0.41 of a mile north of the Yarmouth town line and extending north 2.19 miles.

Freeport 2529100	**025291.00** Highways Bridge Wearing Surface Replacement	PE: ROW: CON: CE: Other:	$40,000 $5,000 $265,000 $40,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$274,500 $40,500 $35,000 $0	$0 $0 $4,500 $0	$91,500 $40,500 $10,167 $0	$91,500 $0 $10,167 $0	$91,500 $0 $10,167 $0	$0 $0 $0 $0
			Totals:		**$350,000**	**$4,500**	**$142,167**	**$101,667**	**$101,667**	**$0**

Old County Road
County Road/I-295 Bridge (#0585) over Interstate 295. Located 0.56 of a mile east of Webster Road.

Freeport 2629200	**026292.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$200,000 $50,000 $693,000 $63,000 $0	Federal STP Federal TAP Highway and Bridge Local Other	$200,000 $604,800 $151,200 $50,000 $0	$0 $0 $50,000 $0 $0	$66,667 $0 $0 $16,667 $0	$66,667 $0 $0 $16,667 $0	$66,667 $201,600 $50,400 $16,667 $0	$0 $201,600 $50,400 $0 $0
			Totals:		**$1,006,000**	**$50,000**	**$83,333**	**$83,333**	**$335,333**	**$252,000**

Route 125
Beginning at Route 1 and extending north 0.38 of a mile.

Frye Island, Raymond	**024415.23** Ferry Route Multimodal Improvements	PE: ROW: CON: CE: Other:	$0 $0 $311,191 $0 $0	Federal FBP Local	$248,953 $62,238	$0 $0	$82,984 $20,746	$82,984 $20,746	$82,984 $20,746	$0 $0
			Totals:		**$311,191**	**$0**	**$103,730**	**$103,730**	**$103,730**	**$0**

Frye Island Ferry Service
Capital improvements to the Frye Island Ferry Service between Raymond and Frye Island.

Frye Island, Raymond	**024415.24** Ferry Route Multimodal Improvements	PE: ROW: CON: CE: Other:	$0 $0 $311,191 $0 $0	Federal FBP Local	$248,953 $62,238	$0 $0	$0 $0	$82,984 $20,746	$82,984 $20,746	$82,984 $20,746
			Totals:		**$311,191**	**$0**	**$0**	**$103,730**	**$103,730**	**$103,730**

Frye Island Ferry Service
Capital improvements to the Frye Island Ferry Service between Raymond and Frye Island.

Frye Island, Raymond	**024415.25** Ferry Route Multimodal Improvements	PE: ROW: CON: CE: Other:	$0 $0 $388,989 $0 $0	Federal FBP Local	$311,191 $77,798	$0 $0	$0 $0	$0 $0	$103,730 $25,933	$103,730 $25,933
			Totals:		**$388,989**	**$0**	**$0**	**$0**	**$129,663**	**$129,663**

Frye Island Ferry Service
Capital improvements to the Frye Island Ferry Service between Raymond and Frye Island.

Frye Island, Raymond 2591900	**025919.00** Ferry Route Rehabilitation	PE: ROW: CON: CE: Other:	$50,000 $0 $90,000 $10,000 $0	Federal FBP Highway and Bridge Local	$120,000 $0 $30,000	$40,000 $0 $10,000	$26,667 $0 $6,667	$26,667 $0 $6,667	$26,667 $0 $6,667	$0 $0 $0
			Totals:		**$150,000**	**$50,000**	**$33,333**	**$33,333**	**$33,333**	**$0**

Frye Island Ferry Service
Reconstruction of electrical systems.

Frye Island, Raymond 2592100	**025921.00** Ferry Route Rehabilitation	PE: ROW: CON: CE: Other:	$50,000 $0 $110,000 $15,000 $0	Federal FBP Highway and Bridge Local	$140,000 $0 $35,000	$40,000 $0 $10,000	$33,333 $0 $8,333	$33,333 $0 $8,333	$33,333 $0 $8,333	$0 $0 $0
			Totals:		**$175,000**	**$50,000**	**$41,667**	**$41,667**	**$41,667**	**$0**

Frye Island Ferry Service
Reconstruction of mainland ramp, apron hinge, and Island slip headwall.

Gorham, Windham 2416500	**024165.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$65,992 $0 $1,838,726 $138,500 $0	Federal LHIP Federal STP Highway and Bridge Other Private	$1,252,706 $355,859 $402,153 $0 $32,500	$1,252,706 $355,859 $402,153 $0 $32,500	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$2,043,218**	**$2,043,218**	**$0**	**$0**	**$0**	**$0**

Route 202
Beginning at Route 25 and extending north 3.76 miles, not including Deguio Mill Bridge (#3762).

Gorham, Windham	**027070.00** Highways Bridge Wearing Surface Replacement	PE: ROW: CON: CE: Other:	$50,000 $5,000 $395,000 $50,000 $0	Federal LHIP Highway and Bridge	$400,000 $100,000	$0 $0	$14,667 $3,667	$14,667 $3,667	$133,333 $33,333	$118,667 $29,667
			Totals:		**$500,000**	**$0**	**$18,333**	**$18,333**	**$166,667**	**$148,333**

Windham Center Road
Great Falls #1 (Long) Bridge (#6210) over the Presumpscot River. Located 0.04 of a mile east of the Gorham town line. Great Falls #2 Bridge (#1529) over the Presumpscot River. Located on the Gorham-Windham town line.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Gorham 2223800	**022238.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$175,000 $15,000 $1,200,000 $120,000 $0	Federal STP Highway and Bridge Other	$1,208,000 $302,000 $0	$97,200 $27,000 $0	$27,400 $5,500 $0	$379,400 $93,500 $0	$352,000 $88,000 $0	$352,000 $88,000 $0
		Totals:			**$1,510,000**	**$124,200**	**$32,900**	**$472,900**	**$440,000**	**$440,000**
Mitchell Hill Road *Mitchell Bridge (#0216) over Nonesuch River. Located 0.04 of a mile northwest of the Scarborough town line.*										
North Yarmouth 2233800	**022338.00** Highways Bridge Substructure Rehabilitation	PE: ROW: CON: CE: Other:	$130,000 $5,000 $1,100,000 $130,000 $0	Federal STP Highway and Bridge Other	$1,092,000 $273,000 $0	$52,000 $13,000 $0	$384,000 $96,000 $0	$328,000 $82,000 $0	$328,000 $82,000 $0	$0 $0 $0
		Totals:			**$1,365,000**	**$65,000**	**$480,000**	**$410,000**	**$410,000**	**$0**
Route 9 *Walnut Hill Bridge (#0188) over MCRR. Located 0.14 of a mile north of Hazel Lane.*										
Old Orchard Beach 2294800	**022948.00** Production Support And Administration Planning Studies	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $50,000	Federal STP Highway and Bridge Other	$40,000 $10,000 $0	$10,000 $10,000 $0	$30,000 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$50,000**	**$20,000**	**$30,000**	**$0**	**$0**	**$0**
Route 98 *Located at the intersection of Route 98 and Ross Road.*										
Old Orchard Beach 2590300	**025903.00** Railroad Signal Improvements (Rail/Highway Xing)	PE: ROW: CON: CE: Other:	$5,000 $0 $336,920 $10,000 $0	Federal RH Xing Program Highway and Bridge Other Private	$316,728 $1,500 $0 $33,692	$314,502 $1,253 $0 $33,692	$2,226 $247 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
		Totals:			**$351,920**	**$349,447**	**$2,473**	**$0**	**$0**	**$0**
Walnut Street *Railroad crossing (#053204H) located 0.03 of a mile north of Route 9.*										
Portland, Raymond, Westbrook, Windham 2624200	**026242.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$30,000 $0 $335,000 $30,000 $0	Federal HSIP Federal Safety Highway and Bridge Other	$328,500 $27,000 $39,500 $0	$0 $0 $3,000 $0	$0 $13,500 $0 $0	$109,500 $13,500 $12,167 $0	$109,500 $0 $12,167 $0	$109,500 $0 $12,167 $0
		Totals:			**$395,000**	**$3,000**	**$13,500**	**$135,167**	**$121,667**	**$121,667**
Route 302 *Install Backplates with Yellow Reflective Strips and Supplemental Signal Heads.*										
Portland, South Portland 2242000	**022420.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$50,000 $0 $9,916,387 $626,004 $0	Federal LHIP Federal NHFP Federal NHPP Highway and Bridge Other	$1,204,070 $3,595,199 $4,733,883 $1,059,239 $0	$1,204,070 $3,577,500 $4,733,883 $1,057,273 $0	$0 $17,699 $0 $1,967 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$10,592,391**	**$10,572,726**	**$19,665**	**$0**	**$0**	**$0**
Interstate 295 Southbound *Beginning at the Falmouth town line and extending south 7.59 miles to the Scarborough town line.*										
Portland, South Portland 2242001	**022420.01** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$50,000 $0 $15,640,423 $706,000 $0	Federal NHFP Federal NHPP Federal NHS Highway and Bridge Other	$0 $14,494,281 $262,500 $1,639,642 $0	$0 $11,096,563 $0 $1,262,118 $0	$0 $3,397,718 $262,500 $377,524 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$16,396,423**	**$12,358,681**	**$4,037,742**	**$0**	**$0**	**$0**
Interstate 295 Northbound / Route 26 *Beginning at the Scarborough town line and extending north 7.56 miles to the Falmouth town line. Beginning at Garsoe Drive and extending north 0.08 of a mile. Route 26 South: Beginning at Anderson Street and extending south 0.10 of a mile.*										
Portland, South Portland	**023002.01** Production Support And Administration Planning Studies	PE: ROW: CON: CE: Other:	$174,215 $0 $0 $0 $0	Federal NHPP Highway and Bridge	$139,372 $34,843	$0 $0	$139,372 $34,843	$0 $0	$0 $0	$0 $0
		Totals:			**$174,215**	**$0**	**$174,215**	**$0**	**$0**	**$0**
Interstate 295 Planning Study *Analysis to identify a package of transportation improvement actions to accommodate future traffic demands into and out of Portland along the Interstate 295 corridor.*										
Portland, South Portland 2628000	**026280.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$53,707 $0 $2,389,119 $143,220 $0	Federal STP Highway and Bridge Other	$2,068,837 $517,209 $0	$0 $11,977 $0	$21,483 $0 $0	$696,773 $168,823 $0	$675,290 $168,823 $0	$675,290 $168,823 $0
		Totals:			**$2,586,046**	**$11,977**	**$21,483**	**$865,596**	**$844,113**	**$844,113**
Route 77/Broadway *Beginning at Broadway and extending north 1.28 miles. Broadway: Beginning at Route 77 and extending east 0.06 of a mile. Work to include ramps and Casco Bay Bridge (#5900).*										
Portland, South Portland	**027144.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$2,485,000 $15,000 $0 $0 $0	Federal NHPP Highway and Bridge	$2,250,000 $250,000	$0 $0	$750,000 $83,333	$750,000 $83,333	$750,000 $83,333	$0 $0
		Totals:			**$2,500,000**	**$0**	**$833,333**	**$833,333**	**$833,333**	**$0**
Interstate 295 *Multiple Bridges on Interstate 295.*										
Portland, Westbrook 2370900	**023709.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$59,670 $0 $1,734,291 $167,981 $0	Federal NHPP Federal STP Highway and Bridge Local Other	$0 $1,555,353 $388,838 $17,750 $0	$0 $1,555,353 $388,838 $17,750 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$1,961,941**	**$1,961,941**	**$0**	**$0**	**$0**	**$0**
Route 25 *Beginning 0.08 of a mile east of Pine Tree Industrial Parkway and extending southwest 0.93 of a mile to Larrabee Road. Continuing north 0.91 of a mile to Riverside Street. Plus various divided sections.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Portland 1480020	**014846.20** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $73,500	Federal Planning Highway and Bridge Other	$56,600 $16,900 $0	$10,873 $2,718 $0	$45,727 $14,182 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$73,500**	**$13,591**	**$59,909**	**$0**	**$0**	**$0**

GPCOG RPO Support
Greater Portland Council of Governments (GPCOG) Regional Planning Organization support.

Portland 1480021	**014846.21** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $77,600	Federal Planning Highway and Bridge Other	$62,080 $15,520 $0	$62,080 $15,520 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$77,600**	**$77,600**	**$0**	**$0**	**$0**	**$0**

GPCOG RPO Support
Greater Portland Council Of Governments (GPCOG) Regional Planning Organization support.

Portland 1480022	**014846.22** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $77,540	Federal Planning Highway and Bridge Other	$62,032 $15,508 $0	$62,032 $15,508 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$77,540**	**$77,540**	**$0**	**$0**	**$0**	**$0**

GPCOG RPO Support
Greater Portland Council Of Governments (GPCOG) Regional Planning Organization support.

Portland 1480023	**014846.23** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $12,500	Federal Planning Highway and Bridge	$10,000 $2,500	$0 $2,500	$10,000 $0	$0 $0	$0 $0	$0 $0
		Totals:			**$12,500**	**$2,500**	**$10,000**	**$0**	**$0**	**$0**

GPCOG RPO Support
Greater Portland Council Of Governments (GPCOG) Regional Planning Organization support.

Portland	**014846.24** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $12,500	Federal Planning Highway and Bridge	$10,000 $2,500	$0 $0	$0 $0	$10,000 $2,500	$0 $0	$0 $0
		Totals:			**$12,500**	**$0**	**$0**	**$12,500**	**$0**	**$0**

GPCOG RPO Support
Greater Portland Council Of Governments (GPCOG) Regional Planning Organization support.

Portland	**014846.25** Production Support And Administration Statewide Program Development	PE: ROW: CON: CE: Other:	$0 $0 $0 $0 $12,500	Federal Planning Highway and Bridge	$10,000 $2,500	$0 $0	$0 $0	$0 $0	$10,000 $2,500	$0 $0
		Totals:			**$12,500**	**$0**	**$0**	**$0**	**$12,500**	**$0**

GPCOG RPO Support
Greater Portland Council Of Governments (GPCOG) Regional Planning Organization support.

Portland 1762800	**017628.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$259,668 $150 $959,580 $75,000 $0	Federal HPP Highway and Bridge Local	$432,439 $0 $861,960	$290,351 $0 $861,960	$142,088 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0
		Totals:			**$1,294,398**	**$1,152,310**	**$142,088**	**$0**	**$0**	**$0**

Somerset Street
Beginning at Elm Street and extending 0.26 of a mile to Hanover Street, including part of the Bayside Trail.

Portland	**018419.00** Highways Bridge Removal	PE: ROW: CON: CE: Other:	$80,000 $5,000 $0 $110,000 $0	Federal Bridge Program Highway and Bridge Other	$88,000 $107,000 $0	$0 $85,000 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$29,333 $7,333 $0
		Totals:			**$195,000**	**$85,000**	**$0**	**$0**	**$0**	**$36,667**

Cassidy Point Drive
Danforth Street Crossing Bridge (#3525) over PTRR. Located 0.02 of a mile south of Route 1A.

Portland 1846900	**018469.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$260,976 $20,000 $2,553,000 $245,000 $0	Federal STP Federal TAP Highway and Bridge Local MM Trans Other	$120,363 $104,418 $2,195 $54,000 $2,798,000 $0	$0 $37,062 $0 $47,161 $0 $0	$60,182 $33,678 $1,098 $3,420 $0 $0	$60,182 $33,678 $1,098 $3,420 $932,667 $0	$0 $0 $0 $0 $932,667 $0	$0 $0 $0 $0 $932,667 $0
		Totals:			**$3,078,976**	**$84,223**	**$98,377**	**$1,031,044**	**$932,667**	**$932,667**

Union Branch Trail Connector
Multiuse trail along the abandoned Union Branch railway extending from Park Avenue to Forest Avenue.

Portland 1846910	**018469.10** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$200,000 $50,000 $0 $0 $0	Federal NHS Federal TAP Highway and Bridge Local Other	$32,400 $167,600 $0 $50,000 $0	$0 $0 $0 $8,100 $0	$10,800 $55,867 $0 $13,967 $0	$10,800 $55,867 $0 $13,967 $0	$10,800 $55,867 $0 $13,967 $0	$0 $0 $0 $0 $0
		Totals:			**$250,000**	**$8,100**	**$80,633**	**$80,633**	**$80,633**	**$0**

Union Branch Trail Connector
Multiuse trail along the abandoned Union Branch railway extending from Park Avenue to Fore River Parkway, ending at the Portland Transportation Center.

Portland 1886500	**018865.00** Bicycle/Pedestrian New Construction	PE: ROW: CON: CE: Other:	$85,000 $45,000 $555,000 $50,000 $0	Federal STP Federal TAP Highway and Bridge Local Other	$444,000 $104,000 $0 $187,000 $0	$0 $104,000 $0 $140,420 $0	$444,000 $0 $0 $46,580 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
		Totals:			**$735,000**	**$244,420**	**$490,580**	**$0**	**$0**	**$0**

Route 1A
Beginning at Beach Street and extending west 0.57 of a mile.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Portland 2174500	**021745.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$1,756,197 $109,000 $17,906,254 $2,200,000 $0	Federal LHIP	$6,269,811	$6,269,811	$0	$0	$0	$0
				Federal NHPP	$7,187,290	$7,187,290	$0	$0	$0	$0
				Federal STP	$5,513,079	$5,513,079	$0	$0	$0	$0
				Highway and Bridge	$2,113,998	$2,113,998	$0	$0	$0	$0
				Local	$29,122	$29,122	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
				Private	$858,150	$858,150	$0	$0	$0	$0
		Totals:			**$21,971,451**	**$21,971,451**	**$0**	**$0**	**$0**	**$0**

Interstate 295
Veranda Street Bridge (#5933) over Veranda Street. Located 0.15 of a mile south of Route 1.

Portland 2239400	**022394.00** Highways Safety Improvements	PE: ROW: CON: CE: Other:	$150,000 $0 $4,749,781 $150,000 $0	Federal NHFP	$4,374,248	$4,374,248	$0	$0	$0	$0
				Federal NHPP	$170,555	$157,500	$13,055	$0	$0	$0
				Highway and Bridge	$504,978	$503,527	$1,451	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$5,049,781**	**$5,035,275**	**$14,506**	**$0**	**$0**	**$0**

Interstate 295
Beginning 0.16 of a mile south of Washington Avenue northbound and extending north 1.25 miles.

Portland	**022705.23** Ferry Route Multimodal Improvements	PE: ROW: CON: CE: Other:	$0 $0 $654,981 $0 $0	Federal FBP	$443,575	$0	$147,858	$147,858	$147,858	$0
				MM Trans	$211,406	$0	$70,469	$70,469	$70,469	$0
		Totals:			**$654,981**	**$0**	**$218,327**	**$218,327**	**$218,327**	**$0**

Casco Bay Island Transit District
Passenger Ferry Program. Allocation for capital improvements.

Portland	**022705.24** Ferry Route Multimodal Improvements	PE: ROW: CON: CE: Other:	$0 $0 $954,469 $0 $0	Federal FBP	$763,575	$0	$0	$254,525	$254,525	$254,525
				MM Trans	$190,894	$0	$0	$63,631	$63,631	$63,631
		Totals:			**$954,469**	**$0**	**$0**	**$318,156**	**$318,156**	**$318,156**

Casco Bay Island Transit District
Passenger Ferry Program. Allocation for capital improvements.

Portland	**022705.25** Ferry Route Multimodal Improvements	PE: ROW: CON: CE: Other:	$0 $0 $954,469 $0 $0	Federal FBP	$763,575	$0	$0	$0	$254,525	$254,525
				MM Trans	$190,894	$0	$0	$0	$63,631	$63,631
		Totals:			**$954,469**	**$0**	**$0**	**$0**	**$318,156**	**$318,156**

Casco Bay Island Transit District
Passenger Ferry Program. Allocation for capital improvements.

Portland 2354500	**023545.00** Highways Bridge Substructure Rehabilitation	PE: ROW: CON: CE: Other:	$133,185 $0 $597,891 $100,000 $0	Federal NHPP	$119,866	$117,000	$2,866	$0	$0	$0
				Federal NHS	$628,101	$0	$628,101	$0	$0	$0
				Federal STP	$0	$0	$0	$0	$0	$0
				Highway and Bridge	$83,108	$83,108	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$831,075**	**$200,108**	**$630,968**	**$0**	**$0**	**$0**

Interstate 295
CNRR Crossing Bridge (#5616) under Interstate 295. Located 1.45 miles south of the Falmouth town line.

Portland 2361503	**023615.03** Highways Bridge Joint Replacement	PE: ROW: CON: CE: Other:	$0 $0 $228,750 $50,000 $0	Federal NHPP	$48,746	$0	$48,746	$0	$0	$0
				Federal NHS	$202,129	$0	$202,129	$0	$0	$0
				Highway and Bridge	$27,875	$27,875	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$278,750**	**$27,875**	**$250,875**	**$0**	**$0**	**$0**

Interstate 295 Southbound
Portland Interstate 295 southbound bridge joints.

Portland 2371300	**023713.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$98,381 $5,000 $0 $0 $0	Federal NHPP	$0	$0	$0	$0	$0	$0
				Federal NHS	$82,705	$0	$27,568	$27,568	$27,568	$0
				Federal STP	$0	$0	$0	$0	$0	$0
				Highway and Bridge	$20,676	$20,676	$0	$0	$0	$0
				Local	$0	$0	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$103,381**	**$20,676**	**$27,568**	**$27,568**	**$27,568**	**$0**

Route 1A
Beginning 0.19 of a mile north of Fox Street and extending north 0.15 of a mile to Interstate 295 northbound Exit 7. Includes 0.03 of a mile north of Marginal Way extending north 0.02 of a mile, both northbound and southbound lanes.

Portland 2371700	**023717.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$200,000 $10,000 $0 $0 $0	Federal NHS	$167,414	$0	$55,805	$55,805	$55,805	$0
				Federal STP	$586	$0	$195	$195	$195	$0
				Highway and Bridge	$42,000	$42,000	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$210,000**	**$42,000**	**$56,000**	**$56,000**	**$56,000**	**$0**

Route 302 (Forest Avenue)
Beginning at Morrill's Corner and extending north 0.08 of mile.

Portland 2429300	**024293.00** Highways Intersection Reconstruction	PE: ROW: CON: CE: Other:	$158,000 $4,500 $2,592,233 $180,000 $0	Federal STP	$1,000,000	$38,462	$961,538	$0	$0	$0
				Highway and Bridge	$0	$0	$0	$0	$0	$0
				Local	$1,934,733	$1,654,138	$280,595	$0	$0	$0
		Totals:			**$2,934,733**	**$1,692,600**	**$1,242,133**	**$0**	**$0**	**$0**

Congress Square
Located at the intersection of Congress Square including all approaches.

Portland 2468500	**024685.00** Ferry Route Rehabilitation	PE: ROW: CON: CE: Other:	$100,000 $0 $835,000 $50,000 $0	Federal FBP	$480,000	$480,000	$0	$0	$0	$0
				Federal STP	$308,000	$0	$308,000	$0	$0	$0
				Highway and Bridge	$197,000	$197,000	$0	$0	$0	$0
				Other	$0	$0	$0	$0	$0	$0
		Totals:			**$985,000**	**$677,000**	**$308,000**	**$0**	**$0**	**$0**

Casco Bay Island Transit District
Casco Bay Ferry Service improvements to state owned assets serving the ferry.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Portland	**024685.01** Ferry Route Rehabilitation	PE:	$111,000	Federal FBP	$1,011,343	$0	$0	$337,114	$337,114	$337,114
		ROW:	$0	MM Bond	$0	$0	$0	$0	$0	$0
		CON:	$3,650,001							
		CE:	$250,342	MM Trans	$3,000,000	$0	$55,500	$1,018,500	$963,000	$963,000
		Other:	$0							
		Totals:			**$4,011,343**	**$0**	**$55,500**	**$1,355,614**	**$1,300,114**	**$1,300,114**

Casco Bay Island Transit District
Improvements to state owned assets serving the ferry.

Portland 2508900	**025089.00** Highways Intersection Improvements W/ Signal	PE:	$35,000	Federal NHPP	$600,300	$0	$6,900	$6,900	$200,100	$193,200
		ROW:	$5,000	Federal NHS	$15,300	$0	$5,100	$5,100	$5,100	$0
		CON:	$590,000	Highway and Bridge	$68,400	$3,700	$100	$100	$21,567	$21,467
		CE:	$54,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$684,000**	**$3,700**	**$12,100**	**$12,100**	**$226,767**	**$214,667**

Franklin Street/Marginal Way
Located at the intersection of Franklin Street and Marginal Way.

Portland 2617600	**026176.00** Highways Bridge Painting	PE:	$400,000	Federal NHPP	$3,775,500	$360,000	$1,138,500	$1,138,500	$1,138,500	$0
		ROW:	$5,000	Federal NHS	$4,500	$0	$4,500	$0	$0	$0
		CON:	$3,395,000	Highway and Bridge	$420,000	$40,500	$126,500	$126,500	$126,500	$0
		CE:	$400,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$4,200,000**	**$400,500**	**$1,269,500**	**$1,265,000**	**$1,265,000**	**$0**

I-295/Route 1A
Tukey Bridge (#3088) over Back Bay. Located 0.49 of a mile north of Mountfort Street.

Portland 2626200	**026262.00** Highways Mill And Fill	PE:	$25,054	Federal STP	$400,693	$0	$10,022	$136,905	$126,883	$126,883
		ROW:	$0	Highway and Bridge	$100,173	$5,011	$0	$31,721	$31,721	$31,721
		CON:	$446,074							
		CE:	$29,738	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$500,866**	**$5,011**	**$10,022**	**$168,626**	**$158,604**	**$158,604**

Stevens Avenue
Beginning at Woodfords Street and extending north 0.36 of a mile.

Portland 2627800	**026278.00** Highways Mill And Fill	PE:	$26,129	Federal NHS	$20,903	$0	$10,452	$10,452	$0	$0
		ROW:	$0	Federal STP	$961,531	$0	$0	$320,510	$320,510	$320,510
		CON:	$1,132,238	Highway and Bridge	$245,609	$5,226	$0	$80,128	$80,128	$80,128
		CE:	$69,676	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,228,043**	**$5,226**	**$10,452**	**$411,090**	**$400,638**	**$400,638**

Route 22/Fore River Parkway
Beginning at Interstate 295 Exit 5B southbound off-ramp and extending west 0.51 of a mile on Route 22. Beginning at Route 22 and extending south 0.21 of a mile on Fore River Parkway.

Portland 2628000	**026280.10** Highways Mill And Fill	PE:	$6,180	Federal STP	$182,928	$0	$2,472	$61,800	$59,328	$59,328
		ROW:	$0							
		CON:	$206,000	Highway and Bridge	$45,732	$0	$618	$15,450	$14,832	$14,832
		CE:	$16,480							
		Other:	$0							
		Totals:			**$228,660**	**$0**	**$3,090**	**$77,250**	**$74,160**	**$74,160**

Route 77W
Beginning 0.01 of a mile north of Route 77 and extending north 0.15 of a mile.

Portland 2644600	**026446.00** Highways Bridge Painting	PE:	$50,000	Federal NHPP	$355,500	$0	$118,500	$118,500	$118,500	$0
		ROW:	$5,000	Federal NHS	$49,500	$0	$49,500	$0	$0	$0
		CON:	$345,000	Highway and Bridge	$45,000	$5,500	$13,167	$13,167	$13,167	$0
		CE:	$50,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$450,000**	**$5,500**	**$181,167**	**$131,667**	**$131,667**	**$0**

Interstate 295 Southbound
I-295 SB/Franklin Street Bridge (#6541) over Franklin Street. Located 0.25 of a mile south of Route 1A exit.

Portland 2644800	**026448.00** Highways Bridge Painting	PE:	$70,000	Federal NHPP	$472,500	$0	$157,500	$157,500	$157,500	$0
		ROW:	$5,000	Federal NHS	$67,500	$0	$67,500	$0	$0	$0
		CON:	$455,000	Highway and Bridge	$60,000	$7,500	$17,500	$17,500	$17,500	$0
		CE:	$70,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$600,000**	**$7,500**	**$242,500**	**$175,000**	**$175,000**	**$0**

Interstate 295 Northbound
Franklin Street Bridge (#6300) over Franklin Street. Located 0.34 of a mile north of Preble Street Extension.

Portland	**026450.00** Highways Bridge Painting	PE:	$50,000	Federal NHPP	$320,000	$0	$22,000	$114,000	$92,000	$92,000
		ROW:	$5,000							
		CON:	$295,000	Highway and Bridge	$80,000	$0	$5,500	$28,500	$23,000	$23,000
		CE:	$50,000							
		Other:	$0							
		Totals:			**$400,000**	**$0**	**$27,500**	**$142,500**	**$115,000**	**$115,000**

Interstate 295 Northbound
St. John Street Bridge (#6297) over St. John Street. Located 0.12 of a mile north of Park Avenue.

Portland	**026452.00** Highways Bridge Painting	PE:	$100,000	Federal NHPP	$720,000	$0	$42,000	$254,000	$212,000	$212,000
		ROW:	$5,000							
		CON:	$695,000	Highway and Bridge	$180,000	$0	$10,500	$63,500	$53,000	$53,000
		CE:	$100,000							
		Other:	$0							
		Totals:			**$900,000**	**$0**	**$52,500**	**$317,500**	**$265,000**	**$265,000**

Interstate 295 Northbound
I-295 Over Fore River Parkway Bridge (#6292) over Fore River Parkway. Located 0.24 of a mile north of Route 1A including two ramps.

Portland	**026900.00** Highways Bridge Painting	PE:	$50,000	Federal NHPP	$400,000	$0	$14,667	$14,667	$133,333	$118,667
		ROW:	$5,000							
		CON:	$395,000	Highway and Bridge	$100,000	$0	$3,667	$3,667	$33,333	$29,667
		CE:	$50,000							
		Other:	$0							
		Totals:			**$500,000**	**$0**	**$18,333**	**$18,333**	**$166,667**	**$148,333**

Interstate 295 Southbound.
I295 SB/Fore River Parkway Bridge (#6556) over Fore River Parkway. Located 0.56 of a mile north of the South Portland town line.

Portland	**026904.00** Highways Bridge Painting	PE:	$40,000	Federal NHPP	$405,000	$0	$13,500	$13,500	$135,000	$121,500
		ROW:	$5,000							
		CON:	$365,000	Highway and Bridge	$45,000	$0	$1,500	$1,500	$15,000	$13,500
		CE:	$40,000							
		Other:	$0							
		Totals:			**$450,000**	**$0**	**$15,000**	**$15,000**	**$150,000**	**$135,000**

Interstate 295 Southbound
I295 SB/St John Street Bridge (#6538) over St. John Street. Located 0.25 of a mile east of Route 9.

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Portland	**026920.00** Ferry Route Bridge Painting	PE:	$20,000	Federal FBP	$320,000	$0	$5,333	$5,333	$106,667	$101,333
		ROW:	$0							
		CON:	$375,000	MM Trans	$80,000	$0	$1,333	$1,333	$26,667	$25,333
		CE:	$5,000							
		Other:	$0							
			Totals:		**$400,000**	**$0**	**$6,667**	**$6,667**	**$133,333**	**$126,667**

Peaks Island Ferry
Peaks Island Transfer Bridge (#6348) located on Peaks Island.

Portland	**027000.00** Highways Mill And Fill	PE:	$42,669	Federal NHPP	$762,349	$0	$11,378	$11,378	$254,116	$242,738
		ROW:	$0							
		CON:	$853,375	Highway and Bridge	$190,587	$0	$2,845	$2,845	$63,529	$60,684
		CE:	$56,892							
		Other:	$0							
			Totals:		**$952,936**	**$0**	**$14,223**	**$14,223**	**$317,645**	**$303,422**

Route 1A
Beginning 0.04 of a mile east of Valley Street and extending east 0.63 of a mile.

Portland	**027002.00** Highways Mill And Fill	PE:	$54,426	Federal STP	$1,044,971	$0	$14,514	$14,514	$348,324	$333,810
		ROW:	$0							
		CON:	$1,179,221	Highway and Bridge	$261,243	$0	$3,628	$3,628	$87,081	$83,453
		CE:	$72,567							
		Other:	$0							
			Totals:		**$1,306,214**	**$0**	**$18,142**	**$18,142**	**$435,405**	**$417,263**

Route 1A/Route 1AS
Beginning 0.51 of a mile south of I-295 and extending south 0.820 of a mile. Beginning 0.07 of a mile north of I-295 and extending north 0.030 of a mile. Beginning 0.03 of a mile south of Valley Street and extending north 0.699 of a mile.

Portland	**027490.00** Highways Install Or Replace Traffic Signals	PE:	$0	Federal STP	$200,000	$0	$0	$0	$66,667	$66,667
		ROW:	$0							
		CON:	$250,000	Highway and Bridge	$50,000	$0	$0	$0	$16,667	$16,667
		CE:	$0							
		Other:	$0							
			Totals:		**$250,000**	**$0**	**$0**	**$0**	**$83,333**	**$83,333**

Traffic Signals
Pilot for traffic signal operations.

Portland	**027506.00** Highways Install Or Replace Traffic Signals	PE:	$250,000	Federal STP	$4,012,000	$0	$89,333	$89,333	$1,337,333	$1,248,000
		ROW:	$85,000							
		CON:	$4,280,000	Highway and Bridge	$1,003,000	$0	$22,333	$22,333	$334,333	$312,000
		CE:	$400,000							
		Other:	$0							
			Totals:		**$5,015,000**	**$0**	**$111,667**	**$111,667**	**$1,671,667**	**$1,560,000**

State Street/High Street
Reconstruct 14 traffic signals on State Street and High Street. Located between Forest Avenue and York Street.

Saco	**018531.00** Production Support And Administration Feasibility Studies	PE:	$199,000	Federal STP	$0	$0	$0	$0	$0	$0
		ROW:	$1,000	Highway and Bridge	$66,000	$66,000	$0	$0	$0	$0
		CON:	$0	Local	$40,000	$40,000	$0	$0	$0	$0
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0	Private	$94,000	$94,000	$0	$0	$0	$0
			Totals:		**$200,000**	**$200,000**	**$0**	**$0**	**$0**	**$0**

Interstate 95
Maine Turnpike Authority and MaineDOT scoping evaluation of existing traffic conditions and deficiencies at the Route 112 Interchange with particular attention to Route 1, Route 112, I-195, Broadturn Road, Flag Pond Road and Haigis Parkway.

Saco 2196800	**021968.00** Railroad Surface Reconstruction Rail/Highway Crossing	PE:	$17,178	Federal RH Xing Program	$947,876	$947,876	$0	$0	$0	$0
		ROW:	$0							
		CON:	$1,021,018	Highway and Bridge	$3,218	$3,218	$0	$0	$0	$0
		CE:	$15,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0	Private	$102,102	$102,102	$0	$0	$0	$0
			Totals:		**$1,053,196**	**$1,053,196**	**$0**	**$0**	**$0**	**$0**

Pan Am Crossing
Surface and signal upgrades on Main Street in Saco on the Pan Am Railroad crossing.

Saco 2327400	**023274.00** Transit Service Area Rehabilitation	PE:	$80,000	Federal CMAQ	$987,000	$19,000	$366,667	$300,667	$300,667	$0
		ROW:	$5,000	Highway and Bridge	$0	$0	$0	$0	$0	$0
		CON:	$852,000	Other	$0	$0	$0	$0	$0	$0
		CE:	$50,000							
		Other:	$0							
			Totals:		**$987,000**	**$19,000**	**$366,667**	**$300,667**	**$300,667**	**$0**

Park and Ride Lot
Located 0.60 of a mile north of North Street.

Saco 2416300	**024163.00** Highways Mill And Fill	PE:	$39,519	Federal STP	$1,795,078	$0	$619,436	$587,821	$587,821	$0
		ROW:	$0	Highway and Bridge	$448,770	$7,904	$146,955	$146,955	$146,955	$0
		CON:	$2,098,944	Other	$0	$0	$0	$0	$0	$0
		CE:	$105,385							
		Other:	$0							
			Totals:		**$2,243,848**	**$7,904**	**$766,392**	**$734,776**	**$734,776**	**$0**

Route 1
Beginning 0.02 of a mile south of Cascade Road and extending north 1.06 miles.

Saco	**027012.00** Highways Mill And Fill	PE:	$11,400	Federal NHPP	$196,080	$0	$3,040	$3,040	$65,360	$62,320
		ROW:	$0							
		CON:	$218,500	Highway and Bridge	$49,020	$0	$760	$760	$16,340	$15,580
		CE:	$15,200							
		Other:	$0							
			Totals:		**$245,100**	**$0**	**$3,800**	**$3,800**	**$81,700**	**$77,900**

Route 1/Route 1S
Beginning 0.050 of a mile east of the Biddeford town line and extending east 0.440 of a mile. Beginning at Route 5 and extending west 0.050 of a mile to Route 112.

Scarborough, South Portland 1942600	**019426.00** Bicycle/Pedestrian New Construction	PE:	$230,000	Federal STP	$127,875	$9,900	$117,975	$0	$0	$0
		ROW:	$163,750	Highway and Bridge	$1,424,415	$1,350	$544,251	$439,407	$439,407	$0
		CON:	$1,289,690	Local	$306,150	$3,750	$204,754	$48,823	$48,823	$0
		CE:	$175,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
			Totals:		**$1,858,440**	**$15,000**	**$866,980**	**$488,230**	**$488,230**	**$0**

Eastern Trail
Beginning at Wainwright Field in South Portland and extending south 0.80 of a mile to Pleasant Hill Road in Scarborough. PACTS Sponsored.

Scarborough, South Portland 1942610	**019426.10** Bicycle/Pedestrian New Construction	PE:	$525,000	Federal CMAQ	$524,000	$75,000	$449,000	$0	$0	$0
		ROW:	$130,000	Highway and Bridge	$3,607,304	$0	$1,202,435	$1,202,435	$1,202,435	$0
		CON:	$3,712,790	Local	$636,486	$75,000	$224,495	$168,495	$168,495	$0
		CE:	$400,000							
		Other:	$0	Private	$0	$0	$0	$0	$0	$0

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$4,767,790**	**$150,000**	**$1,875,930**	**$1,370,930**	**$1,370,930**	**$0**
Scarborough, South Portland 1942610	**019426.10** Bicycle/Pedestrian New Construction									
Eastern Trail *Eastern Trail bicycle and pedestrian connection. Beginning at Nonesuch River and extending east 0.60 of a mile to Pleasant Hill Road.*										
Scarborough 2589500	**025895.00** Railroad Signal Improvements (Rail/Highway Xing)	PE: ROW: CON: CE: Other:	$5,000 $0 $338,191 $10,000 $0	Federal RH Xing Program Highway and Bridge Other Private	$351,691 $1,500 $0 $0	$4,500 $500 $0 $0	$115,730 $333 $0 $0	$115,730 $333 $0 $0	$115,730 $333 $0 $0	$0 $0 $0 $0
			Totals:		**$353,191**	**$5,000**	**$116,064**	**$116,064**	**$116,064**	**$0**
Winnocks Neck Road *Railroad crossing (#053207D) located 0.20 of a mile southeast of Orchard Hill Road.*										
Scarborough	**026186.00** Highways Bridge Wearing Surface Replacement	PE: ROW: CON: CE: Other:	$30,000 $5,000 $235,000 $30,000 $0	Federal LHIP Highway and Bridge	$240,000 $60,000	$0 $0	$9,333 $2,333	$9,333 $2,333	$80,000 $20,000	$70,667 $17,667
			Totals:		**$300,000**	**$0**	**$11,667**	**$11,667**	**$100,000**	**$88,333**
Pleasant Hill Road *Pleasant Avenue Crossing Bridge (#3911) over Boston and Maine Railroad. Located 0.09 of a mile north of Rigby Road.*										
South Portland, Westbrook 2583300	**025833.00** Highways Highway Cyclical Pavement Resurfacing	PE: ROW: CON: CE: Other:	$20,400 $0 $1,102,620 $40,800 $0	Federal STP Highway and Bridge Other	$931,056 $232,764 $0	$0 $4,080 $0	$321,232 $76,228 $0	$304,912 $76,228 $0	$304,912 $76,228 $0	$0 $0 $0
			Totals:		**$1,163,820**	**$4,080**	**$397,460**	**$381,140**	**$381,140**	**$0**
Spring Street/Cummings Road *Beginning at Main Street and extending south 3.12 miles.*										
South Portland 1280030	**012800.30** Highways Reconstruction	PE: ROW: CON: CE: Other:	$330,000 $46,892 $1,797,106 $220,000 $0	Federal IM Federal NHPP Highway and Bridge Local	$339,203 $1,815,395 $201,711 $37,689	$339,203 $0 $0 $37,689	$0 $605,132 $67,237 $0	$0 $605,132 $67,237 $0	$0 $605,132 $67,237 $0	$0 $0 $0 $0
			Totals:		**$2,393,998**	**$376,892**	**$672,369**	**$672,369**	**$672,369**	**$0**
Interstate 295 Southbound *New access on Interstate 295 at Exit 4. Project is a partnership with South Portland.*										
South Portland 2053500	**020535.00** Highways Bridge Culvert Rehabilitation	PE: ROW: CON: CE: Other:	$60,000 $1,000 $599,000 $50,000 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$12,000 $800 $555,200 $142,000 $0	$12,000 $0 $0 $3,200 $0	$0 $800 $209,067 $52,267 $0	$0 $0 $173,067 $43,267 $0	$0 $0 $173,067 $43,267 $0	$0 $0 $0 $0 $0
			Totals:		**$710,000**	**$15,200**	**$262,133**	**$216,333**	**$216,333**	**$0**
Interstate 295 *Restore Aquatic Organism passage in Red Brook at I-295 Ramp 5/Red Brook Bridge (#6284) located on the Maine Turnpike Approach off-ramp, and at Long Creek # 2 Bridge (#6219) located on Route 1.*										
South Portland 2225800	**022258.00** Highways Bridge Rehabilitation	PE: ROW: CON: CE: Other:	$335,000 $15,000 $5,300,000 $500,000 $0	Federal NHPP Federal NHS Federal STP Highway and Bridge Other	$4,760,000 $160,000 $0 $1,230,000 $0	$40,000 $0 $0 $50,000 $0	$1,626,667 $160,000 $0 $406,667 $0	$1,546,667 $0 $0 $386,667 $0	$1,546,667 $0 $0 $386,667 $0	$0 $0 $0 $0 $0
			Totals:		**$6,150,000**	**$90,000**	**$2,193,333**	**$1,933,333**	**$1,933,333**	**$0**
Route 1 Southbound *Ramp SP4 Bridge (#1376) over northbound ramp of Interstate 295 to Route 1. Located off Exit 4 on Interstate 295 southbound.*										
South Portland 2359900	**023599.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$35,000 $5,000 $275,000 $35,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$0 $315,000 $35,000 $0	$0 $4,500 $35,000 $0	$0 $310,500 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$350,000**	**$39,500**	**$310,500**	**$0**	**$0**	**$0**
Interstate 295 *I-295/ Westbrook Street Bridge (#6249) over Route 9. Located 0.47 of a mile north of Route 701.*										
South Portland 2360100	**023601.00** Highways Bridge Culvert Rehabilitation	PE: ROW: CON: CE: Other:	$100,000 $15,000 $640,000 $50,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$684,000 $40,500 $80,500 $0	$0 $0 $4,500 $0	$270,000 $40,500 $30,000 $0	$207,000 $0 $23,000 $0	$207,000 $0 $23,000 $0	$0 $0 $0 $0
			Totals:		**$805,000**	**$4,500**	**$340,500**	**$230,000**	**$230,000**	**$0**
Interstate 295 *I-295 NB/ Red Brook Bridge (#6285) over Red Brook. Located 0.93 of a mile north of the Portland town line.*										
South Portland 2360500	**023605.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$35,000 $5,000 $275,000 $35,000 $0	Federal NHPP Federal STP Highway and Bridge Other	$0 $315,000 $35,000 $0	$0 $4,500 $35,000 $0	$0 $310,500 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$350,000**	**$39,500**	**$310,500**	**$0**	**$0**	**$0**
Interstate 295 *I-295 SB/ Westbrook Street Bridge (#6532) over Route 9. Located 0.11 of a mile northeast of Interstate 295 Exit 3.*										
South Portland 2436300	**024363.00** Highways Lighting	PE: ROW: CON: CE: Other:	$25,000 $0 $765,625 $60,000 $0	Federal HSIP Federal STP Federal Safety Highway and Bridge Other	$619,500 $112,500 $19,500 $99,125 $0	$3,000 $0 $0 $2,500 $0	$205,500 $37,500 $19,500 $32,208 $0	$205,500 $37,500 $0 $32,208 $0	$205,500 $37,500 $0 $32,208 $0	$0 $0 $0 $0 $0
			Totals:		**$850,625**	**$5,500**	**$294,708**	**$275,208**	**$275,208**	**$0**
Interstate 295 *Located at Interstate 295 Exit 4.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
South Portland 2627200	**026272.00** Highways Mill And Fill	PE:	$25,001	Federal STP	$919,057	$0	$10,000	$309,686	$299,685	$299,685
		ROW:	$0	Highway and Bridge	$229,764	$5,000	$0	$74,921	$74,921	$74,921
		CON:	$1,058,671							
		CE:	$65,149	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,148,821**	**$5,000**	**$10,000**	**$384,607**	**$374,607**	**$374,607**
Running Hill Road *Beginning at Maine Mall Road and extending west 0.83 of a mile to Cummings Road.*										
South Portland	**027086.00** Highways Bridge Painting	PE:	$30,000	Federal NHPP	$270,000	$0	$10,500	$10,500	$90,000	$79,500
		ROW:	$5,000							
		CON:	$235,000	Highway and Bridge	$30,000	$0	$1,167	$1,167	$10,000	$8,833
		CE:	$30,000							
		Other:	$0							
		Totals:			**$300,000**	**$0**	**$11,667**	**$11,667**	**$100,000**	**$88,333**
I-295 Northbound Ramp *I-295 NB Ramp Over PTRR Bridge (#6555) over No Roadway. Located 0.56 of a mile north of Billy Vachon Drive.*										
South Portland	**027088.00** Highways Bridge Painting	PE:	$40,000	Federal LHIP	$320,000	$0	$12,000	$12,000	$106,667	$94,667
		ROW:	$5,000							
		CON:	$315,000	Highway and Bridge	$80,000	$0	$3,000	$3,000	$26,667	$23,667
		CE:	$40,000							
		Other:	$0							
		Totals:			**$400,000**	**$0**	**$15,000**	**$15,000**	**$133,333**	**$118,333**
Route 1 Northbound Ramp *Railroad Overpass Bridge (#6198) over PTRR and Ramp 295 NB to US 1 NB. Located 0.31 of a mile west of Route 131.*										
South Portland	**027254.00** Highways Bridge Painting	PE:	$150,000	Federal LHIP	$1,120,000	$0	$41,333	$41,333	$373,333	$332,000
		ROW:	$5,000							
		CON:	$1,095,000	Highway and Bridge	$280,000	$0	$10,333	$10,333	$93,333	$83,000
		CE:	$150,000							
		Other:	$0							
		Totals:			**$1,400,000**	**$0**	**$51,667**	**$51,667**	**$466,667**	**$415,000**
Route 1 Southbound *Ramp SP4 Bridge (#1376) over 295/NB Ramp 295 to1/PTR. Located 0.25 of a mile northwest of Billy Vachon Drive.*										
South Portland	**027482.00** Highways Mill And Fill	PE:	$25,000	Federal NHPP	$4,297,500	$0	$7,500	$7,500	$1,432,500	$1,425,000
		ROW:	$0							
		CON:	$4,500,000	Highway and Bridge	$477,500	$0	$833	$833	$159,167	$158,333
		CE:	$250,000							
		Other:	$0							
		Totals:			**$4,775,000**	**$0**	**$8,333**	**$8,333**	**$1,591,667**	**$1,583,333**
Route 703 *Beginning at Route 1 and extending northwest 1.86 miles. Including 5.66 miles of all ramps.*										
Southern Region 1935722	**019357.22** Production Support And Administration Natural Resource Investigation	PE:	$186,000	Federal TAP	$148,800	$148,406	$394	$0	$0	$0
		ROW:	$0	Highway and Bridge	$37,200	$37,101	$99	$0	$0	$0
		CON:	$0							
		CE:	$0	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$186,000**	**$185,507**	**$493**	**$0**	**$0**	**$0**
Long Creek Watershed *Long Creek Watershed Management District assessment; to monitor storm water quantity and quality from MaineDOT porous pavement project(s).*										
Southern Region 1935723	**019357.23** Production Support And Administration Natural Resource Investigation	PE:	$186,000	Federal STP	$128,800	$0	$128,800	$0	$0	$0
		ROW:	$0	Federal TAP	$20,000	$20,000	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Highway and Bridge	$37,200	$37,200	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$186,000**	**$57,200**	**$128,800**	**$0**	**$0**	**$0**
Long Creek Watershed *Long Creek Watershed Management District assessment; to monitor stormwater quantity and quality from MaineDOT porous pavement project(s).*										
Southern Region	**019357.24** Production Support And Administration Natural Resource Investigation	PE:	$186,000	Federal STP	$148,800	$0	$0	$148,800	$0	$0
		ROW:	$0							
		CON:	$0	Highway and Bridge	$37,200	$0	$0	$37,200	$0	$0
		CE:	$0							
		Other:	$0							
		Totals:			**$186,000**	**$0**	**$0**	**$186,000**	**$0**	**$0**
Long Creek Watershed *Long Creek Watershed Management District assessment; to monitor stormwater quantity and quality from MaineDOT porous pavement project(s).*										
Standish 2511700	**025117.00** Highways Mill And Fill	PE:	$51,988	Federal STP	$1,547,515	$0	$20,795	$522,770	$501,975	$501,975
		ROW:	$0	Highway and Bridge	$386,879	$10,398	$0	$125,494	$125,494	$125,494
		CON:	$1,743,771							
		CE:	$138,635	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$1,934,394**	**$10,398**	**$20,795**	**$648,264**	**$627,469**	**$627,469**
Route 25 *Beginning 0.12 of a mile west of Route 113 and extending west 1.86 miles. Continuing 0.09 of a mile west of Saco Road and extending west 1.00 mile.*										
Westbrook 1159500	**011595.00** Highways Intersection Improvements W/O Signal	PE:	$45,108	Federal STP	$36,086	$36,086	$0	$0	$0	$0
		ROW:	$0	Highway and Bridge	$9,022	$9,022	$0	$0	$0	$0
		CON:	$0							
		CE:	$0	Local	$0	$0	$0	$0	$0	$0
		Other:	$0	Other	$0	$0	$0	$0	$0	$0
		Totals:			**$45,108**	**$45,108**	**$0**	**$0**	**$0**	**$0**
Cumberland Street *Intersection Improvement: Located at the intersection of Warren Avenue and Cumberland Street.*										
Westbrook 2427500	**024275.00** Highways Large Culvert Replacement	PE:	$50,000	Federal NHPP	$4,000	$4,000	$0	$0	$0	$0
		ROW:	$10,000	Federal NHS	$44,000	$0	$14,667	$14,667	$14,667	$0
		CON:	$0							
		CE:	$0	Highway and Bridge	$12,000	$12,000	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$60,000**	**$16,000**	**$14,667**	**$14,667**	**$14,667**	**$0**
Route 302 *Large culvert (#114090) located 0.08 of a mile south of Royal Grant Way.*										
Westbrook 2549100	**025491.00** Highways Mill And Fill	PE:	$55,000	Federal NHPP	$1,937,654	$0	$657,654	$640,000	$640,000	$0
		ROW:	$0	Federal NHS	$26,346	$0	$26,346	$0	$0	$0
		CON:	$2,250,000	Highway and Bridge	$491,000	$6,587	$164,413	$160,000	$160,000	$0
		CE:	$150,000	Other	$0	$0	$0	$0	$0	$0
		Other:	$0							
		Totals:			**$2,455,000**	**$6,587**	**$848,413**	**$800,000**	**$800,000**	**$0**
Route 25 *Beginning at Larrabee Road and extending northwest 1.09 miles. Including all ramps and approaches.*										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Westbrook 2626600	**026266.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$25,003 $0 $643,253 $39,585 $0	Federal STP Highway and Bridge	$566,273 $141,568	$0 $5,001	$10,001 $0	$192,091 $45,523	$182,090 $45,523	$182,090 $45,523
			Totals:		**$707,841**	**$5,001**	**$10,001**	**$237,614**	**$227,613**	**$227,613**
Route 25B *Beginning at Larrabee Road and extending west 0.56 of a mile.*										
Westbrook 2669400	**026694.00** Highways Ultra-Thin Bonded Wearing Course	PE: ROW: CON: CE: Other:	$32,542 $0 $813,544 $48,813 $0	Federal NHPP Federal STP Highway and Bridge	$26,034 $689,886 $178,980	$26,034 $0 $6,508	$0 $229,962 $57,490	$0 $229,962 $57,490	$0 $229,962 $57,490	$0 $0 $0
			Totals:		**$894,899**	**$32,542**	**$287,452**	**$287,452**	**$287,452**	**$0**
Route 25/25E *Beginning 0.09 of a mile south of Captain Bill Hartley Avenue and extending northwest 0.95 of a mile. Beginning 0.07 of a mile east of Saco Street and extending east 0.93 of a mile.*										
Windham 2434100	**024341.00** Highways Intersection Reconstruction	PE: ROW: CON: CE: Other:	$15,000 $10,000 $545,000 $15,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$450,000 $18,000 $117,000 $0	$2,000 $0 $5,000 $0	$0 $6,000 $0 $0	$0 $6,000 $0 $0	$149,333 $6,000 $37,333 $0	$149,333 $0 $37,333 $0
			Totals:		**$585,000**	**$7,000**	**$6,000**	**$6,000**	**$192,667**	**$186,667**
Route 302 *Beginning 0.45 of a mile west of Outpost Drive and extending west 0.14 of a mile, including the roundabout intersection with Route 202.*										
Windham 2526500	**025265.00** Highways Reconstruction	PE: ROW: CON: CE: Other:	$60,000 $10,000 $375,000 $37,500 $0	Federal HSIP Federal Safety Highway and Bridge Other	$411,750 $22,500 $48,250 $0	$0 $0 $2,500 $0	$20,250 $11,250 $2,250 $0	$144,000 $11,250 $16,000 $0	$123,750 $0 $13,750 $0	$123,750 $0 $13,750 $0
			Totals:		**$482,500**	**$2,500**	**$33,750**	**$171,250**	**$137,500**	**$137,500**
Route 302/Albion Road *Located at the intersection of Route 302 and Albion Road.*										
Windham 2599700	**025997.00** Highways Mill And Fill	PE: ROW: CON: CE: Other:	$68,014 $0 $3,328,140 $181,370 $0	Federal NHPP Federal NHS Highway and Bridge Other	$2,807,608 $54,411 $715,505 $0	$0 $0 $13,603 $0	$935,869 $54,411 $233,967 $0	$935,869 $0 $233,967 $0	$935,869 $0 $233,967 $0	$0 $0 $0 $0
			Totals:		**$3,577,524**	**$13,603**	**$1,224,248**	**$1,169,837**	**$1,169,837**	**$0**
Route 302 *Beginning at Route 202 and extending north 2.85 miles.*										
Windham 2612600	**026126.00** Highways System Operations	PE: ROW: CON: CE: Other:	$100,000 $5,000 $600,000 $150,000 $0	Federal NHPP Federal NHS Highway and Bridge Other	$600,000 $84,000 $171,000 $0	$0 $0 $21,000 $0	$600,000 $84,000 $150,000 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
			Totals:		**$855,000**	**$21,000**	**$834,000**	**$0**	**$0**	**$0**
Route 302 *Traffic signal modifications on Route 302.*										
Windham 2619000	**026190.00** Highways Bridge Deck Replacement	PE: ROW: CON: CE: Other:	$100,000 $15,000 $1,000,000 $100,000 $0	Federal STP Highway and Bridge Other	$972,000 $243,000 $0	$0 $23,000 $0	$46,000 $0 $0	$339,333 $73,333 $0	$293,333 $73,333 $0	$293,333 $73,333 $0
			Totals:		**$1,215,000**	**$23,000**	**$46,000**	**$412,667**	**$366,667**	**$366,667**
River Road *Loveitt Bridge (#3018) over Pleasant River. Located 0.13 of a mile north of Laskey Road.*										
Yarmouth	**022382.00** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$745,000 $15,000 $10,500,000 $750,000 $0	Federal NHPP Highway and Bridge Other	$10,125,000 $1,885,000 $0	$0 $315,000 $0	$0 $222,500 $0	$3,375,000 $597,500 $0	$3,375,000 $375,000 $0	$3,375,000 $375,000 $0
			Totals:		**$12,010,000**	**$315,000**	**$222,500**	**$3,972,500**	**$3,750,000**	**$3,750,000**
Interstate 295 *Route 1/ I-295 Bridge (#5804) over Interstate 295. Located 0.04 of a mile north of Interstate 295 northbound Exit 15.*										
Yarmouth 2310601	**023106.01** Highways Bridge Replacement	PE: ROW: CON: CE: Other:	$0 $0 $26,945,890 $1,640,000 $0	Federal Federal Grants Federal NHPP Federal NHS Federal STP Highway and Bridge	$12,439,671 $0 $3,120,942 $4,432,890 $8,592,387	$12,439,671 $0 $0 $0 $7,161,310	$0 $0 $1,560,471 $2,216,445 $715,539	$0 $0 $1,560,471 $2,216,445 $715,539	$0 $0 $0 $0 $0	$0 $0 $0 $0 $0
			Totals:		**$28,585,890**	**$19,600,980**	**$4,492,455**	**$4,492,455**	**$0**	**$0**
Interstate 295 *I-295 SB/Route 1 Bridge (#1509) over Route 1 in Yarmouth. I-295 NB/Route 1 Bridge (#5833) over Route 1 in Yarmouth. CHBP Grant recipient.*										
Yarmouth	**026472.00** Highways Bridge Painting	PE: ROW: CON: CE: Other:	$35,000 $5,000 $225,000 $35,000 $0	Federal STP Highway and Bridge	$240,000 $60,000	$0 $0	$16,000 $4,000	$85,333 $21,333	$69,333 $17,333	$69,333 $17,333
			Totals:		**$300,000**	**$0**	**$20,000**	**$106,667**	**$86,667**	**$86,667**
Bridge Street *Cotton Mill Bridge (#3983) over Royal River. Located 0.16 of a mile north of Main Street.*										
Yarmouth	**027240.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$285,000 $15,000 $0 $0 $0	Federal STP Highway and Bridge	$240,000 $60,000	$0 $0	$80,000 $20,000	$80,000 $20,000	$80,000 $20,000	$0 $0
			Totals:		**$300,000**	**$0**	**$100,000**	**$100,000**	**$100,000**	**$0**
Route 88 *Falls Bridge (#2272) over Royal River. Located 0.10 of a mile north of Main Street.*										
Yarmouth	**027262.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$485,000 $15,000 $0 $0 $0	Federal NHPP Highway and Bridge	$450,000 $50,000	$0 $0	$150,000 $16,667	$150,000 $16,667	$150,000 $16,667	$0 $0
			Totals:		**$500,000**	**$0**	**$166,667**	**$166,667**	**$166,667**	**$0**
Interstate 295										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Interstate 295 Bridges (#1507, #5832) over Route 88. Located 0.69 of a mile south of Interstate 295 Route 17 ramps.										
Yarmouth	**027508.00** Highways Bridge Improvements	PE: ROW: CON: CE: Other:	$285,000 $15,000 $0 $0 $0	Federal STP Highway and Bridge	$240,000 $60,000	$0 $0	$80,000 $20,000	$80,000 $20,000	$80,000 $20,000	$0 $0
			Totals:		**$300,000**	**$0**	**$100,000**	**$100,000**	**$100,000**	**$0**
East Main Street *East Main Street Bridge (#5229) over Route 1. Located 0.16 of a mile south of North Road.*										

PACTS Region FTA 5337 STATE OF GOOD REPAIR MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Portland	**024747.00** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$1,321,370	Federal	$1,057,096	$0	$1,057,096	$1,057,096	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$264,274	$0	$264,274	$264,274	$0	$0
		Ops:	$0							
		Totals:			**$1,321,370**	**$0**	**$1,321,370**	**$1,321,370**	**$0**	**$0**

Urban Transit Capital

FTA Section 5337 for Capital Assistance - Portland UZA Fixed Guideway for Casco Bay Lines- will apply to FTA directly.

Portland	**025555.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$1,321,370	Federal	$1,057,096	$0	$0	$1,057,096	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$264,274	$0	$0	$264,274	$0	$0
		Ops:	$0							
		Totals:			**$1,321,370**	**$0**	**$0**	**$1,321,370**	**$0**	**$0**

Urban Transit Capital

FTA Section 5337 for Capital Assistance - Portland UZA Fixed Guideway for Casco Bay Lines.

Portland	**026534.00** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$1,321,370	Federal	$1,057,096	$0	$0	$0	$1,057,096	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$264,274	$0	$0	$0	$264,274	$0
		Ops:	$0							
		Totals:			**$1,321,370**	**$0**	**$0**	**$0**	**$1,321,370**	**$0**

Urban Transit Capital

FTA Section 5337 for Capital Assistance - Portland UZA Fixed Guideway for Casco Bay Lines- will apply to FTA directly.

Portland	**026756.00** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$5,195,751	Federal	$4,156,601	$0	$0	$0	$4,156,601	$4,156,601
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$1,039,150	$0	$0	$0	$1,039,150	$1,039,150
		Ops:	$0							
		Totals:			**$5,195,751**	**$0**	**$0**	**$0**	**$5,195,751**	**$5,195,751**

Urban Transit Capital

FTA Section 5337 for capital assistance – Northern New England Passenger Authority (NNEPRA).

PACTS Region FTA CONGESTION MITIGATION & AIR QUALITY MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Portland	**022046.23** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$15,212,723	$0	$15,212,723	$0	$0	$0
		Contractual:	$0	Local	$506,700	$0	$506,700	$0	$0	$0
		RTAP:	$0	State	$2,026,800	$2,000,000	$26,800	$0	$0	$0
		Admin:	$0							
		Ops:	$17,746,223							
		Totals:			**$17,746,223**	**$2,000,000**	**$15,746,223**	**$0**	**$0**	**$0**
NNEPRA Operating *Northern New England Passenger Rail Authority operating assistance, SGR/CMAQ-FTA Transfer.*										
Portland	**022046.24** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$10,100,000	$0	$0	$10,100,000	$0	$0
		Contractual:	$0	Local	$4,400,000	$0	$0	$4,400,000	$0	$0
		RTAP:	$0	State	$3,200,000	$0	$0	$3,200,000	$0	$0
		Admin:	$0							
		Ops:	$16,339,150							
		Totals:			**$17,700,000**	**$0**	**$0**	**$17,700,000**	**$0**	**$0**
NNEPRA Operating *Northern New England Passenger Rail Authority operating assistance, SGR/CMAQ-FTA Transfer.*										
Portland	**022046.25** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$10,100,000	$0	$0	$0	$10,100,000	$0
		Contractual:	$0	Local	$3,800,000	$0	$0	$0	$3,800,000	$0
		RTAP:	$0	State	$3,800,000	$0	$0	$0	$3,800,000	$0
		Admin:	$0							
		Ops:	$17,700,000							
		Totals:			**$17,700,000**	**$0**	**$0**	**$0**	**$17,700,000**	**$0**
NNEPRA Operating *Northern New England Passenger Rail Authority operating assistance, SGR/CMAQ-FTA Transfer.*										

PACTS Region FTA FTA / 5339 MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Biddeford, Old Orchard Beach, Saco	**027164.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$2,408,154	Federal	$2,047,407	$0	$0	$2,047,407	$0	$0
		Contractual:	$0	Local	$125,182	$0	$0	$125,182	$0	$0
		RTAP:	$0	State	$235,565	$0	$0	$235,565	$0	$0
		Admin:	$0							
		Ops:	$0							
		Totals:			**$2,408,154**	**$0**	**$0**	**$2,408,154**	**$0**	**$0**

Urban Transit Capital
Transit Capital Assistance for Biddeford-Saco-Old Orchard Beach Transit, Federal Transit Administration 5339 Bus and Bus Facilities for urbanized area transit, discretionary grant award.

Portland	**024735.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$352,941	Federal	$300,000	$0	$300,000	$0	$0	$0
		Contractual:	$0	Local	$52,941	$0	$52,941	$0	$0	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$352,941**	**$0**	**$352,941**	**$0**	**$0**	**$0**

Urban Transit Capital
FTA Section 5339 Capital Assistance - Portland UZA projects.

Portland	**025549.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$386,983	Federal	$309,586	$0	$0	$309,586	$0	$0
		Contractual:	$0	Local	$77,397	$0	$0	$77,397	$0	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$386,983**	**$0**	**$0**	**$386,983**	**$0**	**$0**

Urban Transit Capital
FTA Section 5339 Capital Assistance - Portland UZA projects

Portland	**026528.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$398,592	Federal	$318,874	$0	$0	$0	$318,874	$0
		Contractual:	$0	Local	$79,718	$0	$0	$0	$79,718	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$398,592**	**$0**	**$0**	**$0**	**$398,592**	**$0**

Urban Transit Capital
FTA Section 5339 for Capital Assistance - Portland area transit agencies.

Portland	**027580.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$410,550	Federal	$328,440	$0	$0	$0	$0	$328,440
		Contractual:	$0	Local	$82,110	$0	$0	$0	$0	$82,110
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$410,550**	**$0**	**$0**	**$0**	**$0**	**$410,550**

Urban Transit Capital
FTA Section 5339 for Capital Assistance - Portland Area transit agencies - will apply to FTA directly.

Portland	**027588.00** Transit Service Area Capital-Eligible Maintenance	Cap Equipt:	$1,321,370	Federal	$1,057,096	$0	$0	$0	$0	$1,057,096
		Contractual:	$0	Local	$264,274	$0	$0	$0	$0	$264,274
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$1,321,370**	**$0**	**$0**	**$0**	**$0**	**$1,321,370**

Urban Transit Capital
FTA Section 5337 for Capital Assistance - Portland UZA Fixed Guideway for Casco Bay Lines.

PACTS Region FTA FTA SECTION 16 / 5310 MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Portland	**024843.13** Transit Service Area Capital Equipment Purchase	Cap Equipt: Contractual: RTAP: Admin: Ops:	$36,440 $0 $0 $0 $0	Federal	$36,440	$0	$36,440	$36,440	$0	$0
		Totals:			**$36,440**	**$0**	**$36,440**	**$36,440**	**$0**	**$0**
Urban Transit Capital										
Transit Capital Assistance from Federal Transit Administration 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities. CRRSAA – Portland UZA apportionment.										
Portland	**024843.18** Transit Service Area System Operations	Cap Equipt: Contractual: RTAP: Admin: Ops:	$0 $0 $0 $0 $36,441	Federal	$36,441	$0	$36,441	$36,441	$0	$0
		Totals:			**$36,441**	**$0**	**$36,441**	**$36,441**	**$0**	**$0**
Urban Transit Operating										
Transit Operating Assistance from Federal Transit Administration 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities. ARP – Portland UZA apportionment.										
Portland	**027448.00** Transit Service Area Capital Equipment Purchase	Cap Equipt: Contractual: RTAP: Admin: Ops:	$338,400 $0 $0 $0 $0	Federal Local	$270,720 $67,680	$0 $0	$0 $0	$0 $0	$270,720 $67,680	$0 $0
		Totals:			**$338,400**	**$0**	**$0**	**$0**	**$338,400**	**$0**
Urban Transit Capital										
FTA Section 5310 for Operating / Capital Assistance - transit agencies in the Portland region.										
Portland	**027451.00** Transit Service Area Capital Equipment Purchase	Cap Equipt: Contractual: RTAP: Admin: Ops:	$410,680 $0 $0 $0 $0	Federal Local	$328,544 $82,136	$0 $0	$0 $0	$328,544 $82,136	$0 $0	$328,544 $82,136
		Totals:			**$410,680**	**$0**	**$0**	**$410,680**	**$0**	**$410,680**
Urban Transit Capital										
FTA Section 5310 for Operating / Capital Assistance - transit agencies in the Portland region.										
Portland	**027452.00** Transit Service Area Capital Equipment Purchase	Cap Equipt: Contractual: RTAP: Admin: Ops:	$398,718 $0 $0 $0 $0	Federal Local	$318,974 $79,744	$0 $0	$318,974 $79,744	$0 $0	$318,974 $79,744	$0 $0
		Totals:			**$398,718**	**$0**	**$398,718**	**$0**	**$398,718**	**$0**
Urban Transit Capital										
FTA Section 5310 for Operating / Capital Assistance - transit agencies in the Portland region.										
Portland	**027454.00** Transit Service Area Capital Equipment Purchase	Cap Equipt: Contractual: RTAP: Admin: Ops:	$387,105 $0 $0 $0 $0	Federal Local	$309,684 $77,421	$0 $0	$309,684 $77,421	$0 $0	$309,684 $77,421	$0 $0
		Totals:			**$387,105**	**$0**	**$387,105**	**$0**	**$387,105**	**$0**
Urban Transit Capital										
FTA Section 5310 for Operating / Capital Assistance - transit agencies in the Portland region.										
Portland	**027596.00** Transit Service Area Capital Equipment Purchase	Cap Equipt: Contractual: RTAP: Admin: Ops:	$435,690 $0 $0 $0 $0	Federal Local	$348,552 $87,138	$0 $0	$0 $0	$0 $0	$0 $0	$348,552 $87,138
		Totals:			**$435,690**	**$0**	**$0**	**$0**	**$0**	**$435,690**
Urban Transit Capital										
FTA Section 5310 for Operating / Capital Assistance - transit agencies in the PORTLAND region.										

PACTS Region FTA FTA SECTION 18 / 5311 MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Biddeford	**025243.00** Transit Service Area Operating Assistance	Cap Equipt:	$38,750	Federal	$168,000	$0	$0	$168,000	$168,000	$0
		Contractual:	$0							
		RTAP:	$0	Local	$144,750	$0	$0	$144,750	$144,750	$0
		Admin:	$0							
		Ops:	$274,000							
		Totals:			**$312,750**	**$0**	**$0**	**$312,750**	**$312,750**	**$0**

Rural Transit Operations/ Preventive Maintenance
Transit Operating Assistance for Federal Transit Administration 5311 for non-urbanized transit. Biddeford, Saco, Old Orchard Beach (BSOOB) Transit.

Portland	**025241.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$300,000	$0	$0	$300,000	$300,000	$0
		Contractual:	$0							
		RTAP:	$0	Local	$247,500	$0	$0	$247,500	$247,500	$0
		Admin:	$87,500							
		Ops:	$460,000							
		Totals:			**$547,500**	**$0**	**$0**	**$547,500**	**$547,500**	**$0**

Rural Transit Admin/ Operations
Transit Administrative and Operating Assistance for Federal Transit Administration 5311 for non-urbanized transit. Casco Bay Island Transit District (CBITD).

Westbrook	**025231.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$691,000	$0	$0	$691,000	$691,000	$0
		Contractual:	$0	Local	$436,553	$0	$0	$436,553	$436,553	$0
		RTAP:	$0							
		Admin:	$350,000	State	$44,447	$0	$0	$44,447	$44,447	$0
		Ops:	$822,000							
		Totals:			**$1,172,000**	**$0**	**$0**	**$1,172,000**	**$1,172,000**	**$0**

Rural Transit Admin/ Operations
Transit Administrative and Operating Assistance for Federal Transit Administration 5311 for non-urbanized transit. Regional Transportation Program (RTP).

PACTS Region FTA FTA SECTION 8 / 5303 MPO Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Portland	**027602.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$401,289	$0	$0	$0	$0	$401,289
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$501,611	Local	$100,322	$0	$0	$0	$0	$100,322
		Ops:	$0							
		Totals:			**$501,611**	**$0**	**$0**	**$0**	**$0**	**$501,611**

Urban Transit Planning

Portland Area Comprehensive Transportation System (PACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2026. Funds are transferred to FHWA.

PACTS Region FTA FTA SECTION 8 / 5303 MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Portland	**024691.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$367,236	$0	$367,236	$0	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$459,045	Local	$91,809	$0	$91,809	$0	$0	$0
		Ops:	$0							
		Totals:			**$459,045**	**$0**	**$459,045**	**$0**	**$0**	**$0**

Urban Transit Planning

Portland Area Comprehensive Transportation System (PACTS), Federal Transit Administration 5303 for metropolitan planning. Funds are transferred to FHWA.

Portland	**025605.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$378,253	$0	$0	$378,253	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$472,816	Local	$94,563	$0	$0	$94,563	$0	$0
		Ops:	$0							
		Totals:			**$472,816**	**$0**	**$0**	**$472,816**	**$0**	**$0**

Urban Transit Planning

Portland Area Comprehensive Transportation System (PACTS), Federal Transit Administration 5303 for metropolitan planning. Funds are transferred to FHWA.

Portland	**026562.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$389,601	$0	$0	$0	$389,601	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$97,400	$0	$0	$0	$97,400	$0
		Ops:	$0							
		Totals:			**$487,001**	**$0**	**$0**	**$0**	**$487,001**	**$0**

Urban Transit Planning

Portland Area Comprehensive Transportation System (PACTS), Federal Transit Administration 5303 for metropolitan planning. Funds are transferred to FHWA.

PACTS Region FTA FTA SECTION 9 / 5307 MaineDOT Sponsored

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Biddeford, Old Orchard Beach, Saco	**027430.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$25,600	$0	$0	$0	$25,600	$0
		Contractual:	$0							
		RTAP:	$0	Local	$6,400	$0	$0	$0	$6,400	$0
		Admin:	$32,000							
		Ops:	$0							
		Totals:			**$32,000**	**$0**	**$0**	**$0**	**$32,000**	**$0**
Urban Transit Planning *FTA Section 5307 for planning projects - Biddeford-Saco-Old Orchard Beach Transit (BSOOB).*										
Biddeford, Old Orchard Beach, Saco	**027432.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$962,443	$0	$0	$0	$962,443	$0
		Contractual:	$0	Local	$931,298	$0	$0	$0	$931,298	$0
		RTAP:	$0							
		Admin:	$0	State	$31,145	$0	$0	$0	$31,145	$0
		Ops:	$1,924,886							
		Totals:			**$1,924,886**	**$0**	**$0**	**$0**	**$1,924,886**	**$0**
Urban Transit Operations *FTA Section 5307 for operating assistance - Biddeford-Saco-Old Orchard Beach Transit (BSOOB).*										
Biddeford, Old Orchard Beach, Saco	**027434.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$494,989	Federal	$395,991	$0	$0	$0	$395,991	$0
		Contractual:	$0							
		RTAP:	$0	Local	$98,998	$0	$0	$0	$98,998	$0
		Admin:	$0							
		Ops:	$0							
		Totals:			**$494,989**	**$0**	**$0**	**$0**	**$494,989**	**$0**
Urban Transit Capital *FTA Section 5307 for capital projects - Biddeford-Saco-Old Orchard Beach Transit (BSOOB).*										
Biddeford, Old Orchard Beach, Saco	**027436.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$24,000	$0	$0	$24,000	$0	$0
		Contractual:	$0							
		RTAP:	$0	Local	$6,000	$0	$0	$6,000	$0	$0
		Admin:	$30,000							
		Ops:	$0							
		Totals:			**$30,000**	**$0**	**$0**	**$30,000**	**$0**	**$0**
Urban Transit Planning *FTA Section 5307 for planning projects - Biddeford-Saco-Old Orchard Beach Transit (BSOOB).*										
Biddeford, Old Orchard Beach, Saco	**027438.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$943,572	$0	$0	$943,572	$0	$0
		Contractual:	$0	Local	$912,427	$0	$0	$912,427	$0	$0
		RTAP:	$0							
		Admin:	$0	State	$31,145	$0	$0	$31,145	$0	$0
		Ops:	$1,887,144							
		Totals:			**$1,887,144**	**$0**	**$0**	**$1,887,144**	**$0**	**$0**
Urban Transit Operations *FTA Section 5307 for operating assistance - Biddeford-Saco-Old Orchard Beach Transit (BSOOB).*										
Biddeford, Old Orchard Beach, Saco	**027440.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$1,117,911	Federal	$894,329	$0	$0	$894,329	$0	$0
		Contractual:	$0							
		RTAP:	$0	Local	$223,582	$0	$0	$223,582	$0	$0
		Admin:	$0							
		Ops:	$0							
		Totals:			**$1,117,911**	**$0**	**$0**	**$1,117,911**	**$0**	**$0**
Urban Transit Capital *FTA Section 5307 for capital projects - Biddeford-Saco-Old Orchard Beach Transit (BSOOB).*										
Biddeford, Old Orchard Beach, Saco	**027442.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$22,400	$0	$22,400	$0	$0	$0
		Contractual:	$0							
		RTAP:	$0	Local	$5,600	$0	$5,600	$0	$0	$0
		Admin:	$28,000							
		Ops:	$0							
		Totals:			**$28,000**	**$0**	**$28,000**	**$0**	**$0**	**$0**
Urban Transit Planning *FTA Section 5307 for planning projects - Biddeford-Saco-Old Orchard Beach Transit (BSOOB).*										
Biddeford, Old Orchard Beach, Saco	**027444.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$925,071	$0	$925,071	$0	$0	$0
		Contractual:	$0	Local	$893,926	$0	$893,926	$0	$0	$0
		RTAP:	$0							
		Admin:	$0	State	$31,145	$0	$31,145	$0	$0	$0
		Ops:	$1,850,142							
		Totals:			**$1,850,142**	**$0**	**$1,850,142**	**$0**	**$0**	**$0**
Urban Transit Operations *FTA Section 5307 for operating assistance - Biddeford-Saco-Old Orchard Beach Transit (BSOOB).*										
Biddeford, Old Orchard Beach, Saco	**027446.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$937,241	Federal	$749,793	$0	$749,793	$0	$0	$0
		Contractual:	$0							
		RTAP:	$0	Local	$187,448	$0	$187,448	$0	$0	$0
		Admin:	$0							
		Ops:	$0							
		Totals:			**$937,241**	**$0**	**$937,241**	**$0**	**$0**	**$0**
Urban Transit Capital *FTA Section 5307 for capital projects - Biddeford-Saco-Old Orchard Beach Transit (BSOOB).*										
Biddeford, Old Orchard Beach, Saco	**027572.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$981,692	$0	$0	$0	$0	$981,692
		Contractual:	$0	Local	$950,547	$0	$0	$0	$0	$950,547
		RTAP:	$0							
		Admin:	$0	State	$31,145	$0	$0	$0	$0	$31,145
		Ops:	$1,963,384							
		Totals:			**$1,963,384**	**$0**	**$0**	**$0**	**$0**	**$1,963,384**
Urban Transit Operations *FTA Section 5307 for operating assistance - Biddeford-Saco-Old Orchard Beach Transit (BSOOB).*										
Biddeford, Old Orchard Beach, Saco	**027574.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$300,888	Federal	$240,710	$0	$0	$0	$0	$240,710
		Contractual:	$0							
		RTAP:	$0	Local	$60,178	$0	$0	$0	$0	$60,178
		Admin:	$0							
		Ops:	$0							
		Totals:			**$300,888**	**$0**	**$0**	**$0**	**$0**	**$300,888**
Urban Transit Capital *FTA Section 5307 for capital projects - Biddeford-Saco-Old Orchard Beach Transit (BSOOB).*										
Biddeford	**025053.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$179,412	$0	$179,412	$0	$0	$0
		Contractual:	$0	Private	$90,000	$0	$90,000	$0	$0	$0
		RTAP:	$0							
		Admin:	$0	State	$89,412	$0	$89,412	$0	$0	$0
		Ops:	$358,824							
		Totals:			**$358,824**	**$0**	**$358,824**	**$0**	**$0**	**$0**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Urban Transit Operations *Biddeford Downtown Circulator Project.*										
Portland	**018870.22** Transit Service Area Administrative Assistance	Cap Equipt:	$0	Federal	$3,671,959	$0	$3,671,959	$0	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$4,589,949	Local	$917,990	$0	$917,990	$0	$0	$0
		Ops:	$0							
		Totals:			**$4,589,949**	**$0**	**$4,589,949**	**$0**	**$0**	**$0**
Urban Transit Planning *Transit Planning and Capital Assistance for Casco Bay Lines, Federal Transit Administration 5307 for urbanized area transit.*										
Portland	**023468.00** Ferry Route New Construction	Cap Equipt:	$6,000,000	Federal	$6,000,000	$0	$6,000,000	$0	$0	$0
		Contractual:	$14,000,000	Local	$11,250,000	$0	$11,250,000	$0	$0	$0
		RTAP:	$0							
		Admin:	$0	State	$2,750,000	$2,750,000	$0	$0	$0	$0
		Ops:	$0							
		Totals:			**$20,000,000**	**$2,750,000**	**$17,250,000**	**$0**	**$0**	**$0**
Casco Bay Island Transit District *Construction of new ferry for Casco Bay Island Transit District (CBITD) to serve the Peaks Island Ferry Route.*										
Portland	**026602.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$4,235,295	Federal	$3,600,000	$0	$3,600,000	$0	$0	$3,600,000
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$635,295	$0	$635,295	$0	$0	$635,295
		Ops:	$0							
		Totals:			**$4,235,295**	**$0**	**$4,235,295**	**$0**	**$0**	**$4,235,295**
Urban Transit Capital *The Casco Bay Island Transit District in Portland, Maine - replacement ferry that will be equipped with a new diesel electric hybrid propulsion system.*										
Portland	**026752.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$6,787,563	Federal	$5,430,051	$0	$5,430,051	$5,430,051	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$1,357,512	$0	$1,357,512	$1,357,512	$0	$0
		Ops:	$0							
		Totals:			**$6,787,563**	**$0**	**$6,787,563**	**$6,787,563**	**$0**	**$0**
Urban Transit Capital *FTA Section 5307 and 5337 for capital assistance – Northern New England Passenger Authority (NNEPRA).*										
Portland	**026754.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$6,819,399	Federal	$5,455,519	$0	$0	$5,455,519	$5,455,519	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$1,363,880	$0	$0	$1,363,880	$1,363,880	$0
		Ops:	$0							
		Totals:			**$6,819,399**	**$0**	**$0**	**$6,819,399**	**$6,819,399**	**$0**
Urban Transit Capital *FTA Section 5307 and 5337 for capital assistance – Northern New England Passenger Authority (NNEPRA).*										
Portland	**027388.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$337,090	$0	$0	$0	$337,090	$337,090
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$84,272	$0	$0	$0	$84,272	$84,272
		Ops:	$421,362							
		Totals:			**$421,362**	**$0**	**$0**	**$0**	**$421,362**	**$421,362**
Urban Transit Operations *FTA Section 5307 for ADA operating assistance - Greater Portland Transit District (GPTD) - METRO.*										
Portland	**027390.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$330,480	$0	$0	$330,480	$330,480	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$82,620	$0	$0	$82,620	$82,620	$0
		Ops:	$413,100							
		Totals:			**$413,100**	**$0**	**$0**	**$413,100**	**$413,100**	**$0**
Urban Transit Operations *FTA Section 5307 for ADA operating assistance - Greater Portland Transit District (GPTD) - METRO.*										
Portland	**027392.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$324,000	$0	$324,000	$324,000	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$81,000	$0	$81,000	$81,000	$0	$0
		Ops:	$405,000							
		Totals:			**$405,000**	**$0**	**$405,000**	**$405,000**	**$0**	**$0**
Urban Transit Operations *FTA Section 5307 for ADA operating assistance - Greater Portland Transit District (GPTD) - METRO.*										
Portland	**027394.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$3,915,858	$0	$0	$0	$3,915,858	$3,915,858
		Contractual:	$0	Local	$3,745,432	$0	$0	$0	$3,745,432	$3,745,432
		RTAP:	$0							
		Admin:	$0	State	$170,426	$0	$0	$0	$170,426	$170,426
		Ops:	$7,831,716							
		Totals:			**$7,831,716**	**$0**	**$0**	**$0**	**$7,831,716**	**$7,831,716**
Urban Transit Operations *FTA Section 5307 for operating assistance - Greater Portland Transit District (GPTD) - METRO.*										
Portland	**027396.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$3,839,076	$0	$0	$3,839,076	$3,839,076	$0
		Contractual:	$0	Local	$3,668,650	$0	$0	$3,668,650	$3,668,650	$0
		RTAP:	$0							
		Admin:	$0	State	$170,426	$0	$0	$170,426	$170,426	$0
		Ops:	$7,678,152							
		Totals:			**$7,678,152**	**$0**	**$0**	**$7,678,152**	**$7,678,152**	**$0**
Urban Transit Operations *FTA Section 5307 for operating assistance - Greater Portland Transit District (GPTD) - METRO.*										
Portland	**027398.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$3,763,800	$0	$3,763,800	$3,763,800	$0	$0
		Contractual:	$0	Local	$3,593,374	$0	$3,593,374	$3,593,374	$0	$0
		RTAP:	$0							
		Admin:	$0	State	$170,426	$0	$170,426	$170,426	$0	$0
		Ops:	$7,527,600							
		Totals:			**$7,527,600**	**$0**	**$7,527,600**	**$7,527,600**	**$0**	**$0**
Urban Transit Operations *FTA Section 5307 for operating assistance - Greater Portland Transit District (GPTD) - METRO.*										
Portland	**027400.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$1,485,691	Federal	$1,188,553	$0	$0	$0	$1,188,553	$1,188,553
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$297,138	$0	$0	$0	$297,138	$297,138
		Ops:	$0							
		Totals:			**$1,485,691**	**$0**	**$0**	**$0**	**$1,485,691**	**$1,485,691**

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Urban Transit Capital										
FTA Section 5307 for capital projects - Greater Portland Transit District (GPTD) - METRO.										
Portland	**027402.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$2,007,510	Federal	$1,606,008	$0	$0	$1,606,008	$1,606,008	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$401,502	$0	$0	$401,502	$401,502	$0
		Ops:	$0							
		Totals:			**$2,007,510**	**$0**	**$0**	**$2,007,510**	**$2,007,510**	**$0**
Urban Transit Capital										
FTA Section 5307 for capital projects - Greater Portland Transit District (GPTD) - METRO.										
Portland	**027404.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$2,018,950	Federal	$1,615,160	$0	$1,615,160	$1,615,160	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$403,790	$0	$403,790	$403,790	$0	$0
		Ops:	$0							
		Totals:			**$2,018,950**	**$0**	**$2,018,950**	**$2,018,950**	**$0**	**$0**
Urban Transit Capital										
FTA Section 5307 for capital projects - Greater Portland Transit District (GPTD) - METRO.										
Portland	**027406.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$56,134	$0	$0	$0	$56,134	$56,134
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$70,167	Local	$14,033	$0	$0	$0	$14,033	$14,033
		Ops:	$0							
		Totals:			**$70,167**	**$0**	**$0**	**$0**	**$70,167**	**$70,167**
Urban Transit Planning										
FTA Section 5307 for planning projects – Casco Bay Island Transit District (CBITD).										
Portland	**027408.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$53,461	$0	$0	$53,461	$53,461	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$66,826	Local	$13,365	$0	$0	$13,365	$13,365	$0
		Ops:	$0							
		Totals:			**$66,826**	**$0**	**$0**	**$66,826**	**$66,826**	**$0**
Urban Transit Planning										
FTA Section 5307 for planning projects – Casco Bay Island Transit District (CBITD).										
Portland	**027410.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$50,915	$0	$50,915	$50,915	$0	$0
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$63,644	Local	$12,729	$0	$12,729	$12,729	$0	$0
		Ops:	$0							
		Totals:			**$63,644**	**$0**	**$63,644**	**$63,644**	**$0**	**$0**
Urban Transit Planning										
FTA Section 5307 for planning projects – Casco Bay Island Transit District (CBITD).										
Portland	**027412.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$4,172,773	Federal	$3,438,218	$0	$0	$0	$3,438,218	$3,438,218
		Contractual:	$0	Local	$666,111	$0	$0	$0	$666,111	$666,111
		RTAP:	$0							
		Admin:	$0	State	$68,444	$0	$0	$0	$68,444	$68,444
		Ops:	$0							
		Totals:			**$4,172,773**	**$0**	**$0**	**$0**	**$4,172,773**	**$4,172,773**
Urban Transit Capital										
FTA Section 5307 for capital projects – Casco Bay Island Transit District (CBITD).										
Portland	**027414.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$6,068,585	Federal	$5,054,868	$0	$0	$5,054,868	$5,054,868	$0
		Contractual:	$0	Local	$945,273	$0	$0	$945,273	$945,273	$0
		RTAP:	$0							
		Admin:	$0	State	$68,444	$0	$0	$68,444	$68,444	$0
		Ops:	$0							
		Totals:			**$6,068,585**	**$0**	**$0**	**$6,068,585**	**$6,068,585**	**$0**
Urban Transit Capital										
FTA Section 5307 for capital projects – Casco Bay Island Transit District (CBITD).										
Portland	**027416.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$6,395,449	Federal	$5,316,359	$0	$5,316,359	$5,316,359	$0	$0
		Contractual:	$0	Local	$1,010,646	$0	$1,010,646	$1,010,646	$0	$0
		RTAP:	$0							
		Admin:	$0	State	$68,444	$0	$68,444	$68,444	$0	$0
		Ops:	$0							
		Totals:			**$6,395,449**	**$0**	**$6,395,449**	**$6,395,449**	**$0**	**$0**
Urban Transit Capital										
FTA Section 5307 for capital projects – Casco Bay Island Transit District (CBITD).										
Portland	**027558.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$343,831	$0	$0	$0	$0	$343,831
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$0	Local	$85,958	$0	$0	$0	$0	$85,958
		Ops:	$429,789							
		Totals:			**$429,789**	**$0**	**$0**	**$0**	**$0**	**$429,789**
Urban Transit Operations										
FTA Section 5307 for ADA operating assistance - Greater Portland Transit District (GPTD) - METRO.										
Portland	**027560.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$3,994,175	$0	$0	$0	$0	$3,994,175
		Contractual:	$0	Local	$3,823,749	$0	$0	$0	$0	$3,823,749
		RTAP:	$0							
		Admin:	$0	State	$170,426	$0	$0	$0	$0	$170,426
		Ops:	$7,988,350							
		Totals:			**$7,988,350**	**$0**	**$0**	**$0**	**$0**	**$7,988,350**
Urban Transit Operations										
FTA Section 5307 for operating assistance - Greater Portland Transit District (GPTD) - METRO.										
Portland	**027562.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$1,515,405	Federal	$1,212,324	$0	$0	$0	$0	$1,212,324
		Contractual:	$0							
		RTAP:	$0	Local	$303,081	$0	$0	$0	$0	$303,081
		Admin:	$0							
		Ops:	$0							
		Totals:			**$1,515,405**	**$0**	**$0**	**$0**	**$0**	**$1,515,405**
Urban Transit Capital										
FTA Section 5307 for capital projects - Greater Portland Transit District (GPTD) - METRO.										
Portland	**027564.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$58,941	$0	$0	$0	$0	$58,941
		Contractual:	$0							
		RTAP:	$0							
		Admin:	$73,676	Local	$14,735	$0	$0	$0	$0	$14,735
		Ops:	$0							

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
Portland	**027564.00** Transit Service Area Planning Studies		**Totals:**		**$73,676**	**$0**	**$0**	**$0**	**$0**	**$73,676**
Urban Transit Planning *FTA Section 5307 for planning projects – Casco Bay Island Transit District (CBITD).*										
Portland	**027566.00** Transit Service Area Capital Equipment Purchase	Cap Equipt: Contractual: RTAP: Admin: Ops:	$1,929,487 $0 $0 $0 $0	Federal Local State	$1,543,590 $317,453 $68,444	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$1,543,590 $317,453 $68,444
			Totals:		**$1,929,487**	**$0**	**$0**	**$0**	**$0**	**$1,929,487**
Urban Transit Capital *FTA Section 5307 for capital projects – Casco Bay Island Transit District (CBITD).*										
Sanford	**027418.00** Transit Service Area Operating Assistance	Cap Equipt: Contractual: RTAP: Admin: Ops:	$0 $0 $0 $0 $866,582	Federal Local State	$433,291 $397,711 $35,580	$0 $0 $0	$0 $0 $0	$0 $0 $0	$433,291 $397,711 $35,580	$0 $0 $0
			Totals:		**$866,582**	**$0**	**$0**	**$0**	**$866,582**	**$0**
Urban Transit Operations *FTA Section 5307 for operating assistance – York County Community Action Corporation (YCCAC).*										
Sanford	**027420.00** Transit Service Area Operating Assistance	Cap Equipt: Contractual: RTAP: Admin: Ops:	$0 $0 $0 $0 $849,590	Federal Local State	$424,795 $389,215 $35,580	$0 $0 $0	$0 $0 $0	$424,795 $389,215 $35,580	$0 $0 $0	$424,795 $389,215 $35,580
			Totals:		**$849,590**	**$0**	**$0**	**$849,590**	**$0**	**$849,590**
Urban Transit Operations *FTA Section 5307 for operating assistance – York County Community Action Corporation (YCCAC).*										
Sanford	**027422.00** Transit Service Area Operating Assistance	Cap Equipt: Contractual: RTAP: Admin: Ops:	$0 $0 $0 $0 $639,330	Federal Local State	$319,665 $284,085 $35,580	$0 $0 $0	$319,665 $284,085 $35,580	$0 $0 $0	$319,665 $284,085 $35,580	$0 $0 $0
			Totals:		**$639,330**	**$0**	**$639,330**	**$0**	**$639,330**	**$0**
Urban Transit Operations *FTA Section 5307 for operating assistance – York County Community Action Corporation (YCCAC).*										
Sanford	**027568.00** Transit Service Area Operating Assistance	Cap Equipt: Contractual: RTAP: Admin: Ops:	$0 $0 $0 $0 $883,912	Federal Local State	$441,956 $406,376 $35,580	$0 $0 $0	$0 $0 $0	$0 $0 $0	$0 $0 $0	$441,956 $406,376 $35,580
			Totals:		**$883,912**	**$0**	**$0**	**$0**	**$0**	**$883,912**
Urban Transit Operations *FTA Section 5307 for operating assistance – York County Community Action Corporation (YCCAC).*										
South Portland	**027364.00** Transit Service Area Planning Studies	Cap Equipt: Contractual: RTAP: Admin: Ops:	$0 $0 $0 $57,068 $0	Federal Local	$45,654 $11,414	$0 $0	$0 $0	$0 $0	$45,654 $11,414	$45,654 $11,414
			Totals:		**$57,068**	**$0**	**$0**	**$0**	**$57,068**	**$57,068**
Urban Transit Planning *FTA Section 5307 for planning assistance – South Portland Bus Service (SPBS).*										
South Portland	**027366.00** Transit Service Area Planning Studies	Cap Equipt: Contractual: RTAP: Admin: Ops:	$0 $0 $0 $55,949 $0	Federal Local	$44,759 $11,190	$0 $0	$0 $0	$44,759 $11,190	$44,759 $11,190	$0 $0
			Totals:		**$55,949**	**$0**	**$0**	**$55,949**	**$55,949**	**$0**
Urban Transit Planning *FTA Section 5307 for planning assistance – South Portland Bus Service (SPBS).*										
South Portland	**027368.00** Transit Service Area Planning Studies	Cap Equipt: Contractual: RTAP: Admin: Ops:	$0 $0 $0 $54,852 $0	Federal Local	$43,882 $10,970	$0 $0	$43,882 $10,970	$43,882 $10,970	$0 $0	$0 $0
			Totals:		**$54,852**	**$0**	**$54,852**	**$54,852**	**$0**	**$0**
Urban Transit Planning *FTA Section 5307 for planning assistance – South Portland Bus Service (SPBS).*										
South Portland	**027370.00** Transit Service Area Operating Assistance	Cap Equipt: Contractual: RTAP: Admin: Ops:	$0 $0 $0 $0 $163,757	Federal Local	$131,006 $32,751	$0 $0	$0 $0	$0 $0	$131,006 $32,751	$131,006 $32,751
			Totals:		**$163,757**	**$0**	**$0**	**$0**	**$163,757**	**$163,757**
Urban Transit Operations *Transit American with Disabilities Act (ADA) Operating Assistance for South Portland Bus Service (SPBS), Federal Transit Administration 5307 for urbanized area transit.*										
South Portland	**027372.00** Transit Service Area Operating Assistance	Cap Equipt: Contractual: RTAP: Admin: Ops:	$0 $0 $0 $0 $160,546	Federal Local	$128,437 $32,109	$0 $0	$0 $0	$128,437 $32,109	$128,437 $32,109	$0 $0
			Totals:		**$160,546**	**$0**	**$0**	**$160,546**	**$160,546**	**$0**
Urban Transit Operations *FTA Section 5307 for ADA operating assistance – South Portland Bus Service (SPBS).*										
South Portland	**027374.00** Transit Service Area Operating Assistance	Cap Equipt: Contractual: RTAP: Admin: Ops:	$0 $0 $0 $0 $157,399	Federal Local	$125,919 $31,480	$0 $0	$125,919 $31,480	$125,919 $31,480	$0 $0	$0 $0
			Totals:		**$157,399**	**$0**	**$157,399**	**$157,399**	**$0**	**$0**
Urban Transit Operations										

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
FTA Section 5307 for ADA operating assistance – South Portland Bus Service (SPBS).										
South Portland	**027376.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$803,655	$0	$0	$0	$803,655	$803,655
		Contractual:	$0	Local	$772,415	$0	$0	$0	$772,415	$772,415
		RTAP:	$0							
		Admin:	$0	State	$31,240	$0	$0	$0	$31,240	$31,240
		Ops:	$1,607,310							
		Totals:			**$1,607,310**	**$0**	**$0**	**$0**	**$1,607,310**	**$1,607,310**
Urban Transit Operations										
FTA Section 5307 for operating assistance – South Portland Bus Service (SPBS).										
South Portland	**027378.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$787,897	$0	$0	$787,897	$787,897	$0
		Contractual:	$0	Local	$756,657	$0	$0	$756,657	$756,657	$0
		RTAP:	$0							
		Admin:	$0	State	$31,240	$0	$0	$31,240	$31,240	$0
		Ops:	$1,575,794							
		Totals:			**$1,575,794**	**$0**	**$0**	**$1,575,794**	**$1,575,794**	**$0**
Urban Transit Operations										
FTA Section 5307 for operating assistance – South Portland Bus Service (SPBS).										
South Portland	**027380.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$772,449	$0	$772,449	$772,449	$0	$0
		Contractual:	$0	Local	$741,209	$0	$741,209	$741,209	$0	$0
		RTAP:	$0							
		Admin:	$0	State	$31,240	$0	$31,240	$31,240	$0	$0
		Ops:	$1,544,898							
		Totals:			**$1,544,898**	**$0**	**$1,544,898**	**$1,544,898**	**$0**	**$0**
Urban Transit Operations										
FTA Section 5307 for operating assistance – South Portland Bus Service (SPBS).										
South Portland	**027382.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$395,064	Federal	$316,051	$0	$0	$0	$316,051	$316,051
		Contractual:	$0	Local	$79,013	$0	$0	$0	$79,013	$79,013
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$395,064**	**$0**	**$0**	**$0**	**$395,064**	**$395,064**
Urban Transit Capital										
FTA Section 5307 for capital assistance – South Portland Bus Service (SPBS).										
South Portland	**027384.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$545,125	Federal	$436,100	$0	$0	$436,100	$436,100	$0
		Contractual:	$0	Local	$109,025	$0	$0	$109,025	$109,025	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$545,125**	**$0**	**$0**	**$545,125**	**$545,125**	**$0**
Urban Transit Capital										
FTA Section 5307 for capital assistance – South Portland Bus Service (SPBS).										
South Portland	**027386.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$567,915	Federal	$454,332	$0	$454,332	$454,332	$0	$0
		Contractual:	$0	Local	$113,583	$0	$113,583	$113,583	$0	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$567,915**	**$0**	**$567,915**	**$567,915**	**$0**	**$0**
Urban Transit Capital										
FTA Section 5307 for capital assistance – South Portland Bus Service (SPBS).										
South Portland	**027550.00** Transit Service Area Planning Studies	Cap Equipt:	$0	Federal	$46,567	$0	$0	$0	$0	$46,567
		Contractual:	$0	Local	$11,642	$0	$0	$0	$0	$11,642
		RTAP:	$0							
		Admin:	$58,209							
		Ops:	$0							
		Totals:			**$58,209**	**$0**	**$0**	**$0**	**$0**	**$58,209**
Urban Transit Capital										
FTA Section 5307 for planning assistance – South Portland Bus Service (SPBS).										
South Portland	**027552.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$133,626	$0	$0	$0	$0	$133,626
		Contractual:	$0	Local	$33,406	$0	$0	$0	$0	$33,406
		RTAP:	$0							
		Admin:	$0							
		Ops:	$167,032							
		Totals:			**$167,032**	**$0**	**$0**	**$0**	**$0**	**$167,032**
Urban Transit Operations										
FTA Section 5307 for ADA operating assistance – South Portland Bus Service (SPBS).										
South Portland	**027554.00** Transit Service Area Operating Assistance	Cap Equipt:	$0	Federal	$819,729	$0	$0	$0	$0	$819,729
		Contractual:	$0	Local	$788,489	$0	$0	$0	$0	$788,489
		RTAP:	$0							
		Admin:	$0	State	$31,240	$0	$0	$0	$0	$31,240
		Ops:	$1,639,458							
		Totals:			**$1,639,458**	**$0**	**$0**	**$0**	**$0**	**$1,639,458**
Urban Transit Operations										
FTA Section 5307 for operating assistance – South Portland Bus Service (SPBS).										
South Portland	**027556.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$402,565	Federal	$322,052	$0	$0	$0	$0	$322,052
		Contractual:	$0	Local	$80,513	$0	$0	$0	$0	$80,513
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$402,565**	**$0**	**$0**	**$0**	**$0**	**$402,565**
Urban Transit Capital										
FTA Section 5307 for capital assistance – South Portland Bus Service (SPBS).										
Westbrook	**027424.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$268,476	Federal	$214,781	$0	$0	$0	$214,781	$0
		Contractual:	$0	Local	$53,695	$0	$0	$0	$53,695	$0
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							
		Totals:			**$268,476**	**$0**	**$0**	**$0**	**$268,476**	**$0**
Urban Transit Capital										
FTA Section 5307 for capital projects – Regional Transportation Program (RTP).										
Westbrook	**027426.00** Transit Service Area Capital Equipment Purchase	Cap Equipt:	$263,213	Federal	$210,570	$0	$0	$210,570	$0	$210,570
		Contractual:	$0	Local	$52,643	$0	$0	$52,643	$0	$52,643
		RTAP:	$0							
		Admin:	$0							
		Ops:	$0							

	WIN-Scope	Stage	Available	Source	Available	Obligated to Date	2023	2024	2025	2026
			Totals:		**$263,213**	**$0**	**$0**	**$263,213**	**$0**	**$263,213**
Westbrook	**027426.00** Transit Service Area Capital Equipment Purchase									
Urban Transit Capital										
FTA Section 5307 for capital projects – Regional Transportation Program (RTP).										
Westbrook	**027428.00** Transit Service Area Capital Equipment Purchase	Cap Equipt: Contractual: RTAP: Admin: Ops:	$258,051 $0 $0 $0 $0	Federal Local	$206,441 $51,610	$0 $0	$206,441 $51,610	$0 $0	$206,441 $51,610	$0 $0
			Totals:		**$258,051**	**$0**	**$258,051**	**$0**	**$258,051**	**$0**
Urban Transit Capital										
FTA Section 5307 for capital projects – Regional Transportation Program (RTP).										
Westbrook	**027570.00** Transit Service Area Capital Equipment Purchase	Cap Equipt: Contractual: RTAP: Admin: Ops:	$273,846 $0 $0 $0 $0	Federal Local	$219,077 $54,769	$0 $0	$0 $0	$0 $0	$0 $0	$219,077 $54,769
			Totals:		**$273,846**	**$0**	**$0**	**$0**	**$0**	**$273,846**
Urban Transit Capital										
FTA Section 5307 for capital projects – Regional Transportation Program (RTP).										

Working to Move Maine: MaineDOT's Long-Range Transportation Plan

MaineDOT

date

March 2023

Working to Move Maine: MaineDOT's Long-Range Transportation Plan

Prepared for

Maine Department of Transportation

Prepared by

CAMBRIDGE
SYSTEMATICS

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From the Commissioner

Working to Move Maine

From the Commissioner: Working to Move Maine

Dear MaineDOT Customers and Partners,

Transportation will always be a big job in Maine. Our vast, multimodal transportation system includes highways, bridges, airports, freight and passenger rail service, a state ferry service, and bike and pedestrian facilities. That infrastructure is spread out across a large, mostly rural state with geography, geology, and weather that – while beautiful – present challenges from an infrastructure perspective. Maine simply has much more transportation infrastructure per capita than most states do. For example, compared to New Hampshire, a state with about the same population, Maine has three-and-a-half times the land area and about double the number of state highway miles. Maine also is the least densely populated state east of the Mississippi River, and that population is the oldest in the nation, making rural transit solutions especially challenging. Fortunately, at the Maine Department of Transportation, we love tackling the constant and complex challenges associated with doing this big job. We see opportunities to make pragmatic progress in the years ahead.

To move Maine forward amidst these realities, we need a general direction, a map, and a plan – a guide that assesses where we are, where we're going, and how we're going to get there. This Long-Range Transportation Plan (LRTP) aims to provide the general direction of that map. The LRTP is MaineDOT's overarching approach and vision for responsibly providing a safe and reliable transportation system within available resources over the long term. This general direction and approach include high-level goals, objectives, and strategies that we will use on our journey.

The LRTP is part of MaineDOT's Family of Plans – a group of distinct plans that deal with specific modes of transportation, aspects of the work we do, and work done by our partners at the regional and municipal levels as well as in the Tribes and Nations. These individual modal plans can be thought of as more specific destinations consistent with the general direction provided by the LRTP.

At the beginning of every calendar year, MaineDOT releases the latest version of our Work Plan. This document includes thousands of work items the department plans to deliver in the next three-year period. Extending the map analogy, one can think of the Work Plan as the specific routes we will use to reach the destinations in the modal plans and the general direction in our LRTP.

All movement requires energy or fuel. For transportation, that fuel is funding and is provided in federal and state budgets and state bond bills. Just as fuel comes in many varieties, so too does transportation funding.

Historic underfunding of our transportation system has created significant challenges over time, and recent construction cost inflation has made the cost of meeting these challenges about 50-percent higher just to maintain the same levels of production. Despite these challenges, there is reason for cautious optimism. The potential for significantly more federal funding available through the Bipartisan Infrastructure Law (BIL) coupled with unprecedented support for transportation at the state level couldn't have come at a better time. If we can provide adequate resources to match BIL funds and address inflation, a better transportation future is within reach.

Throughout this journey metaphor, notice there is no mention of specific modes of travel. Given our demographics and population density, most in Maine likely envision themselves driving or riding in a passenger vehicle – increasingly in a low- or zero-emission vehicle. Some are thinking of themselves flying. Others may envision themselves riding in a bus or train. Still others will be walking or riding a bicycle. At MaineDOT, we are charged with seeking a comprehensive, balanced, multimodal system that responsibly supports the economic opportunity and quality of life of all our customers, using the modes that makes policy and fiscal sense over the long term.

This is the first time that MaineDOT has developed so many modal plans at one time, resulting in a more complete and comprehensive vision of Maine's transportation future. We look forward to working with regional and local transportation providers, municipalities, our Tribes and Nations, modal advocates, and policymakers to pursue pragmatic progress that will help make the future of transportation in Maine brighter for all our customers – the people who live, work, do business, and travel in our great state.

Respectfully,

Bruce A. Van Note

Commissioner

MaineDOT

Executive Summary

Working to Move Maine: MaineDOT's Long-Range Transportation Plan

The *Long-Range Transportation Plan*

The *Long-Range Transportation Plan* (*LRTP*) is the Maine Department of Transportation's (MaineDOT's) overarching plan to communicate the vision for the transportation system and the strategies that MaineDOT and our partners plan to deliver throughout the next 20+ years.

Maine's *LRTP* is a policy document that lays out the framework to manage Maine's transportation system in all modes, support economic opportunity and quality of life, and build reliability and trust throughout the coming decades. The *LRTP* was developed consistent with federal and state requirements for consultation with partners, officials, and input from Maine citizens.

This policy document shapes investments that appear in MaineDOT's *Work Plan*, which includes the work in the federal *Statewide Transportation Improvement Program (STIP)*. Decisions on these investments today and into the future support the LRTP goals, meet MaineDOT responsibilities, and address immediate needs while also seizing opportunities to manage the impacts of trends and potential disruptions.

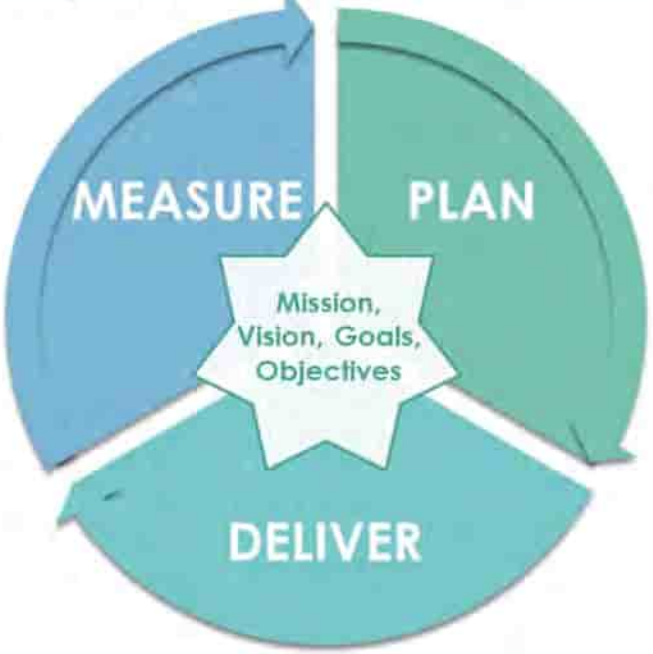
MaineDOT's Mission
To support economic opportunity and quality of life, by responsibly providing our customers the safest and most reliable transportation system possible, given available resources.

The *LRTP* is the **foundation of a cycle of planning** to address needs and prioritize resources to ensure a safe, well-maintained, and reliable system, **delivering projects and programs** to keep the system efficient for all users, and **monitoring system performance** to ensure we are serving our customers and meeting our goals.

MaineDOT's Family of Plans includes many modally-focused plans, each addressing a unique purpose within the planning cycle and linking to delivery and measurement. The Family of Plans includes the *LRTP*, the *Maine State Rail Plan* (*Rail*), *Maine State Aviation System Plan* (*Aviation*), *Maine State Active Transportation Plan* (*Active*), *Maine State Transit Plan* (*Transit*), *Strategic Highway Safety Plan* (*Safety*), *Integrated Freight Strategy* (*Freight*), and Metropolitan Planning Organization *Metropolitan Transportation Plans* (*MTPs*).

Evaluate and adjust
Collect data, evaluate customer service and MaineDOT performance, and adjust as needed

Family of Plans
Establish goals, assess needs, develop strategies, prioritize investments, and allocate resources



Core responsibility
Deliver Work Plan and manage, operate, and maintain the system

Building the Long-Range Transportation Plan

Each step of building the LRTP relied upon prior steps, helping to create a platform of data and insights to inform the development of strategies and implementation approach.

1. Context & Guiding Principles

The *LRTP* helps MaineDOT and our partners look forward, anticipating how continued changes inside and outside Maine will impact our transportation investment decisions. Originating from a desire to deliver achievable results, MaineDOT uses a set of practical guiding principles which frame how MaineDOT planning, development, implementation, and operations be conducted. These three guiding principles require department-wide, conscientious effort to center strategies and actions.

Meet customers where they are	**Commit to pursuing equitable solutions** that best address the diverse needs of all users of Maine's transportation system.
Be responsible stewards by making reasoned, long-term decisions	**Serve as responsible stewards of the funds entrusted to MaineDOT** by seeking the most cost-effective solutions to demonstrated transportation needs. **Make reasoned, fact-based decisions** including those relating to system and asset management, resource allocation, and the selection, scoping, and development of projects. **Consider long-term benefits and costs of transportation investment** including the need for ongoing funding for operations and maintenance.
Improve continuously and embrace the future	**Be open to new ideas, best practices, and technologies** that will result in continuous and sustainable improvement. **Anticipate and meet future transportation needs** - including the transition to cleaner transportation – through thoughtful study and pragmatic implementation including pilots when feasible.

2. Maine Transportation Today

Maine's multimodal transportation system is the backbone of our economy. This system supports the movement of goods, access to jobs and healthcare, and tourism and recreation. The transportation system also has a substantial impact on Maine's environmental sustainability and climate change. The *LRTP* presents the state of the system, including highlights of the system scope and travel characteristics.

MaineDOT delivers capital projects and programs, maintenance and operations activities, planning initiatives, and administrative functions across a multimodal system spanning 8,800 miles of state jurisdiction highways, in addition to trails, sidewalks, transit systems, rail lines, airports, and ports managed by MaineDOT and its partners.[1] MaineDOT describes the work activities supporting this system through our *Three-Year Work Plan*. The *Work Plan* is financed through many funding sources, including Maine's State Highway Fund, which is the foundational state source of revenue for MaineDOT capital investments and operations. The State Highway Fund represents 28 percent of the Work Plan and is leveraged by 44 percent from federal sources, 13 percent from the general fund, and 15 percent from a combination of sources including municipal funds.

There are many trends driving the direction of Maine's economy, population, and transportation system. The *LRTP* focuses attention on eight topics: Transportation Safety, Population, Development, Labor Market, Technology, Global Trade, Climate, and Tourism.

These topics are crucial for understanding the future of Maine's transportation system, particularly how each trend could impact future MaineDOT *Work Plans* and ongoing planning, delivery, and performance measure processes. MaineDOT will continue to keep our eye on these topics, while also tracking emerging trends including topics like energy uncertainty and information security.

Bipartisan Infrastructure Law

The LRTP was developed during the passing of the Bipartisan Infrastructure Law (BIL) by Congress in November 2021. The BIL calls for MaineDOT to receive more than $1.5 billion in federal highway and bridge funding from 2022 to 2026, translating to an average of an additional $66 million in reliable formula funding per year beyond existing levels (a 28-percent annual increase). In addition, transit formula funding received a 33-percent increase. These increases are beneficial, but not transformative, as the increase comes at a time when labor and materials costs continue to rise, with construction cost inflation increases of 40 to 50 percent over the last four years.

[1] Maine Department of Transportation, "Three-Year Work Plan, 2023 Edition," January 25, 2023, https://www.maine.gov/mdot/projects/workplan/docs/2023/WORK%20PLAN%20FINAL%202023_2024_2025-3.pdf

3. Maine's Transportation Future

The spectrum of needs reviewed in the *LRTP*, and across the Family of Plans, highlights issues that limit our customer's access to a seamless and integrated transportation system.

The *LRTP* looks at two need dynamics. The first dynamic looks at four questions: **when (or timing to meet the need), how much (what is the cost), where (how do needs vary by community)**, and **who (partners MaineDOT works with to address needs)**. The second dynamic looks at **real needs by type of trip, including commuting to work; accessing goods and services; tourism and recreation; and goods movement.**

Understanding the diverse needs of Maine's transportation system and the needs of our customers is foundational to the development of the *LRTP*'s vision and goals. The vision represents MaineDOT's desired future for multimodal transportation.

Maine Citizen Needs

All Maine people want to feel safe as they travel, with confidence that they can securely navigate from origin to destination by any mode without injury.

Infrastructure maintenance and improvements were identified as the number one priority for MaineDOT investment. These investments can promote safety and help ensure that travel is reliable.

Transportation should meet all Maine people where they are – not only in terms of geography, but their life stages, priorities, and habits.

MaineDOT customers want practical multimodal mobility solutions that enhance the ability to travel across Maine to meet all travel needs.

Our Vision:

MaineDOT will provide a transportation system that:

- Within available resources, supports the economic opportunity and the quality of life that makes Maine a world-class and welcoming place for all.
- Reinvigorates quintessential New England charm and provides for natural resource, technology, manufacturing, and tourism-based economies.
- Enhances the lives of Maine people, supports our businesses to prosper locally and globally, and demonstrates leadership in sustainability.

Our goals describe what guides us toward attaining the vision and highlight our overall desired outcomes. Our goals shape objectives, which are measurable outcomes describing how MaineDOT will attain the *LRTP* goals. The *LRTP* has 15 unique objectives across the five goals.

4. Implementation: Maine's Path Forward

To reach our goals and make progress against the objectives, the *LRTP* recommends holistic and cross-cutting strategies to achieve our vision for the transportation system.

GOALS	OBJECTIVES	STRATEGIES
Provide a safe transportation system for all users and modes of transportation	Reduce fatalities and serious injuries Reduce crashes involving vulnerable users	Reduce crashes, fatalities, and serious injuries for all transportation users and promote safe and connected active transportation options
Effectively manage Maine's existing transportation system within reliable funding levels to provide levels of service that are acceptable to our customers	Maintain a state of good repair Improve system performance for customers Support and pilot innovation Leverage funding opportunities	Maintain and make targeted or strategic improvements to asset condition Enhance the overall travel experience for customers using Maine's highways Diversify and stabilize funding sources to enhance sustainability Enhance the transportation system Improve the customer experience through technology
Invest in transportation initiatives that support economic opportunity for Maine people, communities, and businesses	Support job and economic growth Improve supply chain efficiency Expand the transportation workforce Expand connections to global economies	Improve freight connections, reliability, and efficiency Connect Maine to the world Improve system mobility to grow the economy
Invest in practical transportation solutions that mitigate impacts on the natural world and prepare for the realities of climate change	Reduce greenhouse gas emissions Mitigate environmental impacts Reduce disruptions	Position for an electric vehicle future Prepare for climate change Lead by example
Ensure that all Maine people have access to safe and reliable transportation regardless of who you are or where you are	Improve access for all Mainers Reduce disparities in accessibility	Provide reliable and connected mobility solutions Support communities across Maine Foster opportunities for flexible commuting

MaineDOT strives to implement the *LRTP* recommendations using a process that is fiscally realistic and anchored in policy. Implementation of the strategies occurs across four initiatives – **process, program, policy, and partnership**. Each strategy is supported and further detailed within the Family of Plans.

Process initiatives are the practices, tools, and other resources within MaineDOT that institutionalize and operationalize the programmatic and policy strategies.

Program initiatives direct MaineDOT's future investment decisions, such as program and project prioritization for annual *Work Plans*.

Policy initiatives shape MaineDOT's priorities, roles, and responsibilities by establishing standards for planning, project design and delivery, and standards for coordination with partners.

Partnership initiatives allow MaineDOT to leverage existing relationships and forge new alliances to meet our goals.

Implementation actions help facilitate the 15 recommended strategies in the *LRTP*. The actions are executable within the next five years, are within MaineDOT's purview to lead and execute, do not require legislative action, and rely on existing resources.

Implementation actions internal to MaineDOT include:

1. Annually, prior to setting resource allocation goals for each Work Plan, the Bureau of Planning and the Results and Information Office will meet to ensure that the resource allocation is consistent, given available resources, with the goals and strategies of the Family of Plans.

2. MaineDOT Bureau of Planning will annually review ongoing implementation initiatives within the Family of Plans and update the Commissioner on progress.

3. Develop policy establishing how MaineDOT will amend or update Family of Plans documents to address changing conditions, legislation, and regulations to best position Maine to compete for grant opportunities and leverage partnerships.

Implementation actions where MaineDOT will coordinate with external partners include:

4. Conduct ongoing public and stakeholder coordination that briefs partners on plan implementation activities and engages opportunities for partnerships (including resource sharing).

5. Expand partnerships with Tribes and Nations, MPOs, RPOs, and transit operators on long-range and strategic regional planning opportunities consistent with Family of Plans outcomes, goals, and objectives.

1. Introduction

MaineDOT's Guiding Principles, working with partners, and building multiple pathways toward a sustainable future

1.1 The Long-Range Transportation Plan and Family of Plans

The *Long-Range Transportation* Plan (*LRTP*) is the Maine Department of Transportation's (MaineDOT's) overarching plan to communicate the vision for the transportation system and the strategies that MaineDOT and our partners plan to deliver throughout the next 20+ years. The *LRTP* helps MaineDOT and our partners look forward, anticipating how continued changes in Maine's population, economy, and climate, as well as broader changes in transportation technologies and the movements of people and goods, will impact our transportation investment decisions.

What is the LRTP?

Maine's *LRTP* is a policy document that lays out the framework to manage Maine's transportation system in all modes, support economic opportunity and quality of life, and build reliability and trust throughout the coming decades. The *LRTP* satisfies United States Department of Transportation (USDOT) requirements as specified in the Code of Federal Regulations (CFR), 23 CFR 450.216. The *LRTP* was developed consistent with federal and state requirements for consultation with partners, officials, and input from Maine citizens. Information on meeting federal requirements is in **Appendix A**.

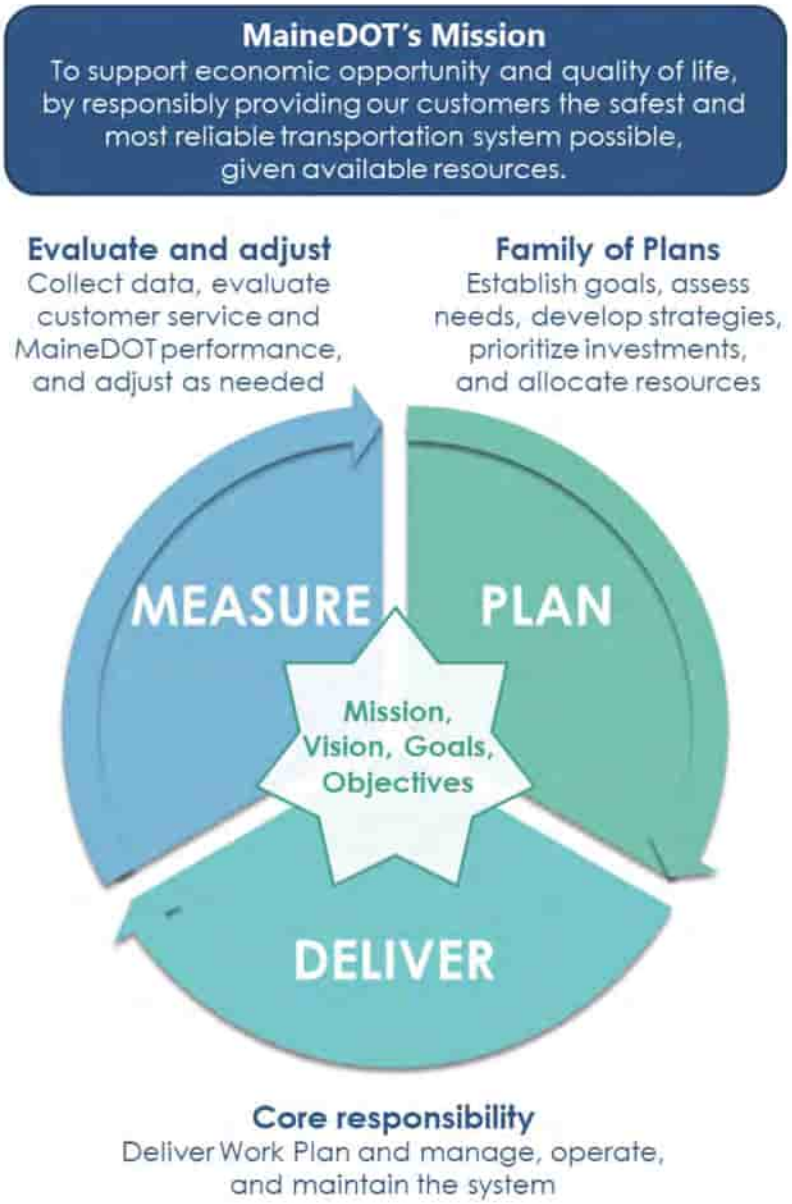
This policy document shapes investments that appear in MaineDOT's *Work Plan*[i], which includes the work in the federal *Statewide Transportation Improvement Program*[ii] *(STIP)*. Decisions on these investments today and into the future support the *LRTP* goals, meet MaineDOT responsibilities, and address immediate needs while also seizing opportunities to manage the impacts of trends and potential disruptions. Visit MaineDOT's homepage[iii] for more information on MaineDOT's *Work Plan*, the *STIP*, and other plans and ongoing projects.

What is the Family of Plans?

The *LRTP* can be viewed as the foundation of a cycle of **planning to address needs and prioritize resources** to ensure a safe, well-maintained, and reliable system, **delivering projects and programs** to keep the system efficient for all users and monitoring **system performance** to ensure we are serving our customers and meeting our goals. This cycle in Figure 1.1 is referred to as the transportation *performance-based planning and programming process.*

The Family of Plans recognizes that there are many modally or regionally focused plans, each addressing a unique purpose within the planning part of the cycle. The Family of Plans includes the *LRTP*, the *Maine State Rail Plan* (*Rail*), *Maine State Aviation System Plan* (*Aviation*), *Maine State Active Transportation Plan* (*Active*), *Maine State Transit Plan* (*Transit*), *Strategic Highway Safety Plan*[iv] (*Safety*), *Integrated Freight Strategy* (*Freight*), and MPO *Metropolitan Transportation Plans* (*MTPs*). Many components of the Family of Plans were developed concurrently in 2022-2023 in order to better align MaineDOT's long-range and modal planning efforts.

Figure 1.1 MaineDOT's Performance Based Planning and Programming Process



How Do Existing Maine Plans Inform the LRTP?

Plans published by state government agencies throughout the last decade provide policy guideposts for the state's growth, recovery, and preparation for the future. These plans cover a spectrum of topics, some of which are recurring and others that are responses to particular events. Some of these plans may seem focused on stand-alone issues unrelated to transportation. However, upon closer examination, nearly every plan is interconnected and vital to the success of the others. The link between these plans is nowhere more evident than in the transportation system.

Figure 1.2 presents the Family of Plans relative to other statewide initiatives, like *Maine Won't Wait*[1] or the *Maine Jobs and Recovery Plan*[ii]. It also presents the Family of Plans as the guiding policy and strategy documents shaping targeted investments throughout the next three years and actions throughout the next decade.

- The *LRTP* is integral to and built upon the Family of Plans. These include long-range, statewide plans with policy and strategy-level direction for multimodal transportation investments.

- The *LRTP* shares goals and policy direction with MaineDOT's statewide and asset-specific strategic plans. The LRTP is informed by strategies, policies, investment direction, and performance measures and targets established by MaineDOT and our partners through these plans.

- The *LRTP* integrates with Maine's four Metropolitan Planning Organizations (MPOs), Regional Planning Organizations (RPOs), other non-metropolitan local officials, and the Maine Turnpike Authority (MTA), as well as with Tribes and Nations in Maine.

- MaineDOT's annual *Work Plan* and *STIP* share goals and strategies with the *LRTP* and can document how programmed investments support MaineDOT's vision and *LRTP* goals.

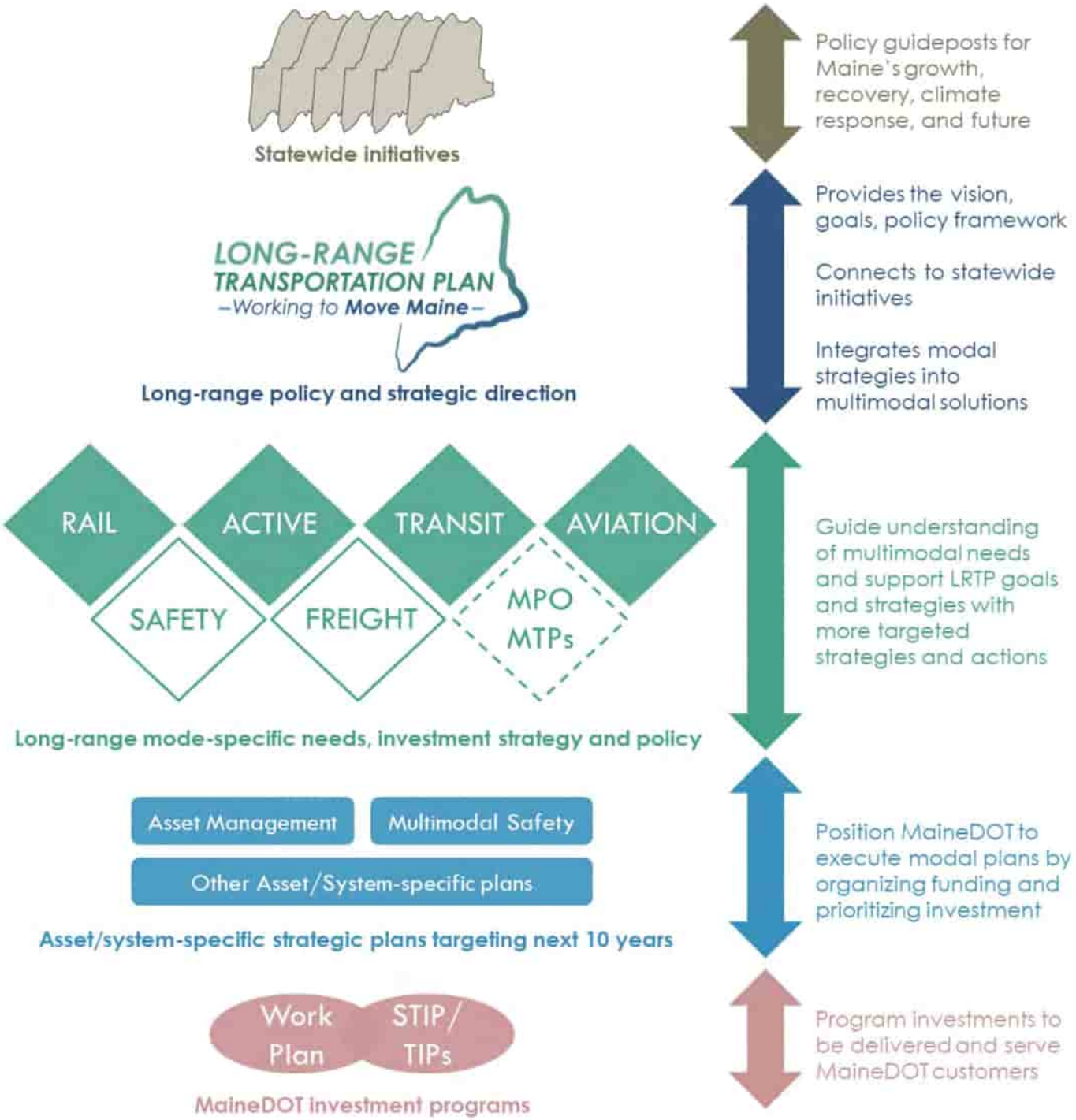
How do the connections between all these plans work in practice? Figure 1.2 also explains the two-way interaction between the four levels that translate the *LRTP* vision and goals all the way down to implementing projects and managing the day-to-day operation of the transportation system.

MaineDOT complies with all federal and state transportation laws. In Maine, MaineDOT's authority and responsibilities are outlined in Title 23 of the Maine Revised Statutes.[2] This includes high-level policies, such as the Sensible Transportation Policy Act, which lays out the core tenants of Maine transportation policy and codifies MaineDOT's commitment to minimizing environmental impacts, evaluating transportation alternatives, maintaining the highway and bridge system, promoting energy efficiency, meeting Maine people's transportation needs, being consistent with the Comprehensive Planning and Land Use Regulation Act, and incorporating public participation into transportation planning decisions.[3]

[2] 23 M.R.S. §1 to 8120, https://www.mainelegislature.org/legis/statutes/23/title23ch0sec0.html

[3] 23 M.R.S. §73 (1991), https://www.mainelegislature.org/legis/statutes/23/title23sec73.html

Figure 1.2 How It All Works Together – Plan | Deliver | Measure



1.2 MaineDOT's Guiding Principles

Originating from a desire to deliver achievable results, MaineDOT uses a set of practical guiding principles which frame how MaineDOT planning, development, implementation, and operations be conducted. These three guiding principles require department-wide, conscientious effort to center strategies and actions.

MaineDOT strives to:

Meet customers where they are.

- Commit to pursuing equitable solutions that best address the diverse needs of all users of Maine's transportation system.

Be responsible stewards by making reasoned, long-term decisions.

- Serve as responsible stewards of the funds entrusted to MaineDOT by seeking the most cost-effective solutions to demonstrated transportation needs.
- Make reasoned, fact-based decisions including those relating to system and asset management; resource allocation; and the selection, scoping, and development of projects.
- Consider long-term benefits and costs of transportation investment including the need for ongoing funding for operations and maintenance.

Improve continuously and embrace the future.

- Be open to innovative ideas, best practices, and technologies that will result in continuous and sustainable improvement.
- Anticipate and meet future transportation needs – including the transition to cleaner transportation – through thoughtful study and pragmatic implementation including pilots when feasible.

1.3 Our Local and Statewide Partners

Meeting transportation system needs requires collaboration with stakeholders, partners, customers, and the public in the long-range planning process. MaineDOT's local and regional partners include municipalities and localities, MPOs, RPOs, local law enforcement, transit providers, and advocacy and non-profit groups, among many others. MaineDOT also coordinates with a wide variety of state partners, which include the Maine Bureau of Highway Safety, Bureau of Motor Vehicles, Maine Turnpike Authority, Maine Port Authority, Maine State Police, Department of Health and Human Services, Department of Labor, ConnectMaine Authority, Department of Economic and Community Development, Department of Environmental Protection, and others.

MaineDOT engaged stakeholders and partners, in addition to the public, in a variety of ways during our long-range planning process. Representatives from MaineDOT attended and presented at four rounds of virtual public meetings about the Family of Plans. MaineDOT also distributed an online public survey which was publicized along with the public meeting recordings on the LRTP page of the MaineDOT website. The online survey offered an opportunity to reach a wide audience remotely and gain valuable feedback on the trends, objectives, and critical needs we have identified as integral in creating a successful transportation system now and into the future.

Representatives from MaineDOT served on an advisory committee to guide *LRTP* development and ensure our goals, objectives, and strategies align with other MaineDOT modal and strategic plans and initiatives. MaineDOT also held several rounds of stakeholder meetings with representatives from MPOs and RPOs to provide updates on plan development. More details on the entirety of the stakeholder and public engagement process for the complete Family of Plans is available in **Appendix C**.

1.4 Tribes and First Nations in Maine

MaineDOT works closely with the Houlton Band of Maliseet Indians, the Mi'kmaq Nation, the Passamaquoddy Tribe, and the Penobscot Nation on long-range transportation planning efforts and to help address transportation issues facing their communities. In accordance with the *Tribal-State Collaboration Act*, MaineDOT follows its Tribal Collaboration Policy to ensure the Tribes and Nations are afforded a reasonable opportunity to be heard—in addition to the public process—during the development of programs, rules and services that substantially and uniquely affect and/or pertain to said Tribes and Nations.[4]

MaineDOT held several rounds of stakeholder meetings with Tribes and Nations in Maine during the development of the *LRTP* and the Family of Plans. More details are available in **Appendix C.**

1.5 Our Federal Partners

MaineDOT regularly coordinates with federal agencies, such as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on many aspects of transportation planning and policy. Other federal partners include the Federal Railroad Administration (FRA), National Highway Traffic Safety Administration (NHTSA), and the National Park Service.

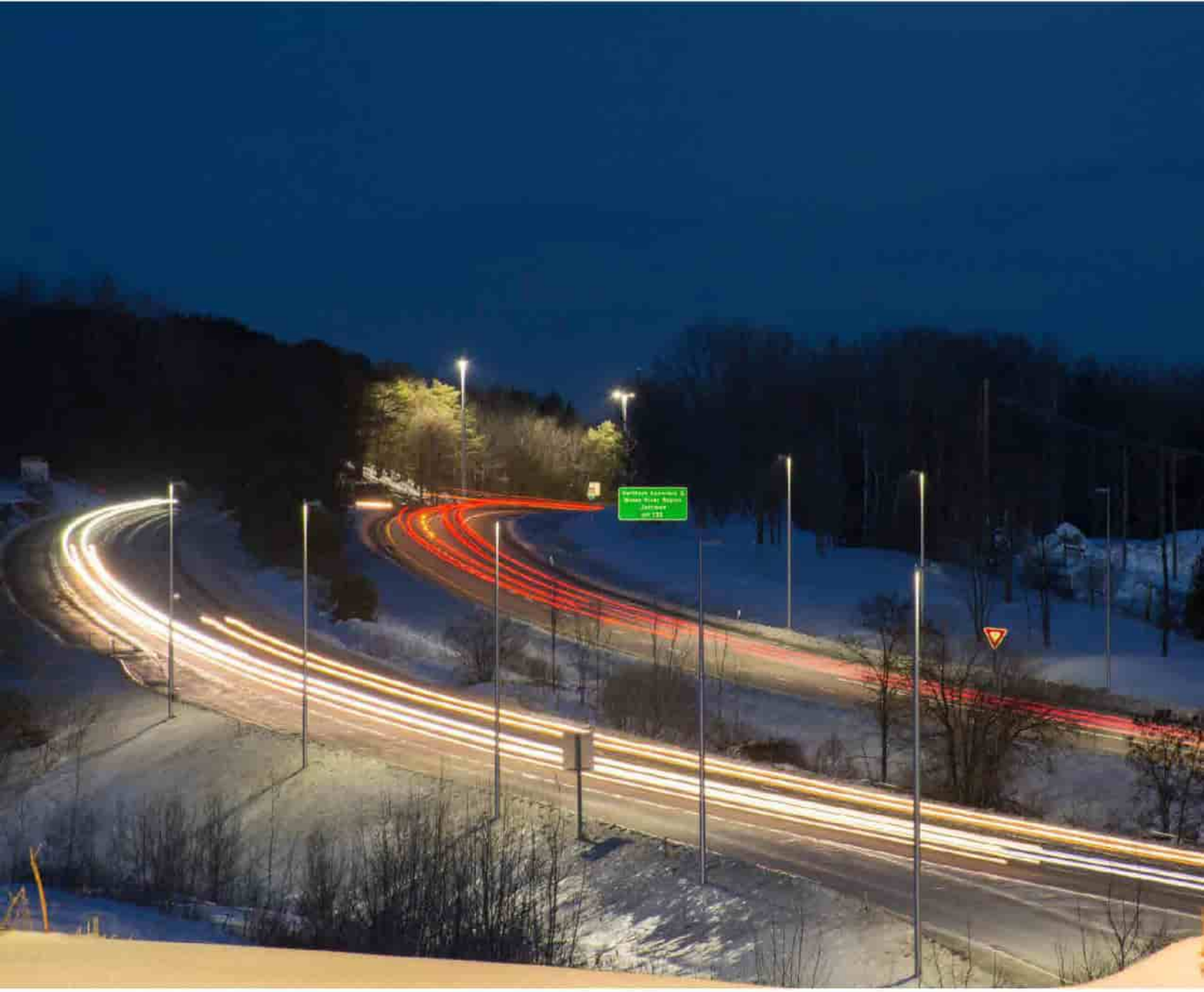
USDOT is a primary funding partner for MaineDOT, representing 44 percent of MaineDOT funding (approximately $1.746 billion) in the *2023-2025 Work Plan.* USDOT also sets planning and programming requirements through rulemakings published in the Code of Federal Regulations (CFR) that MaineDOT must implement to remain eligible for different federal funding opportunities.

[4] 5 M.R.S. §11051 to 11056 (2021), https://legislature.maine.gov/statutes/5/title5ch376sec0.html

The U.S. Congress passed the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), which was signed into law by President Biden on November 15, 2021. The BIL sets policy and budget authority for USDOT throughout the next five years, totaling approximately $567 billion nationally for surface transportation. Overall, the BIL includes an approximately 30 percent increase in total annual formula funding for surface transportation from USDOT, in addition to increased opportunities to compete for discretionary federal grants. More information on how the BIL will help transportation in Maine is available here[vii].

The BIL is consistent with Maine's multimodal transportation priorities. The BIL will help advance investments in critical infrastructure and promote policy and programming in emerging areas important to Maine, like safety, connecting rural communities, investing in villages and downtowns, and climate initiatives. The *LRTP* provides direction on how Maine will optimize our approach to maximize federal opportunities consistent with statewide goals.

The BIL brings new optimism to transportation funding and provides new opportunities that Maine can leverage. *LRTP* strategies and implementation actions highlight opportunities to help position Maine to optimize our ability to leverage federal funding, while remaining supportive of the *LRTP* goals and objectives.

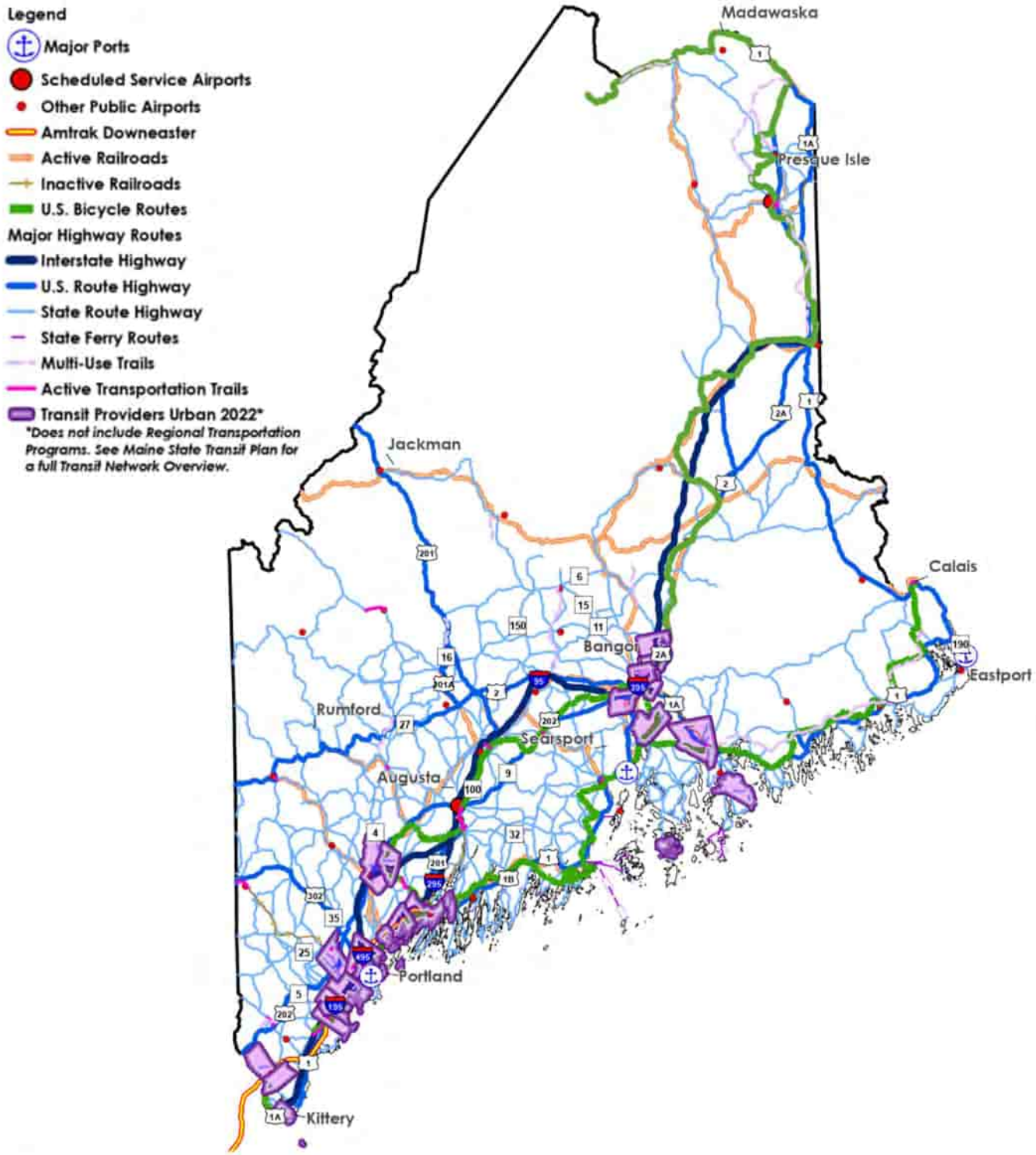


2. Maine Transportation Today

Appraisal of our multimodal system, Family of Plans, and funding situation

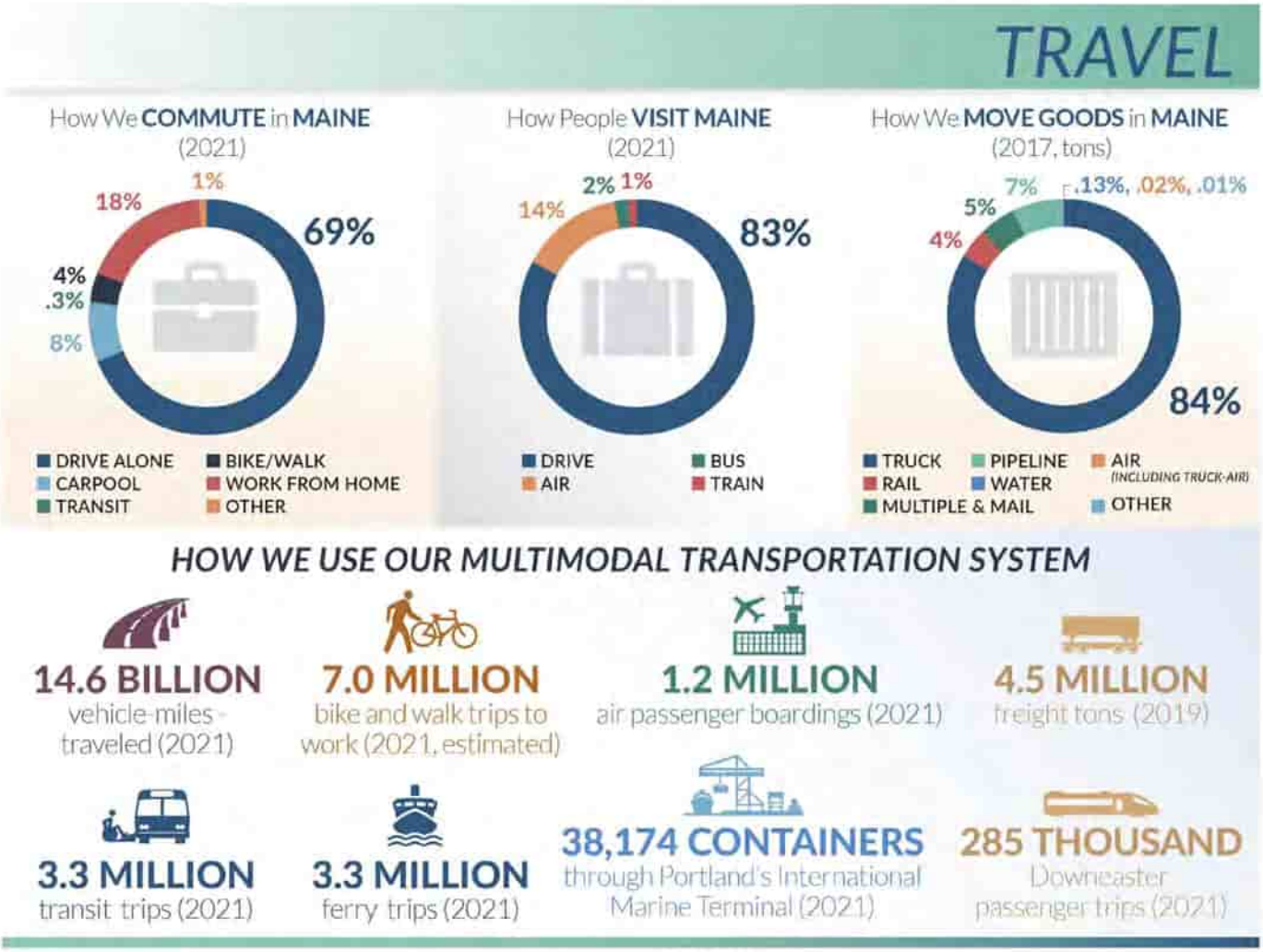
2.1 Our Transportation System: A Snapshot

Figure 2.1 Maine's Comprehensive Multimodal Transportation System[5]



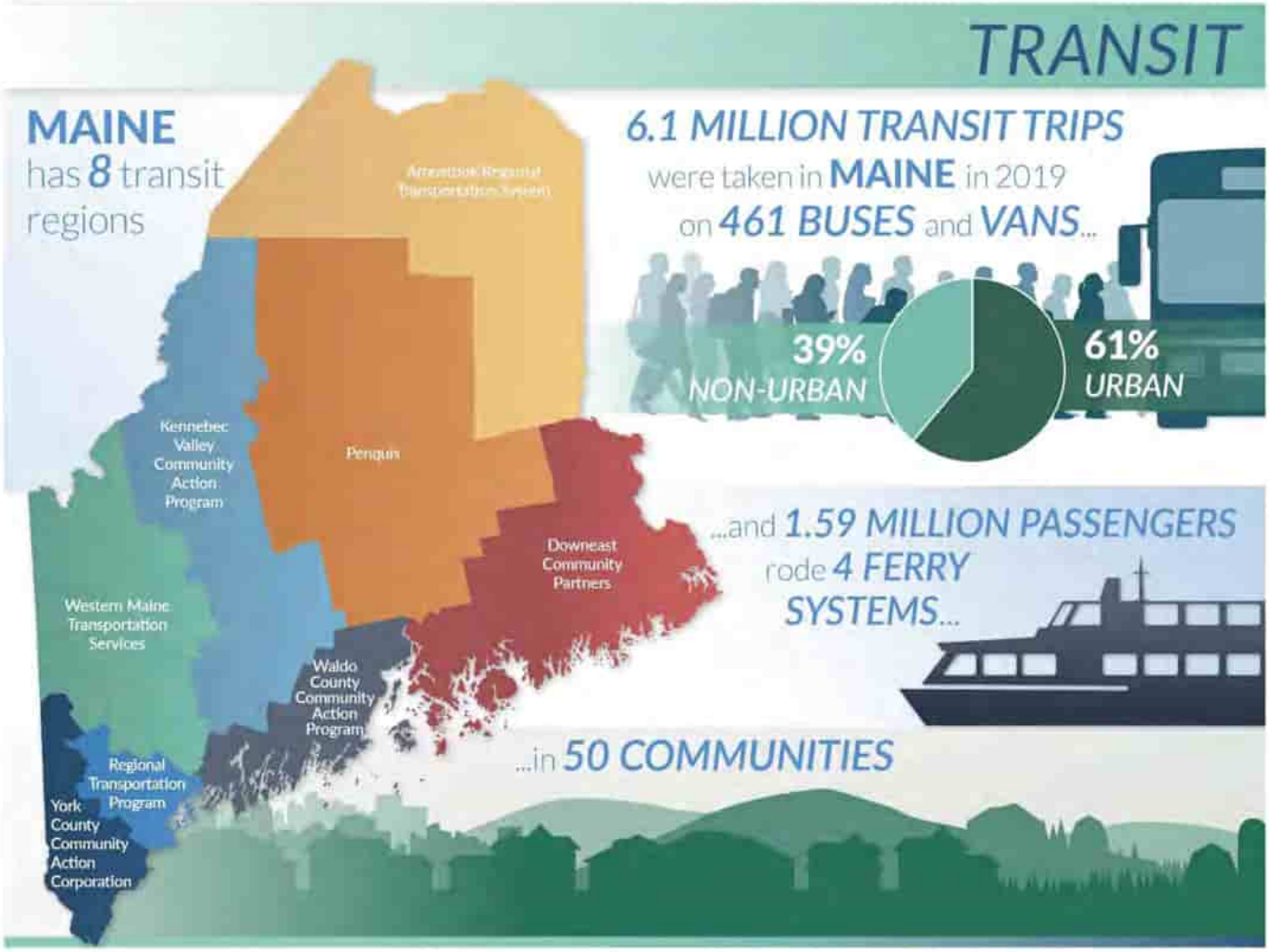
[5] For a map of private intercity bus services in Maine, please see the Massachusetts Bay Transportation Authority's "New England Regional Transportation Map" available here: https://cdn.mbta.com/sites/default/files/2023-01/2023-01-23-system-map.pdf

The following eight infographics summarize and highlight the existing state of Maine's transportation system. More information on the data sources supporting these graphics is available in **Appendix D**.



Travel in Maine: While Maine's transportation system is comprehensive and multimodal, most travel in the state is conducted by driving a personal or commercial vehicle. This is the case for commuting, tourism, and freight. In 2019, 88 percent of workers in Maine drove or rode in personal automobiles for their commute. The COVID-19 pandemic shifted these patterns: in 2021, 18 percent of workers worked from home and 77 percent of workers drove or rode in personal automobiles for their commute. In 2021, 83 percent of visitors drove to Maine, while 14 percent arrived by air travel. The movement of goods, or freight, follows a similar pattern, with 84 percent of tonnage moved by truck.

Initial evidence, based on preliminary data collected by Maine DOT, and as reported by federal partners, suggest that the key travel statistics reported for 2021 are comparable to 2022 travel levels. This includes initial traffic count data outcomes which points to stable vehicle miles traveled compared to 2021, with small increases in transit, passenger rail, and ferry ridership associated with the recovery.



Transit: Maine's eight transit regions cover a range of transit needs in both urban and rural areas, as well as on water and land. This graphic focuses on ridership before the COVID-19 pandemic to provide an assessment of ridership consistent with normal travel patterns. In 2019, 6.1 million transit trips were taken in Maine on 461 buses and vans. About 40 percent of these trips were taken in non-urban areas, demonstrating the importance of public transit outside of urban centers. Rural transit is vital to many Maine people who cannot drive – whether due to mobility issues, other disabilities, or lack of access to a car – or who may want options other than driving a personal vehicle. Additionally, 1.59 million passengers rode the four ferry systems in Maine. Overall, transit service providers in Maine provided almost 7.7 million transit trips in 50 communities across the state. Private transit carriers also provide vital intercity services throughout Maine and outside Maine, including to the Boston's Logan International Airport and Manchester, NH's regional airport.

As noted in the *Maine State Transit Plan*, transit ridership dropped by sizable amounts in 2020 and 2021, and these drops were larger than service reductions in nearly every market. Indications for 2022 ridership numbers is that ridership recovery was hindered by driver and staff shortages which led to service cuts.

2.2 Transportation Funding Today

Funding for transportation infrastructure remains a pressing challenge as growing needs outpace revenues. Today's funding picture is more positive than it has been in decades, as Maine is experiencing an increase in resources thanks to historic general fund (GF) investments at the state level and an infusion of new federal resources through the BIL. While these new revenues are creating opportunities to address needs, the reality is that these funding increases are being primarily used to soften the blow caused by the rising costs of construction labor and materials that MaineDOT has been experiencing for the last several years.

Where Does Funding for Transportation Come From?

MaineDOT delivers capital projects and programs, maintenance and operations activities, planning initiatives, and administrative functions across a multimodal system spanning an 8,800-mile state-jurisdiction highway network, in addition to trails, sidewalks, transit systems, rail lines, airports, and ports. MaineDOT describes the work activities supporting this system through our *Three-Year Work Plan* published early each calendar year. The current *Work Plan* covers calendar years 2023, 2024, and 2025. The funding supporting the *Work Plan* consists of four fundamental streams:

Maine's State Highway Fund is the foundational state source of revenue for MaineDOT capital investments and operations. The Highway Fund is derived from Maine's per-gallon fuel tax. Other revenue comes from motor vehicle registration fees, inspection fees, miscellaneous taxes and fees, fines, and earnings on investments.

- **Maine fuel taxes are currently $0.30/gallon for gasoline and $0.312/gallon for diesel fuel.** These rates have been in place since July 2013. Alternative fuels are also taxed with a variable set of rates, including both transportation and non-transportation fuels. In FY 2022, 64.6 percent of Highway Fund revenues ($222.78 million) came from fuel taxes.

- **Motor vehicle registration fees include staggered annual registrations, title fees, inspection fees, and vanity plate fees.** The combination of these sources in FY 2022 generated 30.6 percent of Highway Fund revenues ($105.38 million).

- **Additional sources** include miscellaneous taxes and fees, fines, earnings on investment, and other sources totaling the remaining 4.8 percent of Highway Fund revenues ($16.69 million).

Federal funds are directed to MaineDOT from the Highway Trust Fund, which is primarily supported through the federal gas tax of $0.184/gallon for gasoline and $0.244/gallon for diesel. Federal aid through formula funding supports federal-aid eligible highway investments and FHWA Grant Anticipation Revenue Vehicles (GARVEE) bond debt service, as well as a variety of transit programs supporting urban and rural services. There is also a diverse set of discretionary grant programs for which MaineDOT competes on an annual basis.

GF support is consistent with the Governor's FY24-FY25 General Fund budget, which is subject to legislative review. This commitment from the Legislature allows MaineDOT to address both the challenge of construction cost inflation and the opportunity in the BIL.

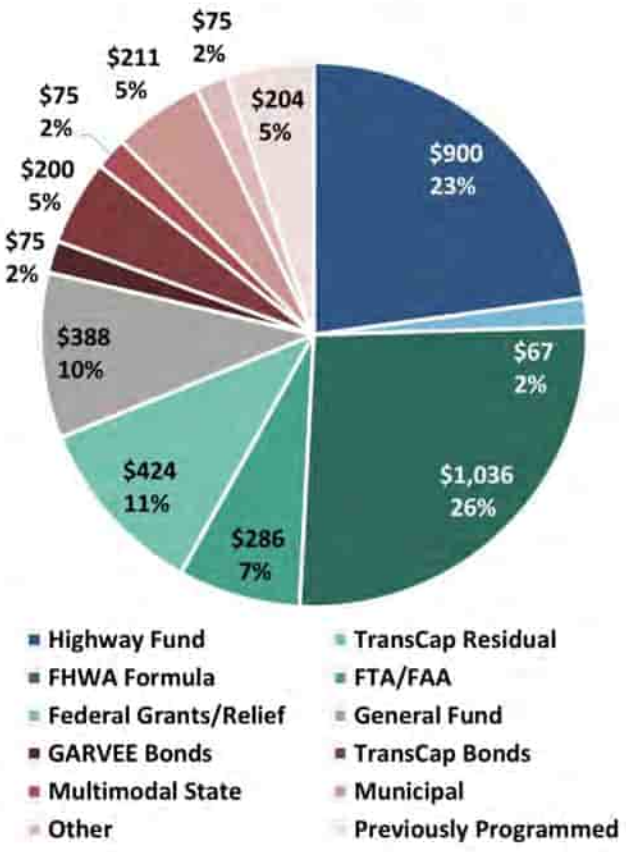
Other sources include bonding capacity and matching funds from Maine municipalities and other transportation partners. In November 2021, more than 70 percent of Maine voters approved an annual $100-million transportation bond, which will be used to match federal and other funds. Matching funds are derived through agreements with municipalities, reflecting the local benefit of projects and activities in the *Work Plan*. This includes local funding for transit operations, local bicycle and pedestrian project funding, airports, and MaineDOT's popular Municipal Partnership Initiative[xi] (MPI).

Funding for operations and management of the Maine Turnpike are supported by toll revenues. The Maine Turnpike Authority is separately funded and not related to MaineDOT.

What Are Our Funding Sources?

The transportation revenue mechanisms discussed above are mixed into a variety of funding sources, each with unique eligibility and spending requirements, and summarized within the *Work Plan*. Figure 2.2 summarizes the revenue sources supporting the *2023-2025 Work Plan*.

Figure 2.2 MaineDOT Sources of All Funds (millions, 2023-2025 Work Plan)



- **State Highway Fund (HF)** sources, shown as the blue wedges in Figure 2.2, total an estimated $1,167 million and represent 30 percent of the total value of *Work Plan* items. This revenue includes budgeted HF allocations (the dark blue wedge) and funds passing through the TransCap Trust Fund at the Maine Municipal Bond Bank after debt service reserve requirements are met (the light blue wedge).

  Note, revenue from the HF had been steadily increasing since 2014, to more than $346 million in FY 2019 (July 2018 to June 2019). Due to the COVID-19 pandemic impact on travel, total revenue decreased by $22 million in FY 2020, and by $12 million in FY 2021, compared to 2019. FY 2022 revenue, based on actual revenues reported by the Maine Department of Administrative and Financial Services, totaled $345 million (falling just short of the $346 million in total revenue in FY 2019).[xii]

- **Federal funds** of all types (shown in green in Figure 2.2) are estimated to be $1.746 billion, which represents 44 percent of the total value of *Work Plan* items. Funds consist of several types, including core formula programs from FHWA, federal multimodal funds received by MaineDOT, federal multimodal funds received by other transportation partners (including airports and transit agencies), and federal competitive grant funding. Each of these federal funding types includes extensive rules, restrictions, and guidance that designate how the funding can be used.

Bipartisan Infrastructure Law

In November 2021, Congress passed, and President Biden signed, the Infrastructure Investment and Jobs Act, which has since become known as the Bipartisan Infrastructure Law (BIL). The BIL is good for transportation's future in Maine; however, it is not a panacea for all transportation needs. The BIL provides two types of federal funding – formula funds and discretionary grant programs:

Formula funds: The BIL calls for MaineDOT to eventually receive more than $1.5 billion in federal highway and bridge funding from 2022 to 2026, translating to an average additional $66 million in reliable formula funding per year (a 28-percent annual increase).

In addition, transit formula funding received a 33-percent increase. While this increase is beneficial, it is not transformative, as this increase represents only six to seven percent of MaineDOT's annual budget in the ***Work Plan***. This increase comes at a time when labor and materials costs continue to rise, with increases of 30 to 40 percent the last three years.

Discretionary grants: The BIL provides exciting new opportunities to invest in transportation in Maine through dramatic increases to existing grant programs and creation of additional programs. The new grant programs include topics that are already priorities of MaineDOT, like complete streets, villages and downtowns, rural transportation, electric vehicle charging, reconnecting communities, climate change resilience, and active transportation. MaineDOT has worked hard to seek federal grants in the past and will continue to do so in the future.

- **GF** support matches several types of federal funds to support capital programs. Shown in grey in Figure 2.2, GF support totals $388 million, representing about 10 percent of *Work Plan* items.

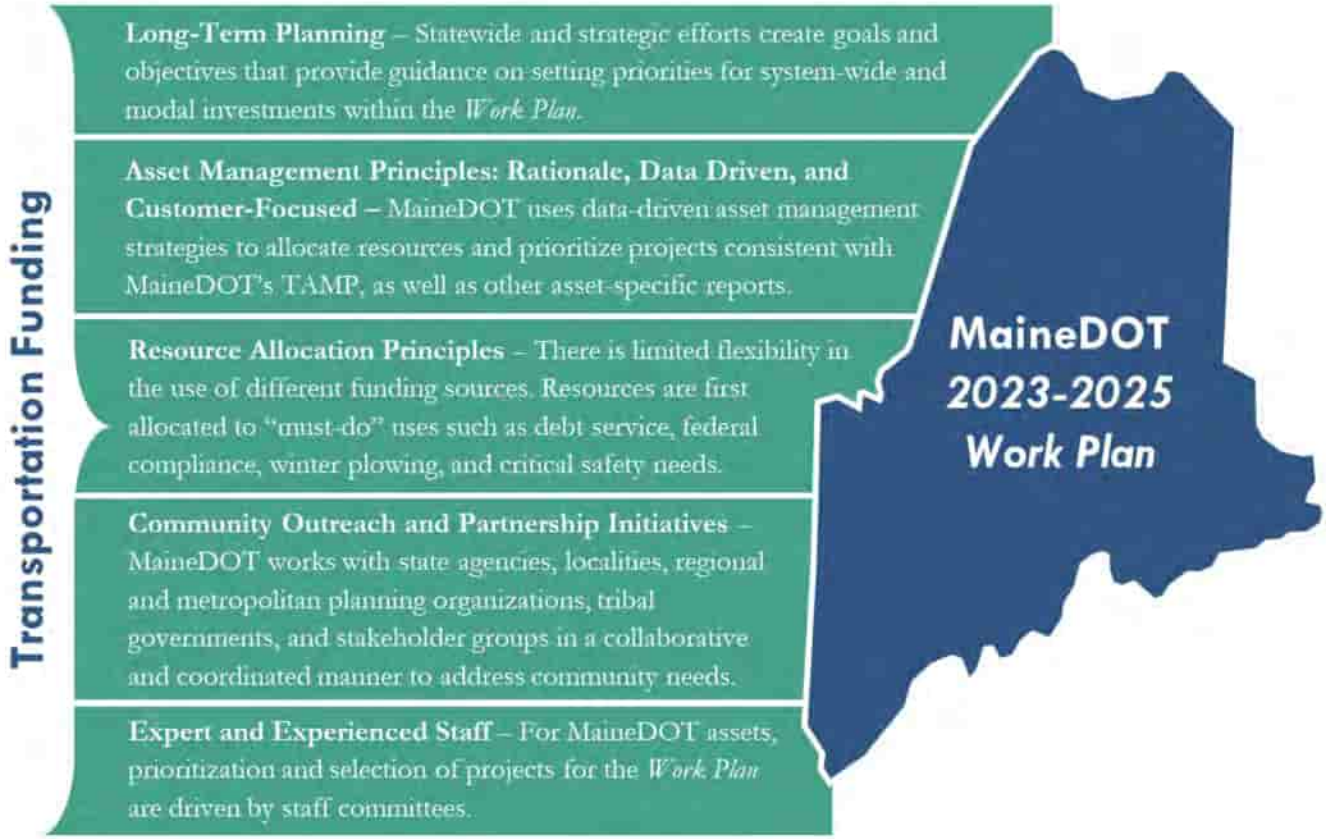
- **Other sources**, shown as the red items in Figure 2.2, include bonding and matching funds from Maine municipalities and other transportation partners. GARVEE bonds, totaling $75 million, are repaid with future federal formula funds. Multimodal funds, which include funding from car rental taxes, aviation fuel taxes, rail taxes, and island ferry subsidies, total $75 million. The *Work Plan* is also based upon the anticipated receipt of about $211 million from municipalities.

- **Previously programmed** funds represent amounts carried forward that were previously programmed, which is typical in a long-term capital program.

How Do We Make Investment Decisions?

MaineDOT continues to fulfill our mission of supporting economic opportunity and quality of life by responsibly providing customers the safest and most reliable transportation system possible, given available resources. Uses of funds to meet MaineDOT's mission are determined by several factors as presented in Figure 2.3.

Figure 2.3 Factors Shaping the Use of Funds



The strategies and processes described above result in the listing and description of individual projects and work activities in the *Work Plan*. As shown in Figure 2.4 and described below, activities in this *Work Plan* can be broken down into four high-level categories: (a) capital work including highway and bridge capital projects and multimodal capital work, (b) operational activities including highway and bridge maintenance and operations and multimodal operations, (c) system management work, and (d) administration. Highway and bridge capital and operations together represent 72 percent of the *Work Plan* (the two blue wedges).

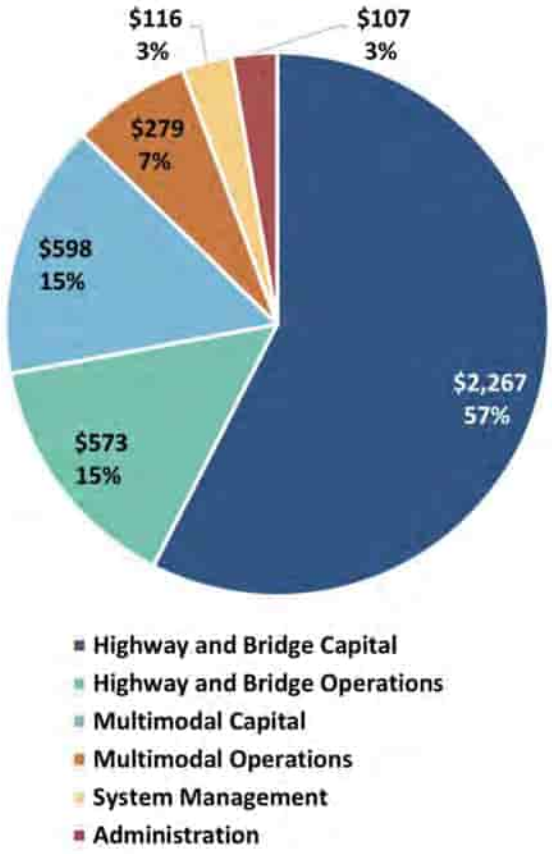
- **Capital Work** – The dark blue and dark green wedges represent more than $2,840 million in capital investments: $2,267 million is committed to highway and bridge projects and $573 million to multimodal projects that together help improve the mobility, accessibility, and safety of the transportation system. In total, this represents 72 percent of all MaineDOT planned investments in the *Work Plan*.

- **Operations Work** – The light blue and green wedges represent $877 million in maintenance and operations work to maintain and preserve assets and operate the system, including transit, passenger rail, ferry service, and aviation.

- **System Management** – The yellow wedge represents $116 million to continuously monitor the performance and condition of transportation assets, making sure the projects and scopes selected are the right ones. System management also includes asset management, planning, environmental work, compliance, and safety efforts.

- **Administration** - Administration includes executive functions, finance and administration, human resources, most non-crew training, legal, information technology, federal compliance activities, and other traditional administrative activities needed to support any large and complex organization.

Figure 2.4 MaineDOT Uses of All Funds (millions, 2023-2025 Work Plan)



How Do We Deliver?

MaineDOT's Mission

To support economic opportunity and quality of life by responsibly providing our customers the safest and most reliable transportation system possible, given available resources.

MaineDOT employs approximately 1,600 people and expends or disburses an amount approaching $1 billion per year, including federal, state, and local funds to support our mission across all Maine communities. This is accomplished across an organization led by the executive office; four bureaus, including finance and administration, maintenance and operations, planning, and project development; and eight offices covering civil rights, creative services, environmental, freight and passenger services, highway safety, human resources, legal, and results and information. MaineDOT has five maintenance regions, each with a headquarters and multiple regional offices to help maintain and keep open approximately 8,800 lane miles and 2,800 bridges. The complete highway system in Maine, maintained by MaineDOT and other state and municipal agencies totals nearly 23,000 lane miles of roadways and 3,800 bridges. MaineDOT provides a regularly updated list of all projects under construction on our website[xiii] as well as unique webpages that share information about specific major projects.

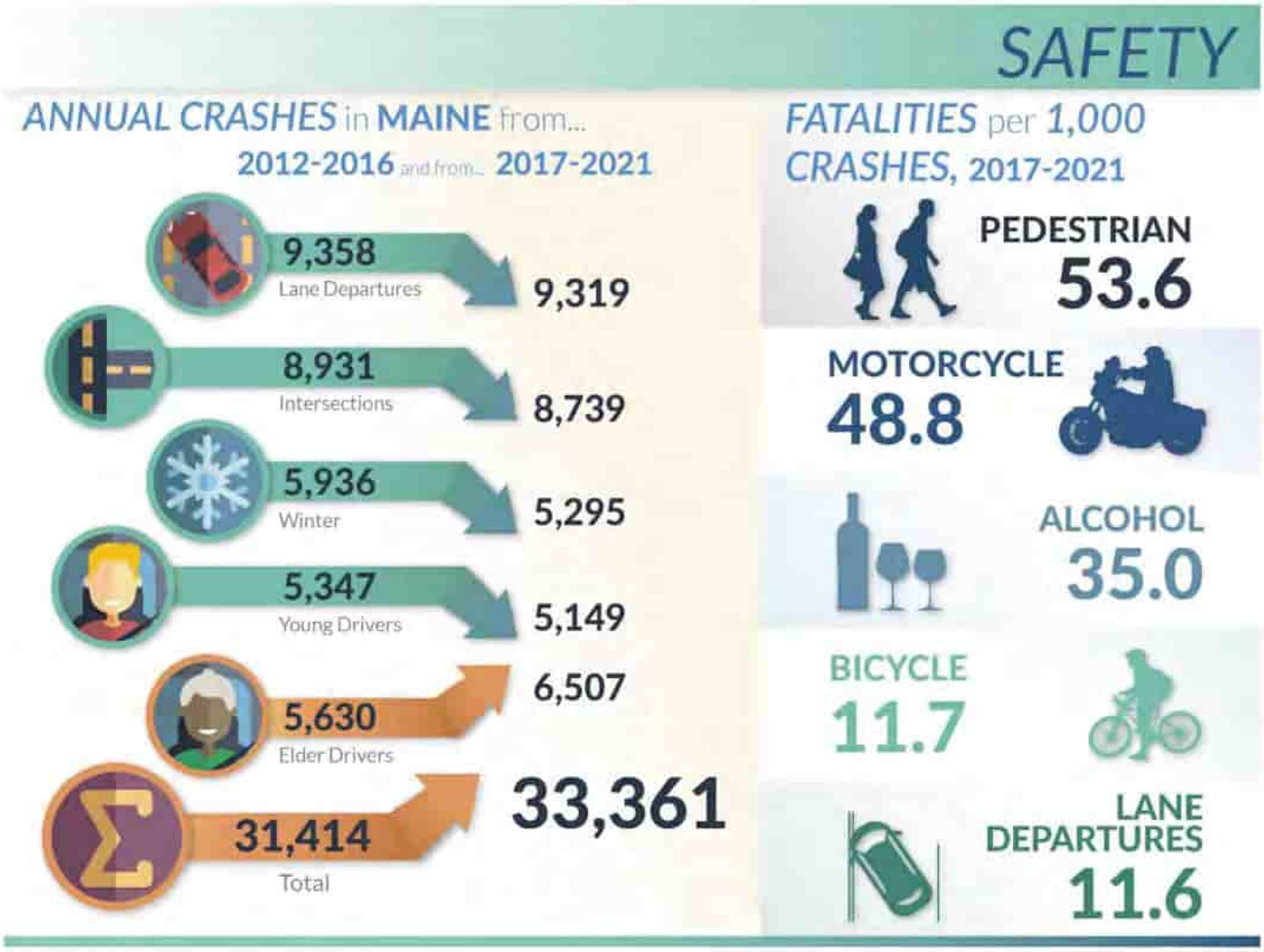
2.3 Future Trends Shaping Transportation

What Trends Will Impact Our Transportation Future?

There are many trends driving the current and future direction of Maine's economy, population, and transportation system. Maine's **aging population** will have implications for roadway safety, the size of the workforce, the types of jobs demanded in the labor market, the types of transportation mobility services offered, and how Maine may benefit from emerging technologies and investments in natural resource and energy sectors.

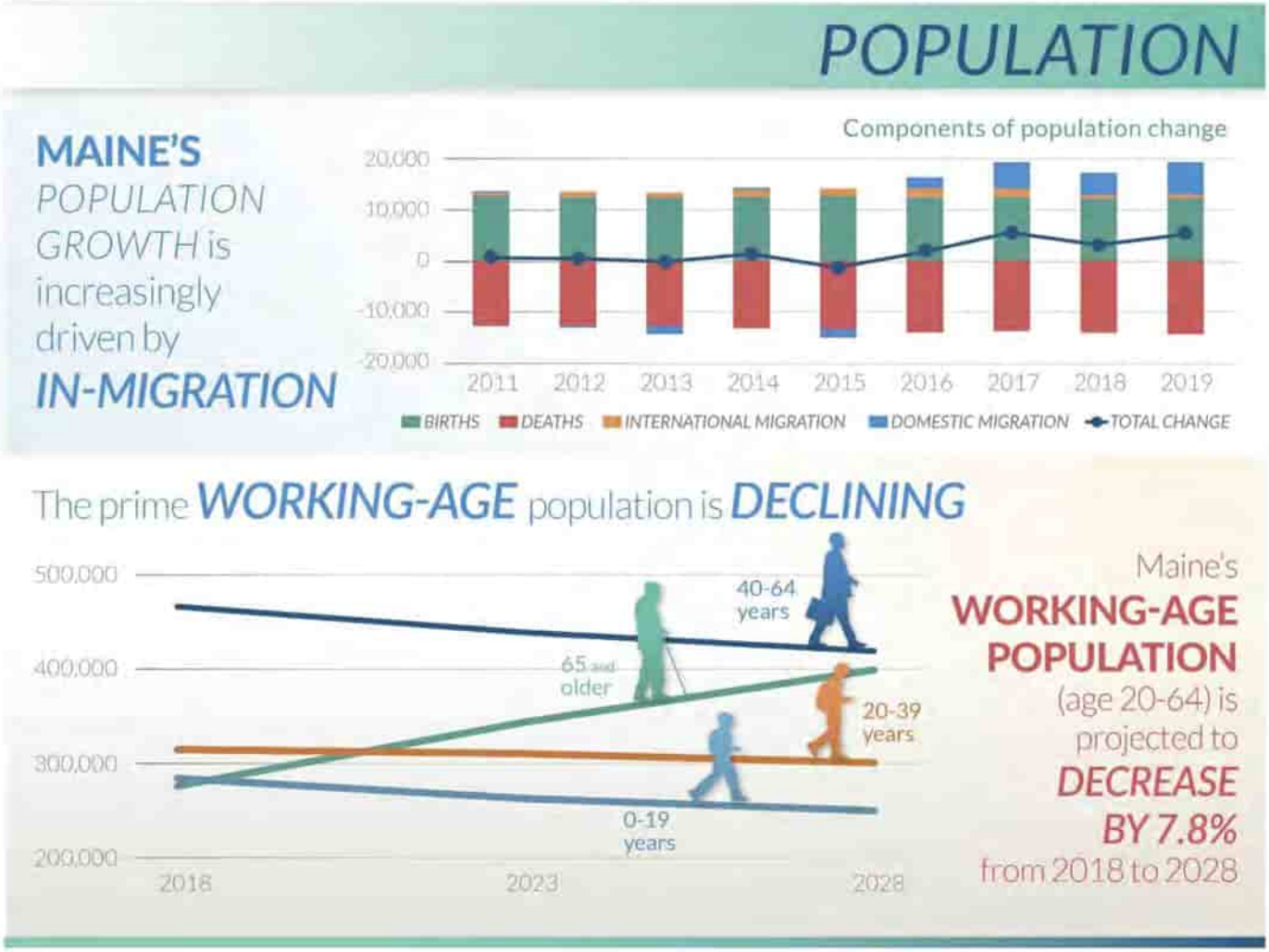
Similarly, **technology** has the potential to shape MaineDOT's ability to address transportation safety challenges, the types of jobs and skills required from Maine's workforce, available tools for mitigating emissions and energy consumption and adapting to the impacts of climate change, the dominant industries in global trade, and the nature of everyday activities in Maine's cities and rural places. **Climate change** will affect migration patterns, Maine's industries and tourism sector, and extreme weather, thereby shifting the calculus around where Maine people live and how we maintain our transportation system.

This section describes trends in Maine around eight key topics: safety, population, development, labor market, technology, global trade, climate, and tourism. MaineDOT considers these topics to be the most crucial in considering the future of Maine's transportation system, particularly in how they impact decisions shaping future MaineDOT *Work Plans* and ongoing planning, delivery, and performance measure processes. MaineDOT will continue to keep our eye on these topics while also tracking emerging trends, including topics like energy uncertainty and information security. More information on the data sources supporting these trends is available in **Appendix D**.



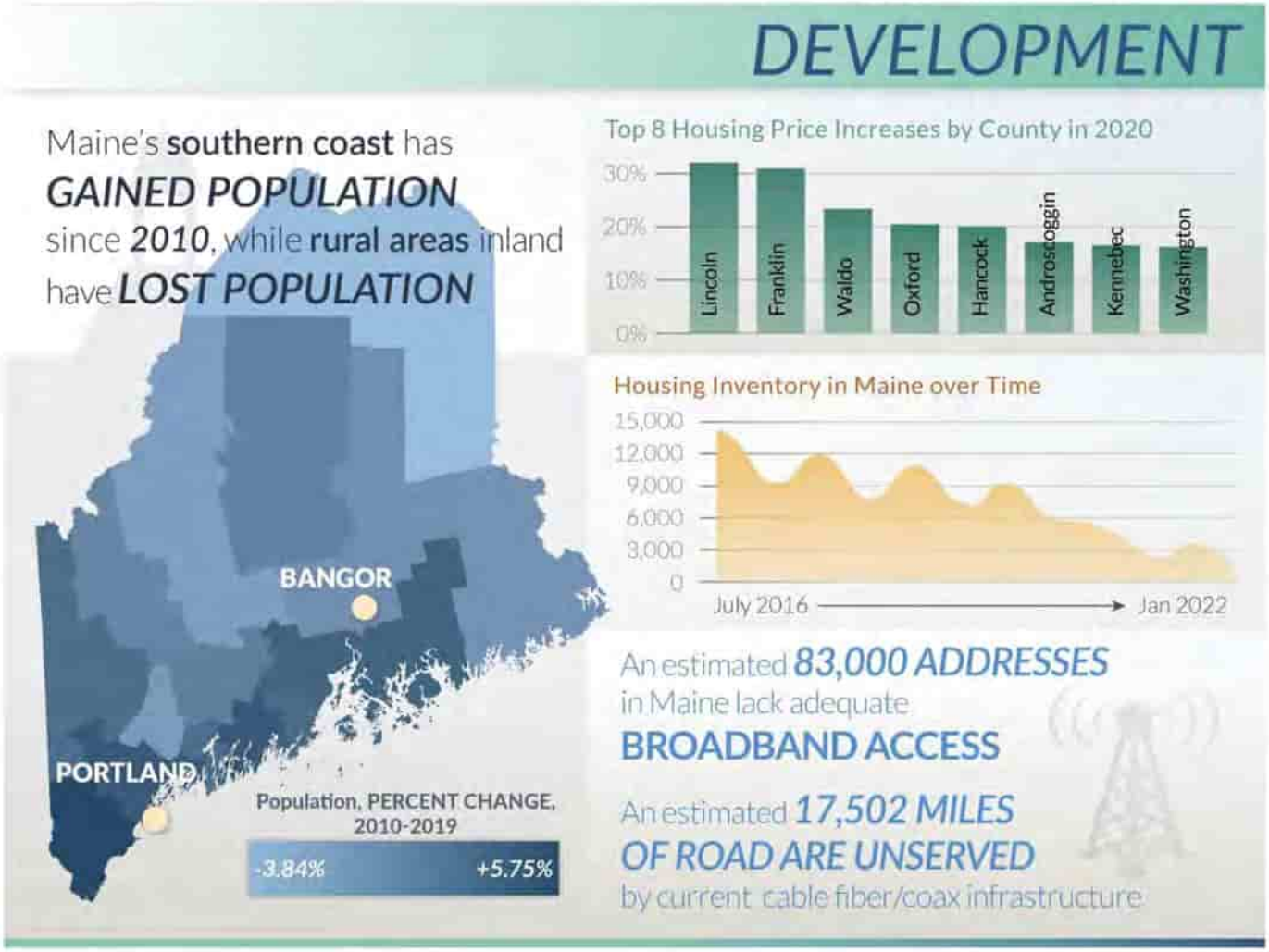
Safety remains MaineDOT's top priority. MaineDOT's goal is to provide a safe transportation system for all users and modes of transportation. Nationwide, roadway safety trends moved in a concerning direction during the COVID-19 pandemic; National Highway Traffic Safety Administration (NHTSA) data indicate that while there was a 13-percent decrease in VMT from 2019 to 2020, that same period saw a 7.2-percent increase in fatalities. Given this context, it is encouraging to see Maine's crashes in many categories decreased in the 2017-2021 period, including lane departures, intersection crashes, wintertime crashes, and crashes involving young drivers.

The state's aging population is driving an uptick in crashes involving older drivers. In 2017, of the 953,927 people in Maine holding a valid Class C driver license, 134,432 (14 percent) were 70 or older. In 2020, 982,155 people in Maine held a Class C license, with 162,947 (17 percent) being 70 or older. Though research nationwide has shown that older adults engage in safer driving behaviors than other age groups, drivers who are 70 or older are more likely to be in a fatal crash compared to younger drivers. Understanding the transportation needs and behaviors of Maine's older population will be an important task in making the state's transportation system safer for everyone.



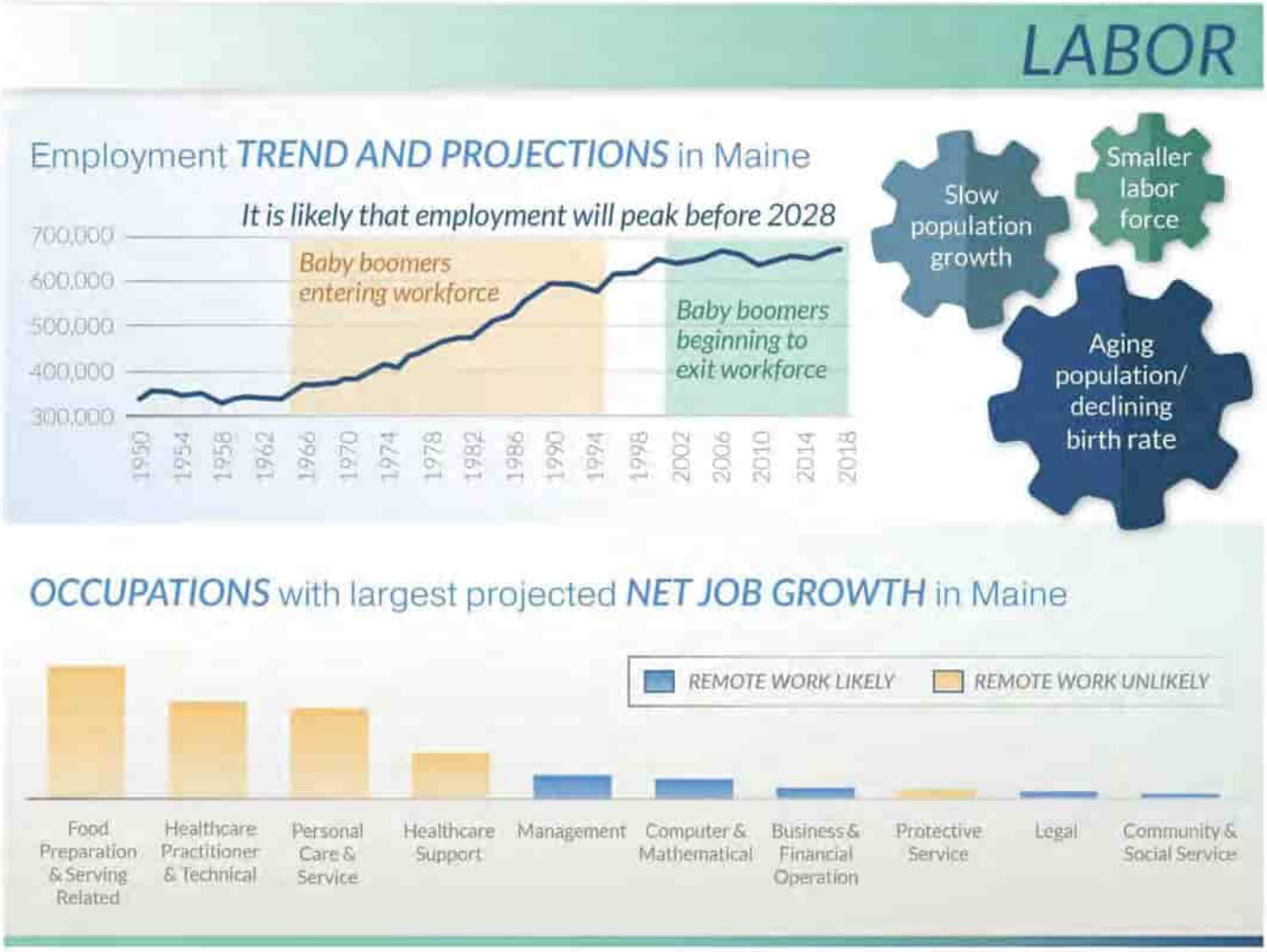
Maine's population is growing primarily due to in-migration. There are three components of population change: births, deaths, and net migration (domestic and international). In Maine, a combination of increasing deaths and decreasing births has led to a negative "natural" population growth. Maine is one of four states that had natural population decline in 2019 (West Virginia, New Hampshire, and Vermont also had fewer births than deaths). This trend is expected to continue; as Maine's baby boomer cohort ages, the rate of deaths will naturally increase. Conversely, the birth rate in Maine has consistently declined in recent decades. The aging of Maine's population has substantial implications for the size and age of Maine's workforce; as Maine's working age (20-64) population ages, people 65 and older are projected to become the largest population group in Maine. Maine will need to consider the mobility, access, and transportation needs of this aging population.

Maine's net population growth is driven by migration, primarily from other states. From 2016 to 2019, Maine's net domestic migration accelerated, with 6,613 new Maine residents from other states in 2019. Population growth and the demographic composition of residents have myriad impacts on Maine's economy. An influx of working-age population tends to lead to stronger job growth as businesses have a larger pool of qualified workers from which to draw. As such, we need to encourage and welcome new workers.



Maine continues to centralize. The state has seen a trend towards concentrated population throughout the past decade as Maine's more urbanized southern coast has experienced continued population growth. Demand for housing provides insight into the types of places people want to live, and there have been some recent changes to these longer-term trends. Home sales and prices climbed throughout Maine in 2020, and rural counties saw some of the greatest increases in sales and prices; Washington, Aroostook, and Piscataquis all saw more than 30-percent growth in the number of sales compared to 2019. Contributing to high housing prices throughout the state was a low for-sale inventory, which has long been decreasing.

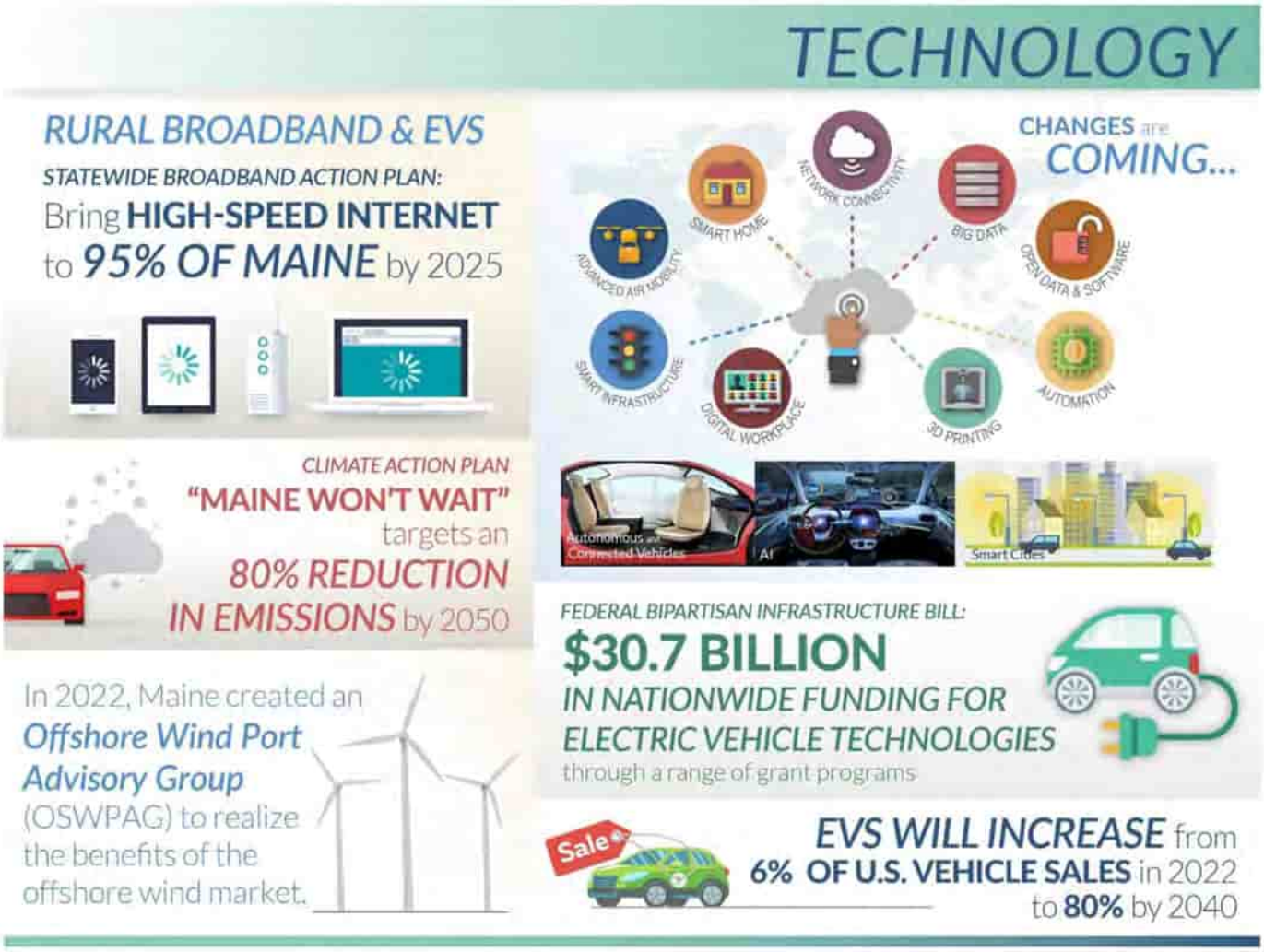
Given an increasing number of workers working remotely in the wake of the COVID-19 pandemic, universal access to high-speed broadband has an increasing impact on workers' decisions around housing location and where to work in Maine. Maine's legislature established the ConnectMaine Authority, an independent state agency with a mission to facilitate the universal availability of broadband to all Maine households and businesses. The Authority's *Broadband Action Plan* establishes a plan to spend at least $600 million to bring high-speed internet to 95 percent of Maine by 2025. This effort will play a foundational role in attracting workforce and reducing inequality in Maine's educational system.



Maine's labor force is facing availability and skill challenges. As discussed under the "population" trend, the size of the working age population is important because a large workforce positively impacts job growth; businesses and jobs tend to grow when there is a larger pool of qualified workers.

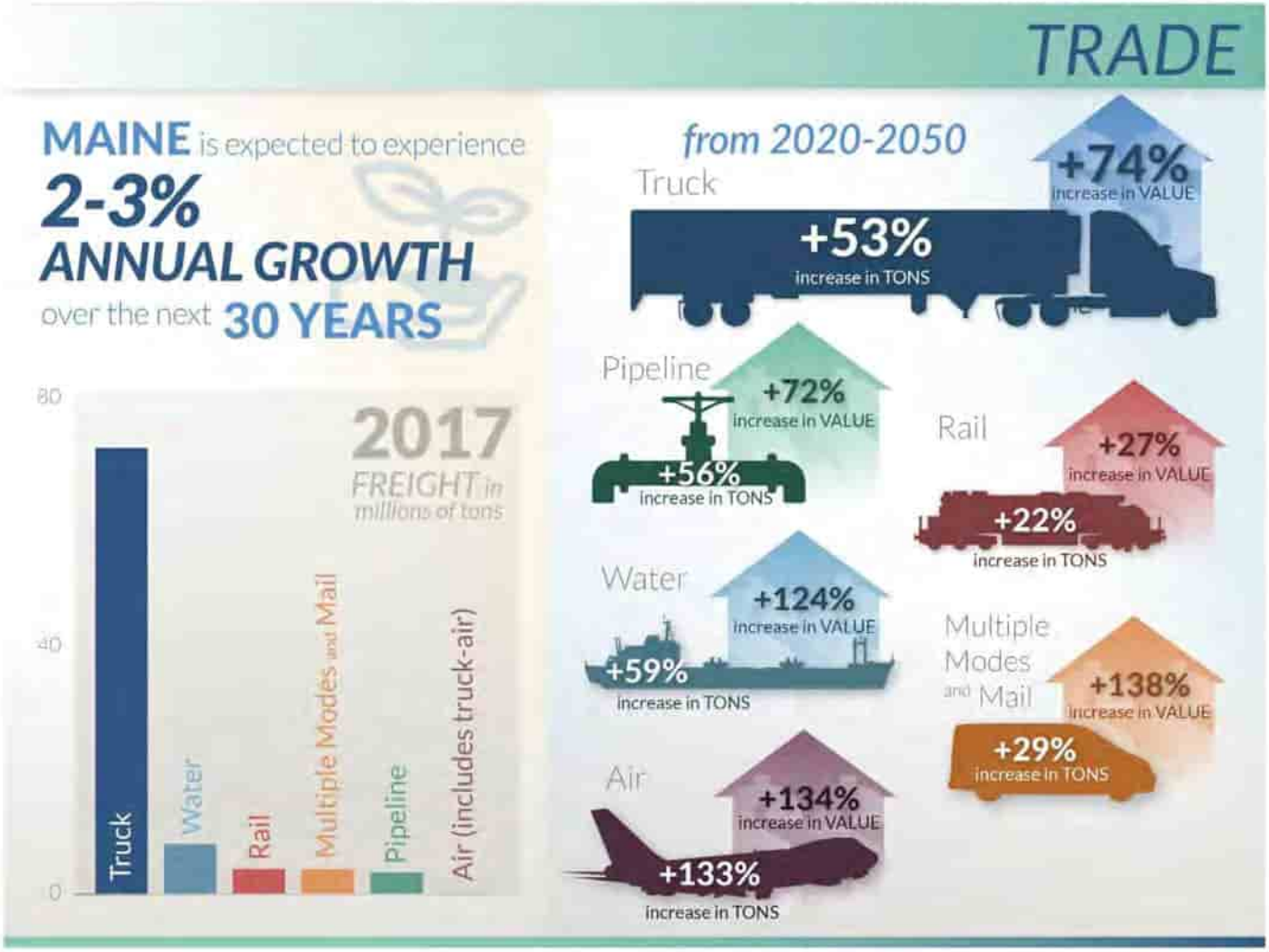
Though the long-term impact of a shift to remote work is uncertain, it is important to consider how projected job growth could interact with remote workplaces. Employment in Maine continues to shift from businesses that produce goods to those that provide services. The top four growth occupations in Maine are related to the hospitality industry and healthcare, which offer fewer opportunities for remote work. People employed in occupations requiring in-person work will need reliable and convenient commuting options. White collar occupations that may offer remote work such as management, legal, and business and financial operations are also expected to grow in Maine and will see at least some shift towards remote work.

Skills demanded by employers are continuing to change. Middle-skills occupations that perform routine tasks are anticipated to see a reduction in jobs as automation and information technology proliferate. There will be a demand for workers in both high-skill occupations and low-skill occupations (i.e., work that cannot be or has not yet been automated or requires limited educational requirements).



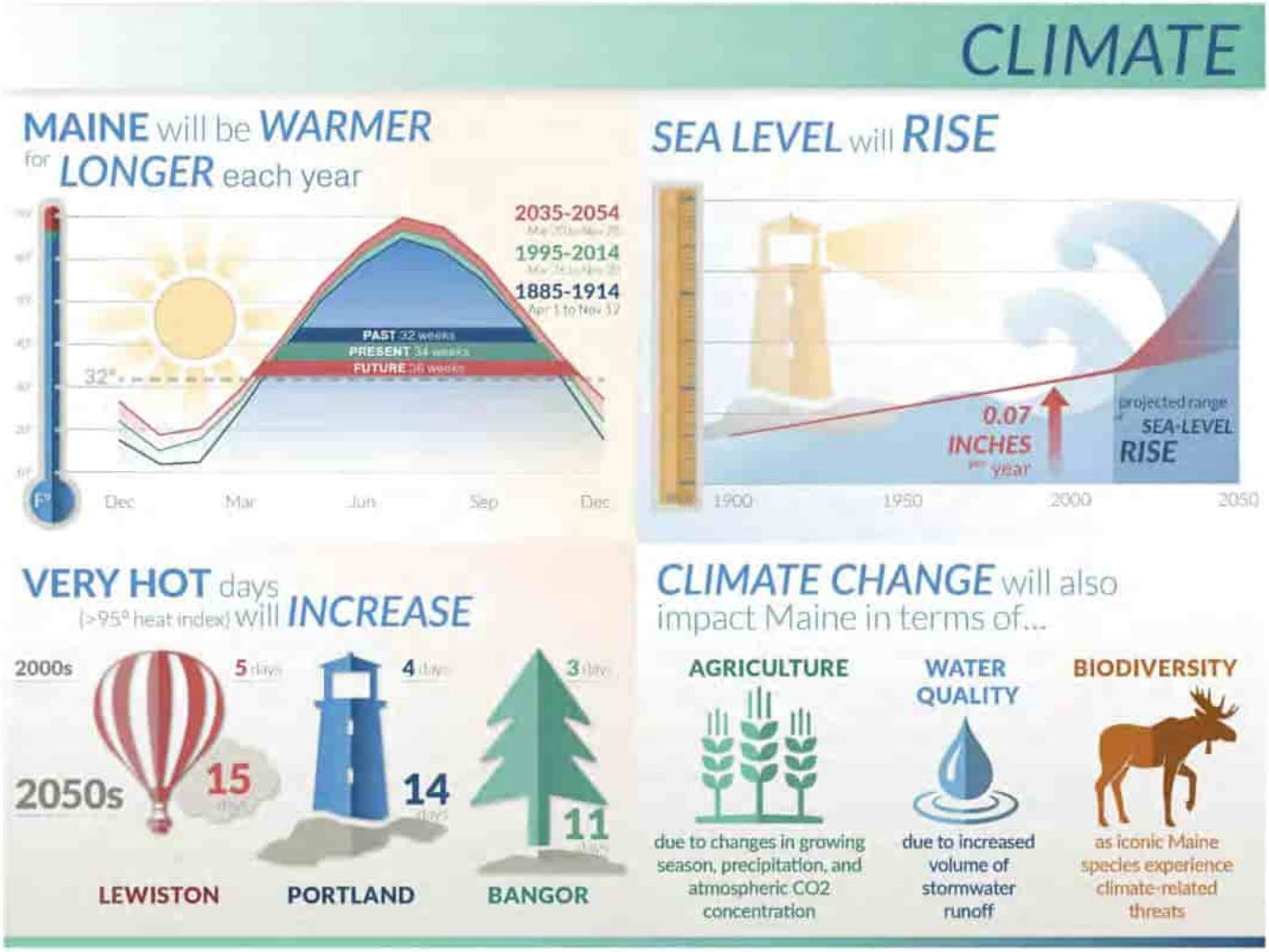
There is a range of emerging technology that is reshaping transportation. This includes electric vehicles (EVs), advanced air mobility, smart infrastructure, digital workplaces, 3D printing, connected and autonomous vehicles, open data and software, and connected infrastructure. While these technologies create opportunities for efficiencies, they also require new tools, data, and MaineDOT workforce skills to leverage and implement.

Major investments at both the state and federal levels will accelerate the proliferation of emerging technology in Maine. Maine's *Statewide Broadband Action Plan*, which aims to significantly expand access to high-speed internet in rural Maine, will enable further proliferation of connected and automated vehicle (CAV) technology. Electrification efforts are advancing in Maine; in 2021, there were 89 new stations in Maine providing 168 unique chargers. MaineDOT's *Plan for Electric Vehicle Infrastructure Deployment*[xiv] (PEVID) was approved by FHWA in 2022, positioning Maine to maximize opportunities to leverage federal National Electric Vehicle Infrastructure (NEVI) funding to expand charging infrastructure. These vehicle technologies, as well as renewable energy technologies in Maine, all contribute to *Maine Won't Wait's* goal of an 80-percent reduction in emissions by 2050. As an example, Maine created an Offshore Wind Port Advisory Group (OWPAG) to lead the task of capturing the benefits of the offshore wind market.



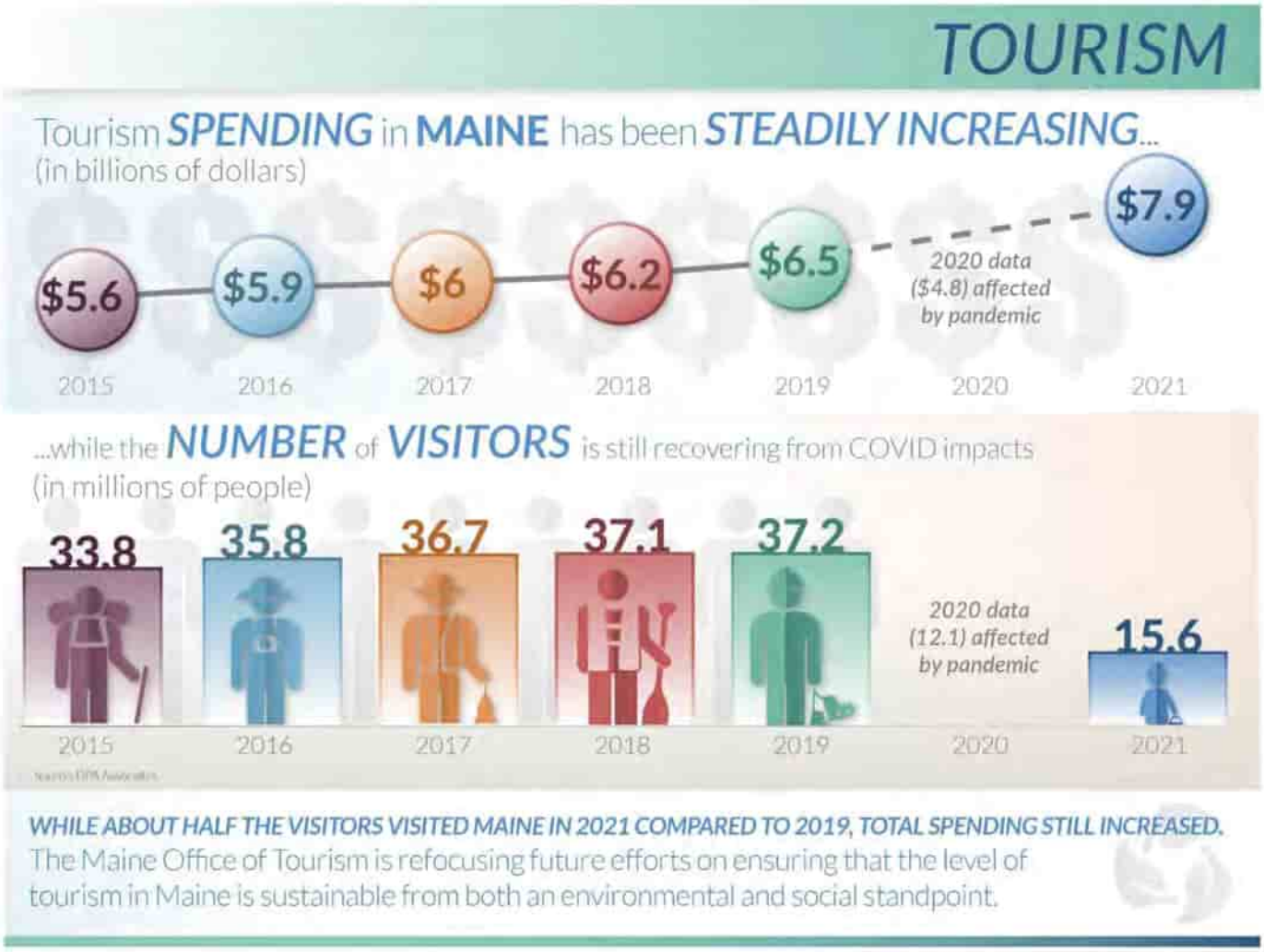
Trucking will remain the dominant mode for transporting goods in Maine. Trucking is anticipated to increase in the coming years, with forecasts estimating a 53-percent increase in freight tonnage by truck and a 74-percent increase in value through 2050. Trucking remains the most flexible, accessible, and cost-effective mode to transport goods, particularly for rural economies. However, recent years have been challenging for trucking, especially related to the availability of truck drivers.

Air transportation and transportation by commercial marine vessel are anticipated to see the largest increases in transport by value. Parcel shipments (represented above as multiple modes and mail) are anticipated to grow by 138 percent in value by 2050 due to continued expansion of on-demand delivery services. Rail will continue to grow, although constrained by infrastructure and commodity types. While rail only moved about six percent of all goods in Maine in 2019, a substantial portion of those goods were pulp, paper, or other wood products—highlighting the critical link that rail provides for Maine's forest products industries. Commercial drone deliveries are not yet approved by the Federal Aviation Administration (FAA), although FAA allows companies like Amazon, Google, Walmart, and United Parcel Service (UPS) to conduct test flights in urban areas. Commercial drone deliveries could yield benefits in rural areas by enabling on-demand transport of time-sensitive goods such as medical supplies.



Climate change will impact Maine's transportation system and economy. Climate models suggest Maine may warm by an additional two to four degrees Fahrenheit (°F) by 2050, depending on global progress in curbing greenhouse gas (GHG) emissions. Since 1895, Maine's statewide annual temperatures have risen by 3.2°F, with coastal areas warming more than the interior of the state. Extreme weather conditions in Maine such as drought and severe rain events are harming agriculture, shellfisheries, and freshwater and coastal ecosystems susceptible to climate change effects. More frequent severe storm events can destroy infrastructure and cut off communities from critical services, while more icing and a more severe freeze-thaw cycle will increase safety risks and pose a maintenance challenge.

The Maine Climate Council report *Maine Won't Wait* outlines transportation's role in contributing to climate change (54% of GHG emissions), the urgency with which Maine must slow the effects of climate change to make a meaningful contribution to global efforts, and the need to take bold action to prepare Maine's people, communities, and environment for climate-related harms to come. It also calls attention to the transformational economic opportunities related to climate change in Maine, such as the growth of clean-energy sources, including floating off-shore wind, and incentives for consumer, business, and industrial investment in energy efficiency through weatherization, innovative building materials, and alternative energy.



Tourism is a cornerstone of Maine's economy. Among U.S. states, Maine has the fifth highest value added as percent of state gross domestic product (GDP) for outdoor recreation (3.3 percent) in 2020, representing 4.6 percent of state employment (compared to a U.S. average of three percent). Though visitation and spending declined during the COVID-19 pandemic, the decrease in Maine (15.6 percent in 2020) was less than the average decrease nationwide (19.5 percent). Industry segments friendly to COVID-safe activities such as boating and fishing, bicycling, camping and RVing helped buffer losses. In 2021, tourism spending in Maine rebounded to 2019 levels, though visitation was about half of what it was in 2019.

In 2022, Maine's Office of Tourism embarked on a strategic plan to determine how Maine tourism could extend into four seasons and adapt to social and environmental impacts, shifting focus away from generating tourism and more towards managing the impacts of tourism. For example, lesser known but emerging destinations outside major tourist hubs may need assistance in handling larger crowds. Furthermore, the industry stands to be significantly impacted by a changing climate. Maine's natural environment is the driver of our tourism industry, and this industry is based on outdoor and recreational activities. As Maine becomes warmer, cold-weather activities such as skiing and snowmobiling may become less feasible. Similarly, sea level rise may impact Maine's beaches.

What Do These Trends Mean for Maine?

These eight trends will affect the use, management, and operation of the multimodal transportation system. The trends may also generate tensions in achieving Maine's vision for the future. The rising cost of housing may affect the state's ability to attract a younger workforce; Maine's tourism sector may have to rethink sustainability amidst a changing climate; technologies thought to be the solutions to many problems may proliferate more slowly, or less equitably, than originally assumed; and future economic growth may be tied to attracting and retaining new residents by making the economy inclusive for diverse communities.

Trends will not act on Maine homogeneously; the pace and intensity of trends, the scale and degree of the impacts, and the trends' relationships to the transportation sector will be variable. Our understanding of these trends should be sensitive to the differences across urban and rural areas, coastal and inland regions, and localities that are well connected and those that are not.

Outcomes will be intertwined; just as changes in demographics or the economy felt initially in Portland will filter into the lives of all Maine people, climate change will affect coastal communities through sea level rise and inland areas through flooding and extreme weather. Similarly, transportation barriers to economic realities in Maine's rural counties are inextricably linked to the health of Maine's economy overall.

Where Are the Key Uncertainties?

The extent to which pandemic-era trends will endure. Trend changes associated with the pandemic could be interruptions to longer-term trends, whereas others may prove to be paradigm-shifting. Will remote work become the new normal, prompting a shift towards counter-urbanization, and will remote work help Maine ease challenges around an aging population and a shrinking workforce?

The proliferation of emerging technologies. There is uncertainty around when and how many emerging technologies will proliferate. There is ambiguity with regards to technology rollout and application in rural areas; new technologies tend to appear first in cities, and their applications may be extremely different in urban compared to rural contexts.

The human response to a changing climate. Though the impacts of climate change on our natural environment have been established by science, the human response is unpredictable. For example, will Maine's tourism industry find ways to adapt to a changing climate? Will Maine's agricultural and forest products industries be able to adapt to new growing seasons, temperatures, and levels of precipitation?

The interaction between societal shifts and economic evolution. Societal shifts such as an aging population and in-migration will interact with the continued evolution of Maine's economy. How will workers in Maine take part in an economy that is increasingly concentrated around service industries, technology sectors, and health care? How will Maine's natural resources affect the availability of jobs, and will this new workforce have the right skills to occupy them? What needs, interests, and abilities will migrants to Maine bring with them, and how will Maine adapt?

3. Maine's Transportation Future

What are our system and customer needs for the future?

3.1 Our Transportation Needs

Connecting Our Plans

A Seamless, Integrated System

A **seamless** system means that there are no gaps between different transportation systems and services and that connections are convenient between transportation modes and to and from destinations. An **integrated** system means that systems and services are coordinated, enabling safe and reliable connections. Attaining a seamless, integrated transportation system in Maine is a fundamental value MaineDOT aims to achieve across the Family of Plans.

Travel is multimodal. People walk, bike, drive, rideshare, ride the bus, take the ferry, fly, ride rail, or choose not to make a trip at all based on their personal needs and circumstance.

The supply chain travels the globe. Every good you own has taken multiple trips and used multiple modes to travel from origin to factory to distribution center to stores and your home.

The spectrum of needs reviewed in the *LRTP* needs assessment, and more broadly, across the Family of Plans needs assessments, acknowledges issues constraining a seamless and integrated system across multiple dimensions, including the transportation experiences of our customers. Needs are reviewed from multiple angles – bottom-up by mode, system, corridor, and location from our modal and strategic plans, and top-down from the multimodal and integrated perspective of the LRTP. These two angles are confirmed by input from our customers and our current investment priorities in the *Work Plan*.

Table 3.1 provides a synthesis of key findings from the needs assessments for each modal and strategic plan within the Family of Plans.

Table 3.1 Needs Synthesis Across Maine Family of Plans

Mode	Near-Term Needs	Long-Term Needs
Rail 	• For both passenger and freight rail, infrastructure conditions, capacity and bottlenecks, rolling stock, and safety. • Improve existing Downeaster service and review opportunities for passenger rail service expansion. • Improved service to existing customers and system improvements to attract new customers (freight rail).	• For both passenger and freight rail, state of good repair and infrastructure capacity upgrades, direct and efficient multimodal and intermodal connections, and safety improvements. • Improved customer access and terminal improvements for freight rail. • Additional feasibility studies to prioritize corridor preservation and potential expansion for passenger rail.

Mode	Near-Term Needs	Long-Term Needs
Transit 	• Increased service frequencies, hours of service, coordination between transit agencies, and geographic coverage. • Increased public transit funding. • Implementation of electric and other zero-emission vehicles. • Technology improvements, including integration of statewide transit services to GTFS and GTFS-flex and CAD/AVL systems on transit vehicles. • Quantification of demand and increased door-to-door service in rural areas.	• Consideration of emerging origin-destination patterns, including in rural areas, to facilitate better multimodal connectivity and accessibility. • Tracking emerging transit needs for Maine's aging population and increasing service to this group. • Consideration of how to structure transit services to meet the needs of transit-dependent populations rather than to maximize ridership levels. • Systems that alleviate driver and labor shortages.
Roads 	• Use of physical interventions, education, and technology applications to address safety issues related to illegal/unsafe speeds, lane departure, seat belt usage, younger drivers, impaired driving, distracted driving, mature drivers (65+), motorcycles, winter crashes, intersection crashes, commercial truck and bus safety, pedestrians and bicycles, large animals, and operating after suspension.	• Increased awareness of seatbelt safety and hazards of distracted, teen, and impaired driving. • Educational programs targeted towards Maine's specific roadway safety needs. • More robust safety programs for senior drivers as the senior population increases.

Active Transportation 	• Safety education (across modes) and active transportation programs for children and adults.
	• Focus on ADA accessibility, transit access, and closing system gaps.
	• Use of pilot projects to rapidly implement and test potential improvements.
	• Enhanced Complete Streets implementation based on land use context and traffic volume/speed.
	• Local cost sharing and equitable funding throughout the state.
		• An interconnected, safe active transportation network that facilitates multimodal connections along High-Priority Active Transportation (HPAT) corridors and in towns and cities:
		  ○ Appropriate on-road connections in rural and urban areas.
		  ○ Off-road trail connections.

Public Outreach: What is Important to Maine People

MaineDOT conducted a survey for the *LRTP* requesting feedback about the statewide issues, needs, and priorities that Maine's residents, visitors, and businesses view as the most important. The survey received nearly 400 responses and was completed after surveys conducted for both the Transit and Active Transportation Plans. The survey was one element of MaineDOT's outreach initiatives, which also included virtual public meetings, public comments, and targeted stakeholder meetings.

All Maine people want to feel safe as they travel with confidence that they can securely navigate from origin to destination by any mode without injury. Safety touches all aspects of transportation in Maine.

Survey respondents selected infrastructure maintenance and improvements as the number one priority for MaineDOT investment, which can promote safety by creating safe environments for multimodal use, such as high-visibility pedestrian and bicycle infrastructure next to well-maintained roadways. Maine people also suggested education and enforcement initiatives to increase safety, such as "share the road" educational campaigns or increased speeding and aggressive driving enforcement.

Respondents identified needs centered on meeting all Maine people where they are – not only in terms of geography, but their life stages, priorities, and habits. Needs may look different across the state, such as urban compared to rural settings or for residents compared to visitors. However, three needs stood out. As presented in Figure 3.1, seven out of ten respondents thought that Complete Streets, safe road conditions, and well-managed highway conditions were critical needs in Maine.

Figure 3.1 Top Critical Needs Identified in LRTP Survey

MaineDOT customers want practical multimodal mobility solutions that enhance the ability to travel across Maine to meet all travel needs, including commuting, access to goods and services, and recreation. The majority of respondents wish for expanded public transit and passenger rail that provide fast, convenient, frequent, reliable, and affordable options for inter- and intra-city travel. Maine people want transfer points between modes to be accessible, welcoming, and conveniently located. Specific issues identified by respondents included addressing first/last mile transportation, public transit access in rural areas, and limited travel options for Maine people who do not own personal vehicles.

Maine people also seek a sense of connected community within walkable, livable neighborhoods where people feel safe and can easily access amenities. In particular, the majority of respondents want more opportunities to walk, bike, and use other micromobility options. Respondents requested more dedicated active transportation infrastructure, such as sidewalks, shared use paths, widened shoulders, separated bike lanes, bicycle parking, striping, and bicycle rideshare programs. Another example was the creation of connected networks of trails and paths, which could serve work and errand trips in addition to recreation. Maine people also want to feel comfortable and protected while moving about their communities.

Maine's customers want comprehensive solutions to address the impacts of climate change, such as strengthening the state's preparedness for risks due to rising sea levels, more intense storm events, and more frequent inland flooding. Maine people seek the protection and security of their property and communities through adaptive infrastructure design and maintenance. Many respondents stressed that MaineDOT and other agencies must increase the attractiveness and coverage of zero- or low-emissions transportation options, such as electrified buses and EVs. In particular, access must be equitable for all Maine people, regardless of socioeconomic status, vehicle ownership, or geographic location.

Defining and Measuring Needs

Transportation needs in Maine are characterized in the *LRTP* across four dimensions:

- **When?** – Is the need critical today or in the future, and how might it change over time?
- **How Much?** – What is the cost of addressing our needs, and what are the benefits for our customers?
- **Where?** – How do community priorities and context shape the investments we make to meet our needs?
- **Who?** – Who are the partners we work with to plan for, fund, and deliver transportation projects and services, and how do we make sure we serve all Maine people?

When? (Our Most Critical Needs and How They Change Through Time)

Transportation needs vary over time. MaineDOT operates under a single department-wide business process, OneDOT. This process, as depicted in Figure 1.1, incorporates the three basic phases of any management process: plan, deliver (implement), and measure. The process is continuous and helps structure MaineDOT's work phases to prioritize, schedule, and advance investments from concept to delivery.

Understanding Time Horizons

Near-term needs are those that can and should be addressed during the next 10 years. This type of need is often characterized by the following qualities:

- **Specific**: Because it exists in the near future, the need is more concrete and well-defined compared to a longer-term need.
- **Timely**: The need is driven by recent trends and the current vision and goals of residents, visitors, and the State of Maine, including goals and targets established by MaineDOT.
- **Fiscally constrained**: Solutions associated with the need are constrained by projected revenue sources, including both federal formula funds and discretionary grants enabled through BIL.

Figure 3.2 highlights how dynamic needs interact with planning and programming cycles. Near-term needs are addressed through ongoing studies and project development activities that prepare projects ready to compete for funding within future *Work Plans*. Long-term needs are identified through planning studies and positioned in modal and strategic plans as priorities for investment throughout the next ten years and beyond.

Figure 3.2 Plan-Deliver-Measure Cycles

Approaches towards addressing near-term needs are driven by MaineDOT's goals, policy, and funding rules. MaineDOT's *Work Plan* identifies investments during the next three years, while the *STIP* and *MPO Transportation Improvement Programs (TIPs)* identify all projects receiving federal funds throughout the next four years. MaineDOT's *Transportation Asset Management Plan*[sm] (*TAMP*) identifies strategies to maintain NHS bridges and pavements throughout a 10-year period. Addressing near-term needs balances delivering proven solutions with piloting new strategies. This allows Maine to effectively address pressing needs while growing our toolbox, positioning our state to meet changing needs and trends throughout the long term.

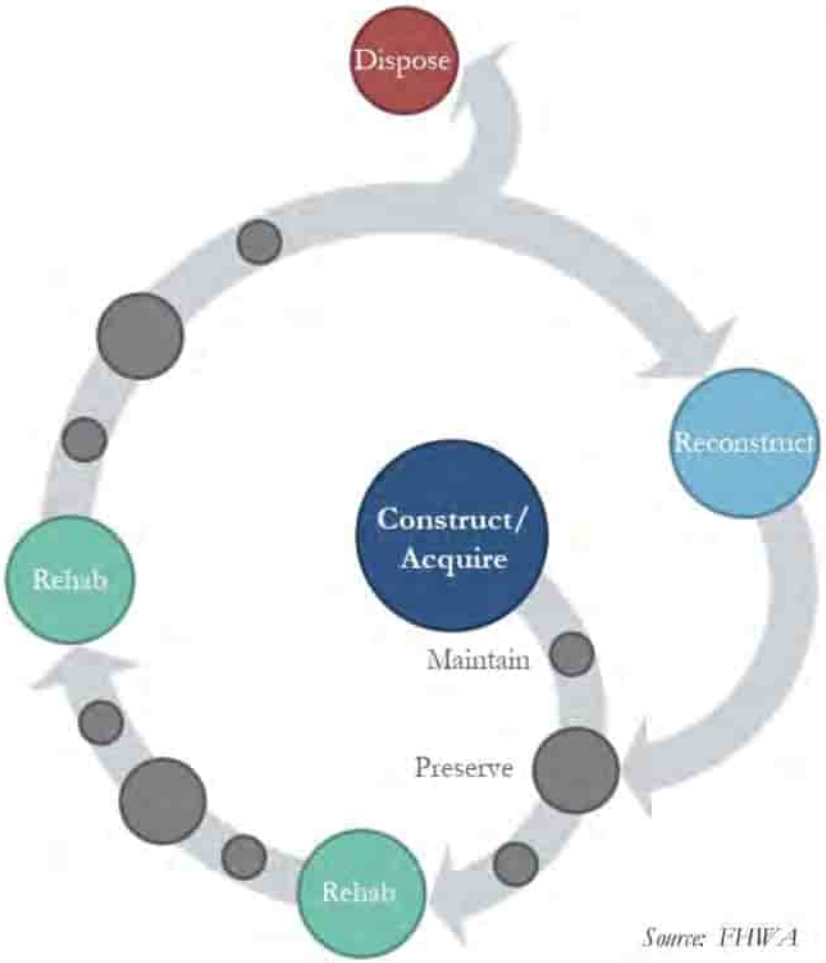
Maine considers our long-term needs to be those most relevant in the 10-year range. Addressing longer-term needs follows the MaineDOT-established vision and goals in a constructive way, being careful not to be "boxed in" in the face of dynamic circumstances. Characteristics of these longer-term needs include:

- **High-Level:** Because of ambiguity regarding the longer-term future, these needs – though clearly defined – will be visionary and conceptual in nature now and clarified over time.
- **Dynamic:** Maine recognizes that changes in trends throughout the coming decades may lead to a shift in needs; longer-term needs are understood to be subject to change.
- **Fiscal:** In the longer-term, funding levels and priorities may change; MaineDOT's strategy for managing the future funding is to estimate early and revise often based on available funding.

Changing Needs

There is a "life cycle", see Figure 3.3, to all transportation investments broken into distinct stages of that asset's useful life. In asset management, life cycle planning defines the collection of treatments that produce the minimum life cycle cost of an asset while achieving a state of good repair or other maximum benefit. Life cycle planning may be done at the asset level (e.g., an individual bridge), the asset class level (e.g., asphalt pavement), and at the network level (e.g., Maine's entire NHS network). Devising optimized strategies for asset management is straightforward when considering current asset condition, asset age, and the expected rate of deterioration. Establishing optimal asset management strategies can be complicated by uncertain or changing constraints such as funding levels or asset tradeoffs among other variables (risks), like weather, extreme events, supply of materials, or workforce shortages.

Figure 3.3 The Life Cycle Asset Management Process



Source: FHWA

In long-range planning, an asset need today may be met by funding tomorrow, but not in perpetuity; life cycle asset management is a cyclical process that involves construction, maintenance, and cycles of rehabilitation.

How Much? (Costs of Maintaining and Operating our System)

There are many factors, both internal and external, that shape the costs of doing business and the costs to address our needs. The anticipated spending outlined in MaineDOT's *Work Plan*, insights gathered from recent strategic plans (including the *TAMP*), and understanding unit costs of specific investments in Maine helps quantify some factors. There are a diversity of investment programs that are available to help meet Maine's transportation needs as well as practices within MaineDOT that ensure efficient use of funding.

MaineDOT's *Work Plan*

The MaineDOT *Work Plan* outlines the work that MaineDOT plans to perform during the next three years. As discussed within the time horizons section, projects and activities listed for Calendar Year 2023 have the most definite schedules and estimates, while those for Calendar Years 2024 and 2025 may be more subject to change. Planned uses of transportation funds in the Work Plan are typically segmented by the mode or scope of work, as was shared in Figure 2.4.

This section deconstructs the *2023-2025 Work Plan* differently by summarizing estimated funding by need category (e.g., mode, system) and need types (e.g., asset management, capital, operations, maintenance). Figure 3.4 summarizes the *2023-2025 Work Plan's* estimated investments by need category. This information provides insight into the average annual spending available to address needs and obligations, showing that investments supporting highway system needs, including bridges, pavement and asset maintenance, and safety and mobility receive the most funding. Note that many investments meeting these needs also may provide multimodal benefits (e.g., a separated bike lanes in a roadway widening project).

Figure 3.4 Estimated *2023-2025 Work Plan* Investments by Need (millions)

Source: MaineDOT 2023-2025 Work Plan

Insights gathered through the Family of Plans and financial data supporting the *Work Plan* informed an estimate that MaineDOT needs about $265 million annually in state capital resources outside of the Highway Fund budget to maximize access to federal funding available within the BIL.

These resources would position the state to seize new federal funding opportunities and meet both our current and emerging needs.

The *Work Plan* represents a fiscally constrained investment program. It addresses a subset of MaineDOT multimodal transportation needs consistent with anticipated resources and funding and programming requirements. Highlights on total investments by different mode are presented below.

- **Highway**: The largest and most heavily used component of Maine's transportation system is the 8,800-mile, state-jurisdiction highway network. Among highway needs, bridge and pavement preservation and maintenance, and mobility and safety are anticipated to be the largest areas of work. These investments, totaling nearly $2.2 billion in the *Work Plan*, include active transportation investments folded into highway projects; funding to maintain and improve other highway infrastructure like signals, signs, and lights; and programs to manage traffic incidents and special events.
- **Transit**: The *Work Plan* supports Maine's 22 regional and local transit providers. MaineDOT allocates an estimated $100.4 million in the *Work Plan* for capital funding investments, such as new transit vehicles. The remaining bulk of transit funding supports allocations for transit operations, totaling $156.1 million in the *Work Plan* towards operational expenses for fixed-route and demand-response transit services and programs and incentives provided through GO Maine.
- **Ferry**: Maine's *Work Plan* allocates $21.1 million in capital funding for the Maine State Ferry Service (MSFS) and Casco Bay Island Transit District (CBITD) capital projects, including funding for ferry rehabilitation and infrastructure improvements at various locations. Other funding supports ferry operations, ferry rehabilitation and maintenance, and ferry facility maintenance activities.
- **Active Transportation**: Maine's *Work Plan* allocates $46.5 million in funding for stand-alone active transportation projects. Investments include sidewalk construction, crossing improvements, off-road transportation-related trails, and active transportation safety improvements. Other active transportation investments include installation of ADA infrastructure, bicyclist signage, roadway striping, and other safety improvements.
- **Passenger and Freight Rail**: MaineDOT allocates funding for NNEPRA (Downeaster passenger rail) capital needs and operations totaling $71.9 million throughout the three-year *Work Plan*. Maine's $131 million in freight capital investments will include operational improvements on state-owned rail lines, improvements at railroad crossings, and improvements to critical rail bridges and other rail line capital projects. Included in that total is $2 million available in 2023 for the Industrial Rail Access Program[xvi] (IRAP), which leverages private funding.
- **Aviation**: MaineDOT's *Work Plan* allocates $169.6 million in funding for aviation capital needs statewide. Capital projects include runway and taxiway reconstruction, safety improvements and devices, and other enhancements to improve airport access and support economic development. Funding also supports airport operations and facilities management.
- **Ports and Harbors**: MaineDOT's *Work Plan* allocates nearly $75 million in total funding for ports and harbor investments, with $32.6 million is allocated to new boat launches, improved parking, and marina/wharf improvements in Lubeck and Camden funded by federal grants. Related funding supports the improvement of intermodal freight facilities adjacent to the International Marine Terminal.

Costs to Maintain the System to Achieve our Goals

Maine's *2022 TAMP* provides insight into the levels of investment required to maintain the state's NHS. The *Keeping Our Bridges Safe*[xvii] *(KOBS) Report* and the *Roads Report*[xviii] *(RR)* expand the insights gathered through the *TAMP* to the entire highway system. As the largest and highest value transportation asset owned by Maine, and as the transportation system which MaineDOT's customers utilize most frequently, the highway system represents the single most critical economic asset for the state.

Within the *TAMP*, multiple scenarios were evaluated on the NHS through 2032, including:

- **Pavement Investment Strategy**: Modeling tested five funding levels ranging from $0 to $65 million annual investment. Results indicated that return on investment (ROI), measured as improved network level pavement condition rating (PCR), significantly decreased beyond a $60 million annual investment.
- **Bridge Investment Strategy**: Modeling tested five funding levels between $0 and "unlimited" annual funding. The ROI, measured as improved network level bridge condition, significantly decreased beyond a $60 million annual investment.

The *2022 TAMP* recommended 10-year investment strategy for MaineDOT-owned NHS bridges and pavement (excluding Maine Turnpike Authority bridges and pavement) is presented in Table 3.2. MaineDOT's primary tool for managing highway assets is through bridge and pavement management tools. These tools allow MaineDOT to analyze multiple budget scenarios and treatments throughout the life of a collection of assets and use insights from tool analysis to inform investment decisions.

Table 3.2 2022 *TAMP* Recommended Investment Strategy (2023-2032)

(millions)	Maintenance	Preservation	Rehabilitation	Reconstruction	Total
NHS Pavement					
Total	$19.0	$452.7	$175.2	$114.9	**$761.8**
Annual	$1.9	$45.2	$17.5	$11.5	**$76.1**
NHS Bridges					
Total	$25.0	$211.5	$22.0	$389.4	**$647.9**
Annual	$2.5	$21.2	$2.2	$38.9	**$64.8**
NHS Total					
Total	**$44.0**	**$664.2**	**$197.2**	**$504.3**	**$1,409.7**
Annual	**$4.4**	**$66.4**	**$19.7**	**$50.4**	**$140.9**

The *KOBS Report* looked at the health of all state-owned and maintained bridges across multiple funding scenarios through 2050. It found that with an annual investment of $240 million to $280 million, Maine will be able to maintain our bridges at a constant high level of performance throughout the coming decades. This

is above the current average annual investment of $200 to $220 million within the *Work Plan*, indicating a funding gap to continue to maintain and advance bridge condition.

There are several factors that impact costs and how they may change in the future:

- **Right-of-Way (ROW)**: Projects may require the taking of property, or ROW. The costs of these acquisitions are often difficult to anticipate; inflation and speculation can occur between ROW estimates and acquisition; damages, court costs, and utility relocation costs are highly variable; and other contextual information may change between project planning and implementation stages.
- **Cost of Materials**: The cost of materials can change significantly during the life of a project. Recent years have seen material cost increases approaching 60 percent, creating significant project delivery challenges. MaineDOT has a number of risk management strategies to help offset the impact of rising material costs.
- **Cost and Availability of Labor**: Labor costs can make up a sizable portion of project cost estimates. The cost of labor is closely tied to inflation; if inflation exceeds anticipated levels, wages may also rise, increasing overall project costs. Availability of labor also can impact costs and project schedules.
- **Borrowing**: There are a number of opportunities to access funding through bonding, loans, and other financial instruments that position MaineDOT to make up-front investments. There are long-term costs associated with these decisions as well as federal and state requirements that MaineDOT considers when exploring these options.

Other Investment Programs

MaineDOT's *Work Plan* is also based upon the anticipated receipt of about $211 million from municipalities, which represents about five percent of the total value of *Work Plan* items. This funding is derived through agreements with municipalities and includes local funding for transit operations, local bicycle and pedestrian project funding, airports, and MaineDOT's popular Municipal Partnership Initiative. The MPI program is a voluntary program in which municipalities take the lead on projects. MaineDOT acts as a funder and partner, providing high-level engineering guidance.

Another funding source is through partnerships with non-governmental agencies. This category includes funding from private sources through projects like the Waterville to Yarmouth rail upgrades, Acadia Gateway Center, and the Saddleback Mountain Road. This category totals $75 million during the three-year period of the *Work Plan*, representing about two percent of the total value of *Work Plan* items. This value includes funding from private sources pledged as part of MaineDOT's Business Partnership Initiative[xix] (BPI). In a typical BPI project, the state contribution is capped at $1 million, with the state share being one third of the total project cost. The remaining two thirds are typically split between a private entity and a municipality.

Where? (Supporting Maine's Communities)

Transportation needs and the solutions to address them vary from place to place. MaineDOT and our partners continue to become more flexible in how the design of highways, local streets, transit services, sidewalks, paths, and other transportation amenities support the communities they serve.

MaineDOT has a long history of partnering with local communities to develop programs and deliver projects that bring out a shared vision and accentuate shared priorities. MaineDOT increasingly balances investments to address specific infrastructure needs with allocating resources toward revitalizing the places that make Maine special: our iconic village centers and downtown areas. MaineDOT's approach ensures that the needs of all modes of travel are considered in the planning, programming, design, rehabilitation, maintenance, and construction of the state's transportation system.

Current Practices

Complete Streets policies have a foundation in federal law, guidance, and best practices and have been signed into law or policy in states and communities throughout the nation. The intent of MaineDOT's *Complete Streets Policy* is to help ensure that all users of Maine's transportation system – our customers – including bicyclists, pedestrians, people of all ages and abilities, transit users, and motor vehicle users, have safe and efficient access to the transportation system. The MaineDOT *Complete Streets Policy*, developed in 2013 and 2014, formally approved in June 2014, and revised in July 2019, outlines how MaineDOT and our project partners consider the needs of all users when planning and developing projects. This policy will be further revised after the completion of the Active Transportation Plan.

The Village Partnership Initiative expands the Complete Streets concept to not only focus on safely getting from one place to another but also, once you get to your destination, supporting a place where you want to recreate, shop, socialize, learn, work, or invest. The Village Partnership Initiative is designed to be available to all willing communities that have or can agree upon a local vision. Village projects can vary from small, spot improvements to large, once-in-a-lifetime investments to reinvest in and revitalize one of the distinguishing features of New England: our iconic village centers. These village areas need to be built on a human scale: walkable, bicycle-friendly, and business-friendly. In sum, these impacts are bigger than just transportation; they are place-making. Many locations show the realized potential of this focus on place:

Naples, Bridgton, and now Fryeburg on the Route 302 corridor in western Maine; Woodford's Corner in Portland; the downtown in Ogunquit; and the downtowns and villages of Hallowell and Belgrade.

In June 2022, MaineDOT released the MaineDOT Statement on Equity, which reiterates MaineDOT's commitment to ensuring that all Maine people have access to safe and reliable transportation options that support economic opportunity and quality of life regardless of a person's economic, social, ethnic, racial, age, sexual orientation, physical, mental, or geographic circumstance. A key component of equity is acknowledgement that transportation needs and solutions differ depending on geography, demographics, and individual circumstances. MaineDOT is committed to equitable delivery of our programs and services to meet the mobility equity needs of all Maine people in both rural and urban areas.

Critical Needs

The MaineDOT of the future will consider all modes in every project. Complete Streets is about safety, livability, and equity and should be considered in every step of the complete project development, delivery, and management lifecycle. Complete Streets can also be a broader tool to address societal issues like climate change, housing, and equity. Solutions can create value within these issues through incorporating stormwater management best practices, sustainable infrastructure and recycled materials, intentional connections to lower income housing, and enhanced access to centers for opportunity for disadvantaged communities, like workforce training centers and health care.

The *Complete Streets Policy*, Village Partnership Initiative, Statement on Equity, MaineDOT's Local Cost-Sharing Policy[xx], and new opportunities through both formula programs and discretionary grants through the BIL are collectively continuing to shift the funding realities for implementation. As a result, the *LRTP*, Active Transportation Plan, and Transit Plan each look at opportunities to evolve the local cost-sharing policy to balance resource-sharing opportunities and better leverage new federal funding resources.

Meeting the needs of Maine's current and future generations of travelers is paramount. Our streets and other public ROWs are carrying ever more complex arrays of passengers and goods, and they need to be safe, comfortable, and efficient. MaineDOT design and construction policies, practices, and procedures are based on *A Policy on Geometric Design of Highways and Streets* by the American Association of State Highway and Transportation Officials (AASHTO), also known as the *AASHTO Green Book*. While these approaches are comprehensive, meet all federal laws – including Americans with Disability Act (ADA) standards – and over time have enabled more flexibility, they are not a fully multimodal and context-sensitive approach. Many states have developed their own guides, giving planners, engineers, and stakeholders access to best practices, as well as design flexibility to help our streets and our communities work for all modes and users.

MaineDOT's Complete Streets practices and the Village Partnership Initiative are examples of making investments in places and meeting people where they are. These priorities are fostering a culture shift at MaineDOT away from single mode projects and towards solutions to more inclusive investment outcomes.

Who? (Working with Our Partners and Serving our Customers)

MaineDOT employs approximately 1,600 people and expends or disburses an amount approaching $1 billion per year, including federal, state, and local funds. Meeting our agency goals – manage the existing system, support economic opportunity and quality of life, and build trust – requires continuous coordination and communication with our partners and our customers.

MaineDOT assets provide access to every community in Maine. Successful relationships with federal, Tribal, state, regional, and local agencies and non-profit and advocacy groups are critical to delivering and managing a system meeting our customers' needs. This cooperation helps ensure that we all are making decisions that aid Maine communities in meeting their own needs while aspiring to statewide goals.

Current Practices

Public Involvement in Transportation Decision-Making[xxi] is intended to strengthen and document how MaineDOT engages people and communities throughout the state. It outlines the public involvement process MaineDOT uses to engage stakeholders in planning, project design and development, and construction or maintenance activities. MaineDOT is committed to reaching out to communities and people who have historically lacked access to the decision-making process or been underserved.

Maine residents, municipalities, counties, MPOs, RPOs, public transportation authorities, businesses, and nonprofits, along with state and federal agencies and Tribes and Nations, participate with MaineDOT in shaping transportation decisions. The involvement of these stakeholders takes different forms: planning and consulting work, public meetings, or agency review. Our goal is to create meaningful opportunities for participation with transparency and accountability. MaineDOT has agreements with each of the four Maine MPOs to coordinate planning and capital investment within each of the metropolitan areas, consistent with federal and state requirements.

Cooperative Planning Process for Non-Metropolitan Local Officials[xxii] details MaineDOT processes for cooperating with affected local elected and appointed officials with responsibilities for transportation, consistent with federal regulations. This includes counties, cities, towns, townships, and villages outside of Maine's four Metropolitan Planning Areas. These process documents ensure that planning processes meet or exceed federal requirements and enable regular opportunities for these groups to inform decisions.

MaineDOT also fosters local partnerships through unique funding programs. Two examples are the Municipal Partnership Initiative; which is a creative method to develop, fund, and build projects of municipal interest on the state infrastructure system with MaineDOT as a partner; and the Business Partnership Initiative, which is designed to respond to municipal or business entity requests, such as changing local transportation needs on state and state-aid highways, developing economic opportunities, and relieving safety concerns.

Critical Needs

While it is critical that we work with our partners to ensure we maximize opportunities for meaningful input and the potential to leverage resources, it is also critical that our transportation investments serve all Maine people. MaineDOT, as well as our federal, regional, and local partners continue to elevate and expand the consideration of equity in every decision.

MaineDOT believes the essence of equity in transportation is to ensure that all people in Maine have access to safe and reliable transportation options that support economic opportunity and quality of life regardless of a person's economic, social, ethnic, racial, age, sexual orientation, physical, mental, or geographic circumstance. MaineDOT is committed to equitable delivery of our programs and services.

Underserved Users of Maine's Transportation System

- Low-income individuals or households
- People of color, including citizens of Maine's Tribes and Nations
- Rural and otherwise geographically isolated communities
- Individuals and households without access to a vehicle and/or for whom a driver's license is unattainable
- Individuals in substance use recovery
- Individuals with physical or mental disabilities
- Individuals for whom English is a second language

This commitment is consistent with Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government[xxiii]. MaineDOT's commitment to equity across all activities is described in our current Statement on Equity.

The approach to incorporating equity in all decisions is not only about the communities these Maine people call home, but also about their unique needs. MaineDOT's approach as a customer-driven organization means that we both lead and follow, through what our customers tell us. Our Family of Plans and our supporting strategic plans highlight the "who" question in the following ways:

- Note the value of existing unique programs and services in supporting these communities and addressing unique customer needs, such as the Workforce Transportation Pilot[xxiv].
- Highlight data, tools, and methodologies to better understand the location and needs of these communities so that transportation decisions can be data-driven, and outcomes can be communicated.
- Pilot new initiatives, partnerships, and programs, such as Heads Up!, which facilitates public meetings and education on pedestrian safety across Maine.

Our Customers' Needs

Understanding the diverse needs of MaineDOT customers is foundational to informing how we and our partners will work to achieve the *LRTP's* vision and goals. Our customers are the people who live, work, visit, and invest in the state. While MaineDOT's mission is to provide our customers with the safest and most reliable transportation system, customers' needs are dynamic and change depending on the type of trip they are making. This section describes customers' needs across four general types of trips:

- **Commute to work**: How, where, and when the employed population in Maine commutes.
- **Access goods and services**: How people access medical and healthcare services, retail, entertainment, healthy food, internet, education, and more.
- **Tourism and recreation**: Where, how, and when people enjoy Maine's many destinations.
- **Goods movement**: The multimodal movement of goods that are produced by Maine industries, as well as consumed by Maine's residents and visitors.

For each trip type below, two personas illustrate how common issues may affect Maine's residents, visitors, and businesses. However, customer needs are not independent trip types. There are many examples of overlaps where trips fulfill multiple purposes. The needs identified for each trip type below are intended to be illustrative – but may not be comprehensive – of the diverse range of needs of Maine's residents, visitors, and industries. These needs inform general strategies within the *LRTP* and the broader Family of Plans.

Commuting to Work

Patricia lives in Bangor and just received a new job offer with a salary increase.
Patricia cannot drive due to a disability. For her last job, she could take the bus and be dropped off in front of her workplace. For this new job, the nearest bus stop is a mile away, with portions of the sidewalk in poor condition. Taking a taxi or rideshare would be too expensive, and she does not have a large support network that could pick her up or drop her off at work. She would also like to be able to stop at the grocery store on the way home, but her new bus route does not stop near a grocery store. Additionally, she has difficulties during inclement weather because the sidewalks are not always cleared, and there is often ice.

Sue lives in Scarborough and commutes into Augusta.
She hits traffic every day, particularly in the afternoon, adding to her commute time compared to off-peak hours. This makes it difficult for her to pick up her son at daycare on time after work, forcing her to pay extra or hire a babysitter. Traffic has gotten worse over time, particularly in peak tourist season in summer.

Multimodal Trips and the First/Last Mile

The "first/last mile" of a trip is how people make the connection between their home or workplace and the primary transportation mode they use to commute. For example, a person may walk from their house to the bus stop, ride a bike to the ferry, or drive to the bus park-and-ride lot. Maine's urban commuters have more opportunities to take multimodal trips, making the first/last mile connection by walking, biking, rolling, or driving. Commuters in rural regions are more likely to travel by a single mode (typically a personal vehicle) from home to work. For both rural and urban multimodal commuters, the comfort and safety of the first/last mile connection is a key determinant of a commute's comfort and efficiency.

Trip Chaining

Sometimes, work commutes are combined with other needs such as childcare drop-off/pick-up, medical appointments, or buying groceries. "Trip chaining" is when a person makes multiple stops along the route between work and home. People want flexibility in their transportation options to complete errands when and how it is most convenient for them. Driving a personal vehicle provides the most flexibility to chain trips. For transit and micromobility users (rideshare, bikes, scooters, skateboarding, and other shared options), trip chaining may be constrained by service frequency and available connections between destinations.

Integrating transportation modes, such as the ability to bring a bike on a bus, makes trip chaining and first/last mile more convenient for customers.

Convenient and Reliable Travel Options

Commuters want reliable transportation services that allow them to travel between home and work, and any errands in between, in a safe, timely, and convenient manner. Drivers want roads that are in good condition, opportunities to refuel or charge vehicles, and available parking at destinations. Transit users want dependable service that gets them when and where they need to go. Shift workers, essential workers, and those who work non-traditional hours may need off-peak transit services available during their commutes. Pedestrians, bicyclists, and other micromobility users want dedicated infrastructure that is safe and comfortable to use.

Severe Weather

Thunderstorms, snowstorms, and nor'easters impact Maine's transportation system functions. Both forecasted and unexpected weather events affect commuters' abilities to travel safely. Plowed roads, sidewalks cleared of ice and snow, and on-time transit are important for all travelers, especially to essential workers who must still travel during declared states of emergency.

Avoiding Traffic Congestion

Peak-hour congestion affects some commuters. Anticipated congestion and delay influence how and when people choose to commute to work. Flexible work schedules and hybrid work options (i.e., part-time remote, part-time in office) can help employees avoid these frustrating experiences. With a flexible work schedule, workers can start and end the workday at various times to best meet their needs. Ridesharing and public transportation may provide opportunities for travelers to be more comfortable and productive during peak travel times.

Remote Work

Telework allows an employee to work from an alternative worksite, such as home. Employees may telework full-time or part-time. Some workers pair telework with flexible work schedules for maximum flexibility in how, where, and when they work. Reliable broadband internet access is a primary need for those with the ability to telework. Notably, not all professions are suitable for telework, such as the retail, healthcare, and manual labor sectors. The labor market in Maine is forecast to expand most within occupations where remote work is unlikely, meaning that work commute needs will continue to be important in the future.

Commuting Cost

Regardless of how, when, and where people work, there are costs to commuting and teleworking. Drivers pay for gas and tolls, as well as secondary costs due to delays, congestion, and vehicle wear and tear. Transit riders pay fares and are affected by service disruptions and delays. Micromobility and active transportation users are constrained by transportation network connectivity and infrastructure conditions. Teleworkers pay for broadband internet access and working spaces. There is a need to ensure accessible, affordable, and convenient connectivity options for all workers in Maine.

3.2 Our Transportation Vision

Understanding the diverse needs of Maine's transportation system and the needs of our customers is foundational to the development of the *LRTP's* vision and goals. Through our needs assessment, which included public engagement, MaineDOT refined a vision and for the transportation system. Maine is recognized as a great place to live, work, and play. Our state includes small urban centers with growing economic opportunity surrounded by rural communities founded in their natural beauty and cultural charm. While Maine has an aging population and the wisdom and experience that comes with it, Maine has been attracting new residents and businesses who recognize the economic opportunity and quality of life that our state provides. Through increased telework opportunities, driven in part due to the coronavirus pandemic, more people have flexibility to work and live where they choose.

Maine's vast and multimodal transportation system includes our highways and bridges, airports, ports, transit, rail, and bicycle and pedestrian facilities. MaineDOT envisions a transportation system that is safe; meets the diverse mobility needs of Maine people, businesses, and visitors; enables communities to thrive; supports a growing economy; is accessible to all; supports the growing movement of freight; and is environmentally responsible.

Maine supports economic opportunities and quality of life through our investments in the transportation system. Policymaker support through GF transfers and federal support through recent passage of the BIL allow us to start bridging the gap between our transportation needs and funding availability to maintain and enhance the safety, quality, and efficiency of the system. This includes our commitment to sustainability principles, including mitigating transportation's impact on Maine's environment and reducing our contribution to climate change.

MaineDOT will provide a transportation system that supports the economic opportunity and the quality of life that makes Maine a world-class and welcoming place for all.

MaineDOT will provide a transportation system that reinvigorates quintessential New England charm and provides for natural resource, manufacturing, technology, and tourism-based economies.

MaineDOT will maintain and improve our transportation system, within available resources, to enhance the lives of Maine people, support our businesses to prosper locally and globally, and demonstrate leadership in sustainability.

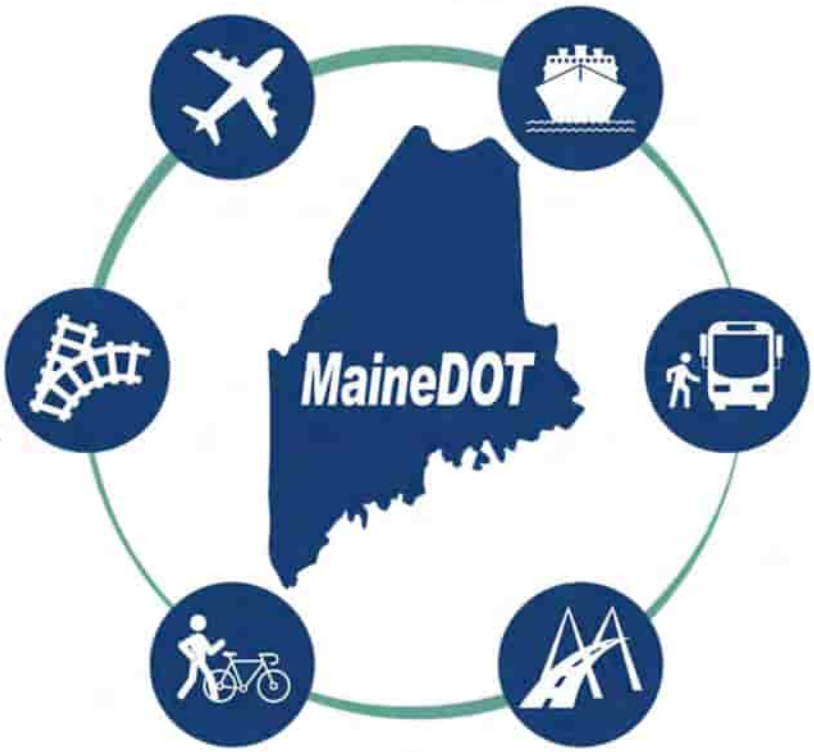
Figure 3.5 highlights the integrated and multimodal transportation system that MaineDOT and our partners manage and operate. The transportation vision focuses uniquely on each of these systems.

Figure 3.5 MaineDOT's Integrated Transportation Approach

Envision airports that enhance the quality of life, provide critical services, and support local, regional, statewide and national economies.

Envision ports and supply chain routes that will attract investment and good jobs and support regional, national and international economies.

Envision a rail system that enables Maine businesses to reach current and future markets with timely and reliable services and a passenger rail system that provides safe and reliable intercity and passenger services.



Envision a transit system with innovations that improve service and reduce environmental impacts, expand mobility options, and improve quality of life for customers and communities.

Envision an active transportation system that is accessible to all Maine people and visitors and supports and improves people's ability to access jobs, education, businesses, healthcare, and other destinations.

Envision a highway and bridge network that match customer needs and expectations.

3.3 Our Transportation Goals

Our vision represents MaineDOT's desired future for multimodal transportation. Our goals describe what guides us toward attaining the vision and highlight our overall desired outcomes. Figure 3.6 presents the goals and associated descriptions.

Figure 3.6 MaineDOT's Transportation Goals

Safe travel for all	A well-managed system	A vibrant economy and world-class quality of life	Environmentally sustainable transportation system	Equitable access
Provide a safe transportation system for all users and modes of transportation.	Effectively manage Maine's existing transportation system within reliable funding levels to provide levels of service that are acceptable to our customers.	Invest in transportation initiatives that support economic opportunity for Maine people, communities, and businesses.	Invest in practical transportation solutions that mitigate impacts on the natural world and prepare for the realities of climate change.	Ensure that all Maine people have access to safe and reliable transportation regardless of who you are or where you are.

Our **goals** are supported by **objectives,** presented in Section 3.4 of the *LRTP*, which are measurable outcomes describing how MaineDOT will attain the *LRTP* vision and goals. Objectives also shape the long-range strategies and near-term actions presented in Section 4 of the *LRTP*. How we meet our objectives is quantified through performance measures, which help assess the degree to which investments address transportation needs and meet MaineDOT performance targets.

The goals and objectives connect to required federal performance measures and existing MaineDOT performance measures, like customer service levels. Other measures specific to unique modes, systems, or assets are highlighted in the modal and strategic plans. More information on performance measures, trends, and targets are presented in the System Performance Report, available as **Appendix B** to the *LRTP*.

The goals and objectives also connect across the Family of Plans. Each of these plans plays a vital role in the direction and content of this *LRTP*, from understanding priorities to highlighting partners. These plans also inform the strategies and implementation actions that are presented in Section 4. Incorporating these plans and their findings into the *LRTP* implementation process is vital to meeting MaineDOT's vision of increasing the quality of life for all Maine people.

Safe Travel for All: Provide a safe transportation system for all users and modes of transportation.

Safety is a constant priority for MaineDOT's transportation system. Several plans are dedicated to the safety of all modes within the system including the *SHSP*, *FHWA Performance Report: Highway Safety*, and *Public Transportation Agency Safety Plans*. However, almost every plan mentions safety in its vision, goals and objectives, and/or performance measures. This reflects the level of importance that safety holds.

A Well-Managed System: Effectively manage Maine's existing transportation system within reliable funding levels to provide levels of service that are acceptable to our customers.

> Using objective data, funding requirements, and the committee process… MaineDOT allocates resources and selects projects to maximize customer value from each available dollar. Asset management at MaineDOT is a continuous loop of planning, delivery, and measurement…
> - *MaineDOT's Three-Year Work Plan (2023)*

In order for MaineDOT to operate our multimodal transportation system, it is essential for the state to continuously take account of and identify opportunities to maintain our assets and essential functions. Plans that address system management are required every few years and include asset strategic plans, such as the *TAMP*. Other plans are dedicated to specific areas of a well-managed system, such as the *SHSP* in terms of safety, and the *Work Plan* for allocating funding in line with MaineDOT's vision and goals. The core Family of Plans shape performance-based planning and programming, strategy development, and future investment scenarios – including identifying opportunities to leverage special federal and other funding to enhance Maine's transportation system in meaningful and innovative ways. The outcomes of each of these plans, particularly due to their coordinated nature in this current cycle of *LRTP* development, must be consistent across each plan and the *LRTP*.

A Vibrant Economy and World-Class Quality of Life: Invest in transportation initiatives that support economic opportunity for Maine people, communities, and businesses.

A reliable, efficient transportation system is the foundation of a strong economy. All transportation-focused plans are inherently linked to economic development for Maine; however, economic-focused plans also inform those transportation plans. The *Maine Economic Development Strategy*[xxv] outlines recommendations that include "establishing an adequate and sustainable funding system for public transportation" and "promoting hubs of excellence," which mention walkable neighborhoods. The Governor's *Maine Jobs & Recovery Plan* highlights the need to "invest in transportation improvements," which pledged funding for the *Work Plan*, launching a workforce transportation pilot, expanding municipal and public EV charging, and protecting infrastructure from climate change. As described, the economic and transportation connection goes beyond freight movement and includes the placemaking Village Partnership Initiative[xxvi], ensuring that every village is a place that people want to stay instead of pass through, buoying local economies across Maine.

Environmentally Sustainable Transportation System: Invest in practical transportation solutions that mitigate impacts on the natural world and prepare for the realities of climate change.

Maine is committed to preventing and mitigating the impacts of climate change, as indicated in its plans solely dedicated to climate action, such as the *Four-Year Climate Action Plan: Maine Won't Wait* and accompanying publications. Transportation is acknowledged as a vital piece to tackling this challenge in the *Clean Transportation Roadmap*[xxvii] and in many other plans, such as the *Work Plan* and *MPO MTPs*.

Recommendations

A: Embrace the Future of Transportation in Maine

- Accelerate Maine's Transition to EVs
- Increase Fuel Efficiency and Alternative Fuels
- Reduce VMT

- *Climate Action Plan: Maine Won't Wait*

Equitable Access: Ensure that all Maine people have access to safe and reliable transportation regardless of who you are or where you are.

Ensuring that all Maine people have access to quality transportation that meets their needs is a core understanding of the department's commitment to equity. The MaineDOT Statement on Equity[xxviii] acknowledges that transportation needs vary by geography and demographics and offers a suite of programs and services to address equity in mobility. Several non-transportation plans are essential links to the goal of improved transportation accessibility. Accessibility can be thought of in many ways, including internet access to rural areas to better serve rural residents (outlined in the *Statewide Broadband Action Plan*[xxix]), efficient and safe transportation programs for older and disabled Maine people who do not drive their own vehicles (*State Plan on Aging*[xxx]), and providing health-promoting, inexpensive, and attractive active transportation options (*State Health Improvement Plan*[xxxi], *Economic Development Strategy*).

Goal 1, Title III B: Access to Services

Objective 1.1: Increase awareness of local services and programs available to older Mainers and their care partners with an emphasis on transportation[…]

- *Maine State Plan on Aging*

3.4 How Do We Meet Our Needs and Prepare for the Future?

Goals and Objectives

Our goals shape objectives, which are measurable outcomes describing how MaineDOT will attain the *LRTP* vision and goals. Objectives also shape the implementation strategies and actions presented in Section 4 of the *LRTP*. Table 3.3 lists the 15 objectives that MaineDOT has established to meet our five goals.

Table 3.3 Goals and Objectives

Goals	Objectives
	• Reduce fatalities and serious injuries for all transportation users. • Reduce the number of crashes involving vulnerable users, such as bicyclists, pedestrians, individuals with disabilities, and seniors.
	• Maintain a state of good repair for the multimodal transportation system. • Improve system performance for our customers, including Maine residents, visitors, and businesses. • Support and pilot innovative methods for multimodal system operations, management, and expansion. • Leverage funding allocations, grants, investments, and partnerships.
	• Support job growth and create economic opportunities in communities across Maine. • Broaden the transportation-related workforce. • Improve supply chain efficiency for the cost effective, clean, secure, and safe movement and storage of goods. • Expand Maine connections to the national and global economy through our seaports, airports, and rail corridors.
	• Reduce greenhouse gas emissions from the use, maintenance, operation, and construction of the transportation system. • Mitigate the transportation system's environmental footprint. • Reduce transportation disruptions due to climate change.
	• Improve access for all Maine people to employment, goods, health and social services, and recreational spaces. • Reduce disparities in accessibility to transportation services for vulnerable and disadvantaged populations.

3.5 How Do Trends and Uncertainties Impact How We Achieve Our Goals?

The *LRTP* goals provide a framework for turning needs, as summarized in this section, into opportunities:

- Opportunities to foster **safe travel for all modes** and drive towards zero deaths through engineering, enforcement, education, and emergency response, and the Safe System approach.
- Opportunities to **manage our system** through maximizing the life cycle and operations of our assets, while also using innovation and technology to be more efficient.
- Opportunities to create a **vibrant economy** where Maine is connected to the world, and our rural economies are given an opportunity to grow and prosper.
- Opportunities to be **environmentally sustainable** through lowering emissions and being resilient to climate impacts.
- Opportunities to ensure **equitable access** for all Maine people to a high quality of life.

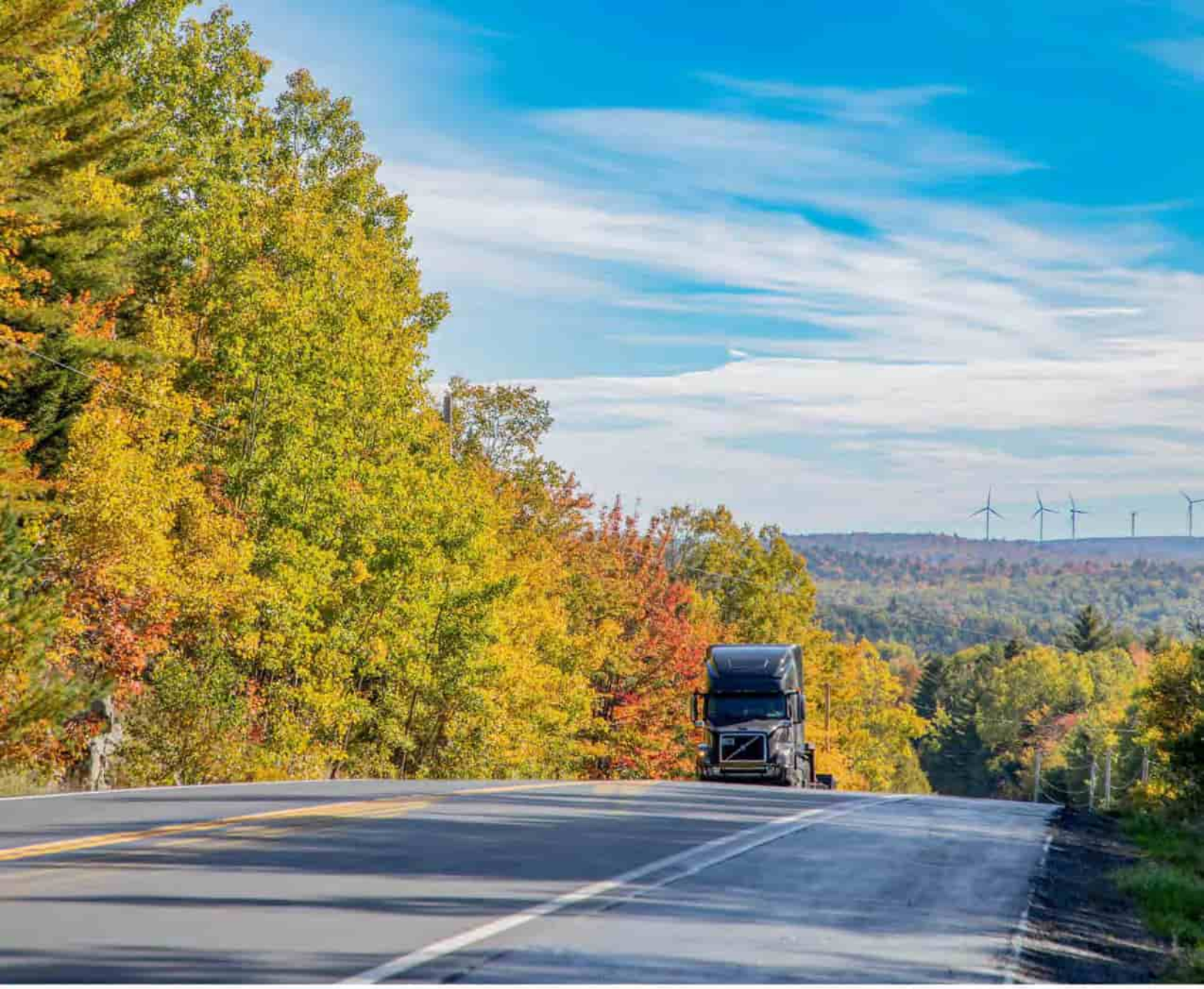
Each trend presented in Section 2.3 creates challenges and opportunities related to the potential to reach our goals and the strategies MaineDOT implements to achieve these goals.

- **Opportunities** reflect trends that may make a goal easier to achieve.
- **Risks** reflect trends that might make it more difficult to achieve a goal, causing MaineDOT to adapt and change course on the strategies needed to achieve the goal.
- **Mixed opportunities and risks** reflect situations where the context, including place or corridor type, could impact if the trend makes a goal easier or more difficult to achieve.
- **Unknowns** reflect uncertainties in the relationships between the trend and the goal (i.e., it could be positive or negative, or there might not be a relationship at all).

Table 3.4 highlights the risks and opportunities, where impacts are mixed or unknown at this time, and a brief narrative on these relationships and impacts on strategies.

Table 3.4 Risks and Opportunities Created by Trends Compared to Goals

Trend	Safe Travel	A Well-Managed System	A Vibrant Economy	Environmentally Sustainable Transportation System	Equitable Access
Safety	Risk	Risk	Risk	Unknown	Risk
	Maine's aging population and growing demand for active transportation leads to more vulnerable transportation system users. This impacts the strategies MaineDOT deploys to achieve safety goals, while also changing how to efficiently manage operation of a system with more diverse users.				
Population	Risk	Mixed	Opportunity	Unknown	Risk
	An aging population and in-migration will bring demands for new transportation services, particularly on-demand mobility, senior transportation, and electric vehicle charging, among others. In-migration creates opportunities for economic growth and diversification, as long as new residents are well connected to economic opportunities and provided safe systems.				
Development	Mixed	Risk	Opportunity	Opportunity	Opportunity
	Continued growth in urban areas will put pressure on the operations and safety of the existing transportation system as growth in travel demand runs ahead of capacity. However, more development in mixed-use city, town, and village centers create opportunities for enhanced accessibility to destinations and jobs and can reduce energy consumption and emissions.				
Labor Market	Opportunity	Unknown	Risk	Risk	Opportunity
	An aging workforce, continued shift to a services-based economy, and more flexibility for remote work will lead to more demands for enhanced transportation and communications services and create potential skilled workforce gaps that limit economic growth. Changing commuting patterns create opportunities to improve access to jobs and reduce crashes.				
Technology	Mixed	Mixed	Opportunity	Opportunity	Mixed
	Transportation technologies create opportunities across multiple modes, including electric vehicles reducing emissions, autonomous and connected vehicles reducing traffic, and new freight technologies enabling more efficient goods movement. At the same time, these technologies could increase total vehicle miles traveled annually. The primary issue is equitable roll-out of these technologies.				
Trade	Risk	Risk	Opportunity	Mixed	Mixed
	Freight movement will continue to increase, stressing existing freight routes and creating more conflicts among different user types, leading to potential safety issues. Depending on location, growth in total goods movement could yield accessibility-related benefits, dependent on the freight mode. More total goods movement creates job opportunities and revenue for Maine.				
Climate	Risk	Risk	Risk	Risk	Risk
	The impacts of climate change will create potential risks across every transportation mode, particularly impacting accessibility, safety, and the economy and requiring enhanced approaches to manage system operations and recovery, while also providing an opportunity to attract people escaping extreme climates.				
Tourism	Risk	Mixed	Opportunity	Risk	Opportunity
	Tourism is a key driver of Maine's economy. As Maine's tourism economy is anticipated to continue to grow, more visitors to Maine will demand different services and more out-of-town visitors can create congestion and safety issues and sustainability impacts, particularly in sensitive locations.				



4. Implementation: Maine's Transportation Path Forward

To address changes and achieve our goals, we will pursue proven and new strategies

4.1 How Do We Reach Our Goal

To reach our goals, the *LRTP* recommends holistic and cross-cutting strategies that MaineDOT and our partners will implement in both the near- and long-term to achieve the vision for the transportation system. MaineDOT strives to implement the *LRTP* recommendations using a process that is fiscally realistic and anchored in policy. The *LRTP* creates the structure to facilitate implementation of the strategies and actions within the Family of Plans as well as other related strategic, system, and modal plans.

4.2 Organizing for Implementation

Implementing the Family of Plans requires an understanding of the organization and relationships between recommendations across plans and within each plan. As described in Figure 4.1, within the Family of Plans, the *LRTP* offers goals, objectives, guiding principles, and thematic strategies that shape the specific strategies and actions within MaineDOT modal and strategic plans and programs. In turn, the modal and strategic plans provide structure and tactical activities to meet the *LRTP* goals and objectives. Strategic and tactical priorities defined by the Family of Plans will emerge in MaineDOT's annual *Work Plan*.

Figure 4.1 Family of Plans – Implementation Connections

For these relationship connections to work, organizing for implementation requires definitions that shape what is a "strategy" versus what is an "action." These vary by plan type, as described in Figure 4.2. Consistent to every strategy and action are their direct connections to the *LRTP* objectives, as well as more specific objectives within the modal and strategic plans.

Figure 4.2 Figure Organization of Strategies and Actions

4.3 Strategies and Actions to Get Us There

The *LRTP* recommends 15 statewide strategies that set the priorities for MaineDOT's modal and strategic plans, policies and programs, and state and local partners. The 15 thematic strategies cut across the five goals and 15 objectives in response to the needs defined by Maine's customers and the needs assessment. Each strategy identifies examples and initiatives such as programs, policies, practices, and partnerships that will guide the implementation of the Family of Plans. Strategies are multimodal, intermodal, and interregional, connecting urban and rural communities across Maine.

Guiding Strategy Implementation in the Family of Plans

The *LRTP* takes a statewide and intermodal approach to guiding implementation of strategies, actions, and investments. The strategies are shaped by the guiding principles and respond to outcomes of the needs assessment supporting the Family of Plans.

Several additional factors shape how we implement strategies within the *LRTP*, and more broadly, the Family of Plans.

- **MaineDOT roles and responsibilities and how we work with our partners** – Some strategies are primarily owned by MaineDOT and will require state leadership and commitment to successfully implement. Other strategies require a combination of partners working together and offering resources to successfully implement. Another set of strategies are primarily led by MaineDOT partners, including the private sector, requiring MaineDOT to engage to ensure implementation meets customer needs and follows applicable state and federal regulations.

- **Transportation revenue, funding, and finance** – MaineDOT's current state and federal sources and emerging opportunities from discretionary grants and partnerships determine what we can accomplish. Increasingly, MaineDOT and our partners are looking for innovative and more sustainable future transportation funding sources to better meet changing needs.

- **Agency resources, timing, and trade-offs** – Transportation needs far outpace resources and the gap continues to widen as the cost of doing business (for example, labor, materials, and ROW) increases faster than funding. MaineDOT and our partners make daily decisions that consider many costs and benefits, and the associated trade-offs that are part of every investment decision.

Implementation of strategies will occur across four initiatives – process, program, policy, and partnership. Each initiative provides MaineDOT with a range of approaches for successful implementation of strategies.

Process initiatives are the practices, tools, and other resources within MaineDOT that institutionalize and operationalize the programmatic and policy strategies. Process includes existing and new tools, data, standards, guidebooks, and methods that can streamline decision-making and implementation, such as trade-off analysis and project prioritization.

Program initiatives direct MaineDOT's future investment decisions, such as program and project prioritization for annual *Work Plans*. These initiatives include existing unique MaineDOT programs (for example, the Village Partnership Initiative), future program updates or extensions, and new potential programs.

Policy initiatives shape MaineDOT's priorities, roles, and responsibilities. Policies include existing MaineDOT guidance such as the *Complete Streets Policy*, *Local Cost-Sharing Policy*, and the *Maine Won't Wait* climate action plan, and also include updates and extensions of existing policy. MaineDOT may also develop new policies structured around evolving topics such as electric and autonomous vehicles or climate resilience.

Partnership initiatives allow MaineDOT to leverage existing relationships and forge new alliances to meet our goals. Partnerships can expand upon existing agreements and requirements between MaineDOT and our planning partners, including Maine's Tribes and Nations, MPOs, and RPOs. Partnerships also support programmatic strategies by positioning the state for new opportunities through pursuing discretionary grants and leveraging private investment.

Figure 4.3 presents the five *LRTP* goals with the supporting 15 objectives and 15 strategies.

Figure 4.3 LRTP Goals, Objectives, and Strategies Summary

GOALS	OBJECTIVES	STRATEGIES
Provide a safe transportation system for all users and modes of transportation	Reduce fatalities and serious injuries	Reduce crashes, fatalities, and serious injuries for all transportation users and promote safe and connected active transportation options
	Reduce crashes involving vulnerable users	
Effectively manage Maine's existing transportation system within reliable funding levels to provide levels of service that are acceptable to our customers	Maintain a state of good repair	Maintain and make targeted or strategic improvements to asset condition
	Improve system performance for customers	Enhance the overall travel experience for customers using Maine's highways
	Support and pilot innovation	Diversify and stabilize funding sources to enhance sustainability
	Leverage funding opportunities	Enhance the transportation system
		Improve the customer experience through technology
Invest in transportation initiatives that support economic opportunity for Maine people, communities, and businesses	Support job and economic growth	Improve freight connections, reliability, and efficiency
	Improve supply chain efficiency	Connect Maine to the world
	Expand the transportation workforce	Improve system mobility to grow the economy
	Expand connections to global economies	
Invest in practical transportation solutions that mitigate impacts on the natural world and prepare for the realities of climate change	Reduce greenhouse gas emissions	Position for an electric vehicle future
	Mitigate environmental impacts	Prepare for climate change
	Reduce disruptions	Lead by example
Ensure that all Maine people have access to safe and reliable transportation regardless of who you are or where you are	Improve access for all Mainers	Provide reliable and connected mobility solutions
	Reduce disparities in accessibility	Support communities across Maine
		Foster opportunities for flexible commuting

Strategy Summary

Strategy Tagline	Goal	Family of Plans Connections							
		MODAL				STRATEGIC			
		Transit	Rail	Active	Aviation	Safety	Freight	Assets	Other
Reduce crashes, fatalities, and serious injuries for all transportation users and promote safe and connected active transportation options.		■	■	■		■			■
Position for an electric vehicle future.		■							■
Maintain and make targeted or strategic improvements to asset condition.		■		■			■	■	■
Enhance the overall travel experience on Maine highways.				■		■	■	■	■
Provide reliable and connected mobility options.		■	■	■	■				■
Support communities across Maine.		■	■	■		■			■
Foster opportunities for flexible commuting.		■	■	■					■
Prepare for climate change.		■	■				■	■	■
Lead by example.		■	■	■	■	■	■	■	■
Improve the customer experience through technology.		■						■	■
Diversify and stabilize funding sources to enhance sustainability.		■	■	■	■	■	■	■	■
Enhance the transportation system.		■		■		■	■	■	
Improve freight connections, reliability, and efficiency.			■		■	■	■	■	
Connect Maine to the world.		■	■		■		■		
Improve system mobility to grow the economy.		■	■				■		■

The following pages provide a summary of the *LRTP* implementation strategies in the form of strategy templates presenting the goals and objectives, an example of ongoing implementation, insight into process, program, policy, and partnership initiatives, and a summary of plan connections.

LONG-RANGE TRANSPORTATION PLAN
–Working to Move Maine–

REDUCE CRASHES, FATALITIES, AND SERIOUS INJURIES FOR ALL TRANSPORTATION USERS AND PROMOTE SAFE AND CONNECTED ACTIVE TRANSPORTATION OPTIONS.

Continue implementation of the Driving Towards Zero Deaths initiative through adopting a Safe System approach that implements countermeasures and behavioral and educational programs to minimize deaths and serious injuries and reduce crashes. Make pragmatic progress and enhance networks for active transportation to expand mobility and modal opportunities, support economic development, improve safety, increase equity, and enhance quality of life and public health for Maine residents and visitors alike.

GOALS

LEAD

Safe Travel for All

PRIMARY RELATED

OBJECTIVES

- Reduce fatalities and serious injuries.
- Reduce crashes involving vulnerable users.
- Improve system performance for our customers.
- Support and pilot innovation.
- Leverage funding opportunities.
- Support job and economic growth.
- Mitigate environmental impacts.
- Improve access for all Maine people.
- Reduce disparities in accessibility.

FAMILY OF PLANS CONNECTIONS

MODAL PLANS			
Transit	**Rail**	**Active**	Aviation

STRATEGIC PLANS			
Safety	Freight	Roads/Bridges	**Other***

*Public Transportation Agency Safety Plans, Rail Crossing Safety Plan

RECENT SUCCESSES

MaineDOT partners with the Bicycle Coalition of Maine to lead the Heads Up! Pedestrian Safety Initiative, a multi-year effort to increase pedestrian safety by raising awareness among motorists, pedestrians, municipal officials, and law enforcement.

MaineDOT has installed centerline and edge line rumble strips on roads to reduce lane departures and head-on collision crashes

IMPLEMENTATION INITIATIVES

PROCESS

Data Quality Management Plan, Maine Crash Data, 4Es of Safety (Education, Enforcement, Engineering, Emergency Services), Wildlife Safety

PROGRAM

Village Partnership Initiative, Highway Safety Improvement Program, Work Zone Safety Program, Safe Routes to School, Bicycle and electric bicycle share programs, Heads Up! Pedestrian Safety Program, MaineDOT Safety Patrol

POLICY

Complete Streets, Safe System Approach Context Sensitive Solutions, MaineDOT Guidelines on Crosswalks

PARTNERSHIPS

Maine Bureau of Highway Safety, Maine Bureau of Motor Vehicles, Maine Turnpike Authority, Maine State Police, Maine Emergency Medical Services, local law enforcement, MPOs, RPOs Tribes and Nations, municipalities, advocacy groups, trail organizations

LONG-RANGE TRANSPORTATION PLAN
–Working to Move Maine–

POSITION FOR AN ELECTRIC VEHICLE FUTURE.

Support Maine's transition to electric vehicles through Direct Current Fast Charging (DCFC) access on designated Alternative Fuel Corridors (AFC), DCFC/Level 2 access at important statewide and unique community destinations, equitable access in key corridors and destinations in rural regions, support of e-bikes and other personal electric mobility devices, and public education about EVs.

GOALS

LEAD

Environmentally Sustainable Transportation System

PRIMARY RELATED

OBJECTIVES

Improve system performance for our customers.
Support and pilot innovation.
Leverage funding opportunities.

Reduce greenhouse gas emissions.
Mitigate environmental impacts.

Improve access for all Maine people.
Reduce disparities in accessibility.

FAMILY OF PLANS CONNECTIONS

MODAL PLANS			
Transit	Rail	Active	Aviation

STRATEGIC PLANS			
Safety	Freight	Roads/Bridges	**Other***

*Maine Won't Wait

RECENT SUCCESSES

MaineDOT is expanding publicly accessible electric vehicle charging infrastructure at our major facilities in Augusta and eventually at all of our regional offices.

MaineDOT is developing a Transit Bus Electrification Plan to assist eight transit providers with the transition to electric and/or hybrid fleet vehicles.

IMPLEMENTATION INITIATIVES

PROCESS

Maine Plan for Electric Vehicle Infrastructure Deployment strategies; funding for public EV charging stations; EV rebates, tax credits, and other incentives; public information campaigns and education, transit fleet electrification

PROGRAM

National Electric Vehicle Infrastructure Formula Program, Governor's Office Clean Transportation Initiative, Electric Vehicle Accelerator Rebate Program

POLICY

Clean Transportation Roadmap, Complete Streets, MaineDOT Offshore Wind Port Advisory Group

PARTNERSHIPS

State agencies, Efficiency Maine, transit providers, employers, developers and private partners

LONG-RANGE TRANSPORTATION PLAN
–Working to Move Maine–

MAINTAIN AND MAKE TARGETED OR STRATEGIC IMPROVEMENTS TO ASSET CONDITION.

Minimize lifecycle cost and extend lifecycles for all assets through enhancing management systems, piloting new technologies and materials, and streamlining decision-making and delivery processes.

GOALS

LEAD: A Well-Managed System

PRIMARY RELATED

OBJECTIVES

- Maintain a state of good repair.
- Support and pilot innovation.
- Reduce greenhouse gas emissions.
- Reduce disruptions.

RECENT SUCCESSES

The Hampden Bridge Bundle Project, valued at $44.7 million, is rebuilding eight bridges and rehabilitating one bridge along I-95 in Hampden. The new single-span structures will include non-corrosive materials to reduce future maintenance needs.

IMPLEMENTATION INITIATIVES

PROCESS

OneDOT business process (plan, deliver, measure) institutionalized through work phases (management cycle, process stage, activity groups, activities); Data Quality Management Plan, Risk Management Process (managed by MaineDOT Asset Management Council)

PROGRAM

Highway Corridor Priority and Customer Service Level, dTIMS (Infrastructure Asset Management Software), Asset Management Funding Strategies

POLICY

Resource Allocation Goals

PARTNERSHIPS

FHWA, FTA, Maine Turnpike Authority, transit providers (all eligible FTA funding recipients), localities

FAMILY OF PLANS CONNECTIONS

MODAL PLANS			
Transit	Rail	**Active**	Aviation

STRATEGIC PLANS			
Safety	**Freight**	**Roads/Bridges**	**Other***

* Transportation Asset Management Plan, Transit Asset Management, MaineDOT Three-Year Work Plan

LONG-RANGE TRANSPORTATION PLAN
–Working to **Move Maine**–

PROVIDE RELIABLE AND CONNECTED MOBILITY SOLUTIONS.

Identify and strive to meet the needs of transit and intercity passenger services travel demand for all trip types, including commuting, long-distance travel, and tourism, including intermodal and first-last-mile connections.

GOALS

LEAD

A Well-Managed System

PRIMARY RELATED

OBJECTIVES

- Improve system performance for our customers.
- Reduce greenhouse gas emissions. Mitigate environmental impacts.
- Support job and economic growth.
- Improve access for all Maine people. Reduce disparities in accessibility.

FAMILY OF PLANS CONNECTIONS

MODAL PLANS			
Transit	**Rail**	**Active**	**Aviation**

STRATEGIC PLANS			
Safety	Freight	Roads/Bridges	**Other***

* Public Transportation Agency Safety Plans, MPO Metropolitan Transportation Plans, Maine Won't Wait

RECENT SUCCESSES

Supported by MaineDOT, the Island Explorer provides free bus services during tourism season for Acadia National Park.

Maine State Ferry Service provides access to six island communities, and the *2022-2024 Work Plan* includes three new ferries and improved ferry terminal infrastructure in Frenchboro.

IMPLEMENTATION INITIATIVES

PROCESS

Transit provider, regional, and corridor transit planning and route studies, agency specific/group Transit Asset Management Plans

PROGRAM

GO MAINE, Workforce Transportation Pilot Program, Volunteer Driver Programs, FTA formula and discretionary grant programs

POLICY

Public Transit Advisory Council, Transit Bus Electrification Plan, Locally Coordinated Plan, State Management Plan

PARTNERSHIPS

Maine Turnpike Authority, Department of Health and Human Services/MaineCare, Maine Transit Association, Moving Maine Network, transit providers, National Park Service

LONG-RANGE TRANSPORTATION PLAN
–Working to **Move Maine**–

SUPPORT COMMUNITIES ACROSS MAINE.

Support, partner with, and invest in Maine people through community-based initiatives and engineering solutions that include context-sensitive, accessible, multimodal, safe, and climate-ready investments that meet people where they are, serve vulnerable populations, connect rural places, enhance economic vitality and quality of life, and address shared goals.

GOALS

LEAD

Equitable Access

PRIMARY RELATED

OBJECTIVES

- Reduce fatalities and serious injuries. Reduce crashes involving vulnerable users.
- Improve system performance for our customers.
- Support job and economic growth.
- Improve access for all Maine people. Reduce disparities in accessibility.

FAMILY OF PLANS CONNECTIONS

MODAL PLANS			
Transit	**Rail**	**Active**	Aviation

STRATEGIC PLANS			
Safety	Freight	Roads/Bridges	**Other***

* MaineDOT Three-Year Work Plan, Community Based Initiatives, Maine Won't Wait

RECENT SUCCESSES

MaineDOT and Waterville have successfully secured two recent Better Utilizing Investments to Leverage Development (BUILD) grants to revitalize downtown Waterville (2018), including improving traffic flow, increasing economic activity, creating a safer pedestrian environment, and replacing the Ticonic Bridge (2020).

IMPLEMENTATION INITIATIVES

PROCESS

MaineDOT Statement on Equity, MaineDOT Engineering practices and procedures, Maine Local Roads Center

PROGRAM

BIL Discretionary Grant Programs (such as RAISE, Reconnecting Communities, and Safe Streets and Roads for All), Village Partnership Initiative, Municipal Partnership

POLICY

Complete Streets, Local Cost Sharing Policy, Sensible Transportation Policy Act, Municipal Comprehensive Planning Rule

PARTNERSHIPS

Tribes and Nations, MPOs, RPOs, localities

LONG-RANGE TRANSPORTATION PLAN
–Working to **Move Maine**–

FOSTER OPPORTUNITIES FOR FLEXIBLE COMMUTING.

Continue to deliver and expand programs and partnerships offering commuting flexibility through unique services, resources, and incentives that meet diverse employer and employee needs across all regions of Maine.

GOALS

LEAD: Equitable Access

PRIMARY RELATED:

OBJECTIVES

- Improve system performance for our customers
- Support job and economic growth.
- Reduce greenhouse gas emissions. Mitigate environmental impacts.
- Improve access for all Maine people. Reduce disparities in accessibility.

FAMILY OF PLANS CONNECTIONS

MODAL PLANS			
Transit	**Rail**	**Active**	Aviation

STRATEGIC PLANS			
Safety	Freight	Roads/Bridges	**Other***

* MPO Metropolitan Transportation Plans, Maine Won't Wait, Maine Broadband Action Plan, Maine Jobs and Recovery Plan

RECENT SUCCESSES

The $5 million Workforce Transportation Pilot program will pursue and develop transportation solutions that connect current and potential workers with employers across Maine. This could include ridesharing, vanpools, and other subsidized transit options.

The GO MAINE ridesharing program engages with employers and other organizations to provide free ridesharing and other transportation options for current and future employees.

IMPLEMENTATION INITIATIVES

PROCESS

Coordination with state agency and private employer partners on opportunities for ridesharing and other commuting incentives and resources

PROGRAM

GO MAINE, Workforce Transportation Pilot Program

POLICY

MaineDOT Lead by Example strategies, flexible work schedules, telework

PARTNERSHIPS

Transit providers, Maine Department of Labor, Maine Department of Economic and Community Development, Maine Turnpike Authority, MPOs, RPOs, employers, mobility services, ConnectMaine Authority

LONG-RANGE TRANSPORTATION PLAN
–Working to Move Maine–

PREPARE FOR CLIMATE CHANGE

Assess the vulnerability of infrastructure to climate change and advance system resilience and recovery through new design standards, hardened infrastructure investments, and improved emergency operations and communications.

GOALS

LEAD

Environmentally Sustainable Transportation System

PRIMARY RELATED

OBJECTIVES

- Reduce fatalities and serious injuries.
- Maintain a state of good repair.
- Improve supply chain efficiency.
- Reduce disruptions.
- Improve access for all Maine people. Reduce disparities in accessibility.

FAMILY OF PLANS CONNECTIONS

MODAL PLANS			
Transit	**Rail**	Active	Aviation

STRATEGIC PLANS			
Safety	**Freight**	**Roads/Bridges**	**Other***

* Maine Won't Wait, Transportation Asset Management Plan MaineDOT Three-Year Work Plan, Maine Jobs and Recovery Plan

RECENT SUCCESSES

As part of Maine's Four-Year Plan for Climate Action, MaineDOT is conducting a statewide infrastructure resilience assessment, which will be used to inform project planning. MaineDOT is replacing the Station 46 Bridge on Route 1 bridge in Woolwich, raising the bridge five feet to address flooding concerns and sea level rise.

IMPLEMENTATION INITIATIVES

PROCESS

MaineDOT Climate Initiative – Infrastructure Resilience Assessment, MaineDOT statewide sea level rise model

PROGRAM

Maine Infrastructure Adaptation Fund, FHWA PROTECT program

POLICY

Complete Streets, MaineDOT Bridge Design Guide

PARTNERSHIPS

Efficiency Maine, Maine Climate Council, Maine Department of Environmental Protection, Maine Department of Inland Fisheries and Wildlife, localities

LONG-RANGE TRANSPORTATION PLAN
–Working to **Move Maine**–

LEAD BY EXAMPLE.

"Lead by Example" through protecting and preserving Maine's natural environment, prioritizing energy efficiency initiatives in facilities and clean energy use, using climate-friendly materials and products, purchasing zero-emission fleet vehicles, and supporting and incentivizing low and zero-emissions transit fleets.

GOALS

LEAD

Environmentally Sustainable Transportation System

PRIMARY RELATED

OBJECTIVES

Support and pilot innovation.
Leverage funding opportunities.

Reduce greenhouse gas emissions.
Mitigate environmental impacts.

FAMILY OF PLANS CONNECTIONS

MODAL PLANS			
Transit	**Rail**	**Active**	**Aviation**

STRATEGIC PLANS			
Safety	**Freight**	**Roads/Bridges**	**Other***

* Maine Won't Wait

RECENT SUCCESSES

In November 2019, Governor Mills signed an Executive Order directing state government agencies to lead by example in pursing energy efficiency, renewable energy, and sustainability measures, all of which are expected to reduce operational costs and reduce state government's carbon emissions.

In 2022, MaineDOT formed an Offshore Wind Port Advisory Group (OSWPAG) to advise it and other state officials regarding the potential development of wind port facilities.

IMPLEMENTATION INITIATIVES

PROCESS

Low and zero-carbon strategies identified in multiple recent plans, including Maine Plan for Electric Vehicle Infrastructure Deployment and Governor's Office of Policy Innovation and the Future's Lead By Example. MaineDOT's Environmental Office reviews and studies.

PROGRAM

National Electric Vehicle Infrastructure Formula Program, Carbon Reduction Program, Volkswagen Mitigation Beneficiary Plan, transit fleet electrification

POLICY

Governor's Office of Policy Innovation and the Future's Lead By Example report, Environmental Office regulations, plans, and guidance

PARTNERSHIPS

Transit providers, Maine Energy Office, Governor's Office of Policy Innovation and the Future, private sector firms, non-profit organizations, localities

LONG-RANGE TRANSPORTATION PLAN
–Working to Move Maine–

DIVERSIFY AND STABILIZE FUNDING SOURCES TO ENHANCE SUSTAINABILITY.

Position MaineDOT and partners to advance sustainable revenue sources, maximize opportunities for federal grants, share resources across state government agencies, partner with non-profits and other advocacy organizations to build relationships, and collaborate with the private sector to finance, deliver, operate, and maintain transportation assets and systems.

GOALS

LEAD

A Well-Managed System

PRIMARY RELATED

RECENT SUCCESSES

In 2022, MaineDOT received over $126.7 million in federal funding under the BIL. This funding was from two grants: RAISE ($49.6 million) and Infrastructure for Rebuilding America (INFRA) ($77.1 million). Additionally, MaineDOT has pending applications for more than $100 million over multiple programs.

OBJECTIVES

Support and pilot innovation.
Leverage funding opportunities.

IMPLEMENTATION INITIATIVES

PROCESS

Annual Work Plan development process, OneDOT business process (plan, deliver, measure) institutionalized through work phases (management cycle, process stage, activity groups, activities)

PROGRAM

MaineDOT and BIL discretionary grant programs, Municipal Partnership Initiative, Business Partnership Initiative

POLICY

Local Cost-Sharing Policy, Resource Allocation Goals

PARTNERSHIPS

FHWA, FRA, FTA, MPOs, RPOs, municipalities, non-profits and advocacy groups, private sector

FAMILY OF PLANS CONNECTIONS

MODAL PLANS			
Transit	Rail	Active	Aviation

STRATEGIC PLANS			
Safety	Freight	Roads/Bridges	Other*

* MaineDOT Three-Year Work Plan, MPO Transportation Improvement Plans

LONG-RANGE TRANSPORTATION PLAN
–Working to **Move Maine**–

ENHANCE THE TRANSPORTATION SYSTEM.

Be flexible in identifying and implementing cost-effective improvements to enhance multimodal system operations and address emerging problems through proven and practical investments.

GOALS

LEAD

A Well-Managed System

PRIMARY RELATED

OBJECTIVES

Improve system performance for our customers.

Support and pilot innovation.
Leverage funding opportunities.

FAMILY OF PLANS CONNECTIONS

MODAL PLANS			
Transit	**Rail**	**Active**	**Aviation**

STRATEGIC PLANS			
Safety	**Freight**	**Roads/Bridges**	**Other***

* MaineDOT Three-Year Work Plan, Transportation Asset Management Plan, Transit Asset Management

RECENT SUCCESSES

Proactive stormwater management in coordination with Maine Department of Environmental Protection (DEP) helps protect culverts and wildlife. This is an example of preventative improvements that make Maine's transportation system more resilient.

IMPLEMENTATION INITIATIVES

PROCESS

OneDOT business process (plan, deliver, measure) institutionalized through work phases (management cycle, process stage, activity groups, activities), MaineDOT Engineering practices and procedures, Maine Local Roads Center

PROGRAM

MaineDOT Highway Program – Bureau of Project Development, Highway Corridor Priority and Customer Service Levels

POLICY

Resource Allocation Goals, Complete Streets Policy, Local Cost Sharing Policy, Keeping Our Bridges Safe Report, Roads Report, Stormwater Best Management Practices

PARTNERSHIPS

Maine Turnpike Authority, FHWA, transit providers, localities, Maine Department of Environmental Protection

LONG-RANGE TRANSPORTATION PLAN
–Working to **Move Maine**–

CONNECT MAINE TO THE WORLD.

Expand passenger and freight connections, communications, and infrastructure through Maine ports, airports, rail, pipelines, and highways to neighboring states and provinces and the rest of the world.

GOALS

LEAD: A Vibrant Economy

PRIMARY RELATED

RECENT SUCCESSES

Construction is underway to replace the almost 100-year-old Madawaska/ Edmundston International Bridge, which will be open to traffic in 2023.

OBJECTIVES

- Reduce fatalities and serious injuries.
- Improve system performance for our customers.
- Support and pilot innovation.
- Leverage funding opportunities. Support job and economic growth.
- Improve supply chain efficiency.
- Broaden the transportation workforce.
- Expand Maine connections to national and global economy.

IMPLEMENTATION INITIATIVES

PROCESS

Airport Master Plans, Port regulations, Port Pilotage Commission

PROGRAM

Industrial Rail Access Program, Collaborative Weather Instrumentation Program, Small Harbor Improvement Program

POLICY

Maine Rail Preservation Act, Maine Aviation Systems Plan (Phase 1), Maine Aeronautical Advisory Board

PARTNERSHIPS

Maine Port Authority, Maine Turnpike Authority, transit providers, 35 National Plan of Integrated Airport System airports and private airfields, private sector, U.S. Customs and Border Protection, Maine International Trade Center

FAMILY OF PLANS CONNECTIONS

MODAL PLANS			
Transit	**Rail**	Active	**Aviation**

STRATEGIC PLANS			
Safety	**Freight**	**Roads/Bridges**	Other*

LONG-RANGE TRANSPORTATION PLAN
–Working to **Move Maine**–

IMPROVE SYSTEM MOBILITY TO GROW THE ECONOMY.

Enhance the multimodal transportation system in strategic locations to foster economic development opportunities and provide convenient and reliable connections that help grow existing and new Maine businesses.

GOALS

LEAD: A Vibrant Economy

PRIMARY RELATED

OBJECTIVES

- Maintain a state of good repair.
- Improve system performance for our customers.
- Support and pilot innovation.
- Leverage funding opportunities.
- Support job and economic growth.
- Expand Maine connections to national and global economy.
- Improve access for all Maine people.

FAMILY OF PLANS CONNECTIONS

MODAL PLANS			
Transit	**Rail**	Active	**Aviation**

STRATEGIC PLANS			
Safety	**Freight**	Roads/Bridges	**Other***

* MaineDOT Three-Year Work Plan, Transportation Asset Management Plan, Transit Asset Management

RECENT SUCCESSES

MaineDOT and partners applied for a $56.8 million Consolidated Rail Infrastructure and Safety Improvement (CRISI) application to the Federal Railroad Administration (FRA) to support the proposed development of a sustainable Forest Products Campus with a wood-pellet facility and transportation corridor connecting the One North industrial site in Millinocket to Searsport, Maine.

IMPLEMENTATION INITIATIVES

PROCESS

OneDOT business process (plan, deliver, measure) institutionalized through work phases (management cycle, process stage, activity groups, activities)

PROGRAM

Highway Corridor Priority and Customer Service Levels, Village Partnership Initiative, Municipal Partnership Initiative, Business Partnership Initiative

POLICY

Resource Allocation Goals, Complete Streets Policy, Local Cost Sharing Policy, State Economic Development Strategy

PARTNERSHIPS

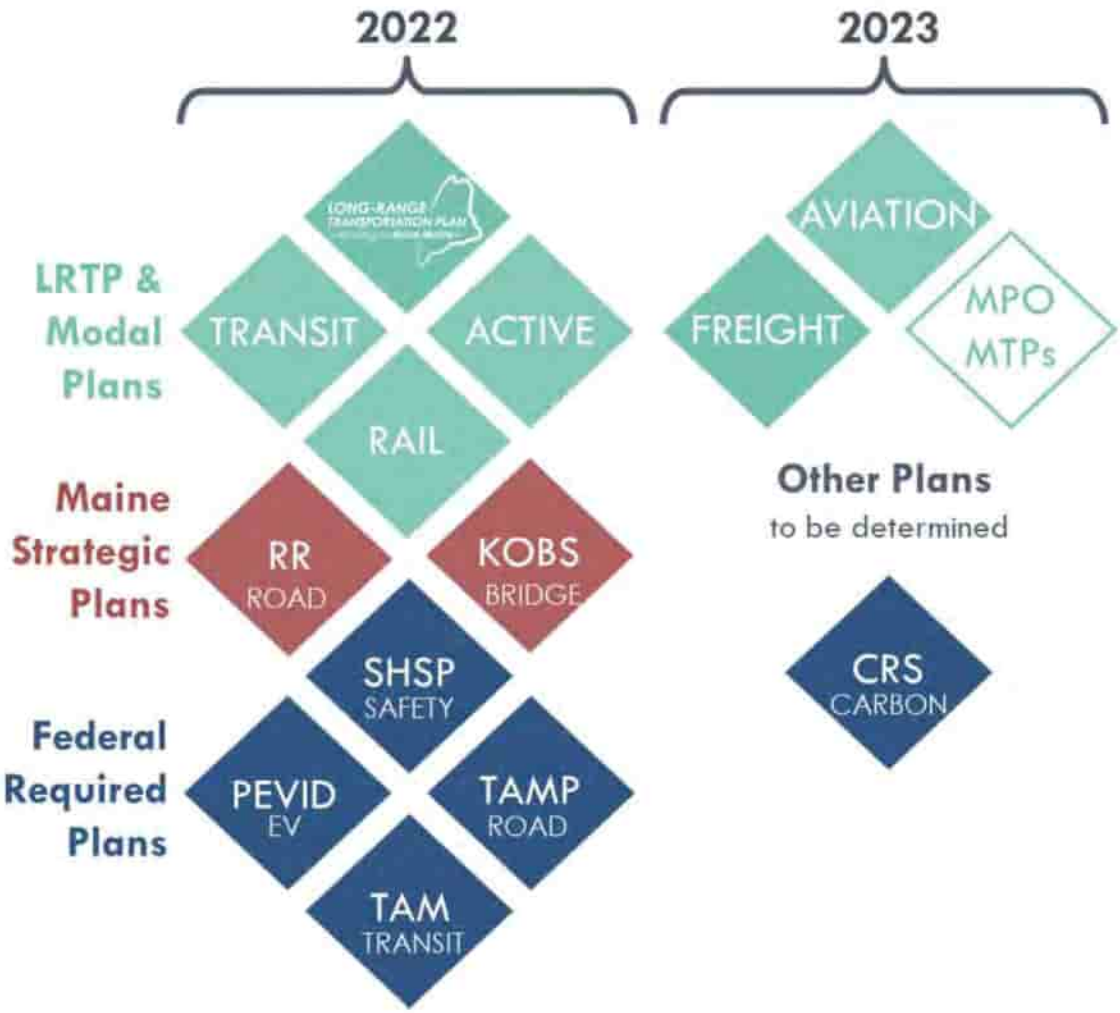
Maine Department of Economic and Community Development, Class I railroads, private trucking companies, MPOs, RPOs, transit providers, localities

Implementation Approach

How Do We Implement the Plan?

Ten different long-range, modal, strategic, and federally required statewide plans were developed during 2022 by MaineDOT and our partners. These plans, presented in Figure 4.4, set the stage for MaineDOT planning and programming activities throughout the next decade. In 2023, statewide and regional planning activities will continue with the Integrated Freight Strategy, the Statewide Aviation System Plan, each MPO *MTP* and the federally required Carbon Reduction Strategy (CRS).

Figure 4.4 MaineDOT Statewide and Regional Plans



Planning is continuous. Each of these planning processes and their outcomes create information, new practices and guidance, investment strategies, and in some cases policy that will shape development of future MaineDOT *Work Plans*. Each plan identifies a combination of strategies and actions that will shape internal MaineDOT resource allocation, priorities, and investments to operate, maintain, and improve Maine's multimodal transportation system.

What Are the LRTP Implementation Actions?

Implementation actions in the LRTP facilitate Family of Plans implementation. The implementation actions were identified based on four criteria: (1) MaineDOT and our partners should be able to start-up and execute the strategy within the next five years; (2) Delivery of the action should be within MaineDOT's purview to lead and execute; (3) Legislative action is not needed to facilitate implementation; and, (4) Start-up and implementation of the action should predominantly rely on existing resources.

Internal Implementation Actions

These are actions that MaineDOT fully owns and can implement internally through existing staff resources.

1. Annually, prior to setting resource allocation goals for each *Work Plan*, the Bureau of Planning and the Results and Information Office will meet to ensure that the resource allocation is consistent, given available resources, with the goals and strategies of the Family of Plans.

Description: Following the conclusion of the *LRTP* and the modal and strategic plans within the Family of Plans, MaineDOT will comprehensively review policies and methodologies guiding investment decisions as part of our annual *Work Plan* development process. This policy and methodology review will consider the strategies and actions identified in each plan, particularly the federally required plans such as the *TAMP*, *SHSP*, *PEVID* (NEVI), and development of the *Integrated Freight Strategy* (Freight Plan) and *Carbon Reduction Strategy* in 2023. These federally required plans are particularly relevant for funding decisions as they dictate MaineDOT's direction and enable access to federal funds provided as part of BIL and other funding sources.

More direct and transparent linkage of *Work Plan* decisions to Family of Plans strategies and actions maintains a commitment to partners to implement the Plan – Deliver – Measure process outlined in Figure 1.1.

Considerations: Implementation of this action will require improvements over multiple *Work Plan* cycles. Given the complex nature of *Work Plan* development and the number of funding programs and eligibility requirements, there are guidelines and constraints shaping the *Work Plan* approach. The recommended investment scenarios developed for Maine's highway system across the combination of the *TAMP*, *Keeping Our Bridges Safe*, and *Roads Report* will shape highway spending decisions, which represented 74 percent of investments in the *2022-2024 Work Plan*.

Timing: Ongoing recommendations from *PEVID*, *TAMP*, *KOBS*, and *RR* may directly shape *2023-2025 Work Plan* development, while other Family of Plans strategies and actions may take multiple years to operationalize within the annual *Work Plan* development process.

Roles: MaineDOT Bureau of Planning, Results and Information Office, and other relevant MaineDOT staff will coordinate on this effort.

2. MaineDOT Bureau of Planning will annually review ongoing implementation initiatives within the Family of Plans and update the Commissioner on progress.

Description: MaineDOT's Bureau of Planning staff would meet no less than annually to discuss ongoing initiatives and update the Commissioner on implementation progress across the Family of Plans. This would include progress on targeted strategies and actions recommended by each plan, ongoing plan development activities, changing priorities and assumptions, and specific programs and projects supporting plan goals and objectives.

Considerations: A pre-scheduled annual meeting with clear expectations and time commitment is most efficient.

Timing: Schedule first annual meeting for December 2023.

Roles: MaineDOT Bureau of Planning staff will coordinate on this effort.

3. Develop policy establishing how MaineDOT will amend or update Family of Plans documents to address changing conditions, legislation, and regulations to best position Maine to compete for grant opportunities and leverage partnerships.

Description: Each modal and strategic plan within the Family of Plans should remain dynamic throughout the next five years. Many of these plans are required to be updated again within the next five-year cycle, including the *TAMP*, *SHSP*, *KOBS*, and *RR*, while the *Freight Plan* and *Statewide Aviation Systems Plan* both are being developed throughout 2023. For those plans not on a required update cycle, this action should focus on establishing policies and processes to review and update plan assumptions and priorities on a regular basis.

Considerations: Keeping the Family of Plans dynamic rather than static means being proactive to ensure consistency with and support of emerging state and federal priorities, including state and federal administration direction as well as current and emerging discretionary grant programs. A dynamic stance can also accommodate other external changes like worldwide or domestic events or macroeconomic shifts impacting Maine that the plans should reference and incorporate. This dynamic approach does not require plan rewrites, but succinct fact sheets or addendums that communicate to partners and stakeholders how the plans address emerging topics.

Timing: Establish a framework for policy and process, test in 2023, and fully implement in 2024. Consider formal minor updates every two years beginning in December 2024, and full plan revisions every four years, beginning in November 2026.

Roles: MaineDOT Bureau of Planning staff will coordinate on this effort.

External Implementation Actions

These are actions that will be undertaken by MaineDOT in conjunction with external partners. While MaineDOT will initiate and coordinate, we will reply on our partners to assist in the implementation and execution of these actions.

4. Conduct ongoing public and stakeholder coordination that briefs partners on plan implementation activities and engages opportunities for partnerships (including resource sharing).

Description: Consistent with implementation actions #2 and #3, communication to MaineDOT stakeholders, including elected officials, the membership organization and advocacy community, private partners, and the general public is an important part of maintaining and expanding awareness of the Family of Plans. This could occur through a commitment to regularly provide updates through the MaineDOT website and social media channels. Beyond this, more active engagement in organization and advocacy conferences, and events to discuss the Family of Plans and ongoing activities can help build partnerships.

Considerations: Beyond keeping interested parties informed, there is also a wealth of information created by the Family of Plans process that can support activities of these groups. Making data available that may support their efforts can help to foster a collaborative and positive relationship with these groups and enable better participation and support of future MaineDOT activities and shared goals.

Timing: Ongoing opportunities to brief these groups and seek input, as Family of Plans content is finalized and continually updated in 2023 and beyond.

Roles: MaineDOT Bureau of Planning staff will coordinate with our partners on this effort.

5. Expand partnerships with Tribes and Nations, MPOs, RPOs, municipalities, and transit operators on long-range and strategic regional planning opportunities consistent with Family of Plans outcomes, goals, and objectives.

Description: MaineDOT's regional and local transportation planning and programming partners are critical to the overall success and implementation of the Family of Plans. Identifying leaders within each of these partner groups to participate in the committee (discussed in implementation action #3) will keep MaineDOT's partners engaged in the process and enable them to brief colleagues. As MaineDOT routinely updates the continuing, cooperative, and comprehensive (3-C) agreements with regional and local governments as required by 23 CFR 450 Subpart C, innovative approaches for collaboration consistent with these implementation actions and the overall Family of Plans will be detailed. This includes opportunities for information-sharing that will enable consistency between ongoing and future regional plans led by the Tribes and Nations, MPOs, RPOs, and transit operators.

Considerations: The Family of Plans creates a wealth of information and opportunity to foster improved planning led by regional and local transportation planning organizations and municipalities. Regular sharing of

data, planning tools, and other valuable digital content will help these organizations, often with limited resources, leverage MaineDOT resources, conduct planning through a manner consistent with MaineDOT perspectives, and advance their own practices.

Timing: Ongoing, particularly in 2023 as multiple MPOs embark on *Metropolitan Transportation Plan* updates.

Roles: MaineDOT Bureau of Planning staff will coordinate with our partners on this effort.

Table 4.1 summarizes the implementation actions, initiative type, anticipated timing, and level of resources required to implement.

Table 4.1 Summary of Internal and External Implementation Actions

Internal Implementation Actions	Initiative Type	Timing (years)	Resources
Annually, prior to setting resource allocation goals for each Work Plan, the Bureau of Planning and the Results and Information Office will meet to ensure that the resource allocation is consistent, given available resources, with the goals and strategies of the Family of Plans.	Program	2+	High
MaineDOT Bureau of Planning will annually review ongoing implementation initiatives within the Family of Plans and update the Commissioner on progress.	Process	1	Mid
Develop policy establishing how MaineDOT will amend or update Family of Plans documents to address changing conditions, legislation, and regulations to best position Maine to compete for grant opportunities and leverage partnerships.	Policy	2+	Mid
External Implementation Actions	**Initiative Type**	**Timing (years)**	**Resources**
Conduct ongoing public and stakeholder coordination that briefs partners on plan implementation activities and engages opportunities for partnerships (including resource sharing).	Partnerships	1	Mid
Expand partnerships with Tribes and Nations, MPOs, RPOs, and transit operators on long-range and strategic regional planning opportunities consistent with Family of Plans outcomes, goals, and objectives	Partnerships	1	Low

What Are Real-World Solutions to Meet Our Needs?

MaineDOT and our partners address customer needs through a variety of proven and innovative solutions that meet our customers where they are. These existing and proposed solutions are real examples of the strategies within the *LRTP* and the associated Family of Plans. They also create opportunities for the next generation of strategies to meet emerging and future needs. Example issues highlighted in the needs assessment and associated current solutions implemented by MaineDOT and our partners are presented in Table 4.2.

Table 4.2 Critical Transportation Issues and Current Example Maine Solutions

Issue	Solution
Commuting to Work	
Congestion and delays are a common transportation issue for urban commuters, who primarily commute by driving alone.	GO MAINE[xxii] is a statewide travel resource program. Examples of GO MAINE's free services include matching up carpoolers and helping with trip planning, while members can earn rewards and can use an Emergency Ride Home.
Transit services often take the rider most of the distance to their final destination but not the entire way. This first/last mile can sometimes be difficult to complete due to the distance, lack of services, or other personal mobility constraints.	Bikeshare started in Portland in summer 2022, with 200 bikes across more than 30 stations. Greater Portland Metro is also proposing the start-up of on-demand transit service in Falmouth. The Transit Plan is assessing the potential for similar approaches in other areas of Maine.
Chaining trips for different purposes, such as driving home from work, picking up a child from school, and picking up groceries is easiest in a personal vehicle. If someone wants to shift to using transit, this can make chaining trips difficult.	The Eastern Maine Development Corp. and area partners will use more than $445,000 in federal funding to study transportation options that will better connect Piscataquis and Penobscot counties, including public transit options.
Riding a bike, walking, or rolling to work has increased in popularly. However, lack of safe, convenient infrastructure, or proper storage facilities at destinations make it more difficult to regularly make this commute choice.	The Harborwalk Trail is a popular 5.2-mile mostly separated path that is used by biking, walking, or rolling commuters to travel around Portland.
Accessing Services	
Often, there are limited transportation options in rural areas if you do not have access to a personal vehicle. This includes limited access to medical appointments or hospital visits, goods such as groceries, and other services.	A priority of the Maine State Office of Rural Health and Primary Care is to "reduce geographic, financial, transportation and other barriers that prevent access to health care services." MaineCare covers non-emergency transportation to medical appointments for eligible members.

Issue	Solution
Rural residents are more likely to be cut off from access to goods and services, including emergency services, by road closures due to weather and traffic crashes, among other reasons.	MaineDOT continues to make infrastructure more resilient to extreme weather. For example, MaineDOT is replacing the Station 46 Bridge on Route 1 in Woolwich, raising the bridge five feet to address flooding concerns and sea level rise.
The growing portion of older Maine people face unique transportation challenges when they are no longer able to drive. Particularly in rural areas, there are limited transportation options if they cannot drive, particularly for non-medical appointments.	Maine Department of Health and Human Services Office of Aging & Disability Services provides several programs for older adults and adults with disabilities, including Adult Day Services to provide the opportunity to engage in community-based services. Staff and volunteers at Maine's five Area Agencies on Aging provide nutritious meals at community dining sites as well as home delivered meals throughout Maine to eligible older individuals who are homebound.
Tourism and Recreation	
The vehicle, pedestrian, and marine traffic congestion (including ferries and personal watercraft) caused by tourism during peak seasons affects the quality of life of Maine's residents and the visitor experience. Overcrowding, traffic, and decline in service quality impacts residents' access to local goods, services, employment, and recreation. Additionally, the number of visitors arriving by car at key tourism destinations is greater than parking and road capacity, which may lead to illegal parking, traffic delays, and unsafe conditions for vehicles, pedestrians, and bicyclists.	In 2022, the Maine Office of Tourism launched an initiative to develop a statewide Destination Management Plan. The plan establishes a framework to monitor visitors and tourism impacts, develop management strategies, and encourage more responsible travel. The Bar Harbor Town Council commissioned a 2019 cruise tourism and traffic congestion report[xxxiii] to quantify cruise ship impacts and recommend solutions that maximize the benefits of tourism while minimizing impacts to residents. Solutions center on pedestrian and maritime safety, traffic management, seasonal parking areas, and real time parking capacity signs.
Multimodal access to small towns and rural areas, including national and state parks and trails, is limited, resulting in constrained access for visitors without vehicles. There is little to no intercity bus service for the Kennebec & Moose River Valleys, or Maine Lakes and Mountains regions.	Western Maine Transportation Services, in cooperation with towns, businesses, MaineDOT, and the Federal Transit Administration, operates the Bethel/Sunday River Mountain Explorer free shuttle and seasonal Mountain Express commuter buses and Sugarloaf Explorer free shuttle and Sugarloaf Express commuter buses.
Current limited access to charging stations, particularly fast charging options, in rural tourism destinations creates travel challenges, uncertainty, and inconvenience for EV owners.	In summer 2022 MaineDOT developed the Plan for Electric Vehicle Infrastructure Deployment, which identifies charging station location priorities and enables access to NEVI program funding.

Issue	Solution
Goods Movement	
Maine businesses, particularly those shipping heavy products long distances, benefit from access to high-quality rail networks. The infrastructure in more rural areas including both roads and rail, has some maintenance issues that decrease speeds and increase turn times. Climate-related issues include frozen crossings, frozen switches, and ice and snow on the tracks.	Maine's Industrial Rail Access Program (IRAP) is a public-private freight partnership program overseen by MaineDOT. Under this program, companies can apply for 50 percent matched state investment for a range of rail improvements: accelerated maintenance, rehabilitation, new siding improvements, ROW acquisition, or intermodal facility construction.
E-commerce has reshaped consumer demand; customers now expect goods ordered online to be delivered extremely quickly, prompting an increased need for more distribution centers.	Companies have begun adapting to this new norm by positioning inventory across more facilities. Local and micro-fulfillment centers help create more lower volume "shipping lanes."
As they seek to remain competitive at a global scale, Maine's small businesses continue to seek freight modes that offer competitive costs.	Maine's three major ports – Portland, Searsport, and Eastport – are essential to Maine's competitiveness at a global scale. MaineDOT's continued communication and engagement with the ports can help ensure consistent access to these resources.

4.4 Tracking Progress and Performance

How we meet our objectives is quantified through performance measures, which help assess how investments address transportation needs and meet MaineDOT goals. MaineDOT tracks a wealth of measures that communicate how the multimodal transportation system is performing relative to performance standards and established performance targets. Many of these performance measures are defined by federal surface transportation requirements developed and managed by FHWA and FTA, and are presented in more detail in **Appendix B**, System Performance Report. Federal surface transportation performance measures applicable to Maine fall primarily into three groups which support the *LRTP* goals and objectives.

Safety – Performance measures track fatalities and serious injuries on all public roads in Maine for persons in vehicles, bicyclists, and pedestrians. Performance measures also track the performance of urban area transit systems, tracking fatalities and injuries, as well as the occurrence of safety events, which also includes personal security.

Asset Condition – Performance measures track the condition of NHS (primarily interstate highways and U.S. Routes) pavement and bridges based on annual inspection results. Performance measures also track the age of transit vehicles (buses, shuttles, and vans) and maintenance and support vehicles relative to a useful life standard, and the condition of transit facilities including bus stops and maintenance facilities.

System Performance, Freight, and Congestion Mitigation and Air Quality – System performance measures track the reliability of travel times for person-miles traveled on interstate highways and on other U.S. highways. Freight measures track the reliability of travel times for trucks on interstate highways.

MaineDOT also tracks performance on the MaineDOT owned and maintained highway system through customer service levels[xxxiv] (CSL). There are 11 unique measures organized into three categories (safety, condition, service) tracked across each of the five-highway corridor priority (HCP) levels to build a complete customer service profile for each roadway segment.

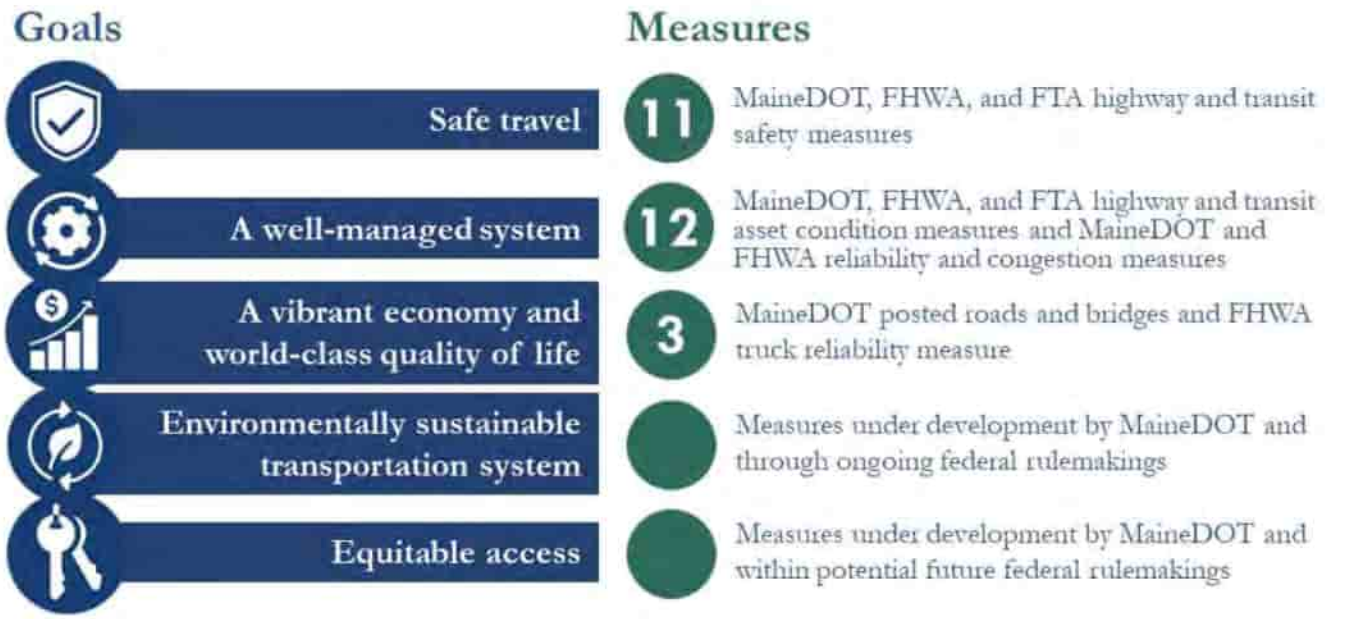
Safety – Performance measures track head-on and run-off-the road crash rates by roadway segment compared to statewide averages and condition measures such as roadway width, pavement rutting, and bridge reliability that are contributors of safety outcomes.

Condition – Performance measures track different condition elements including the pavement condition rating, roadway strength, and bridge condition.

Service – Performance measures track characteristics of the use of the highway system, including the location of posted roads and bridges and congestion (measures of travel delay) during peak travel periods (particularly the summer season).

Figure 4.5 presents existing MaineDOT performance measures including those required by FHWA and FTA. For example, MaineDOT identifies an implementation action focusing on developing new data and associated performance measures to better track needs and accomplishments within the environmentally sustainable transportation system and equitable access goals.

Figure 4.5 Existing MaineDOT Performance Measures



Working to Move Maine: MaineDOT's Long-Range Transportation Plan – Family of Plans Engagement Summary

Prepared by

Maine Department of Transportation

date

March 2023

1.0 Federal Requirements Overview

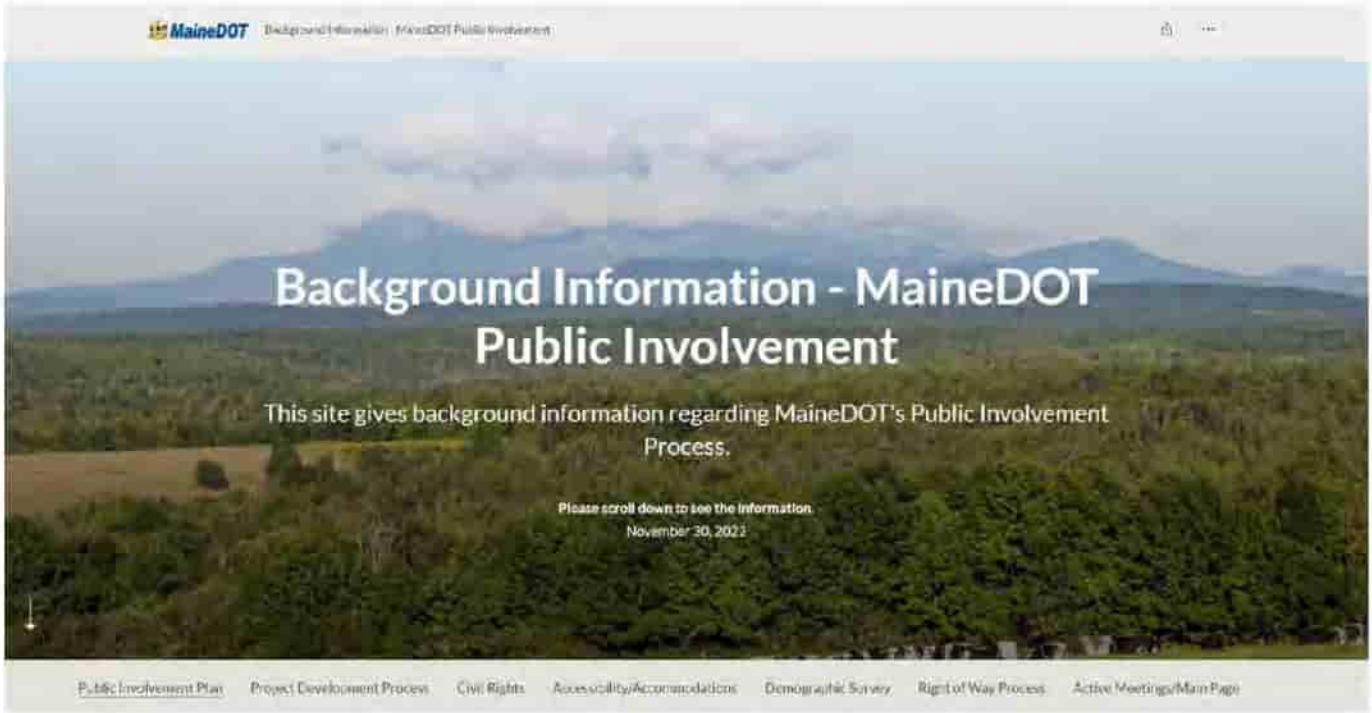
The *Long-Range Transportation* Plan (*LRTP*) is the Maine Department of Transportation's (MaineDOT's) overarching plan to communicate the vision for the transportation system and the strategies that MaineDOT and our partners plan to deliver throughout the next 20+ years.

The *LRTP* satisfies United States Department of Transportation (USDOT) requirements as specified in the Code of Federal Regulations (CFR), 23 CFR 450.216.[i] Provisions of the United States Code (U.S.C.), including 23 U.S.C. 135, 23 U.S.C. 150, and 49 U.S.C. 5304, as amended, require MaineDOT to:

> "carry out a continuing, cooperative, and comprehensive performance-based statewide multimodal transportation planning process… that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight… and that fosters economic growth and development…."[ii]

The *LRTP* was developed consistent with federal and state requirements for consultation with partners, officials, and input from Maine citizens. The following information summarizes the full scope of meetings and other engagement activities conducted by MaineDOT in support of the *LRTP*, *Rail Plan*, *Transit Plan*, and *Active Transportation Plan* during 2022.

The overall outreach approach was conducted consistent with MaineDOTs Public Involvement Process. More information on the Public Involvement Process is available here.[iii]



2.0 Family of Plans Public Meetings

Four virtual public meetings were held during spring 2022 to introduce Maine citizens to the Family of Plans, share information and planning outcomes, and seek input and answer questions. 476 total persons engaged with MaineDOT representatives across these four virtual public meetings.

- March 15, 2022
  - 155 participants
- April 6, 2022
  - 133 participants
- May 4, 2022
  - 143 participants
- June 7, 2022
  - 45 participants

MaineDOT developed an online portal for the public to engage with the Family of Plans, including viewing presentations from each public meeting, and provide online comments. Over 400 (est. 418) total comments were received and reviewed by MaineDOT staff. A full printout of all public comments on the Family of Plans received through the online MaineDOT Public Involvement Management Application (PIMA) website can be downloaded here: https://uploads.mainedotpima.com/b2ac8285-1ba2-4a0e-8d6a-e50f4b688024.docx

3.0 Long-Range Transportation Plan

- **Stakeholder meetings** – MaineDOT held in-person and virtual meetings throughout the *LRTP* development process with key planning partners including Maine's four Metropolitan Planning Organizations (MPOs), representatives from Rural Planning Organizations (RPOs), representatives from Tribes and Nations, and with state agency and organization partners.
  - January 19, 2022: Portland Area Comprehensive Transportation System (PACTS)
  - January 20, 2022: Bangor Area Comprehensive Transportation System (BACTS)
  - January 21, 2022: Androscoggin Valley Council of Governments (ATRC)
  - January 21, 2022: Regional Planning Organizations (RPOs)
  - January 25, 2022: Kittery Area Comprehensive Transportation System (KACTS)

- **Active Transportation Plan Survey** - To supplement interaction with the *Active Transportation Plan* planning process through the Family of Plans Public Meetings, Maine DOT released a public survey seeking input on goals and objectives, needs, and solutions. The survey was open April 1-May 16, 2022 and received 1,667 responses, with key findings summarized in the *Active Transportation Plan* report.

  Additional comments on draft *Active Transportation Plan* were also received by email (outside of PIMA). This included direct feedback from:

  - East Coast Greenway Alliance
  - GPCOG/PACTS
  - SMPDC
  - Natural Resources Council of Maine
  - Several members of the public

5.0 Transit Plan

- **Stakeholder meetings:** MaineDOT held 10 total in-person and virtual meetings throughout the *Transit Plan* development process with key planning partners, organizations, and advocacy groups.
  - DHHS – December 6, 2021
  - GO MAINE – December 7, 2021
  - Moving Maine Network – December 12, 2021
  - Maine Council on Aging/Volunteer Networks – December 15, 2021
  - Public Transit Advisory Council – August 15, 2022
  - Interagency Working Group on Transit, January 12, 2023
  - Maine Transit Association, January 18, 2023
  - Moving Maine Network, January 18, 2023
  - In-Person Stakeholder Meeting, January 27, 2023
  - Public Transit Advisory Council, January 25, 2023

- **Steering Committee:** MaineDOT convened a Transit Plan Steering Committee providing direction and insight to the planning process.
  - Meetings
    - March 28, 2022
    - June 2, 2022

- August 3, 2022
- January 25, 2023

» Members

- Sandy Buchanan, Western Maine Transportation Services
- Josh Caldwell, Natural Resources Council of Maine
- Andrew Clark, PACTS
- Sara Devlin, BACTS
- Samantha Dina, Maine DOL
- Dave Dionne, Aroostook Regional Transportation System
- Chad Heid, Biddeford Saco Old Orcharch Beach Transit
- Jess Maurer, Maine Council on Aging
- Greg Payne, GOPIF
- Keenan Weischedel, Disability Rights Maine
- Rep. Lynne Williams

- **Transit Plan Survey** - To supplement interaction with the *Transit Plan* planning process through the Family of Plans Public Meetings, Maine DOT released a public survey seeking input on goals and objectives, needs, and solutions. The survey was open April 2-30, 2022 and received 627 responses, with key findings summarized in the *Transit Plan* report.

- Additional comments on draft *Transit Plan* were also received by email (outside of PIMA). This included direct feedback from:

» Biddeford Saco Old Orchard Beach Transit

» GPCOG/PACTS

» ITN America

» Maine Department of Labor

» Moving Maine Network

» Natural Resources Council of Maine

» Southern Maine Planning and Development Commission

» Western Maine Transportation Services

» Other members of the public

TRANSIT TOMORROW

The Long-Range Public Transportation Plan For Greater Portland, Maine

(2020-2050)

March 2021

Transit Tomorrow

EXECUTIVE SUMMARY

WE WANT TO IMPROVE THE PUBLIC TRANSPORTATION SYSTEM.

GREATER INVESTMENT IN PUBLIC TRANSIT WOULD ALLOW US TO MEET THE GROWING DEMANDS PLACED ON OUR TRANSPORTATION NETWORK, REDUCE CONGESTION AND ITS ASSOCIATED ENVIRONMENTAL IMPACTS, AND EMPOWER PEOPLE FROM ALL WALKS OF LIFE WITH RELIABLE ACCESS TO AFFORDABLE TRANSPORTATION.

Photo: Corey Templeton

METRO's Falmouth Flyer crossing the Martin's Point bridge en route to Falmouth. Photo: GPCOG

PUBLIC TRANSPORTATION IN GREATER PORTLAND IS ON THE MOVE. In the last decade, we have added train runs and bus routes, expanded service hours, and upgraded terminals, stations, and stops. Prior to the COVID-19 pandemic, more and more people were riding our buses, trains, and ferries. Residents, community leaders, businesses, and visitors want, and deserve, more. To meet demand, we need to plan for the future. *Transit Tomorrow* is the long-range public transportation plan for Greater Portland, a shared vision for how to improve and expand our network of buses, trains, ferries, and mobility services over the next 30 years.

Why Public Transportation?

Whether you ride or not, our entire region benefits from a robust public transportation network. Here are a few reasons why:

- **Greater Portland is growing.** In both population and jobs, our region is on the rise.
- **We cannot build our way out of congestion.** We lack the resources, and physical space, to build more roads; research has also shown that more roads attract more drivers, so any congestion relief is temporary or limited.
- **The environmental impacts of our transportation system are unsustainable.** In emissions alone, transportation is responsible for 54% of Maine's greenhouse gas emissions, up from 44% in 1990.[1]
- **Our economy depends on public transportation.** Transit connects people to opportunity and jobs, building a stronger regional workforce and economy.
- **Our people depend on public transportation.** As the COVID-19 pandemic and racial justice demonstrations of 2020 have highlighted, transit is vital in providing equitable access to transportation and a critical link to work for many essential workers.

Greater investment in public transit would allow us to meet the growing demands placed on our transportation network, reduce congestion and its associated environmental impacts, and empower people from all walks of life with reliable access to affordable transportation.

What is Our Vision?

We envision a regional public transportation system that stimulates economic development, enhances great places, reduces climate pollution, expands mobility, and elevates the customer experience.

Our vision is that by 2050...

> Using our region's public transportation is faster and more affordable than driving a car. Our system is funded sustainably and provides reliable and seamless transportation for our community, including commuters, mainland and island residents, and people with mobility challenges. Our communities support the long-term viability of public transportation by focusing new homes and jobs where people already live and work.

How Do We Get There?

To achieve our vision, *Transit Tomorrow* proposes a four-part strategy that includes the goals of making transit easier, creating more frequent connections throughout the region, improving rapid transit opportunities to connect our region's major market centers, and implementing transit-friendly land use policies that support more development in our villages and downtowns already served by transit.

[1] Maine Climate Council, 2020.

Make Transit Easier

WE WANT TO IMPROVE THE TRANSIT EXPERIENCE. The Make Transit Easier recommendations focus on creating seamless access to the region's public transportation system for everyone, regardless of age, income, language, race/ethnicity, ability, or geography. This includes services like carpooling/vanpooling and Uber/Lyft, as well as pedestrian and bicycle infrastructure that offer critical connections to the system.

The recommendations call for increased coordination, partnerships, and investments that build the foundation for needed infrastructure and technology. Success will mean the customer experience is universally simple and convenient across all seven of the region's transit providers.

Recommendations

- **Adopt innovative customer service technology:** Provide fare payment, trip planning, and real-time vehicle information in one website and app. This technology would simplify the customer experience and make transit a more convenient choice for riders. Additionally, pursue new technology to enhance communication between paratransit providers and customers.
- **Advance partnerships with businesses and anchor institutions:** Launch a Transportation Management Association that will work with employers to promote transit and transit-supportive initiatives such as rideshares, parking solutions, and walking and biking to reduce congestion and worker costs. Partner with social services to provide reduced fares to low-income households.
- **Enhance first and last mile connections:** Enable more people to use fixed route transit through more welcoming places to wait, better sidewalks, crosswalks, shared use paths, and bike paths, and through partnerships with bike share programs and shared mobility services.
- **Strengthen coordination among providers:** Harness mobility management strategies to engage community partners and provide avenues for better coordination among transportation providers of all modes — including community transportation, volunteer driver programs, and providers of MaineCare-funded transportation.

Our goals are to...

Make it easier for people to choose public transportation over a personal vehicle.

Ensure those who rely on public transportation have easy and dependable access.

Enable more people with mobility challenges to access fixed-route transit.

Photos: GPCOG

- **Improve door-to-door options:** Expand and improve options for riders who need door-to-door service due to mobility challenges or geography. Solutions include expanding volunteer driver programs, advancing user-focused improvements to paratransit, and exploring microtransit — small-scale public services that offer flexible routes and on-demand scheduling.

Implementation

The Make Transit Easier recommendations are all achievable within the next decade and some are already being pursued. Compared to other improvements in *Transit Tomorrow*, the costs of the Make Transit Easier recommendations are within our existing means. Additionally, many are eligible for federal funding, and several can save transit agencies money by increasing efficiency and effectiveness. In this respect, these recommendations are highly cost effective.

The Make Transit Easier section of the plan describes each of these recommendations in greater detail and outlines how we plan to achieve them. Over the next ten years, we intend to work with our transit providers, communities, and stakeholders throughout the region to invest in new technology, improve access to transit, and provide flexible alternatives for areas where traditional bus service does not work well.

Create Frequent Connections

WE ENVISION A FUTURE where you can walk out the door knowing that reliable public transit will come soon and take you where you want to go. To meet that high expectation, *Transit Tomorrow* recommends significant frequency and span of service improvements as well as expansion of service to new places. The frequency improvements ensure you will never have to wait long to catch your ride, while the expansion improvements ensure transit will be available in more places. Focusing on frequency and span of service first will allow the transit system to most effectively serve our region's existing urban areas and lay the groundwork for future expansion as demand warrants.

Recommendations

- **Improve frequency and service hours:** The first priority is to target resources to the existing routes serving our most populated urban areas. These routes should increase frequency over time to every 10 minutes for most of the day and every 20 minutes for when demand is lower; service hours should also extend to 6 a.m. to midnight seven days per week.
- **Add local circulator routes:** As demand for transit increases, add six new local circulator routes. These routes, shown in Figure 1, would make frequent stops and loop around our region's major destinations and centers of activity.
- **Create new connections:** To make transit more accessible throughout the region, three new routes are proposed to connect our region's suburban and rural communities not currently served by transit.

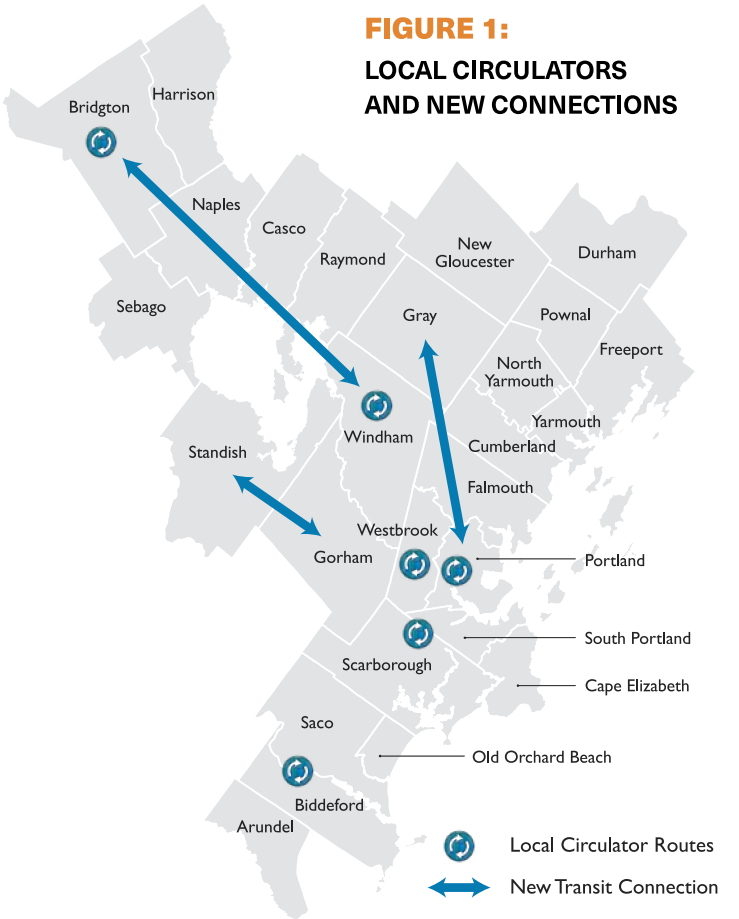
Implementation

A new study underway, called *Transit Together*, will develop an implementation plan for a regionally coordinated and integrated transit network, including strategies to make the system more seamless to ride and more efficient to operate.

Improving the frequency and service hours of routes serving our region's most populated urban areas is the first priority. A new study, *Transit Together*, will make detailed recommendations for how to accomplish these goals. As the desire for using transit increases, Figure 1 shows locations throughout the region where local circulator routes and new connections are proposed.

Above: The Mill Creek Transit Hub in South Portland. Photo: GPCOG

FIGURE 1:
LOCAL CIRCULATORS AND NEW CONNECTIONS



Improve Rapid Transit

AS OUR REGION CONTINUES TO GROW, developing a network of fast, reliable, high-capacity transit corridors will be crucial to achieve *Transit Tomorrow*'s vision. Rapid transit, whether bus rapid transit (BRT), light rail transit (LRT), or commuter rail, often operate separately from vehicle traffic on their own designated right-of-way and/or have traffic signal priority at intersections. This allows them to swiftly bypass congestion and delays and stay on schedule. A regional rapid transit system would provide the type of fast, regional access generally enjoyed by drivers, but denied to those who are unable to drive or choose not to.

Recommendations

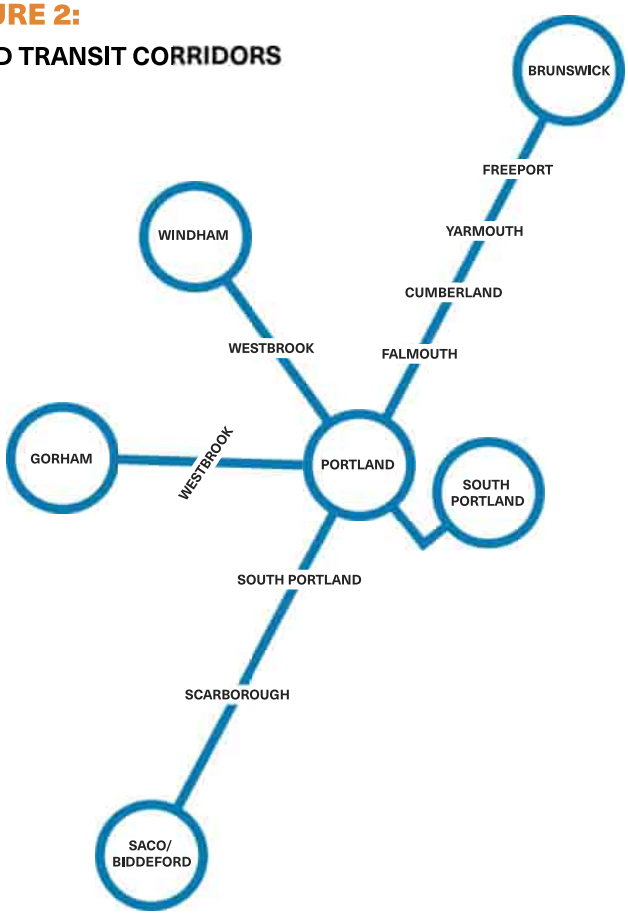
- **Rapid transit corridors:** The phased implementation of rapid transit would mark a major transformation in how we move around the region. It would allow us to meet the growing demands placed on our transportation network without building new roads or inducing more vehicle travel. Put simply, if transit is the fastest and most convenient option, people are more likely to take it.

Our preliminary evaluation shows rapid transit is appropriate for several corridors, to varying degrees, connecting major markets in the region. These corridors, shown conceptually in Figure 2, were identified based on current and projected population, socioeconomic characteristics, existing public transit services, and regional employment and commuting patterns.

Implementation

For each corridor, specific route and mode choices would need further evaluation. For example, the corridor between Biddeford/Saco and Portland includes the Maine Turnpike, U.S. Route 1, and the Downeaster rail line, all of which have current transit service and any one of which could be candidates for developing rapid transit. An "alternatives analysis" is the process for evaluating these options and is required to be eligible for federal funding.

FIGURE 2:
RAPID TRANSIT CORRIDORS



Our evaluation shows rapid transit is appropriate for several corridors connecting major markets in the region (Figure 2). For each corridor, specific route and mode choices would need further evaluation. An "alternatives analysis" is the process for evaluating these options and is required for federal funding eligibility.

Above: The Amtrak Downeaster crossing the Saco River. Improving the frequency of the Downeaster is one recommendation for providing more rapid transit service in the region.

Create Transit-Friendly Places

TO FULLY REALIZE THE IMPROVEMENTS this plan envisions, we will need to sensibly manage where, and how, future growth and development occurs in the region. In the last few decades, much of our region's growth has occurred in suburban and rural areas, away from job centers and services. This sprawling development pattern is difficult and expensive to serve by public transit. For this reason, the main goal of the Create Transit-Friendly Places recommendations is to expand housing choices and jobs within walking distance of our major priority centers and corridors that are most critical for supporting public transportation. Figure 3 shows the general locations of these centers.

Land use, zoning, and street design decisions occur at the local level and are the building blocks for successful public transportation (MaineDOT also has an important role in most street design decisions). However, PACTS can influence these decisions through its policies and through incentives to fund projects that demonstrate the integration of public transportation and land use.

Urban to rural development pattern in Biddeford and Saco.
Photo: Dave Cleaveland, Maine Imaging

While PACTS has no direct influence over land use, PACTS members do. PACTS member municipalities, as well as cities and towns in the GPCOG region, can adopt transit supportive land use policies. The Create Transit-Friendly Places recommendations identify actions PACTS can take to better align the Transit Tomorrow vision with local land use policies.

Recommendations

- **Zone for public transportation:** Work with municipalities to adopt zoning and policy changes that are compatible for higher density, walkable neighborhoods served by public transportation.
- **Target investments to places that support public transportation:** Prioritize funding to places where people already live, work, visit, and use public transportation, and, where surrounding land use and zoning encourage transit-supportive development.
- **Create TOD plans:** Create transit-oriented development (TOD) plans for all priority transit centers. TOD plans identify ways to maximize the amount of residential, business, and leisure space within walking distance of a major public transportation hub.
- **Ensure complete streets:** Adopt a regional complete streets policy—and support municipalities with local policies—to ensure streets are walkable, bikeable, and provide safe access to transit for all users regardless of age or ability.
- **Protect open spaces:** Coordinate with local conservation groups to help protect natural resources and open spaces through conservation planning.

Implementation

The recommendations above lay the groundwork for "transit-friendly" policy choices and investment decisions. While these recommendations do not bear the same financial burdens as transit service improvements, it takes hard work, time, and buy-in from local communities, and MaineDOT, to enact meaningful land use and street design changes. Additionally, the costs in staff time (or consultant fees) to revise land use codes or draft complete streets policies, for example, can be exorbitant for municipalities currently struggling to balance budgets amidst a pandemic. The Create Transit-Friendly Places section in the plan, and implementation table (Table 1a/1b) at the end of this document, outline in more detail how PACTS intends to achieve these recommendations.

What Next?

***TRANSIT TOMORROW* IS INTENTIONALLY AMBITIOUS** and would dramatically improve public transportation in our region. However, these improvements are expensive and cannot happen all at once. The implementation table below outlines our strategy for how to achieve the *Transit Tomorrow* vision, step by step, over the next 30

TABLE 1a:

IMPLEMENTATION TABLE

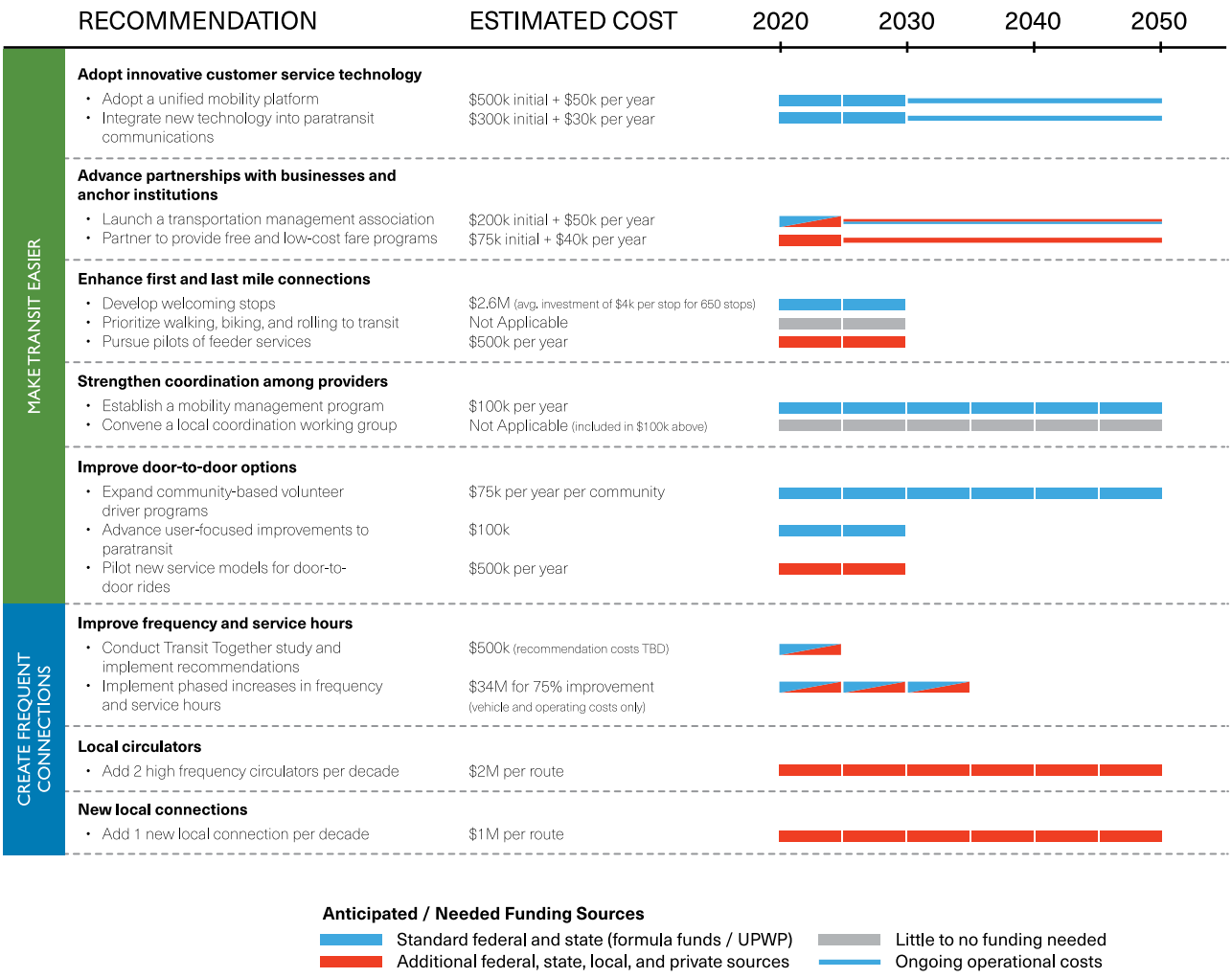
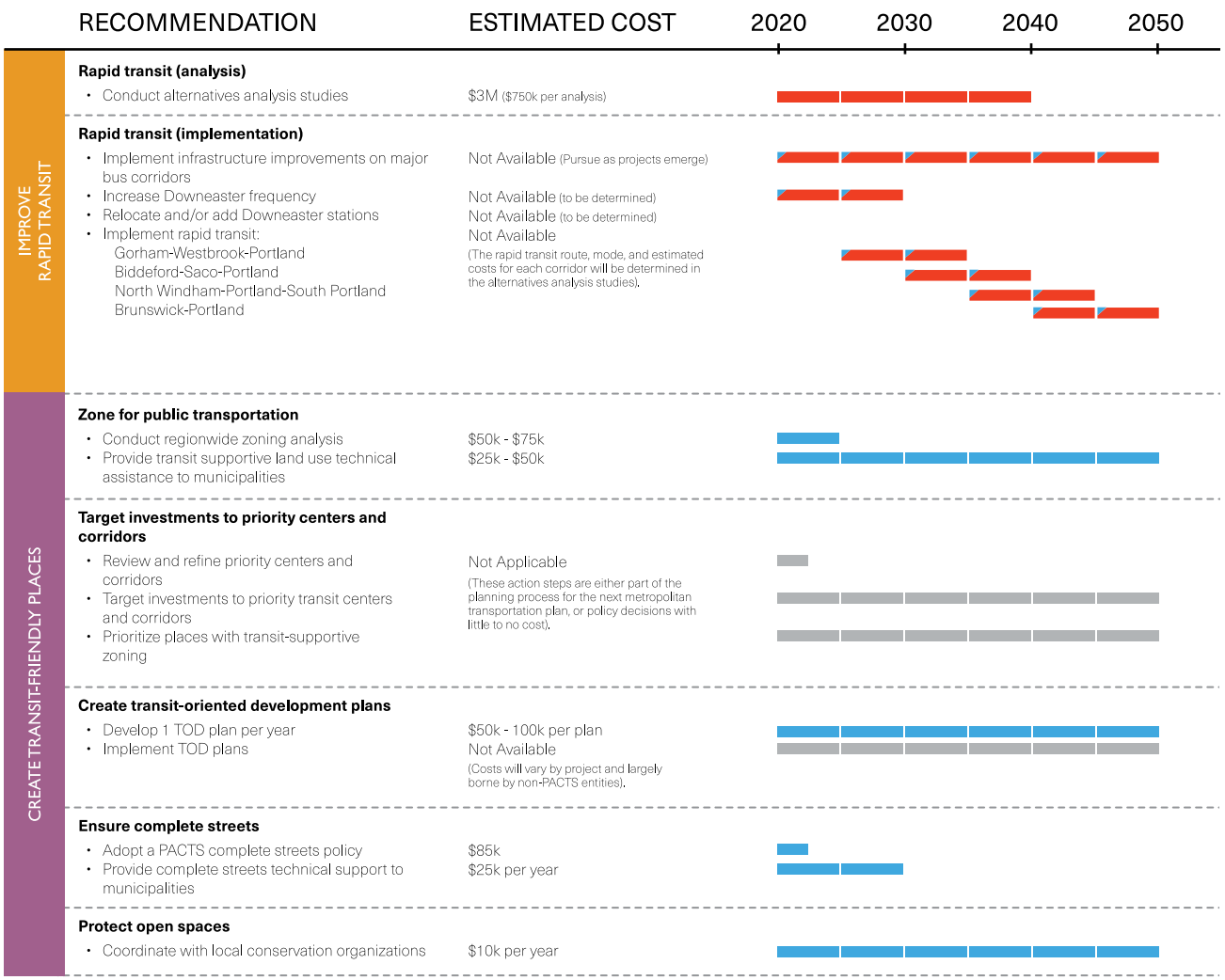


TABLE 1b:

IMPLEMENTATION TABLE



Anticipated / Needed Funding Sources

- Standard federal and state (formula funds / UPWP)
- Additional federal, state, local, and private sources
- Little to no funding needed
- Ongoing operational costs

2 Vision

***TRANSIT TOMORROW'S* VISION** results from extensive public outreach, peer agency and best practices research, and input from the region's key stakeholders, including the diverse and engaged members of the Project Advisory Committee (PAC). This engagement resulted in an overarching vision that serves as a set of guiding principles informing the goals and recommendations outlined in this plan.

Our vision is that by 2050...

> **Using our region's public transportation is faster and more affordable than driving a car. Our system is funded sustainably and provides reliable and seamless transportation for our community, including commuters, mainland and island residents, and those with limited mobility options. Our communities support the long-term viability of public transportation by focusing new homes and jobs where people already live and work.**

The successful implementation of this vision will create a regional public transportation system that stimulates economic development, enhances our region's great places, reduces climate pollution, expands mobility, and elevates the customer experience.

Photo: GPCOG

FIGURE 5:

PROJECT ADVISORY COMMITTEE EXERCISES

Tradeoff Exercise

While we would like to provide public transportation to everyone, with a limited amount of funding not all needs can be met. In this exercise, the project team asked committee members to weigh three common transit tradeoffs to help understand regional priorities.

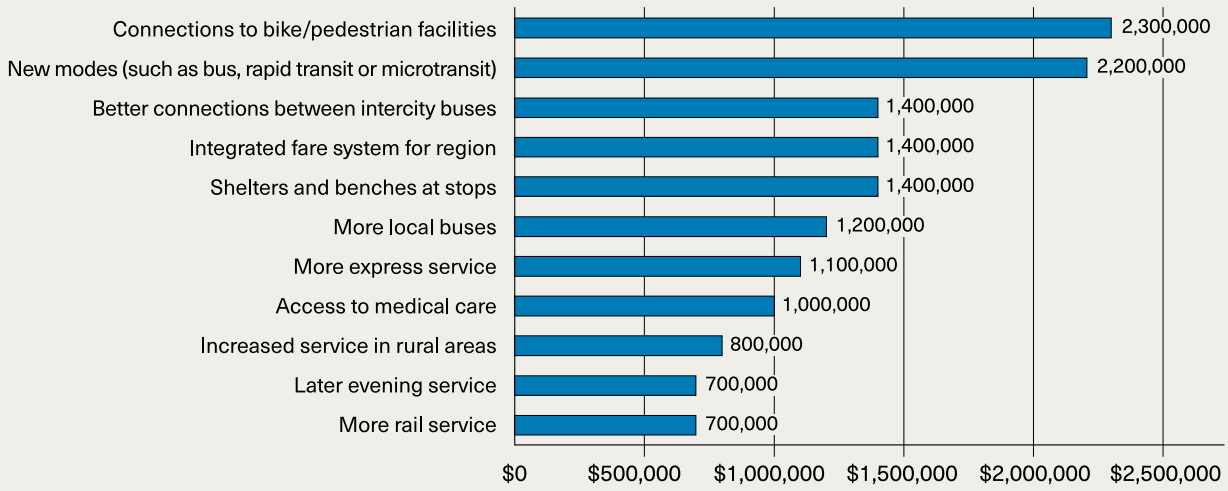
Transit Tradeoffs

	Speed vs. Access	Coverage vs. Frequency	Span vs. Coverage
DETAILS	The tradeoff is being able to get to and from key locations faster (speed) versus being able to access transit from more stops and locations (access).	Offering transit service in more locations, including those further from the central core, at lower frequencies (coverage) versus focusing transit service along key corridors with a higher focus on reducing wait times (frequency).	Providing transit service for longer hours of the day and/or additional days of the week (span) versus providing transit service in more locations, including those further from the central core (coverage).
COMMITTEE PREFERENCE	The committee leaned towards **faster service** with fewer stops.	The committee overwhelmingly preferred more **frequent service**.	More committee members preferred **longer hours of service** over service to more places.

Funding Priorities Exercise

In this exercise, each committee member distributed $1 million in hypothetical transit funds towards over 20 specific investment categories. The graph below shows the top ten priority investments selected by committee members.

Funding Priorities



Casco Bay Lines ferries at the dock. Photo: Corey Templeton

5 Existing Conditions

Transit Providers

Greater Portland has a complex public transportation landscape with seven providers, each with different service areas, modes of service, varying target populations, and a diversity of trip types.

- **Biddeford Saco Old Orchard Beach (BSOOB) Transit** is an urban fixed-route bus network in Biddeford, Saco, and Old Orchard Beach with regional service to Scarborough, South Portland, and Portland.
- **Casco Bay Lines (CBL)** is a ferry service connecting Casco Bay islands with Portland.
- **Greater Portland METRO** is an urban fixed-route bus network in Portland and serves surrounding communities as far west as Gorham and north as Brunswick with regional service.
- **Northern New England Passenger Rail Authority (NNEPRA)** manages the operations of the Downeaster, a passenger rail service between Boston, Portland, and Brunswick with intermediate stops.
- **Regional Transportation Program (RTP)** operates both a shared-ride demand response service that requires riders to book trips in advance and the Lakes Region Explorer — a fixed route bus service between Bridgton and Portland. RTP is the ADA paratransit provider for Cumberland County and provides many MaineCare-funded rides. In addition to staff drivers who operate buses and vans, RTP has volunteer drivers who use their own vehicles and are reimbursed by a mileage rate.
- **South Portland Bus Service (SPBS)** is an urban fixed-route bus network in South Portland with service to Portland and Scarborough.
- **York County Community Action Corporation (YCCAC)** offers a range of transportation options, available to the general public and equipped for people with disabilities. These services include both public transportation and contracted/special service transport. In addition to staff drivers who operate buses and vans, YCCAC has volunteer drivers who use their own vehicles and are reimbursed by a mileage rate demand response transportation.
- **Other Providers:** In addition to the primary public transportation agencies, there are a variety of private and nonprofit transportation providers, including taxis, water taxis, intercity bus operators, independent demand response providers, grassroots volunteer driver programs, and ride-hailing services such as Uber and Lyft.

Most of the Greater Portland region receives some level of public transportation service, even the outlying suburban and rural communities. While the fixed-route system is concentrated in the Portland and coastal areas of the region, there are some routes connecting outlying communities to the urban core. Demand response services like RTP and YCCAC fill the gaps for much of the remaining service area.

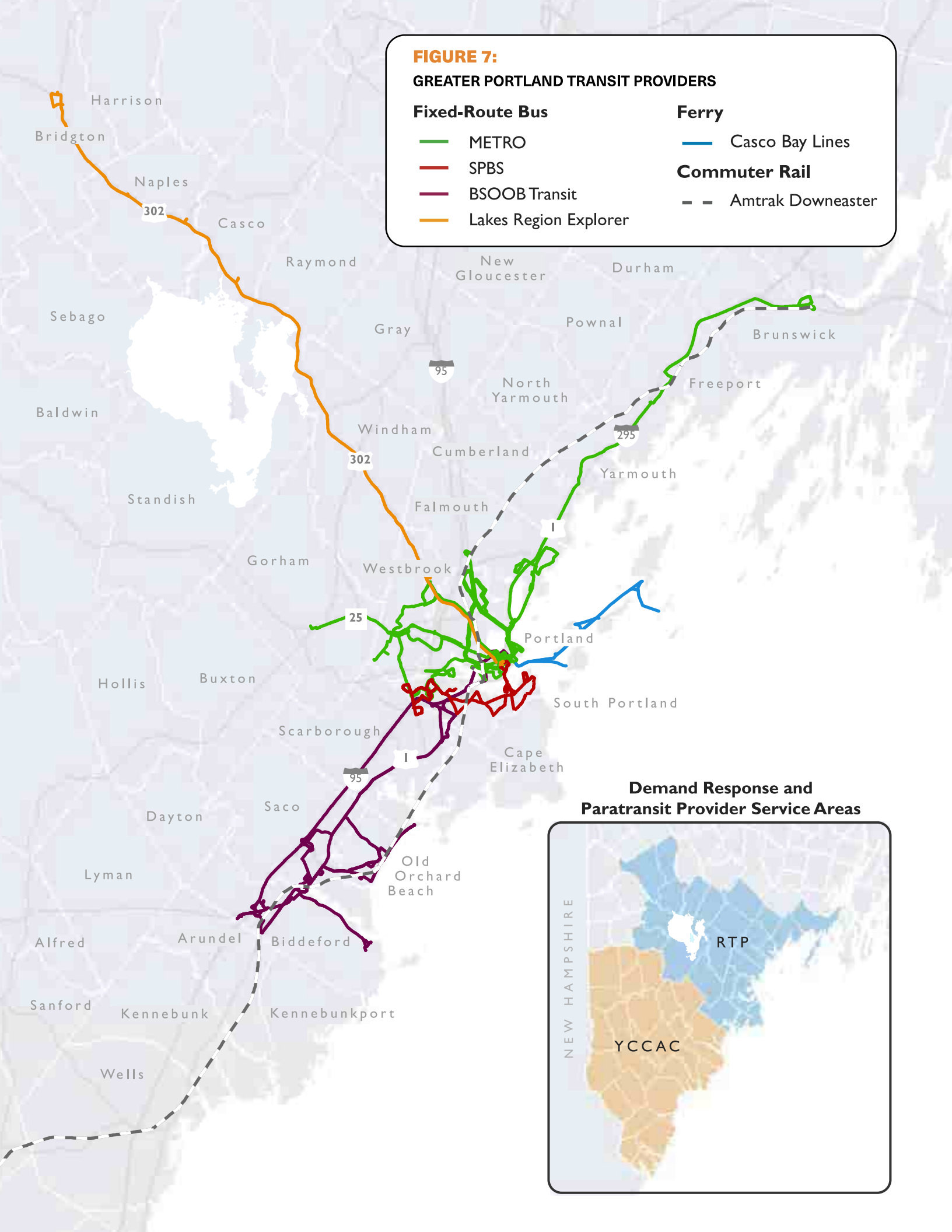


FIGURE 7:
GREATER PORTLAND TRANSIT PROVIDERS
Fixed-Route Bus
METRO
SPBS
BSOOB Transit
Lakes Region Explorer
Ferry
Casco Bay Lines
Commuter Rail
Amtrak Downeaster
Harrison
Bridgton
Naples
302
Casco
Raymond
New Gloucester
Durham
Sebago
Gray
Pownal
Brunswick
95
North Yarmouth
Freeport
Baldwin
Windham
295
Cumberland
302
Yarmouth
Standish
Falmouth
1
Gorham
Westbrook
25
Portland
Hollis
Buxton
South Portland
Scarborough
Cape Elizabeth
95
1
Dayton
Saco
Old Orchard Beach
Lyman
Alfred
Arundel
Biddeford
Sanford
Kennebunk
Kennebunkport
Wells
Demand Response and Paratransit Provider Service Areas
NEW HAMPSHIRE
RTP
YCCAC

South Portland Bus Service dropping off/picking up riders at the Maine Mall. Photo: GPCOG

Frequency and Hours of Operation

"Frequency is freedom" is a common expression used to describe the importance of frequent service, especially for those who depend on it. Low frequencies and short spans of service are among the main ways public transportation fails to be useful because it means service is not available when people need it.

Tables 3a and 3b summarize each transit provider's current route frequencies and spans of service. The frequencies for each route were generalized based on the average outbound and inbound times for each hour. The graphic is not a timetable showing when a bus/train/ferry will arrive, but rather it indicates the length of time between each service at a given stop. The graphic represents the greatest frequency and span of service for each service provider, although some routes, such as the Casco Bay Lines, operate at different times depending on the season. Additionally, areas in the region that are served by multiple, overlapping routes (for example Congress Street in Portland) will have shorter average wait times than shown in the tables.

Weekday service is inconsistent throughout the region, with most routes running over an hour between each service. Saturday service has moderately longer frequencies than the weekdays but keeps relatively the same span of service. However, it is striking how little service exists on Sundays. On Sunday, service runs at very low frequencies, and only Casco Bay Ferry Lines has service later than 8:00 p.m.

The Greater Portland region's transit performance lags behind our peer regions.

Among the region's providers, Portland Metro provides the most frequent service during the week. However, even these routes decrease significantly on the weekend. Low frequency routes often require travelers to plan extensively or arrive at inconvenient times and create the potential for greater travel disruption. In addition, many people working in retail or restaurants are required to work on both weekend days. A route that does not exist or runs at such infrequent times on weekends is particularly ineffective for these workers.

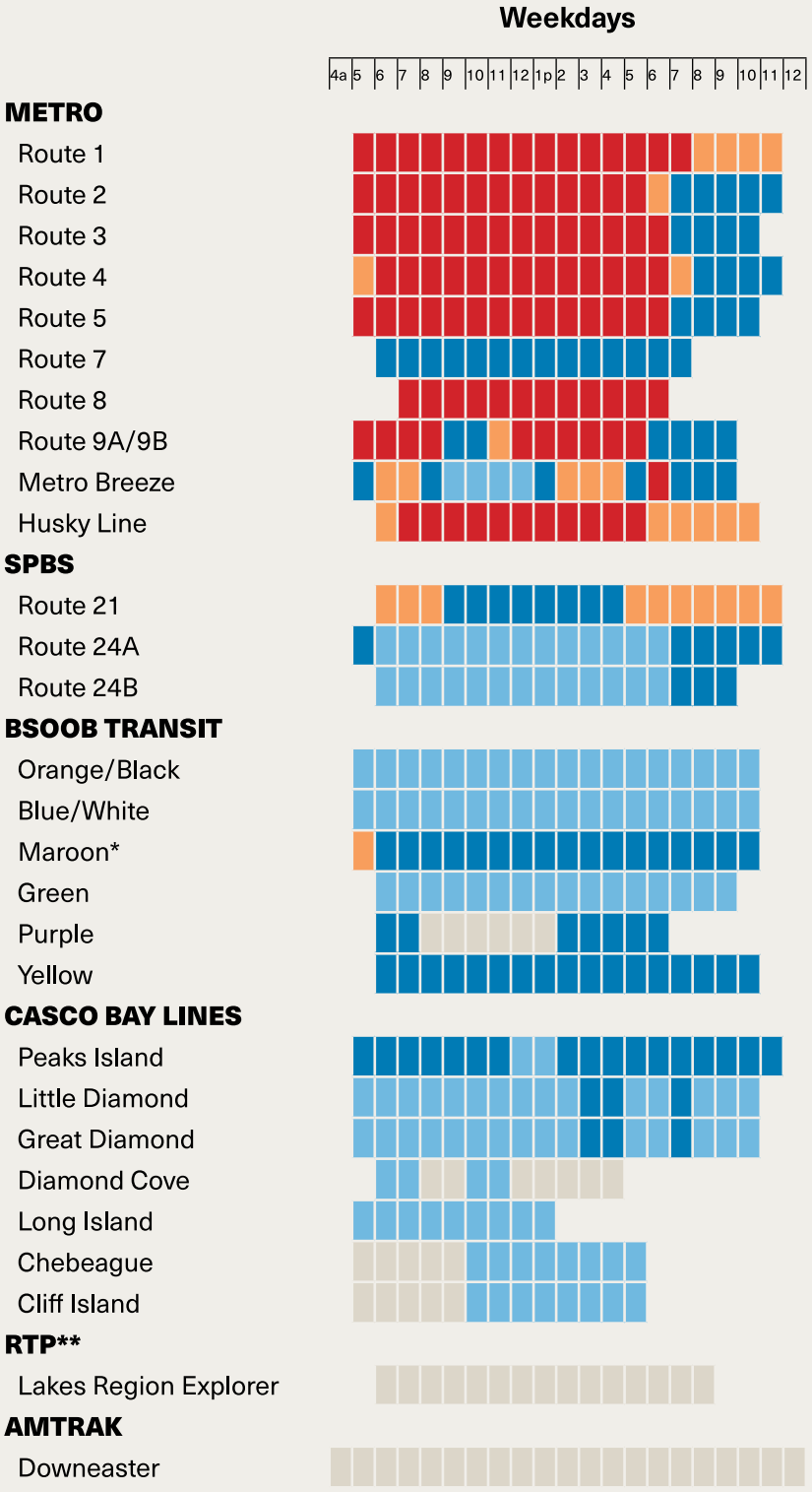
The peer region analysis also suggests Greater Portland's transit agencies have an opportunity to improve frequency and service hours to better match the demands of a 24/7 economy. Several of our peer cities feature 15-to-20-minute frequencies during peak times, begin service earlier in the day, and run later in the evening.

TABLE 3a:

TRANSIT FREQUENCY AND SPAN, WEEKDAYS

Frequency

- 30 minutes or less
- 30 minutes to 1 hour
- 1–2 hours
- 2–3 hours
- Greater than 3 hours



*currently not in operation
**Saturday service only available in summer

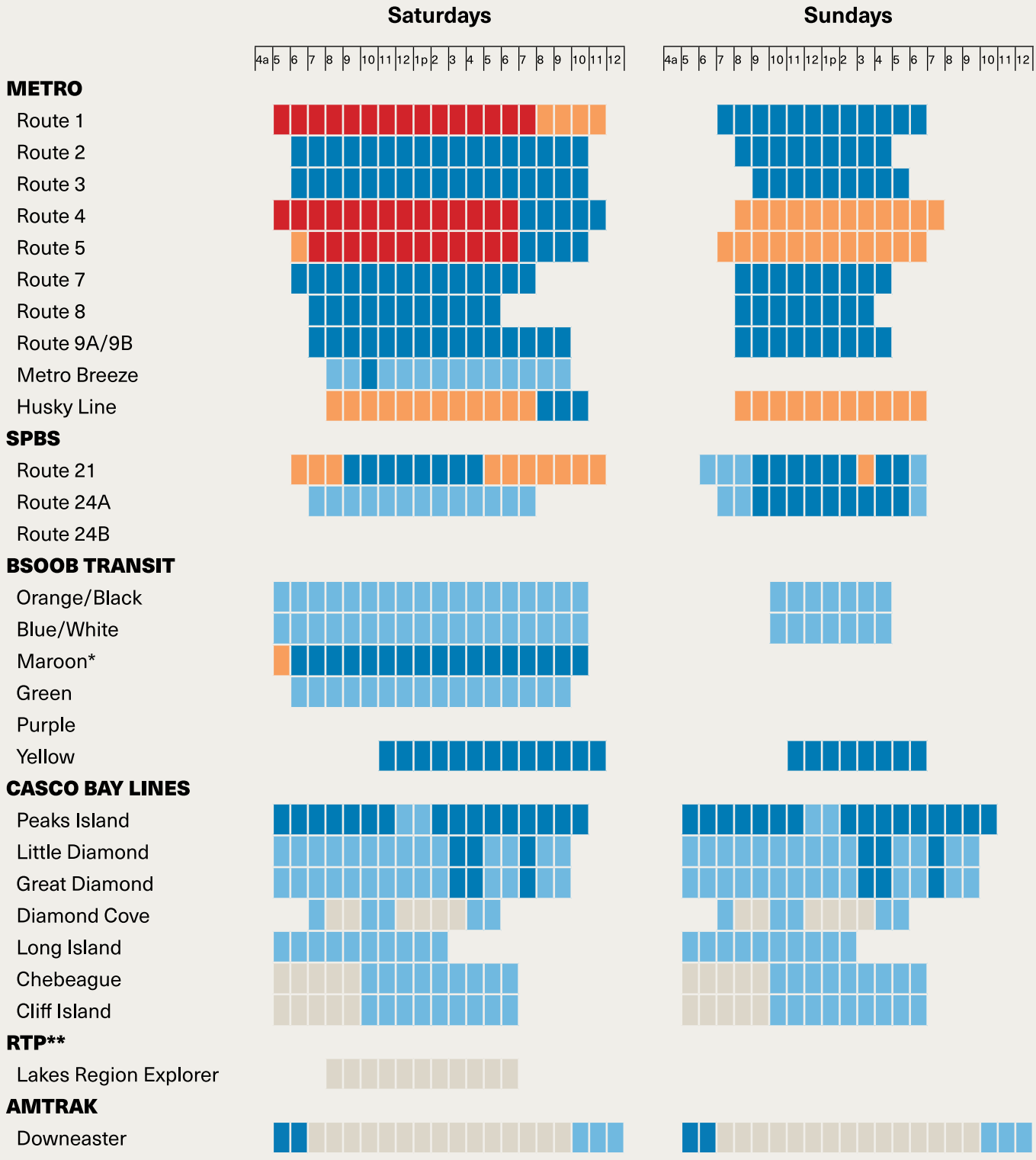
Tables 3a/3b summarize each transit agency's current route frequencies and spans of service. Frequencies were generalized based on the average outbound and inbound times for each hour. The graphic represents the greatest frequency and span of service for each agency, although some services, such as the Casco Bay Lines, operate at different times depending on the season. Additionally, areas in the region that are served by multiple, overlapping routes (for example Congress Street in Portland) will have shorter average wait times than shown in the tables.

Frequency

- 30 minutes or less
- 30 minutes to 1 hour
- 1–2 hours
- 2–3 hours
- Greater than 3 hours

TABLE 3b:

TRANSIT FREQUENCY AND SPAN, WEEKENDS

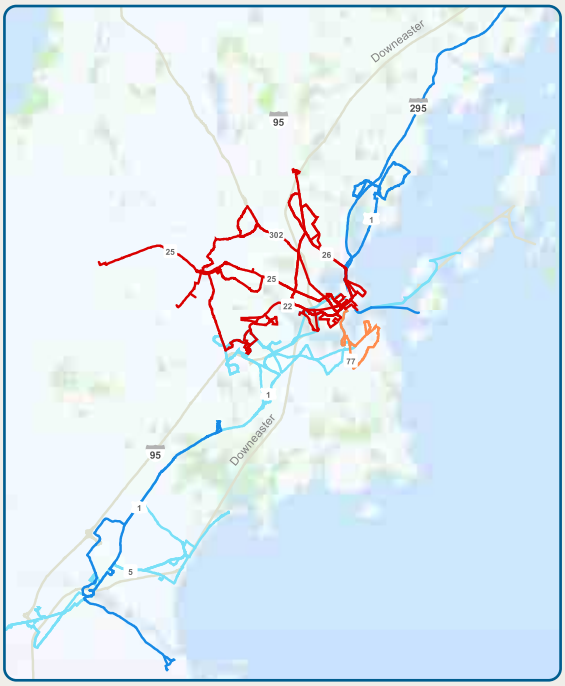


*currently not in operation
**Saturday service only available in summer

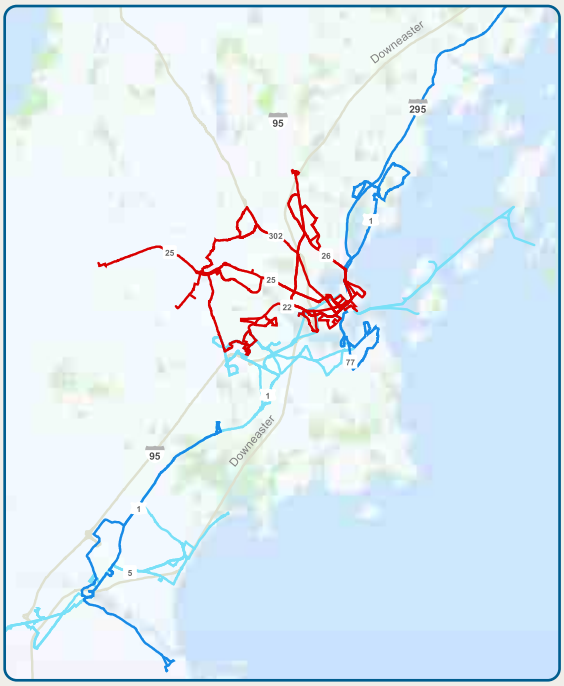
FIGURE 9:

GREATER PORTLAND TRANSIT FREQUENCY

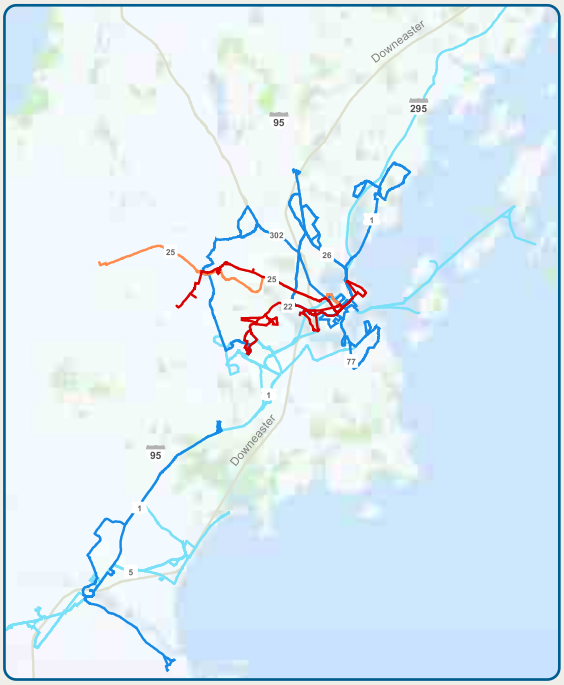
Weekday Morning (8 a.m. – 9 a.m.)



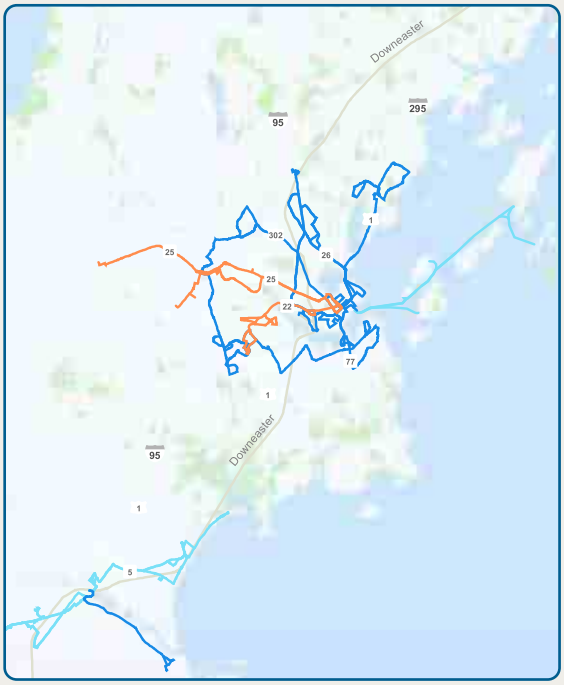
Weekday Afternoon (1 p.m. – 2 p.m.)



Saturday Afternoon (1 p.m. – 2 p.m.)



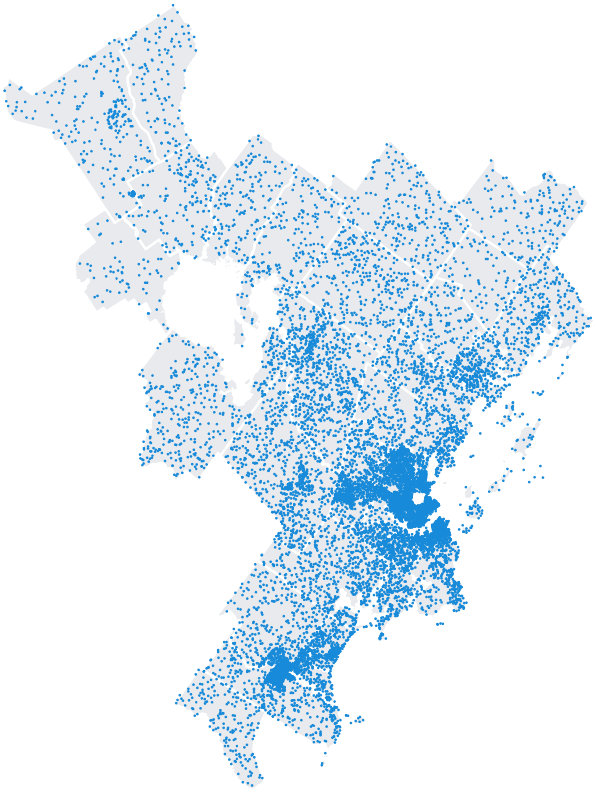
Sunday Afternoon (1 p.m. – 2 p.m.)



30 minutes or less | 30 minutes to 1 hour | 1–2 hours | 2–3 hours | > 3 hours

FIGURE 10:
POPULATION DENSITY

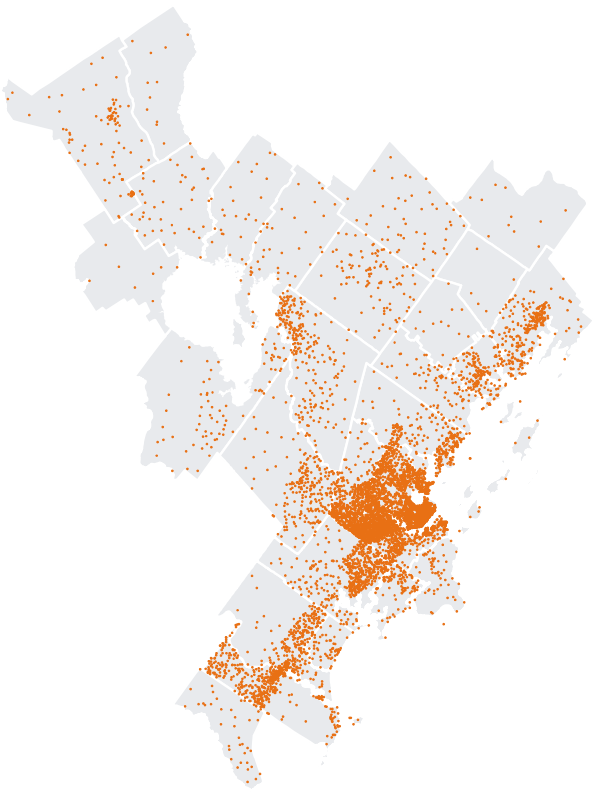
1 dot = 25 people



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

FIGURE 11:
EMPLOYMENT DENSITY

1 dot = 25 jobs



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

Population and Employment Density

Greater Portland is a growing region with a high quality of life and shared values dedicated to equity, environmental quality, and economic opportunity. In a state with stagnant population growth, the Greater Portland region has shown consistent growth driven by the urban hubs of Portland and Biddeford/Saco. However, even within the Greater Portland region, there is considerable variation in the demographic composition and transportation resources within each community.

As shown in Figure 10, the population of Greater Portland is concentrated in the communities in and around Portland. The Portland peninsula has the highest population density in the region, and there are pockets of residential concentrations in Biddeford/Saco, North Windham, Gorham, and Yarmouth. Employment is even more concentrated in downtown Portland, as shown in Figure 11. There is also a cluster of employment density surrounding the area around the Maine Mall in South Portland, Scarborough, and other smaller areas in Biddeford/Saco, North Windham, and Freeport.

FIGURE 12:

PEOPLE WITH DISABILITIES

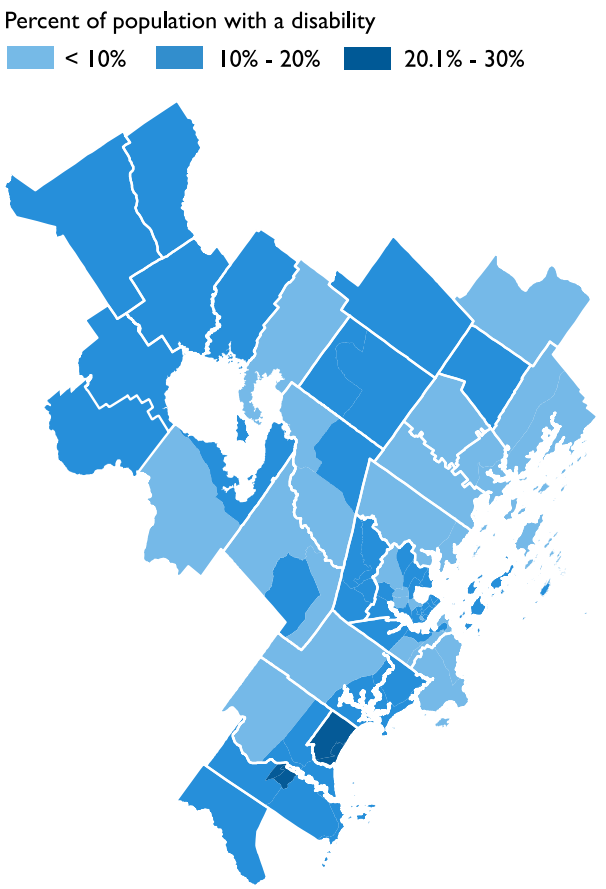
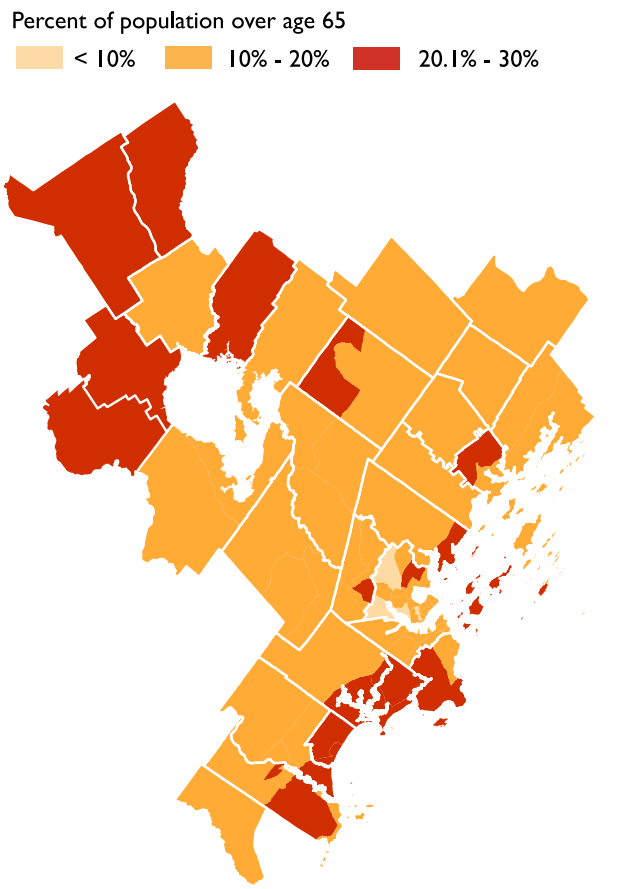


FIGURE 13:

PEOPLE OVER AGE 65



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

Transit-Reliant Populations

The population of people with disabilities is spread throughout the region, with high proportions in and around the City of Portland, and similarly high proportions in the northwest section of the region (Figure 12). This is an especially important factor when planning the long-term shape of the system, as people with disabilities tend to be more reliant on public transportation than the general population. This need for public transportation is particularly challenging to serve low-density areas because the trips are long and serve few people, increasing the cost of providing the service.

Populations of older adults are distributed fairly evenly across the region, with higher rates of people over age 65 in the Lakes Region and along the southern coast. (Figure 13). Older adults are also disproportionately reliant on transit primarily due to age-related impairments that prevent driving (macular degeneration, cognitive impairment, etc.). This trend is extremely critical because the percentage of older adults in the region is expected to grow as Baby Boomers continue to age, and many plan to "age in place." As these auto-oriented communities are increasingly populated by people unable to drive, there will be a growing demand for transit service in hard-to-serve communities.

Finally, although not depicted in the maps above, for the region's islanders the ferry system is a true lifeline and the only affordable transportation option. Maintaining a state of good repair is critical for keeping the ferry service running safely.

Access to Public Transportation

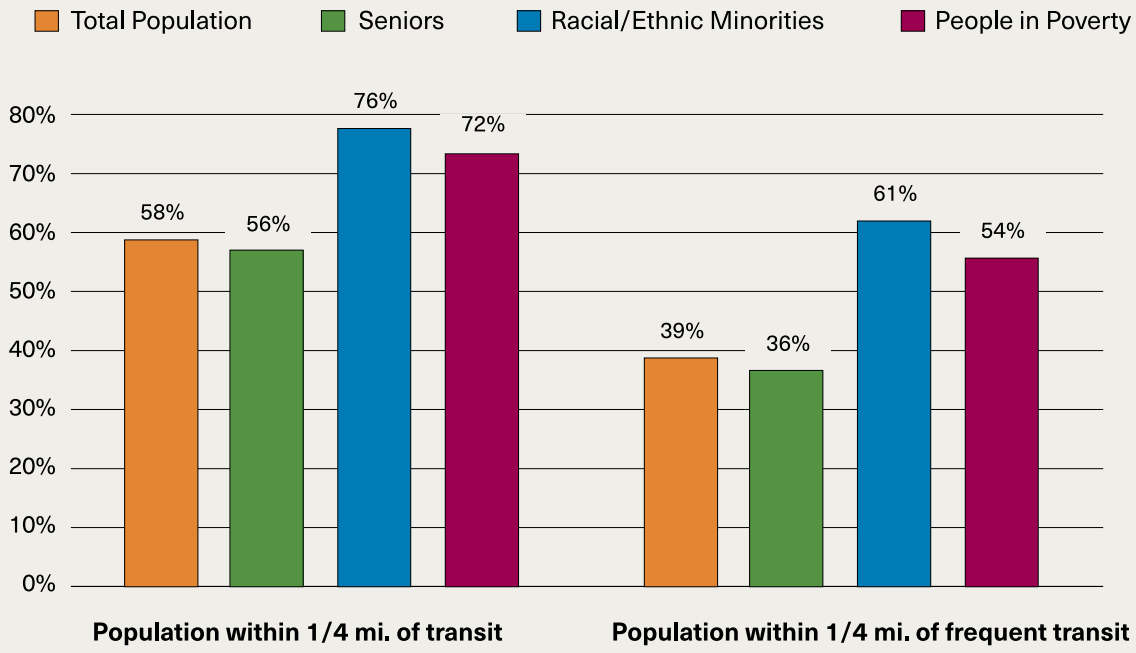
Access to public transportation is a key factor to understanding how well transit is serving the region. The farther people live from transit, the less likely they are to take it. As Figure 14 shows, currently 58 percent of Greater Portland's population has access to public transportation within ¼ mile walking distance, while 39 percent live within ¼ mile walking distance to frequent transit (defined for the purposes of this analysis as 20 minutes or better frequency).

Living within walking distance of public transportation is especially important for population groups historically more likely to depend on it, such as seniors, racial/ethnic minorities, and people in poverty. While the percentage of seniors with access to transit in Greater Portland is on par with that of the region, racial/ethnic minorities and people experiencing poverty are more likely to live within ¼ mile of public transportation. This finding is probably due in part to self-selection, since people who rely on public transportation are more likely to try to find housing near it.

Photo: GPCOG

FIGURE 14:

ACCESS TO PUBLIC TRANSPORTATION



Source: American Community Survey 2014-2018 5yr Estimate

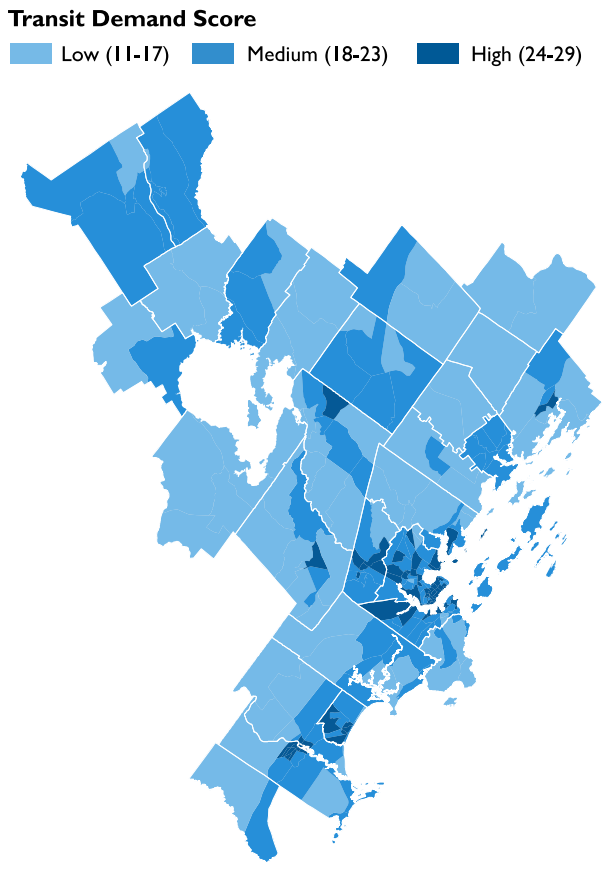
Regionwide Transit Demand

To identify areas in the region with high demand for public transportation — and find potential gaps in service — the project team conducted a transit score analysis. The transit score considers multiple demographic characteristics that influence transit ridership, such as population and job density, the size of youth and senior populations, the percentage of the population living below poverty level, and the percentage of households with limited vehicle access. The project team then combined the above characteristics into a single score and categorized the scores into low, medium, and high transit demand.

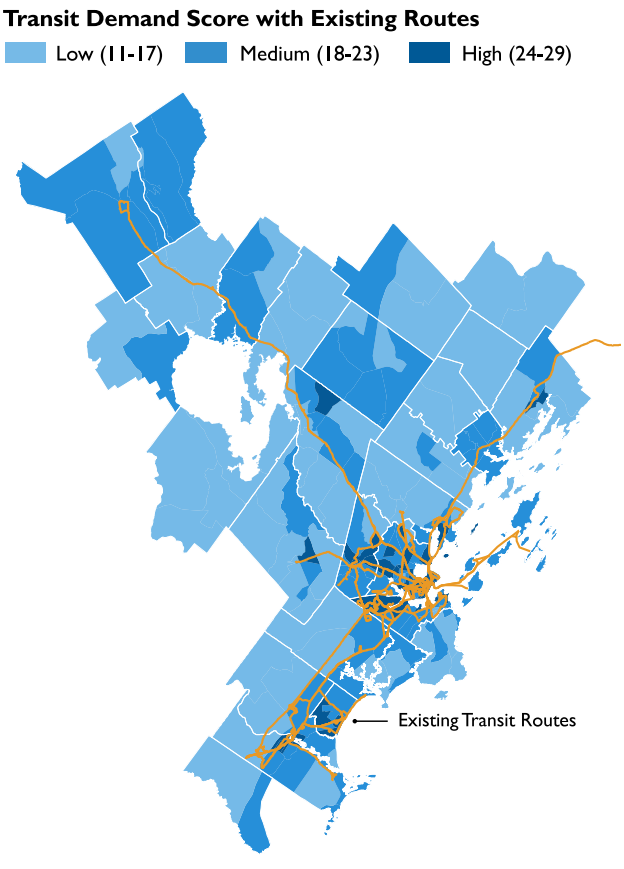
Figure 15 shows the results of the transit score analysis. In addition to the high-demand urban areas around Portland, Biddeford, and Saco, pockets of medium and high demand also exist in the outlying suburban and rural areas of the region. Providing adequate public transportation to these areas will likely require a mix of services from local circulators in areas of high demand, expanded fixed-route transit in areas of medium to high demand, and more flexible approaches for areas with low demand, such as innovative ridesharing options, on-demand van service, or volunteer driver programs.

FIGURE 15:

GREATER PORTLAND TRANSIT DEMAND



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



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

Commuter Patterns

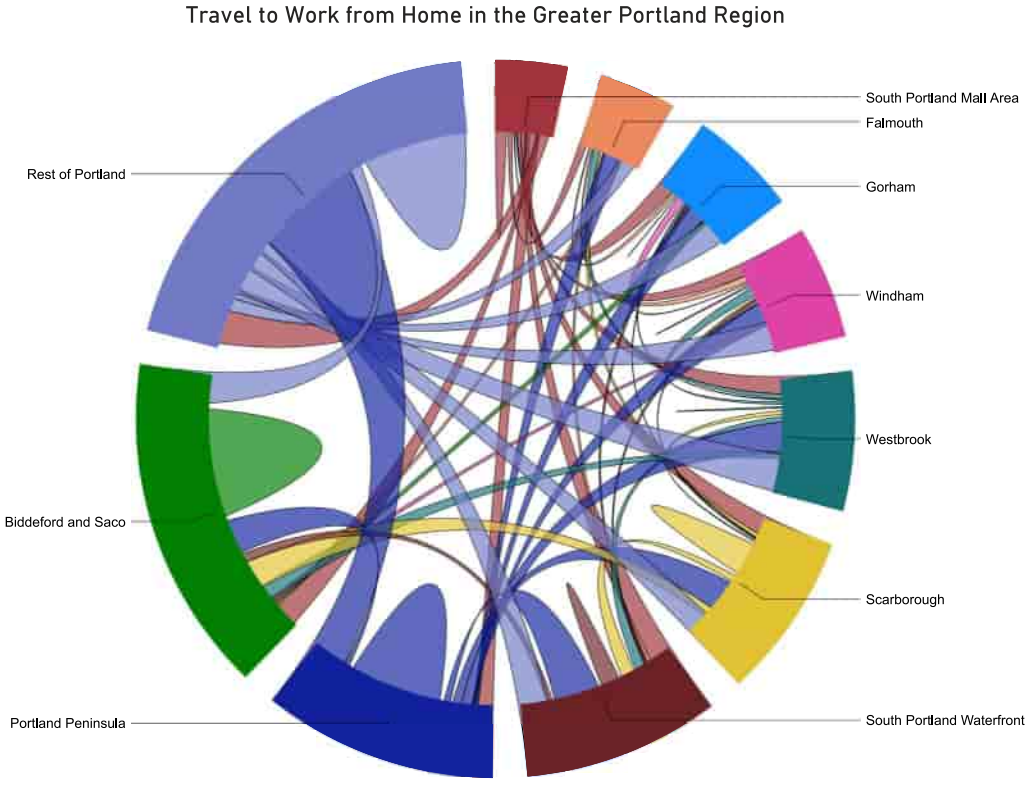
Commuter travel patterns provide another key metric for understanding where to enhance service. Figure 16 shows commuter travel patterns within individual communities and between communities among the largest areas of commuter activity in the region. To provide a more detailed level of analysis, Figure 16 splits or groups some areas into distinct geographies.

The single-color chords within each area show internal circulation patterns, while the chords between communities represent the flow of commuter traffic between different communities. For example, on the Portland Peninsula, there is more internal circulation than connections to other communities. Also, the width of the chord represents the number of commuters leaving the community. For example, the chord connecting Westbrook and Rest of Portland is wider at the Westbrook end. This indicates that a larger proportion of people are commuting from Westbrook to Portland, and a smaller number of people are commuting in the reverse.

The figure shows that the Portland-to-Portland commute flow is the most common in the region (60% of Portland's labor force lives and works in Portland). There is also substantial internal circulation within the Biddeford/Saco communities, Scarborough, and South Portland (between the waterfront and Maine Mall area). Regionally, the most extensive connections are between Portland (off-peninsula to/from the peninsula), Biddeford/Saco, South Portland, Scarborough, and Westbrook, with more commuters traveling into Portland for employment rather than away.

FIGURE 16:

COMMUTER ORIGINS AND DESTINATIONS (TOP 10 AREAS)



6 Planning in the Face of Uncertainty

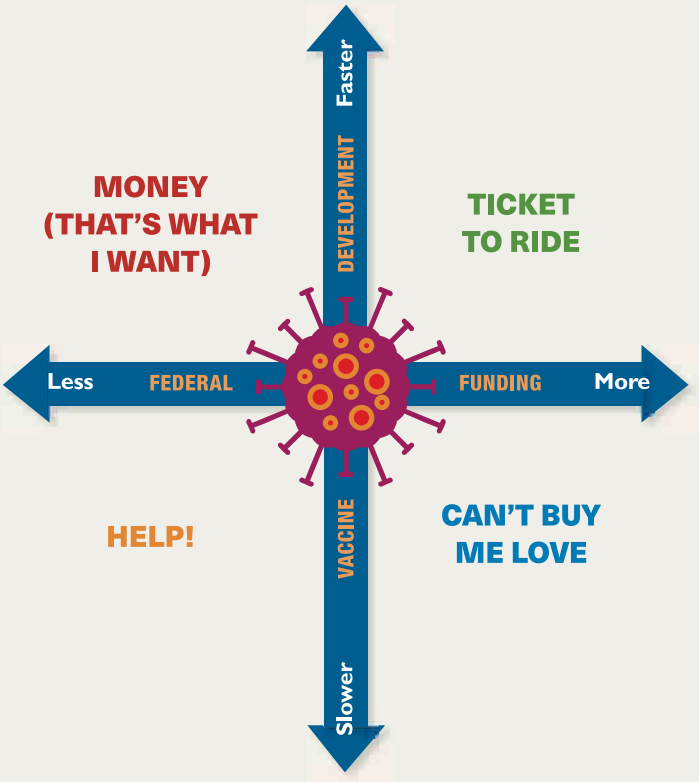
The COVID-19 Pandemic

The task of projecting future conditions based on current trends is always complex. However, the COVID-19 pandemic in 2020 further complicates this work. Midway through the planning process for *Transit Tomorrow*, the region — and the world — were transformed by the outbreak of this novel disease. This profound disruption resulted in stay-at-home orders, social distancing mandates, school and business closures, double-digit unemployment, and deserted roadways and public spaces. Public transportation vehicles ran on reduced schedules, and ridership plummeted as Greater Portland residents sheltered in place and tourism ground to a halt.

Qualitative Scenario Planning

To supplement the scenario planning task described in the next chapter, the project team developed four scenarios (shown in Figure 17) that imagined how the next five to ten years could play out based on uncertainties facing the region in the context of the global pandemic. The four scenarios were based on two key uncertainties: 1) the speed of vaccine development; and 2) the level of federal funding support for transit. The final report for this qualitative exercise, *Imagining Transit Tomorrow,* provided a framework of strategic investments that adequately prepares the region to respond to impacts from the pandemic.

FIGURE 17:
FOUR SCENARIOS



Ticket to Ride: In this future, a vaccine is developed relatively quickly, and federal funding continues to flow to transit agencies in Greater Portland, filling any revenue gaps caused by the pandemic.

Can't Buy Me Love: In this future, a vaccine proves difficult to develop, the public remains skeptical of public transportation, and periodic advisories about social distancing among vulnerable groups remain. However, the federal government continues to fill any funding gaps experienced by transit agencies in the region.

Money (That's What I Want): In this future, the race to find a vaccine is relatively successful, but federal aid surrounding lingering economic damage falls apart. Transit agencies struggle to meet developing demand from the public.

Help!: In this future, the vaccine is slow to be developed and the federal government enacts austerity measures to offset the extraordinary relief funding of 2020. Transit agencies struggle and face service reductions matched by depressed ridership demand.

Photo: NNEPRA

Long-Term Trends

Importantly, this qualitative scenario planning exercise revealed two long-term trends that are unlikely to change due to the impacts of the pandemic:

1. Continued impacts from climate change: Modest reductions in greenhouse gas emissions in 2020 due to the profound travel changes during the pandemic will disappear in 2021. In fact, the pandemic may exacerbate climate harm due to people moving from relatively efficient locations, such as downtown Boston or New York, to auto-dependent suburban or rural areas.
2. The overall aging of the Greater Portland population: Even with marginal in-migration from other states and countries, there will not likely be any sweeping demographic changes, especially in rural areas. The aging Baby Boomers will need more services, including transportation, which puts additional strain on the demand response services provided to suburban and rural areas.

Over a 30-year time horizon, it is unclear what impact, if any, the pandemic will have on the region. While *Imagining Transit Tomorrow* evaluated near and mid-term uncertainties related to the pandemic, it does not alter or discount the quantitative, long-term modeling described in the next chapter. Quantitative planning is still the most effective means of envisioning what the region could look like based on policy decisions guiding transportation, housing, and employment growth over the next three decades.

Imagining Transit Tomorrow Recommendations:

- **ADAPT service** to better serve transit-dependent populations
- **PLAN to deliver** lower levels of service to stretch dollars further
- **DIVERSIFY and expand** local funding to anticipate reduced public funds
- **INVEST in no-touch mobile technology** to protect public health
- **EXPAND digital communications** and marketing to rebuild ridership
- **INVEST in data collection** to make nimbler decisions
- **SUPPORT street spaces** for bike lanes, walking, and outdoor retail and dining in order to keep transit relevant
- **REDOUBLE efforts** to locate housing in walking villages and downtowns to reduce longer term ridership losses
- **IMPLEMENT more efficient rural demand** response options to cost-effectively maintain access

Yarmouth Village. Photo: Dave Cleaveland, Maine Imaging

7 Projecting Forward

EVEN WITH A UNIFIED VISION FOR THE FUTURE, the path to achieving that vision can be winding and uncertain. Numerous factors can interact to play out in ways that are not always intuitive. Understanding the relative impact of choices we make today is a crucial step toward implementing the plan.

Scenario modeling allows us to understand the potential impacts of a range of interrelated decisions. It is intended to explore high-level "What If?" questions, such as, "What if the population increases beyond forecasted levels?" or, "What if all bus routes increased their frequencies?" Outcomes can then be compared between different scenarios and to a baseline, or "Business-As-Usual" (BAU) scenario, to analyze potential changes.

Scenario planning is not intended to predict the future but to provide an understanding of potential outcomes. The value comes in comparing the magnitude, or direction of change. In this regard, scenario planning acts as a linkage between performance measures and the planning process.

Transit Tomorrow Scenarios

For *Transit Tomorrow*, two alternative land use futures and two alternative transportation futures were developed. These alternatives incorporated input from the Project Advisory Committee and GPCOG staff on the region's priorities. In total, eight scenarios were analyzed and compared to the baseline scenario, using the PACTS regional travel demand model to understand changes to the performance of the public transportation system. For this analysis, the region's ferry system was not included, as its routes are not coded into the PACTS model. The following sections describe the land use and transportation scenarios, performance metrics, and final outcomes of the scenario planning analysis.

Scenario modeling allows planners, decision-makers, and other key stakeholders to understand the potential impacts of a range of interrelated decisions.

Amtrak Downeaster in Portland. Photo: NNEPRA

8 Goals & Recommendations

***TRANSIT TOMORROW* PROPOSES** a four-part strategy centered on the overarching goals of: 1. Making transit easier; 2. Creating more frequent connections throughout the region; 3. Embracing rapid transit options (such as bus rapid transit, light rail, and commuter rail) to connect our region's major market centers; and 4. Implementing land use policies that support more development intensity in our urban areas already served by transit.

> *Transit Tomorrow*'s recommendations are ambitious but anchored by the concepts of making hard choices, facing difficult trade-offs head-on, and — where appropriate — acknowledging resource constraints by prioritizing some recommendations over others.

The recommendations developed from these goals were shaped by public input, extensive technical analysis, national industry best practices, and the experiences of peer regions. They also consider the results of the scenario modeling exercise, conducted as part of this planning process, that showed the many benefits of compact land use patterns combined with targeted investments in our public transportation system.

Transit Tomorrow's recommendations are ambitious but anchored by the concepts of making hard choices, facing difficult trade-offs head-on, and — where appropriate — acknowledging resource constraints by prioritizing some recommendations over others. Although *Transit Tomorrow* is a visionary plan, it is worth mentioning that preserving our existing assets, and maintaining a state of good repair, will always remain a critical consideration.

While each recommendation moves the region one step closer to achieving the *Transit Tomorrow* vision, the plan recognizes these improvements cannot happen all at once; *Transit Tomorrow* — and our public transportation system — cannot be all things to all people.

METRO buses at the Elm Street Pulse. Photo: Corey Templeton

Goal 1:

Make Transit Easier

WE WANT TO IMPROVE the transit experience. The Make Transit Easier recommendations focus on creating seamless access to the region's public transportation system for everyone, regardless of age, income, language, race/ethnicity, ability, or geography. This includes services like carpooling/vanpooling and Uber/Lyft, as well as pedestrian and bicycle infrastructure that offer critical connections to the system.

The recommendations call for increased coordination, partnerships, and investments that build the foundation for needed infrastructure and technology. Success will mean the customer experience is universally simple and convenient across all seven of the region's transit providers.

Recommendations

- **Adopt innovative customer service technology:** Provide fare payment, trip planning, and real-time vehicle information in one website and app. This technology would simplify the customer experience and make transit a more convenient choice for riders. Additionally, pursue new technology to enhance communication between paratransit providers and customers.
- **Advance partnerships with businesses and anchor institutions:** Launch a Transportation Management Association that will work with employers to promote transit and transit-supportive initiatives such as rideshares, parking solutions, and walking and biking to reduce congestion and worker costs. Partner with social services to provide reduced fares to low-income households.
- **Enhance first and last mile connections:** Enable more people to use fixed route transit through more welcoming places to wait, better sidewalks, crosswalks, shared use paths, and bike paths, and through partnerships with bike share programs and shared mobility services.
- **Strengthen coordination among providers:** Harness mobility management strategies to engage community partners and provide avenues for better coordination among transportation providers of all modes — including community transportation, volunteer driver programs, and providers of MaineCare-funded transportation.
- **Improve door-to-door options:** Expand and improve options for riders who need door-to-door service due to mobility challenges or geography. Solutions include expanding volunteer driver programs, advancing user-focused improvements to paratransit, and exploring microtransit — small-scale public services that offer flexible routes and on-demand scheduling.

Strengthen Coordination Among Providers

Achieving the seamless customer experience envisioned by this plan will require better coordination among the region's transportation providers — including not only fixed route providers but also demand response, community-based volunteer driver programs, and providers of MaineCare-funded transportation. Coordinating across services leads to more efficient use of limited resources and sharing of existing community resources. Coordination also enables shared communications, messaging, and training across services — which can improve the public's understanding about how the system works.

In communities where coordination is a priority, people benefit from more extensive service, lower costs, and easier access to transportation. In order to reap the benefits of coordination, formal coordinating mechanisms are needed. Across the U.S., public transportation and demand response providers are increasingly using mobility management programs to maximize their ability to coordinate. Mobility management programs provide the needed capacity and technical support for outcome-driven regional coordination. Likewise, local coordinating boards offer a valuable venue for cross-sector and interagency cooperation and can serve as a catalyst for achieving regional goals.

Action Steps:

- **Establish a mobility management program:** Led by a full time Mobility Manager (housed at GPCOG) the program will provide formal support for improving coordination across providers and modes. The multi-sector orientation of a Mobility Manager also means coordination will be approached in a way that emphasizes engaging the many stakeholders needed to improve transit — from employers and economic development groups to human service agencies to local elected leaders and transit riders. The Make Transit Easier recommendations, and a regional needs assessment, will inform program development for this initiative. The mobility management program will be informed by membership in the Moving Maine Network. This statewide initiative is convening stakeholders across numerous sectors to improve transportation access and to connect mobility management efforts around the state.
- **Convene a local coordination working group:** With convening and facilitation by GPCOG, the Working Group will be a multi-sector group that provides an ongoing venue for pursuing and monitoring coordination across the continuum of public transportation services in the region. The Working Group will advise on implementation of many of the recommendations contained in the Make Transit Easier section.

What is a mobility management program?

A mobility management program improves coordination, efficiency, and performance through a focus on the following key activities:

- **Cultivating partnerships:** Strong relationships are at the core of a mobility management program — including not just transportation providers and planners, but businesses, nonprofits, government agencies, and other community stakeholders.
- **Conducting program evaluation and assessment:** Mobility management tracks outcomes using quantitative and qualitative methods.
- **Facilitating design and implementation of local and regional solutions:** Mobility management brings partners together to develop solutions to fit the community's needs and secure resources to achieve the vision.
- **Expanding low-cost programs:** Mobility management assists with expanding the number of volunteer drivers and transit ambassadors to facilitate access among people with moderate to low mobility levels.
- **Applying universal design principles:** Mobility management seeks to create a transit system that may be accessed, understood and used by people of any age or size or having any physical, sensory, mental health or intellectual ability or disability.

Rider who uses a wheelchair boarding an RTP van. Photo: GPCOG

Improve Door-To-Door Options

Even with a robust public transportation system, some riders simply need door-to-door service — because of mobility challenges or lack of a personal vehicle to reach stops. While transportation network companies (like Uber and Lyft) are expanding transportation options for many, cost, limited geography, and lack of accessible vehicles means they are not the solution for everyone. Likewise, grassroots volunteer driver programs continue to be a flexible and low-cost solution for providing rides, but not every community in the Greater Portland region has access to one.

Many rely on the region's two demand response providers — the York County Community Action Corporation (YCCAC) and the Regional Transportation Program (RTP) — for accessible, door-to-door service. However, the service can be expensive to operate and cumbersome or inconvenient for customers. Service today requires that reservations are made one to three days ahead and offers a 60-minute pickup window. This can make the service difficult to use if travel needs are spontaneous or time is limited.

To enhance door-to-door options in the Greater Portland region, we need to expand community-based volunteer driver programs, improve the user experience of paratransit, and pilot new demand response service models, such as microtransit, for door-to-door rides.

Action Steps:

- **Expand community-based volunteer driver programs:** Partner with state and regional stakeholders to support communities in developing new and expanded volunteer driver programs on the municipal and regional level. The effort will focus on enabling communities to develop locally tailored programs and advance opportunities to share resources and tools. Key players include municipal governments, age-friendly community groups, and the Maine Department of Transportation.
- **Advance user-focused improvements to paratransit:** Develop a strategic plan for improving paratransit in the region including strategies to address frequent rider concerns regarding travel time, the wait time for rides, and the amount of advance reservation time required when booking a ride. YCCAC and RTP share many of the challenges faced by paratransit providers around the country: strict regulations, restricted budgets, and reliance on volunteer drivers. With guidance from the local coordination working group, this initiative will rely on best practices research to develop steps for upgrading technology and operating systems.
- **Pilot new service models for door-to-door rides:** The region's transit agencies will undertake targeted pilot programs of subsidized, on-demand rides designed to service key populations. These microtransit pilots will be designed to serve areas with inadequate service or to address specific door-to-door needs like grocery shopping.

What is microtransit?

Microtransit consists of smaller vehicles, generally running on demand and with flexible routing. It can provide cost-effective service in transit deserts, reduce costs of service in areas with lower ridership, or function as a feeder to fixed-route service.

The city of Norwalk, Connecticut's **Wheels 2 U** program uses microtransit to supplement the public transportation system within a defined service area. Riders use an app to request rides. The service replaces fixed-route service in the evenings when ridership is low. Sharing vehicles with daytime paratransit service reduces costs.

Jersey City, New Jersey offers city-wide microtransit through the company **Via** to provide rides to areas underserved by transit. Top destinations include many transit centers, which suggests the service is supplementing, rather than replacing, the existing transit.

Menlo Park, California offers a free door-to-door **"Shoppers' Shuttle"** a few days a week. A morning shuttle picks up all passengers who have made reservations, then drops them off at various stores and plazas. The shuttle then returns to pick up all passengers after approximately 2 hours shopping time. Since the schedule is flexible, drivers are available to help passengers carry packages or groceries to their door.

Estimated Costs

The estimates in Table 5 below are included to provide a better understanding of what investing in each Make Transit Easier action step might cost. It is important to note, there are numerous grant opportunities available and potential partnerships in the region to support these initiatives.

TABLE 5:

ESTIMATED MAKE TRANSIT EASIER COSTS

RECOMMENDATION	ACTION STEP	ESTIMATED COST	POTENTIAL FUNDING SOURCE
ADOPT INNOVATIVE CUSTOMER SERVICE TECHNOLOGY	**Adopt a unified mobility platform** Launch a regionally managed web-based portal that includes trip planning, scheduling, fare payment, and real-time notifications for transportation.	$500k initial + $50k per year	• FTA discretionary grant programs such as the Accelerating Innovative Mobility Challenge Grant Program and the Mobility for All Pilot Program Grants • FTA Section 5310
	Integrate new technology into paratransit communications Pursue technology that enhances communication between paratransit providers and customers.	$300k initial + 30k per year	
ADVANCE PARTNERSHIPS WITH BUSINESSES AND ANCHOR INSTITUTIONS	**Establish a transportation management association (TMA)** Launch a regional TMA to implement strategies that support increased use of public transit.	$200k initial + $50k per year	• Member dues • Parking revenue • Congestion Mitigation and Air Quality (CMAQ) Improvement Program • Foundation grants • Large institutions • Community organizations
	Partner to provide free and low-cost fare programs Promote transit ridership by youth, families, and people with low incomes through special passes and bulk discounts.	$75k initial + $40k per year	
ENHANCE FIRST AND LAST MILE CONNECTIONS	**Develop welcoming stops** Adopt regional goals and funding mechanisms for accessible, family-friendly transit stops.	$2.6M[1]	• FTA Section 5307 • FTA discretionary grant programs • Private sector partners
	Prioritize walking, biking, and rolling to transit Pursue implementation of transit-supportive recommendations in *"Getting There From Here: An Active Transportation Plan."*	N/A	
	Pursue pilots of feeder services Partner with "emerging mobility providers" to conduct targeted pilots that provide "feeder trips."	$500k per year	
STRENGTHEN COORDINATION AMONG PROVIDERS	**Establish a mobility management program** Establish a mobility management program at GPCOG to provide formal support for improving coordination across providers and modes.	$100k per year	• FTA Sections 5307, 5310 and 5311 • FTA discretionary grant programs • Foundation grants
	Convene a local coordination working group Convene a multi-sector working group to pursue/monitor coordination across public transit services.	N/A (included in $100k above)	
IMPROVE DOOR-TO-DOOR OPTIONS	**Expand community-based volunteer driver programs** Support new and expanded community-based volunteer driver programs.	$75k per year	• Municipalities • Community organizations • Agency partnerships • FTA Section 5310 • FTA discretionary grants • Rural Transportation Assistance Program
	Advance user-focused improvements to paratransit Develop a strategic plan for improving paratransit in the region.	$100k	
	Pilot new service models for door-to-door rides Launch targeted pilot programs of subsidized, on-demand rides designed to service key populations.	$500k per year	

[1]Average investment of $4k per stop for the region's 650 bus stops.

Goal 2:

Create Frequent Connections

WE ENVISION A FUTURE where you can walk out the door knowing that reliable public transit will come soon and take you where you want to go. To meet that high expectation, *Transit Tomorrow* proposes significant frequency and span of service improvements as well as expansion of service to new places. The frequency improvements ensure you will never have to wait long to catch your ride, while the expansion improvements ensure transit will be available in more places. Focusing on frequency and span of service first will allow the transit system to most effectively serve our region's existing urban areas and lay the groundwork for future expansion as demand warrants.

Recommendations

- **Improve frequency and service hours:** The first priority is to target resources to the existing routes already serving our most populated urban areas and areas designated for growth. These routes should increase frequency over time to every 10 minutes for most of the day and every 20 minutes for when demand is lower; service hours should also extend to 6 a.m. to midnight seven days per week.
- **Add local circulator routes:** As demand for transit increases, add six new local circulator routes. These routes, shown in Figure 21, would make frequent stops and loop around our region's major destinations and centers of activity.
- **Create new connections:** To make transit more accessible throughout the region, three new routes are proposed to connect the suburban and rural communities not currently served by transit.

The main factors guiding these recommendations were public input, the peer region transit market comparisons, and an extensive analysis of Greater Portland's transit market. Public input placed an emphasis on improving the frequency of the existing transit service over expanding to new markets. The comparison to peer regions also showed that Greater Portland substantially lags behind other region's transit systems in frequency and span of service. Lastly, the transit market analysis found that while Portland's urban areas are the strongest part of the transit market, pockets of local, unmet demand exist throughout the region.

The first priority is to target resources to the existing routes already serving our most populated urban areas and areas designated for growth.

FIGURE 21:
LOCAL CIRCULATORS AND NEW CONNECTIONS

Figure 21 shows the conceptual locations for where local circulator routes and new connections may be warranted. The first priority of the Create Frequent Connections recommendations, however, is to improve the frequency and service hours of existing service.

The Mill Creek Transit Hub in South Portland. Photo: GPCOG

Implementation

The recommendations described here — primarily oriented to the region's bus network[2] — recognize that level of service exists on a spectrum. Local communities throughout the region should have access to transit that is appropriately scaled to demand, financially sustainable, and sufficient to meet at least the essential needs of the area's residents.

Improving the frequency and span of service of the existing public transportation network as well as expanding service to new places will require significant investment. Within a fixed budget, these represent two competing objectives. Devoting more resources to increasing frequency means less resources available to expand to new places, and vice versa. If we want to do more of one, we need to do less of the other.

In considering this tradeoff there is no right answer. It is a choice based on preferences and values. During the public engagement phase, we learned the overarching sentiment favors increasing frequency of service over expanding to new locations. Key factors behind this response are a strong desire to invest in transit where it is most viable, to support additional growth and development in the region's urban areas, and the fact that much of our existing network is not operating at a frequency convenient enough for many would-be riders.

Prioritizing frequency, however, does not mean every route must have 10-to-20-minute frequency before transit agencies develop new routes. In fact, many transit agencies throughout the country develop a consensus policy on a percentage split of resources between the different goals. There are also opportunities for additional funding described in greater detail in the Sustainable Funding section.

Prioritization

Implementing these recommendations in a carefully coordinated and phased approach will ensure the transit network is efficient and builds to a level of service that allows seamless connections to our region's major destinations. When choices need to be made, however, this plan recommends the following prioritization: 1. Improve the frequency and service hours of the existing transit network; 2. Add local circulator routes within the region's most active centers; and 3. Create new connections to suburban and rural communities.

[2] Opportunities for improving the frequency of the Amtrak Downeaster are outlined in greater detail in the Improve Rapid Transit section. The frequency of ferry service provided by Casco Bay Lines to island communities is a delicate balance between meeting the needs of island residents as well as visitors and tourists. Casco Bay Lines works closely with each community to determine the appropriate schedule for each route. The highest priority for the ferry system is safety and maintaining a state of good repair.

- **Improve frequency and service hours of the existing network**

The areas of the region with current public transportation service that show the strongest potential for increasing frequency and service hour improvements include Portland, South Portland, Westbrook, and Biddeford and Saco. In Portland, the Casco Bay Lines ferry terminal and the Downeaster station (current or future location) stand out as focus areas for more frequent connections.

A new study underway, called *Transit Together*, will develop an implementation plan for a regionally coordinated and integrated transit network, including strategies to make the system more seamless to ride and more efficient to operate.

- **Add local circulator routes in key locations as demand warrants**

The local circulator routes are designed to provide high frequency service within the region's most active centers as well as tie into the proposed rapid transit corridors. For example, someone living in Westbrook could use a local circulator as a convenient way to get around Downtown Westbrook, or they could use it to connect to a rapid transit option to quickly get to Portland.

Table 6, below, shows the areas of the region with the strongest potential for local circulator routes.

TABLE 6:

IDENTIFIED AREAS FOR LOCAL CIRCULATOR ROUTES

Town/City	Area Served	Identified Need
Portland	• Portland Peninsula • Off-Peninsula neighborhoods	Portland is the largest city in the region (and Maine) and a major center of services. In addition to other types of trips, the most common commute pattern in the region is Portland residents commuting to jobs in Portland.
Westbrook, Gorham, Portland	• Main Street Westbrook • Downtown Gorham • Off-Peninsula Portland neighborhoods	Current service is focused on connections between Westbrook, Gorham, and the Portland Peninsula along Routes 25 and 302. There is also demand for service within these outer communities and Portland.
Biddeford – Saco	• Downtown Biddeford • Downtown Saco	Together, the two communities are one of the largest, and fastest growing, urban areas in the region.
Bridgton	• Downtown Bridgton • Bridgton Hospital • Bridgton schools	There is significant internal travel within Bridgton.
Windham	• North Windham • Windham Center • Little Falls	There are a substantial number of jobs in North Windham and a growing residential population.
Scarborough, South Portland	• Route 1 corridor • Oak Hill • The Downs • Maine Mall • Redbank / Brick Hill	Transit service in Scarborough is currently limited. What does exist is mainly focused on regional connections along the Route 1 and I-95 corridors and not internal travel within Scarborough. There is demand for local circulation both within and between Scarborough and South Portland.

Create New Connections

Table 9 provides estimates for the three proposed route connections to outlying suburban and rural communities. The estimates are based on a 30-minute frequency during peak periods and 1-hour frequency during off-peak periods with service seven days a week from 6 a.m. to midnight.

TABLE 9:

ESTIMATED NEW ROUTE CONNECTIONS COSTS

New Route Connections	Additional Vehicles	Vehicle Cost	Annual Operating Cost
Bridgton – North Windham	5	$2.3M	$2.5M
Gorham – Standish	3	$1.4M	$1.0M
Gray – Portland	6	$2.7M	$3.1M

Source: AECOM

Main Street in Bridgton in the fall. While Bridgton is currently served by RTP's Lakes Region Explorer, *Transit Tomorrow* recommends more frequent trips between Bridgton and North Windham to connect to a proposed rapid transit route between North Windham, Portland, and South Portland. Photo: GPCOG

9 Implementing the Plan

IMPLEMENTING THE RECOMMENDATIONS — the rapid transit corridors in particular — will be a challenging, long-term endeavor. Consideration must be given to building political and community support, identifying sustainable funding sources, and prioritizing projects for implementation. The strength of the shared regional vision must be the guiding path for the accumulated discrete decisions that will build the future public transportation systems of southern Maine.

Benefits of *Transit Tomorrow*

The suite of recommendations presented in *Transit Tomorrow* are transformational for the region. Improving the region's public transportation system, and access to it, can yield significant social and environmental benefits.

Emissions Reductions

To get a rough estimate of the greenhouse gas (GHG) benefits associated with *Transit Tomorrow*, the project team conducted an emissions comparison between Greater Portland's current public transportation network and the full build out envisioned in *Transit Tomorrow*. For this analysis, the project team used the Transportation Research Board's emissions calculator tool.[3] This Excel-based tool estimates the transit and land use benefits of existing and planned transit projects based on the difference between existing and proposed directional route miles and annual revenue miles of service.

Maine Won't Wait, A Four-Year Plan for Climate Action is Maine's Climate Action Plan. In June 2019, Governor Mills signed LD 1679 into law, to create the Maine Climate Council. The Council — an assembly of scientists, industry leaders, bipartisan local and state officials, and engaged citizens — was charged with developing the four-year Climate Action Plan to put Maine on the path to decrease greenhouse gas emissions by 45% by 2030 and 80% by 2050, and achieve carbon neutrality by 2045.

The increased transit ridership and land use changes envisioned in *Transit Tomorrow* would result in a 25.5 percent reduction in greenhouse gas emissions associated with vehicle travel.

Using the emissions calculator, the project team found the increased transit ridership and land use changes envisioned in *Transit Tomorrow* would result in a 25.5% reduction in greenhouse gas emissions associated with annual vehicle travel — the equivalent greenhouse gas emissions of 92,495 passenger vehicles driven for one year.[4]

In 2019, Governor Mills signed legislation to require the reduction of Maine's greenhouse gas emissions 45% by 2030 and by at least 80% by 2050. The recommendations in *Transit Tomorrow* move the region closer to achieving these goals. Of course, they do not get us all the way there. To meet the ambitious goal of reducing greenhouse gas emissions 45% by 2030, the Greater Portland region will need to embrace the full suite of strategies outlined in *Maine Won't Wait: A Four-Year Plan for Climate Action*, such as transitioning to electric vehicles (including electric transit vehicles), modernizing buildings, reducing carbon emissions in the energy and industrial sectors, and growing Maine's clean energy economy.

[3] The emissions calculator tool accompanies the Transportation Research Board's *"Transit Cooperative Research Program Report 176 "Quantifying Transit's Impact on GHG Emissions and Energy Use – The Land Use Component. (2015)"*

[4] U.S. Environmental Protection Agency (EPA) Greenhouse Gas Equivalencies Calculator. (Greenhouse gas emissions associated with annual vehicle travel will likely decline as electric vehicle adoption becomes more widespread).

Equitable Access

If the 2050 *Transit Tomorrow* network is fully realized, the benefits to residents of Greater Portland — and those who depend on public transportation the most — would be substantial. The table below shows the change in access (defined as the percent of the population living within ¾ mile of a transit route) between the existing transit network and what is envisioned by 2050 in the full build out of *Transit Tomorrow*.

To evaluate accessibility, the project team approximated corridors to reflect rapid transit routes and likely local connections based on development patterns. For the existing transit network, the table shows both the percent of the population living within ¾ mile of transit, as well as the percent of the population living within ¾ mile of frequent transit (average wait times of 20 minutes or less). Since every route in the proposed 2050 *Transit Tomorrow* network is frequent, just one column is shown.

Elm Street Pulse in Portland. Photo: GPCOG

TABLE 17:

***TRANSIT TOMORROW* ACCESS BENEFITS**

	Existing Transit Network		Proposed *Transit Tomorrow*
	Percent of population within ¾ mi. of transit	Percent of population living within ¾ mi. of frequent transit	Percent of population living within ¾ mi. of frequent transit[1]
People age 65 and over	56%	36%	61%
Racial/ethnic minorities	76%	61%	79%
People living in poverty	72%	54%	75%
Zero-vehicle households	87%	68%	88%
Total population	58%	39%	63%

[1] Every route in the 2050 *Transit Tomorrow* network is considered frequent.

As Table 17 illustrates, when just looking at the change between what exists now (regardless of frequency) and what is proposed, the accessibility benefits of the *Transit Tomorrow* network are relatively minor. However, when looking at the accessibility benefits between the frequency of what exists now and that proposed in *Transit Tomorrow*, the improvement is considerable.

Implementation Strategy

Transit Tomorrow is intentionally ambitious and would dramatically improve public transportation in our region. However, these improvements are expensive and cannot happen all at once. The implementation table below outlines our strategy for how to achieve the *Transit Tomorrow* vision, step by step, over the next 30 years.

TABLE 18a:

IMPLEMENTATION TABLE

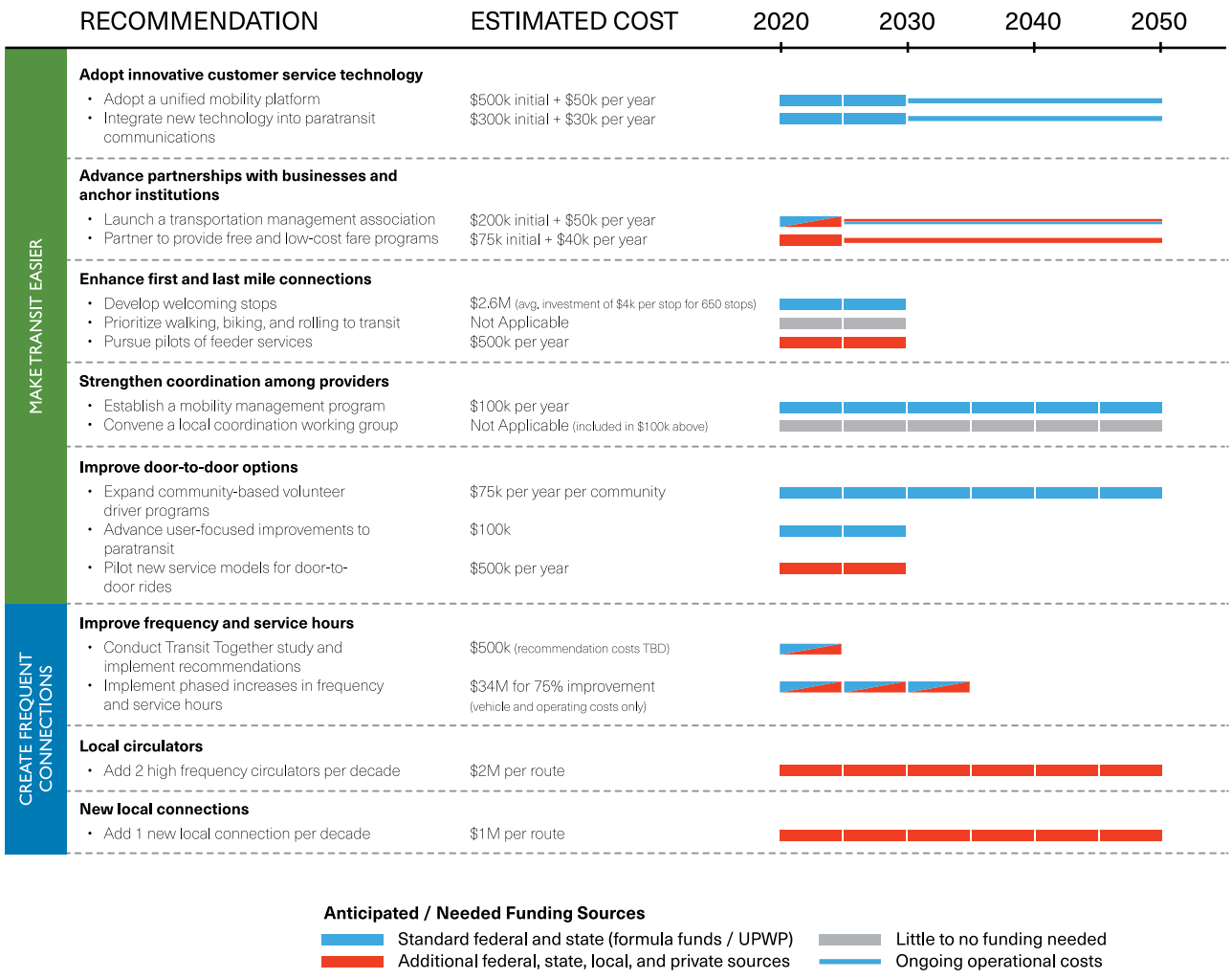
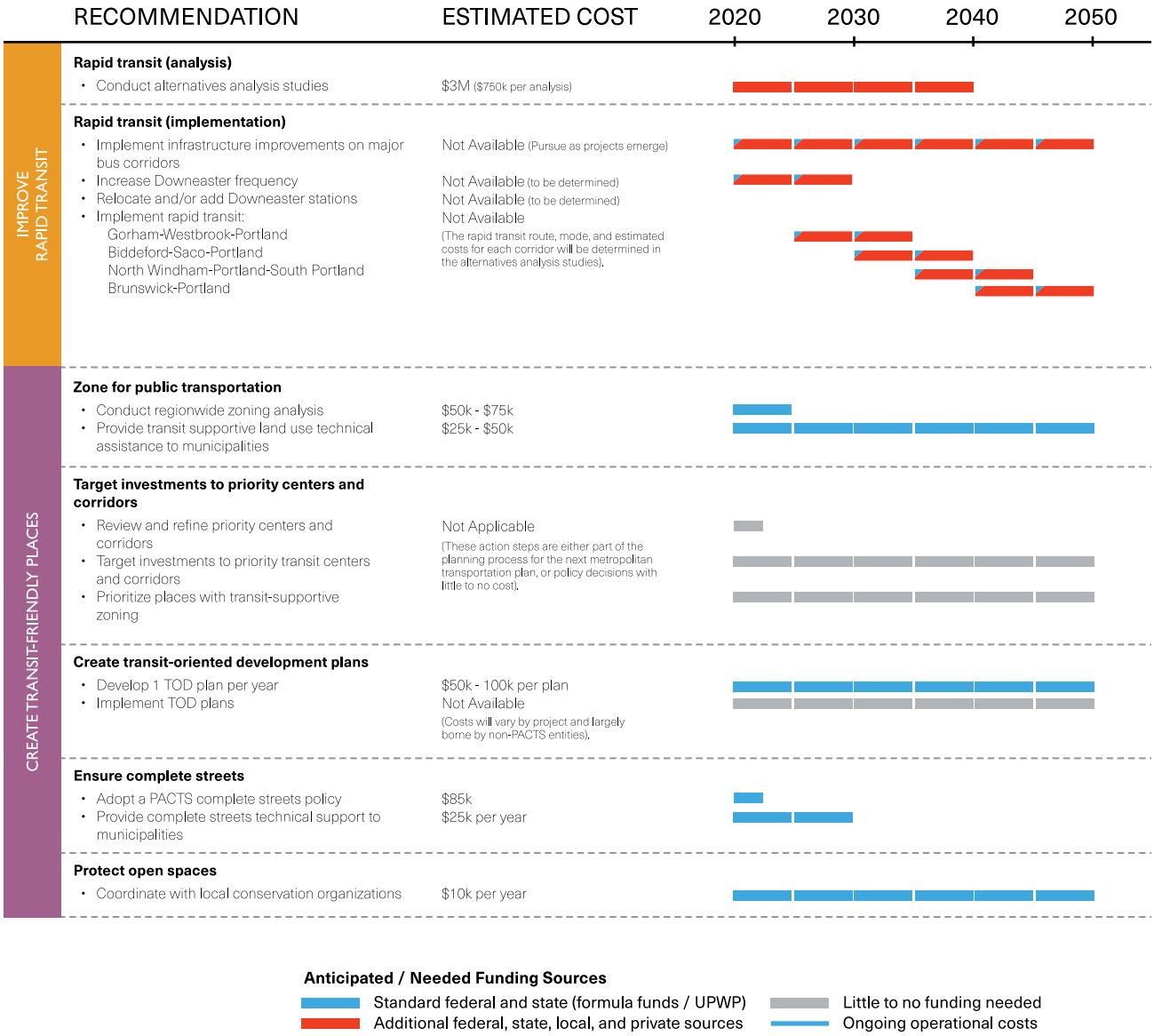


TABLE 18b:

IMPLEMENTATION TABLE



The next step for realizing this vision is to further refine the prioritization of implementation. The region is updating the metropolitan transportation plan, including the definition of priority corridors and centers, and identifying opportunities for agency coordination and integration. Reimagining the public transportation network through *Transit Together* will also require additional feasibility and impact studies in order to assess the need and phasing of implementation.

Transit Tomorrow should be revisited every 10 years to understand the impact of the previous decade. The region is changing rapidly, more detailed studies are being conducted, the short- and long-term impacts of the COVID-19 pandemic are uncertain, and technology is continually advancing, among other trends. Revisiting the plan periodically will ensure the implementation of improvements and solutions are relevant and continue to align with the region's vision and priorities.

Identifying Sustainable Funding

Realizing this bold vision will require steady contributions of new transit funding as well as aggressive pursuit of grants to develop the necessary technology, capital, and infrastructure solutions.

However, pursuing the vision can begin now within existing resources. Some of the Make Transit Easier recommendations are low-cost and can be funded through existing federal formula funds. Likewise, some of the Create Transit-Friendly Places recommendations can be accomplished through the biennial transit and highway planning funds regularly received by PACTS.

In the near term, there are potential partnerships with large employers or other institutional partners to establish Transportation Management Associations, and there may be opportunities to leverage roadway funding through federal Congestion Mitigation and Air Quality (CMAQ)-funded projects to build out transit facilities.

Over the longer term, the Federal Transit Administration (FTA) has competitive grant programs to support the higher-level infrastructure investments needed to implement rapid transit. The FTA's Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015, supports transit funding through fiscal year 2020.[5] With a new federal administration, the reauthorization of this act — and other FTA programs — is of the utmost importance.

Rider boarding BSOOB Transit's Blue Line. Photo: GPCOG

Examples include:

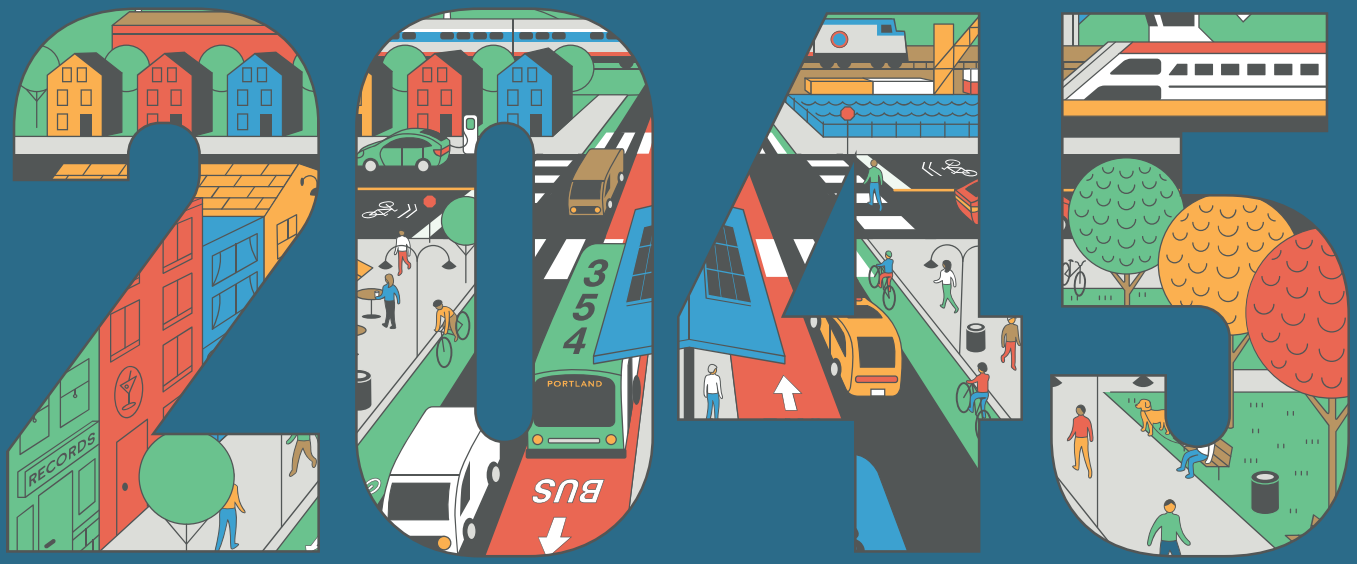
- **BUILD (Better Utilizing Investments to Leverage Development) Grants:** BUILD, formerly known as TIGER, provides competitive discretionary funding for projects with local and regional economic impacts, including transit-oriented development, rapid transit, multimodal projects, etc.
- **Capital Investment Grants (New Starts, Small Starts, Core Capacity):** This discretionary grant program focuses on capital investments in heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Extensive analysis prior to receipt of a grant agreement and continual evaluation by the FTA are part of these programs' requirements.
- **Grants for Buses and Bus Facilities Program (49 U.S.C. 5339):** These grants are available to states and designated recipients to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities including technological changes or innovations.
- **Expedited Project Delivery Pilot Program:** Authorized by Section 3005(b) of the FAST Act, this program is aimed at expediting delivery of new fixed guideway capital projects, Small Starts projects, or Core Capacity improvement projects through public-private partnerships and an existing public transportation provider.

It is important to note that as more people ride an enhanced and expanded public transportation network, formula funds will expand for the region, due to the nature of the formula.

While the federal government has typically funded 80% of the cost for transit improvements, covering the mandated 20% local match will require additional revenue. Local and regional partnerships and/or public-private partnerships could contribute to matching federal funds. Other regions with ambitious transit goals have dedicated local streams of funding, such as local option sales taxes, payroll taxes, transit-related tax increment financing (TIF) districts, parking and impact fees, or other sources of local revenue, to match and build upon federal apportionments.

[5] The "Relevant FTA FAST Act Grants" table, provided in the appendix to *Transit Tomorrow* on the project webpage, outlines the current FTA competitive and formula grant programs that may be applicable in implementing *Transit Tomorrow*.

CONNECT 2045



A Long-Range Transportation Plan for Greater Portland, Maine

DECEMBER 2022

Adopted by the PACTS Policy Board on 12/15/22.

Congress Street in Portland.
Photo Corey Templeton

CONTENTS

CONNECT 2045
Planning Greater Portland's Transportation Future

01

Connect 2045

CONTEXT

WHAT IS A LONG-RANGE TRANSPORTATION PLAN

& HOW IS IT DEVELOPED?

FOR THOSE not immersed in it, the world of transportation planning can be a complicated and inaccessible field. This chapter puts everything in context, providing a high-level summary to questions like: "What is a long-range transportation plan?" "What function does it serve?" And, "How was it developed?" We document — in a straightforward way — how we created *Connect 2045* over the last 18-months, everything that went into it (from public opinion, to data, to state/federal requirements, to recent planning efforts), and how we intend to use it over the next five years. Ultimately, *Connect 2045* is both a shared vision for what we want our transportation system to look like 20-years from now, as well as an action plan for how to get there.

What is PACTS?

The Portland Area Comprehensive Transportation System (PACTS) is the metropolitan planning organization (MPO) for the Greater Portland region. In this role, PACTS coordinates transportation planning and investment decisions with the state, municipalities, and public transportation partners, and directs the spending of more than $34 million in transportation funding each year.

Primary Responsibilities

All metropolitan planning organizations must produce, and periodically update, the following work products:

- **Long-Range Transportation Plan**
  This plan establishes a regional vision for transportation decisions and investments and has a time horizon of 20 years.
- **Transportation Improvement Program**
  This is a four-year fiscally constrained list of projects to be completed with federal funds in the region.
- **Unified Planning Work Program**
  Updated every two years, the unified planning work program describes transportation studies and other planning tasks the metropolitan planning organization intends to undertake in the region.

The transportation improvement program, the unified planning work program, and many other policies and decisions are informed by the vision and direction of the long-range transportation plan.

Organizational Structure

PACTS is governed by a Policy Board comprised of a diverse mix of local, state, and federal officials, public transportation providers, and other regional representatives.

The Role of an MPO

Metropolitan Planning Organizations (MPOs) are required by the U.S. Department of Transportation in metropolitan regions with populations over 50,000 in order to qualify for federal highway and transit funds.

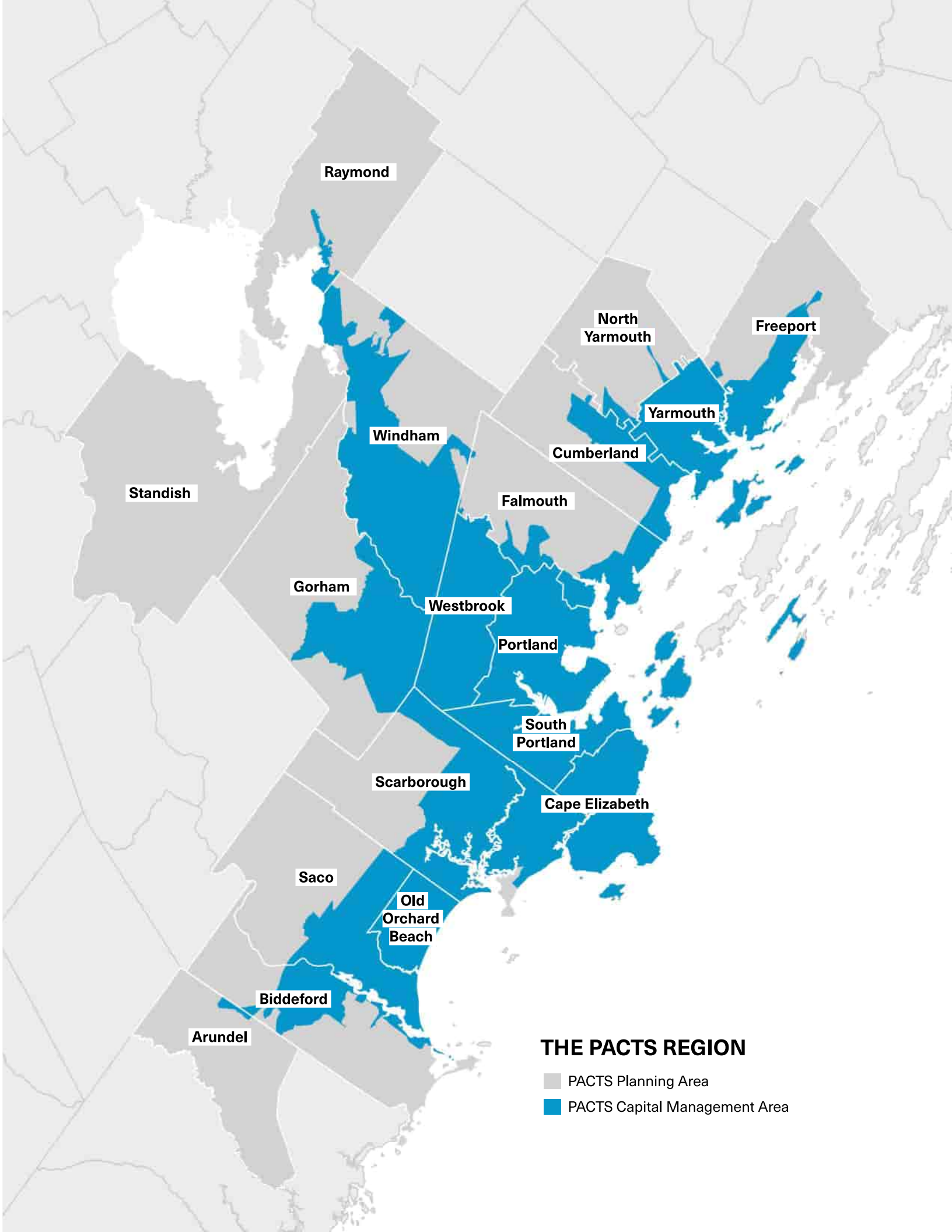
MPOs provide ongoing regional coordination of transportation investment decisions and develop solutions to regional transportation challenges. Among other responsibilities, MPOs maintain a regional transportation vision, conduct transportation studies, allocate federal funds, and engage the public in planning processes.

The Policy Board is the primary decision-making body of PACTS and endorses all policies, projects, and programs, including the long-range transportation plan. The Policy Board is supported by the Executive Board (a subset of the Policy Board) and the Regional Transportation Advisory Committee.

In 2020, PACTS became part of the Greater Portland Council of Governments (GPCOG) as approved by the former PACTS Policy Committee and GPCOG General Assembly. PACTS has retained its responsibilities as the region's metropolitan planning organization while GPCOG provides staff support and implements PACTS policies and projects.

The PACTS Region

The PACTS region includes 18 municipalities in Cumberland and York Counties (see map on next page). The "planning area" determines eligible locations for transportation planning studies, projects, and programs. The "capital management area" is a subset of the planning area. It is the federally designated urbanized area (adjusted based on local and state input) that determines eligible locations for capital investments (e.g., design, engineering, and construction projects).


Raymond
North Yarmouth
Freeport
Yarmouth
Windham
Cumberland
Standish
Falmouth
Gorham
Westbrook
Portland
South Portland
Scarborough
Cape Elizabeth
Saco
Old Orchard Beach
Biddeford
Arundel
THE PACTS REGION
PACTS Planning Area
PACTS Capital Management Area

What is a Long-Range Transportation Plan?

FEDERAL LAW requires that all urbanized areas with populations over 50,000 in the United States develop a long-range transportation plan in order to maintain eligibility for federal programs. The long-range transportation plan serves two major functions. First, it establishes the collective vision and goals of the region. Second, it guides decision-making and prioritizes investments.

Among other requirements, long-range transportation plans must focus on all modes of travel (including transit, freight, bicycles, and pedestrians), consider a time horizon of 20 years, include performance measures to track progress towards the plan's goals, and be updated every five years. The plans are updated to account for shifts in national policy as well as local community issues and concerns, growth and development patterns, travel behavior, technological advances, and fluctuations in available funding.

Connect 2045 is the long-range transportation plan for Greater Portland. It is a shared, regional vision that guides decision-making and outlines how we intend to invest in the transportation system over the next 20 years. The plan establishes goals and objectives for the region and sets a bold, strategic direction for how we can improve our network of roadways, transit services, and walking and biking facilities to meet our present and future needs.

In keeping with requirements, PACTS will continue to update our long-range transportation plan every five years. The next update to *Connect 2045* will occur in 2025 and consider a planning horizon out to 2050.

Connect 2045 sets a bold, strategic direction for how we can improve our network of roadways, transit services, and walking and biking facilities to meet our present and future needs.

State Goals & Policies

IN ADDITION TO considering what we heard from the public, and incorporating key elements of recent planning efforts, *Connect 2045* is strongly guided by a selection of relevant statewide goals and policies. Primarily, the ambitious greenhouse gas reduction goals in *Maine Won't Wait,* as well as the principles of providing safe and accessible streets for all users that are outlined in MaineDOT's Complete Streets Policy.

Maine Won't Wait

In 2020, Maine unveiled the four-year Climate Action Plan, *Maine Won't Wait*, which aims to decrease greenhouse gas emissions in the state by 45% by 2030 and 80% by 2050, and achieve carbon neutrality by 2045.

The plan pays special attention to addressing transportation, which is responsible for 54% of Maine's annual greenhouse gas emissions. To meet the state's emission reduction goals by 2030 and 2050, we must pursue "aggressive transition strategies and innovative solutions within this sector." The three primary strategies identified in *Maine Won't Wait* are:

1. Accelerate Maine's transition to electric vehicles;
2. Increase fuel efficiency and alternative fuels; and
3. Reduce vehicle miles traveled.

Since its release, the state is actively funding the plan's climate and energy priorities and monitoring progress towards its goals.

Complete Streets

Approved in 2014, the MaineDOT's Complete Streets Policy outlines how the agency and its project partners will consider the needs of all users when planning and developing projects.

The policy recognizes that pedestrian and bicycle infrastructure such as sidewalks, bike lanes, separated facilities, and Americans with Disabilities Act (ADA) accessible transit stops and routes are crucial elements of the transportation system.

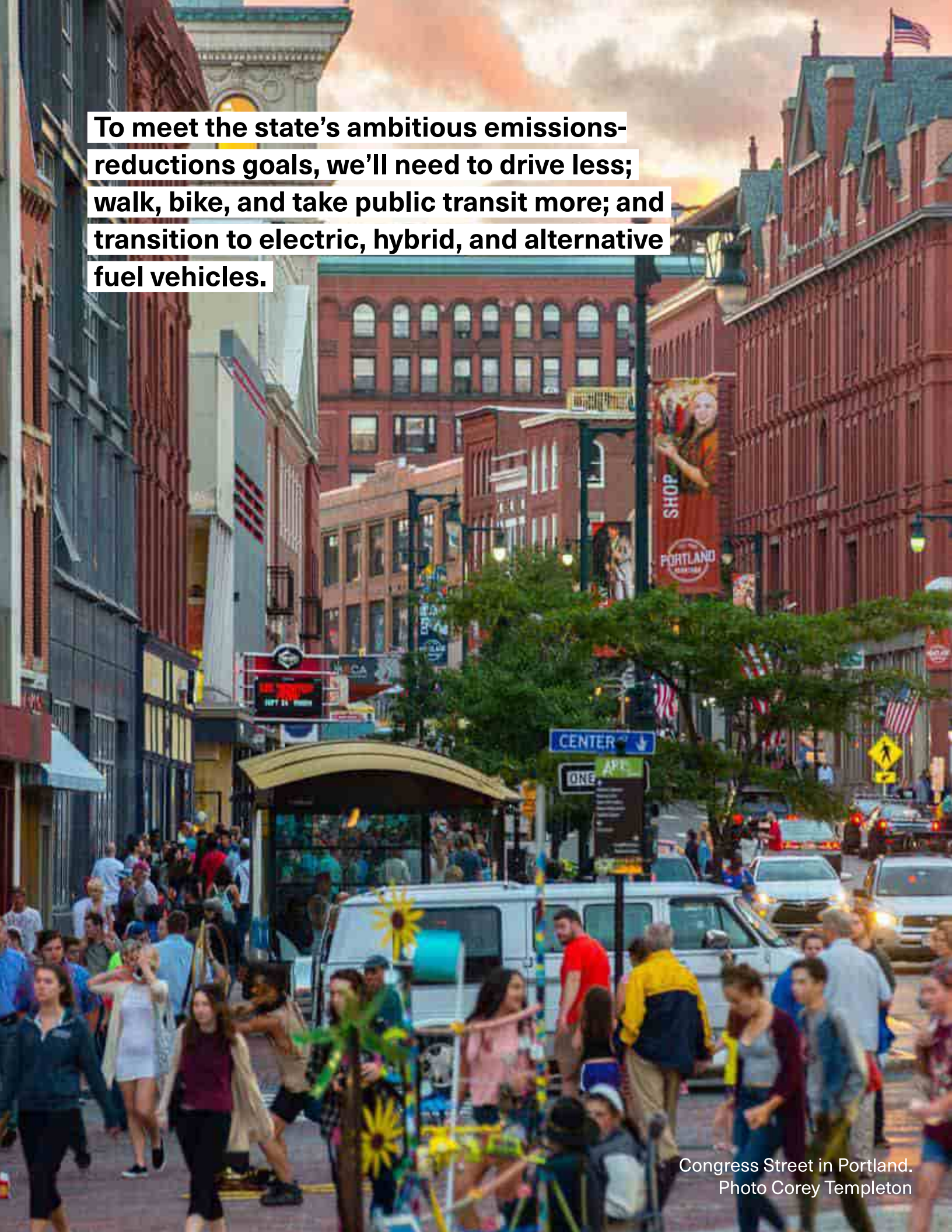
Transportation
is responsible for

54%

of Maine's annual greenhouse gas emissions.

Maine Won't Wait,
A Four-Year Climate Action Plan

In June 2019, Governor Mills signed LD 1679 into law, to create the Maine Climate Council. The Council (an assembly of scientists, industry leaders, bipartisan local and state officials, and engaged citizens) was charged with developing the four-year Climate Action Plan to put Maine on the path to decrease greenhouse gas emissions by 45% by 2030, 80% by 2050, and achieve carbon neutrality by 2045.



To meet the state's ambitious emissions-reductions goals, we'll need to drive less; walk, bike, and take public transit more; and transition to electric, hybrid, and alternative fuel vehicles.

Congress Street in Portland.
Photo Corey Templeton

PART 1:

OUR TRANSPORTATION SYSTEM

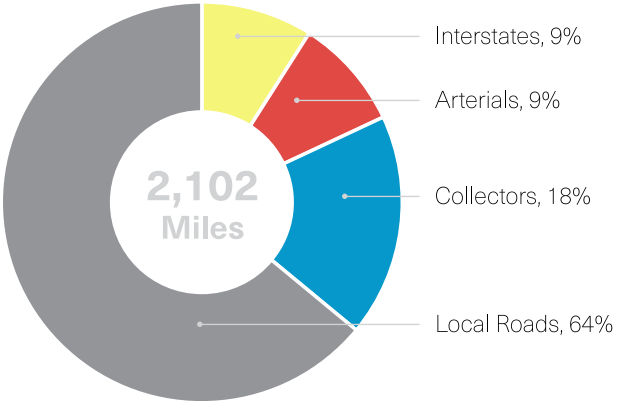
The Road Network

IN THE PACTS REGION there are approximately 2,102 miles of publicly maintained roads. Of these, 739 miles (or 36%) are interstates, arterials, and collector roads that the MaineDOT, Maine Turnpike Authority, and PACTS are tasked with maintaining and improving. The remaining 1,363 miles (or 64%) are local roads maintained by the municipalities.

Road Classification

The federal functional classification system uses established guidelines to determine how roads are planned and engineered. A road's classification helps inform speed limits, design, and accessibility, among other considerations.

- **Interstates** are designed for mobility, high-speeds, and long-distance travel. Interstates in the region include I-95 (the jurisdiction of the Maine Turnpike Authority) and I-295 (the jurisdiction of the MaineDOT). Altogether, there are 183 miles of interstate to maintain in the region.
- **Arterials** are the main routes connecting cities and towns to the highway network. Arterials have limited access from adjacent roads and provide the fastest, most direct method of travel (though speed limits are typically lower in urban areas). There are 183 miles of arterials in the region. Although it varies by location, jurisdiction and responsibility for arterial roads is shared between MaineDOT, local municipalities, and PACTS.



Road Classification in the PACTS Region
Although collector, arterial, and interstate roadways represent roughly 1/3 of total miles, they carry the majority of vehicle traffic.

- **Collectors** link smaller towns, villages, neighborhoods, and major facilities to the arterial network. Traffic is collected from local residential roads and delivered to the nearest arterial. There are 373 miles of collector roads in the region. Similar to arterials, jurisdiction and responsibility for collector roads is shared between MaineDOT, local municipalities, and PACTS depending on the location.
- **Local Roads** are the most common roads. They are specifically designed to have high accessibility and functionality for all modes and all users. Local roads connect to collector and arterial roads and are typically not used for thru-traffic. In the PACTS region, there are 1,363 miles of local roads which are maintained by municipalities.

The Public Transportation Network

GREATER PORTLAND is home to Maine's largest public transportation network. Seven transit agencies (described below) provide bus, ferry, rail, and demand-response service across 13 municipalities. The network also provides access to and from other key destinations outside the region, including Brunswick to the northeast, the Lakes Region to the northwest, and New Hampshire and Boston to the south. The public transportation system typically provides over four million annual trips and serves as a critical lifeline for those who do not have access to personal vehicles. *Transit Tomorrow* (discussed shortly) serves as the region's long-range public transportation plan. As such, this section of *Connect 2045* is brief; it is intended to review the transit network and highlight recent efforts to implement *Transit Tomorrow*'s goals.

BUS SERVICE

The region has three bus service providers.

Biddeford Saco Old Orchard Beach (BSOOB) Transit is an urban fixed-route bus network in Biddeford, Saco, and Old Orchard Beach with regional service to Scarborough, South Portland, and Portland.

Greater Portland METRO is an urban fixed-route bus network in Portland and serves surrounding communities as far west as Gorham and north as Brunswick with regional service.

South Portland Bus Service (SPBS) is an urban fixed-route bus network in South Portland with service to Portland and Scarborough.

BUS & DEMAND RESPONSE SERVICE

Two agencies provide both bus and demand response services.

Regional Transportation Program (RTP) operates both a shared-ride demand response service that requires riders to book trips in advance and the Lakes Region Explorer — a fixed route bus service between Bridgton and Portland. RTP is the ADA paratransit provider for Cumberland County and provides many MaineCare-funded rides.

York County Community Action Corporation (YCCAC) provides a number of transportation services including shared-ride demand response, flex-route services, MaineCare-funded rides, and seasonal trolleys.

FERRY

Casco Bay Lines (CBL) is a ferry service connecting the Casco Bay islands to each other and with Portland.

RAIL

Northern New England Passenger Rail Authority (NNEPRA) manages the operations of the Downeaster, a passenger rail service that runs between Boston, Portland, and Brunswick with intermediate stops.

Other Transportation Providers

In addition to the public transit agencies, there are many private and nonprofit transportation providers.

INTERCITY BUS OPERATORS

- **Concord Coach** offers service from Portland to Boston, Bangor, and New York City.
- **Greyhound** provides service between Portland and other cities in Maine and the Northeast.
- **Mermaid** provides daily van transportation service between Portland and Logan and Manchester Airports.

COMMUTER PROGRAMS

- **GO MAINE** is the statewide travel resource program. The program matches up carpoolers, helps form vanpools, and rewards members for green commutes (carpooling, vanpooling, walking, biking, taking transit, or teleworking).

DOOR-TO-DOOR SERVICE

- **Independent Transportation Network** is a non-profit, fee-based service that provides door-to-door service to seniors and to persons with visual impairments. The service operates seven days a week, 24-hours a day within a 15-mile radius of Portland.
- A number of communities in the region have **Volunteer Driver Programs.**
- Several **Taxi** services operate within the region (including water taxi service).
- **Uber / Lyft** operate within the urban areas of the region.

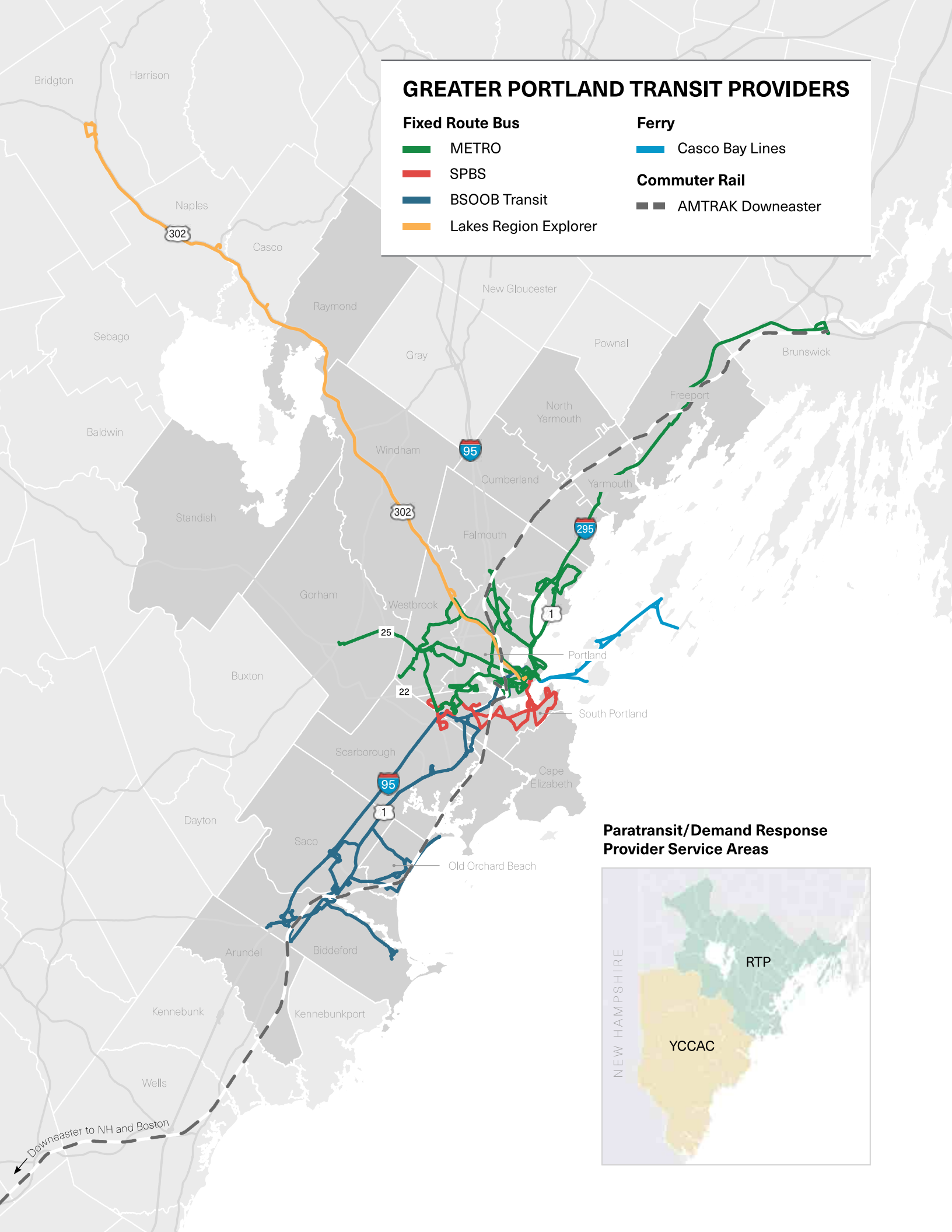
FERRY SERVICE

- **Chebeague Transportation Company** is a nonprofit corporation that provides ferry service between Chebeague Island and Cousins Island.

Existing Level of Service

The map on the next page shows the extent of Greater Portland's existing public transportation network. The following briefly outlines the extent of existing services.

- **Fixed-route bus service** is provided to 13 municipalities in the region, though some operators provide connections beyond the region. Much of this service is concentrated in Biddeford, Old Orchard Beach, Portland, Saco, South Portland, and Westbrook. These municipalities have the relatively higher populations and higher densities necessary to sustain fixed-route service. Frequencies and hours of operation vary, but vehicles typically run at least every 60 minutes, with service generally starting up by 6:00 am on weekdays. Weekend service is typically less frequent and has shorter hours of operation. There are several longer-distance routes extending beyond the urban core. GP Metro offers the BREEZ to Brunswick and the Husky Line to Gorham, and RTP offers the Lakes Region Explorer to Bridgton. These services run fewer trips per day and have fewer stops, generally focused on serving town and neighborhood centers.
- **Demand-response and ADA paratransit service** is provided by RTP and YCCAC in Cumberland and York counties, respectively.
- **Passenger rail service** is provided by the Amtrak Downeaster across and beyond the region. In addition to stations in Saco, Old Orchard Beach (seasonally), Portland, and Freeport, service continues north to Brunswick and south to New Hampshire and Boston. There are five trains per day, with service departing Portland southbound between approximately 5:00 a.m. and 6:30 p.m. and northbound between approximately 11:30 a.m. and 1:00 a.m. An additional northbound train, aimed at serving morning commuters to Portland, will be introduced in the coming years. MaineDOT and NNEPRA are also currently evaluating the feasibility of rail service connecting Lewiston/Auburn to Portland.
- **Ferry service** is provided by Casco Bay Lines which operates passenger and car ferry service to Peaks, Great Diamond, Little Diamond, Long, Chebeague, and Cliff Islands in Casco Bay, as well as freight hauling service.


GREATER PORTLAND TRANSIT PROVIDERS
Fixed Route Bus
METRO
SPBS
BSOOB Transit
Lakes Region Explorer
Ferry
Casco Bay Lines
Commuter Rail
AMTRAK Downeaster
Bridgton
Harrison
Naples
302
Casco
Raymond
New Gloucester
Sebago
Gray
Pownal
Brunswick
Freeport
North Yarmouth
Baldwin
Windham
95
Cumberland
Yarmouth
Standish
302
Falmouth
295
Gorham
Westbrook
1
25
Portland
Buxton
22
South Portland
Scarborough
Cape Elizabeth
95
1
Dayton
Saco
Old Orchard Beach
Arundel
Biddeford
Kennebunk
Kennebunkport
Wells
Downeaster to NH and Boston
Paratransit/Demand Response Provider Service Areas
NEW HAMPSHIRE
RTP
YCCAC

Peer Region Analysis

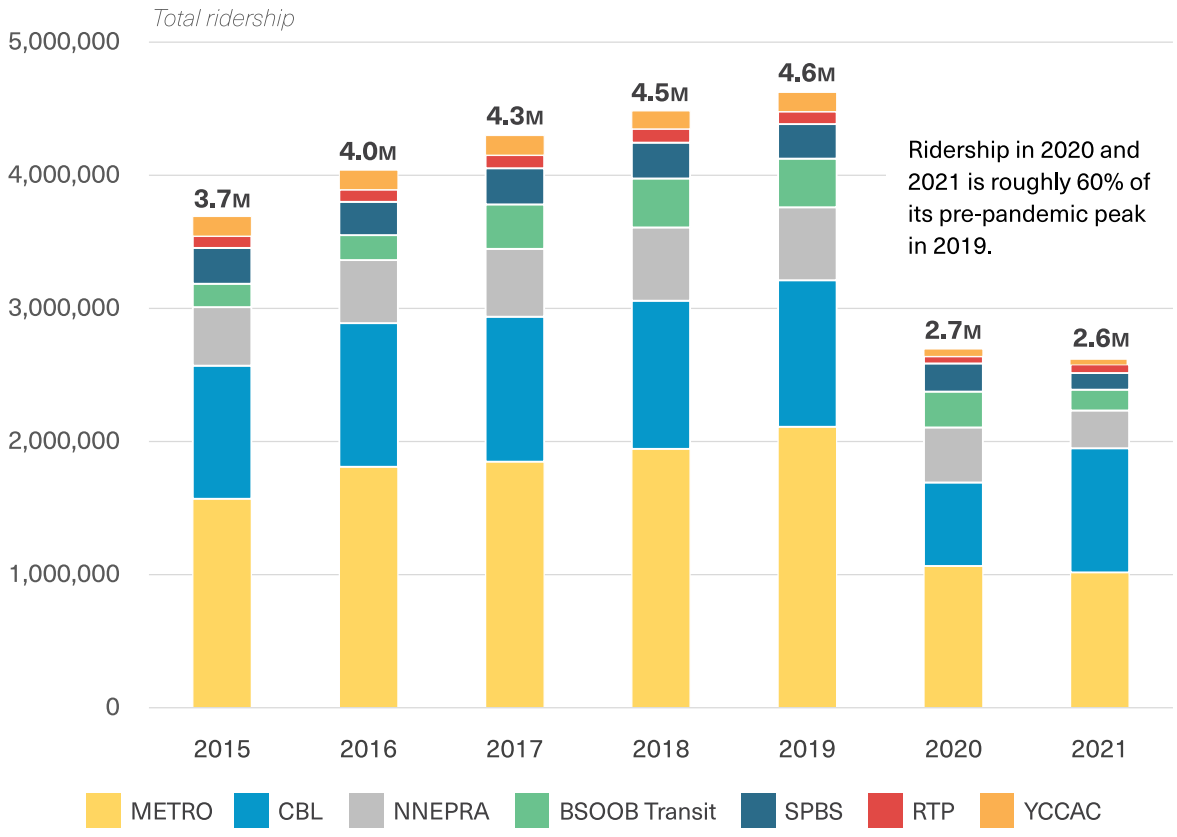
There are seven transit providers operating in our region. Public feedback tells us it can create confusion among riders and discourage new riders from learning the system. It also can create administrative challenges. On the other hand, the region enjoys a truly multimodal system that gives riders travel options both throughout and beyond the region.

Analysis conducted as part of the *Transit Tomorrow* plan (discussed in the following pages) found that the performance of our transit system lags behind that of our peers. Several of our peer cities feature 15- to 20-minute frequencies during peak times and have longer hours of operation. Low frequencies and short hours of operation are among the most critical system deficits. Without these investments transit is often not a competitive alternative to driving.

Ridership Trends and the Pandemic

Prior to the COVID-19 pandemic, transit ridership was on an upward trajectory. As the graph below shows, between 2015 and 2019 the total ridership of all seven transit agencies grew by approximately six percent per year, going from 3.7 million trips in 2015 to a record 4.6 million trips in 2019.

Unfortunately, the public transit agencies suffered a catastrophic blow to ridership with the onset of the pandemic. Ridership totals for 2020 and 2021 plummeted to roughly 60% of their pre-pandemic high in 2019. Across the country, it remains unclear to what degree transit riders will return to their pre-pandemic travel patterns. PACTS is committed to promoting projects and other efforts that encourage ridership recovery and attract new riders.



Transit Tomorrow

Despite the massive disruption caused by the pandemic, the region's public transportation agencies have a clear direction forward. Adopted by the PACTS governing body in 2021, *Transit Tomorrow* is an ambitious 30-year strategic plan for enhancing public transportation in the region. Written during the pandemic, *Transit Tomorrow* doubles down on public transportation as an essential strategy for achieving the region's economic, environmental, equity, and land use goals.

A core tenet of the plan, shown in the vision statement to the right, is that we strive for a public transportation system that is, "faster and more affordable than driving a car." To achieve this bold and transformative vision, the plan is centered around four major goals.

1. **Make Transit Easier** through such measures as developing welcoming stops and adopting innovative customer service technologies (among other strategies);
2. **Create Frequent Connections** by improving the core functions of our existing service (increasing frequency, expanding service to new places, extending hours of operation);
3. **Improve Rapid Transit** on key corridors to make transit faster and more affordable than driving a car; and
4. **Create Transit-Friendly Places** that support more development intensity in urban areas already served by transit.

Among other efforts, two major follow up studies are currently underway to begin to advance the goals of *Transit Tomorrow.* Described in the following pages, these are *Transit Together* and the *Rapid Transit Study.*

Transit Tomorrow's

Vision

Our vision is that by 2050...

"Using our region's public transportation is **faster and more affordable than driving a car.** Our system is funded sustainably and provides reliable and seamless transportation for our community, including commuters, mainland and island residents, and those with limited mobility options. Our communities support the long-term viability of public transportation by focusing new homes and jobs where people already live and work."

Above: The region's transit agencies met to discuss potential changes to the transit network at a workshop in June 2022.

Below: The *Transit Together* team collecting feedback from the public on proposed scenarios for improving the region's bus network.

Photos: GPCOG

Transit Together

Guided by the "Make Transit Easier" and "Create Frequent Connections" goals of *Transit Tomorrow*, the *Transit Together* study is aimed at cultivating a more seamless and integrated regional transit system. The study, which is currently underway, includes two major efforts:

1. **A regionwide network design.** The region's transit network has developed over many years in a piecemeal and uncoordinated fashion. Informed by public priorities and input from other key stakeholders, the region's transit agencies are working collaboratively to examine the network from a regional perspective based on where existing demand for transit is across the region and what resources are available to serve that demand. This work will result in a network that is better coordinated and will help make transit easier and more convenient for riders. Network redesigns around the country have been effective in driving increased ridership and better serving both transit-dependent people and new riders.
2. **Regional initiatives.** Seven different transit agencies in a region our size can create administrative challenges and confusion for riders. In this task, the agencies are evaluating opportunities for increased coordination and collaboration across agencies, including regional service standards such as unified fare payment, integrated branding, and more.

Transit Together intends to improve bus service in the Greater Portland region using existing resources and by introducing microtransit where practical. Microtransit is an on-demand transit service where riders can call, or use an app, to schedule a small transit vehicle (for example, a minivan) to drive them to and from their requested destination, or nearby location. (See page 42 for more information on microtransit).

Microtransit: A map of Kansas City's "RideKC" microtransit service. Courtesy: Kansas City Star

Transit Fleet Electrification: A rendering of Casco Bay Lines new hybrid/ electric ferry boat, estimated to be deployed in 2024. Photo: Casco Bay Lines

Microtransit

Across the country, transit agencies are introducing new technologies to better match the level of service they provide with rider demand. In rural and suburban areas where transit demand is low, microtransit can provide service in place of fixed-route transit. In urban areas, it can fill the gaps between fixed routes and help with first mile and last mile connections.

Microtransit is an on-demand service where riders can request a ride in real-time via an app on their phone. A software program then uses this information to dynamically match riders and drivers. The service uses multi-passenger vans, shuttles, or small buses so people traveling in the same direction can share a vehicle. Microtransit is typically offered within a specified geography or neighborhood. People within the zone can then request a ride to anywhere else within the zone.

As an emerging new technology, microtransit helps transit agencies focus fixed-route service on corridors with higher densities and higher ridership, while still providing service to areas with more scattered demand when it is needed.

Vehicle Electrification

Converting transit fleets from diesel to electric is a major priority for the region's transit agencies. In addition to reducing air pollution and environmental impacts, electric buses are safe, reliable, and quiet. METRO and BSOOB Transit recently received a Federal Transit Administration Lo/No (low emissions/no emissions) grant as well as matching dollars from MaineDOT to purchase electric buses and related charging infrastructure. Additional planning and investments are necessary to increase the fleet of electric buses. In 2022, MaineDOT is developing a Transit Bus Electrification Plan to help transit agencies with this transition.

Converting transit fleets to electric vehicles is not limited to buses. A new vessel for Casco Bay Lines, estimated to be deployed in 2024, will feature a diesel-electric hybrid propulsion system. This will be the first ferry of its kind in the region.

Decarbonization of Transportation

MAINE HAS SET THE GOAL to reduce greenhouse gas emissions by 45% by 2030 and 80% by 2050, and to achieve net-zero carbon emissions by 2045. In line with the state's goals, *Connect 2045* calls for a 70% reduction in transportation greenhouse gas emissions by 2045 (see Chapter 4 Evaluating Progress).

Reducing emissions through clean transportation is a crucial step to meeting these aggressive goals. As previously noted, transportation is responsible for 54% of Maine's annual greenhouse gas emissions. Our state's rural character and relatively low emissions from other sectors (i.e., electricity generation) make transportation emissions disproportionately high compared to other states.

Connect 2045 calls for a **70% reduction** in transportation greenhouse gas emissions by 2045.

There are three major ways to decarbonize transportation: 1) electrify light, medium and heavy-duty vehicles, 2) use alternative fuels for vehicles that cannot be electrified, and 3) reduce the number of miles we drive.

1 VEHICLE ELECTRIFICATION

Combined with reducing the total number of miles traveled and improving vehicle efficiency, the most significant reductions of greenhouse gas emissions in the transportation sector will come from the long-term and large-scale electrification of transportation systems. To achieve its emission reduction goals, Maine will need to put 41,000 light-duty electric vehicles (EVs) on the road by 2025 and 219,000 by 2030.

Currently, EVs account for less than 0.5% (7,000 light-duty vehicles) of registered vehicles in Maine, but that number is increasing rapidly as the number and diversity of EV car models increases.[16]

Medium- and heavy-duty vehicles produce 27% of Maine's transportation greenhouse gas emissions, so the electrification of these vehicles is also key to reaching the state's climate goals.

Our region's bus transit agencies are doing their part — Greater Portland METRO, South Portland Bus Service and BSOOB Transit are aiming to be all-electric by 2040. The first few electric buses are already in service, and more are on the way. School buses are also being electrified as national funding is made available through the EPA. In 2022, 13 school districts in Maine were awarded a total of over $13.3 million to purchase 34 zero-emission school buses.

While electric vehicles can play an important role in reducing emissions, their batteries require large amounts of raw materials, including lithium, nickel, and cobalt — mining for which has climate, environmental, and human rights impacts. When the batteries reach the end of their useful lives, they must also be properly recycled to avoid widespread electronic waste. As electric vehicles gain in popularity, these issues must be properly addressed.

[16] *Maine's Climate Future: 2020 Update*. University of Maine.

The region's bus agencies are aiming to be all-electric by 2040. The first electric buses are already in service.

Greater Portland METRO's new electric bus driving past a recently installed creative bus shelter. Photo: Denise Beck

EV Charging Stations

Increasing the number of electric vehicles will require significant investment in charging infrastructure. There are currently over 550 public EV charging ports at almost 300 locations across Maine, with Greater Portland now hosting almost 150 charging ports at 80 locations. However, several communities have no public chargers. To stay on target to meet *Maine Won't Wait*'s emissions reductions goals the number of charging stations in Maine will need to roughly double by 2025.

To meet our emissions reductions goals the transition to electric vehicles will need to go beyond just light duty passenger vehicles.

Top: An electric school bus on display at an electric/alternative fuel vehicle event in Boston. Electric school buses exist and are on the cusp of widespread adoption. Mount Desert Island High School was the first school in Maine to add an electric school bus to its fleet in September 2021. Photo: GPCOG

Middle: A Mack electric work truck at the the electric/alternative fuel vehicle event in Boston. Photo: GPCOG

Bottom: BSOOB Transit's new electric bus. Photo: BSOOB Transit

EV Policies, Programs, and Incentives

Shifting to clean transportation will require policy changes, updated regulations, and increased incentives (not everyone can afford an EV). In addition to encouraging travel that does not rely on private vehicles, municipalities will need to adopt policies that promote the use of EVs and the installation of charging infrastructure. For example, municipal governments have a key role to play in updating codes and regulations to require new developments to incorporate charging stations.

Several programs and initiatives across the state are already helping advance the use of alternative fuels for clean transportation.

- **Efficiency Maine Trust** provides rebates and incentives for electric vehicles and charging stations to encourage consumers to go electric.
- **Maine Clean Communities (MCC)** is a coalition of stakeholders working to reduce emissions from transportation. With support from the Department of Energy, the coalition holds educational webinars, provides vehicle demonstrations, and supports fleets with technical assistance and training.
- **Drive Electric Maine** is a public and private-sector electric vehicle stakeholder group working together to accelerate the adoption of electric vehicles and the expansion of charging infrastructure throughout Maine.
- The **Environmental Protection Agency's SmartWay Program** helps improve efficiency and save money with new technologies within the heavy-duty freight transportation sector.

2 ALTERNATIVE FUELS

Electrification of some medium- and heavy-duty vehicles (and vehicles with long-duty cycles) is technically challenging. Where electrification is not currently practical, alternative fuels like renewable natural gas, hydrogen and other fuels are being evaluated. The state is using renewable biofuels as an immediately available, cleaner option in state and municipal fleets. Biodiesel can be used immediately in vehicles without additional modification to reduce lifecycle emissions as other alternative fuel technologies are evaluated and developed.

Directing more growth and development towards the region's villages, downtowns, and urban areas, where people can easily access their most basic day-to-day needs within walking distance (or take transit for longer trips), can reduce our reliance on driving and significantly cut down on emissions. **Left:** The pedestrian bridge connecting Biddeford's Mill District to Saco Island. Photo: Corey Templeton. **Right:** The pedestrian bridge connecting Downtown Westbrook. Photo: Roger McCord

3 REDUCING VEHICLE DEPENDENCY

While transitioning to electric vehicles is something we can do immediately — with quantifiable results — reducing our overall reliance on driving can also deliver big gains. Changing how we get around and minimizing the number of trips we take by car will require overcoming deeply embedded behaviors and lifestyles. Alternative transportation options, such as walking, biking, and taking public transportation are all more environmentally friendly than driving. But for people to choose them, these options need to be just as convenient as driving a car, if not more so.

The way our streetscapes and public spaces are designed can play an outsized role in deciding what choices we make. If there are no sidewalks, bike lanes, or transit service in sight when you walk out the door, the most obvious option is to drive. With the rise of "micromobility" solutions, such as electric bikes and scooters, there are more options than ever before, but they must be convenient and safe to gain traction.

Especially considering the pandemic, many communities in the region are rethinking the role of the public right-of-way. To support local businesses, communities have transformed parking spaces into dining spots. To encourage walking and bicycling, communities have closed some streets to vehicle traffic. Many communities have also adopted Complete Streets policies to ensure that all users and all modes are considered in future roadway projects.

In the big picture, directing more growth and development towards the region's villages, downtowns, and urban areas — where people can easily access their most basic day-to-day needs within walking distance or on public transit — can reduce our reliance on driving and significantly cut down on emissions.

Transportation Equity

THERE IS INCREASING RECOGNITION of inequalities that exist in our society today. Since transportation touches every aspect of our lives (where we live, work, play, and go to school) it is critical to consider equity in all transportation decisions and investments.

Historically, in the United States, and in our region, not all communities have received the same benefits from transportation investments, and some communities have had to shoulder a disproportionate share of the burden. Beginning with the forced displacement of indigenous peoples from their ancestral lands, the racist legacy of our transportation and housing systems is still evident today. Redlining, racialized residential segregation, highway building in predominantly black and ethnic minority neighborhoods, and lack of investment in urban mass transit have also shaped our current housing and transportation systems.

PACTS is committed to evaluating all decisions, policies, and investments with an equity lens.

In 2021, the Biden-Harris administration created the Justice40 Initiative to "confront and address decades of underinvestment in disadvantaged communities." The initiative ensures that at least 40% of the benefits of all federal investments — including transportation investments — go to disadvantaged communities.

PACTS recognizes the important role we play in redressing past disparities and developing an equitable transportation system that is accessible to everyone going forward. As the region's population continues to grow and change, PACTS is committed to evaluating all decisions, policies, and investments with an equity lens. The first step in doing so is to have a full understanding of where traditionally — and currently — underserved communities reside and how our transportation investments are serving their needs.

Traditionally Underserved Communities

To understand where inequities are more likely to exist, PACTS routinely evaluates census data and maintains a Civil Rights Data Dashboard.[29] The dashboard is a series of interactive maps that identify neighborhoods where there are higher proportions of older adults, people with low-incomes, people with disabilities, people of color, people with limited vehicle access, people born outside the U.S., and people with limited English proficiency.

The above considerations are then combined to create an "Equitable Target Areas (ETA)" index (see map on next page). The index classifies each census tract as low, medium, high, or very high based on the proportion of traditionally underserved communities who live there.

PACTS currently uses the Civil Rights Data Dashboard and ETA index as a resource when making investment decisions and scoring projects. In the years ahead, PACTS plans to use the Civil Rights Data Dashboard (as well as other relevant information) to evaluate where we have funded projects in the past (and whether those investments have played a role in perpetuating inequalities), and to ensure that PACTS funding decisions comply with the Justice40 Initiative to ensure that at least 40% of all investments go to disadvantaged communities.

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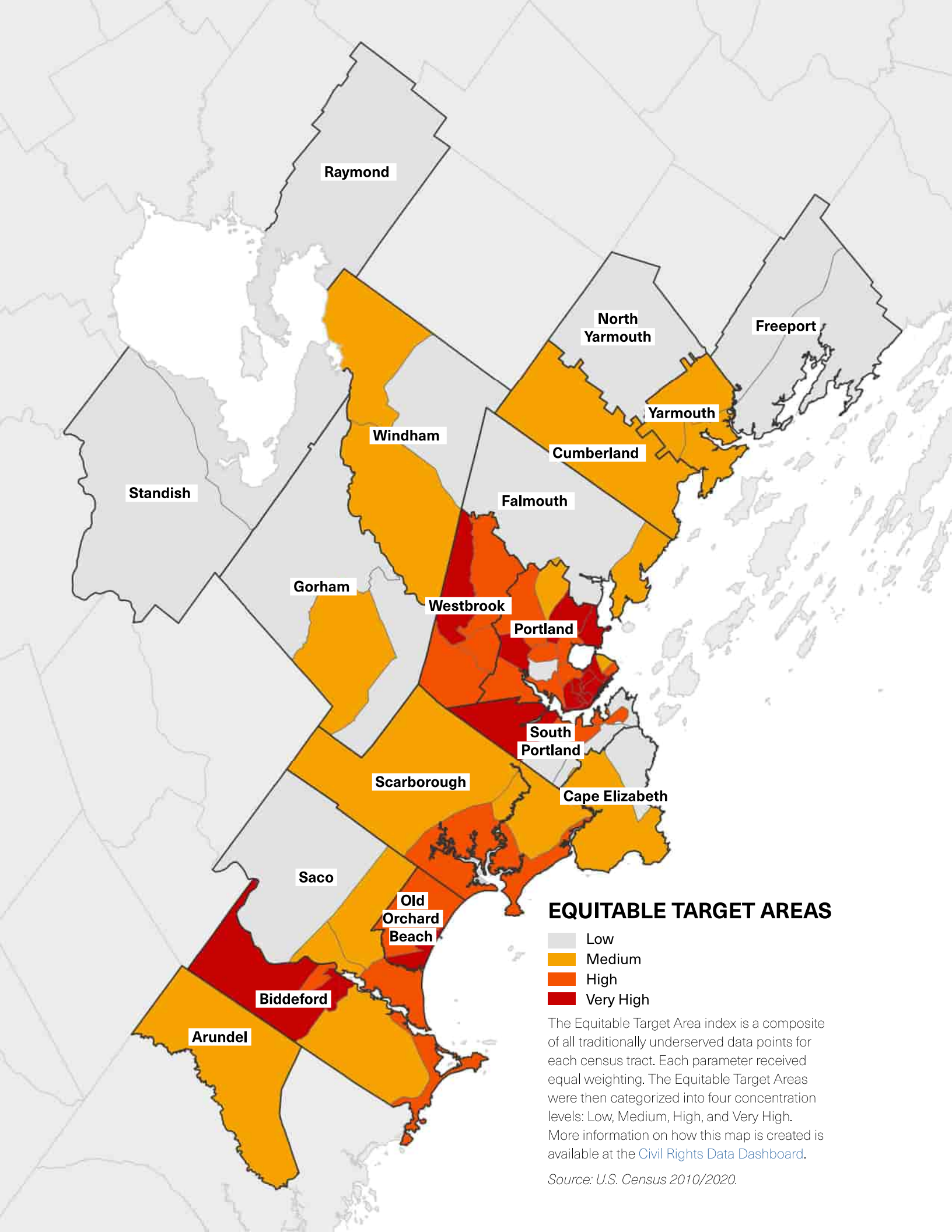
[29] *Civil Rights Data Dashboard.* PACTS, 2022.


Raymond
North Yarmouth
Freeport
Yarmouth
Windham
Cumberland
Standish
Falmouth
Gorham
Westbrook
Portland
South Portland
Scarborough
Cape Elizabeth
Saco
Old Orchard Beach
Biddeford
Arundel
EQUITABLE TARGET AREAS
Low
Medium
High
Very High
The Equitable Target Area index is a composite of all traditionally underserved data points for each census tract. Each parameter received equal weighting. The Equitable Target Areas were then categorized into four concentration levels: Low, Medium, High, and Very High. More information on how this map is created is available at the Civil Rights Data Dashboard.
Source: U.S. Census 2010/2020.

OUR VISION

All people have access to transportation choices that are safe, reliable, and environmentally responsible. The transportation system optimizes infrastructure, reduces harm to the environment, and supports great places and a thriving economy.

OUR GOALS

Provide Equitable Access

Expand Choices

Support Great Places

Protect the Environment

Improve Safety

Optimize Infrastructure

Provide Equitable Access

What We Want

Our mainland and island transportation system allows all people to reach the places they want to go with dignity and comfort. Regardless of form of travel, purpose, or destination, trips are made affordably, conveniently, and reliably.

What We Heard

How can I **safely get around** with my kids without a car?

How will I get around **when I'm older**?

People with disabilities and elders should have **access to transportation**.

Can we have better transportation for people with **mobility challenges**?

What if all the **elderly populations** could get to the supermarkets without falling on the ice?

How can we build higher prioritization for **equity** into what we fund for infrastructure and programs?

Representative comments from the Question Campaign

Support Great Places

What We Want

Our transportation system is coordinated with land use to support and connect vibrant and healthy places where people live, work, visit, and play.

What We Heard

How can we **celebrate communities** rather than cars?

How can we get leaders who **support livable streets**?

How can we have our many **systems work together** more, while maintaining their identities and constituencies?

Will self-driving cars **reduce** the need for parking?

How can we **make arterials nicer** places to live, walk and bike?

How can we build and/or renovate to have way more affordable housing that is close to **public transportation** routes?

If land use and transportation are so intertwined, why aren't we creating the right situation so that we can **travel without a car**?

Representative comments from the Question Campaign

Improve Safety

What We Want

Our transportation system prioritizes real and perceived safety and has eliminated all transportation fatalities and severe injuries.

What We Heard

How can we make it **safer for kids** to bike in towns and cities?

When can I safely **walk my dog** on my road again?

How can I **travel without worrying** about crashes?

How can we make **crosswalks safer**?

Will I be able to ride to work **safely on my ebike**?

Will it **be safe** to make biking my primary form of transportation, rather than driving?

What can we do to improve **pedestrian safety**?

Representative comments from the Question Campaign

Expand Choices

What We Want

Our transportation system offers a range of convenient options for moving people and freight. An integrated and connected system enables a shift toward more sustainable forms of travel.

What We Heard

How can we get **more public transit**?

How can biking and pedestrian **safety be improved** in rural areas where population density is lower?

Will there be public transit to **rural areas**?

How can we best limit the number of cars on the road and make the Greater Portland Area **more walkable/ bikeable**?

What is the plan to **reduce the reliance** on automobiles by transforming trips by car to one's made on foot, by bike, by bus, or train?

Representative comments from the Question Campaign

Protect the Environment

What We Want

Our transportation system minimizes its harmful impacts on the natural environment and has sufficiently reduced emissions. Current and future generations enjoy healthy communities and move throughout the region without further damaging habitat or contributing to climate change.

What We Heard

"Will all our vehicles be fully **electric**?"

"Which roads will we abandon due to **sea level rise**? Which ones will we keep?"

"Will there be **eco-friendly options** to better impact our environment in Maine?"

"Will we have **solar powered** cars?"

"What's the most **environmentally friendly** and healthy way for me to get around?"

Representative comments from the Question Campaign

Optimize Infrastructure

What We Want

Our transportation system efficiently accommodates a growing region with existing infrastructure. Investments make the most of our financial resources to maintain critical infrastructure and services, while introducing new technologies and innovations to most efficiently and cleanly move people and goods.

What We Heard

Will some roads be converted from **asphalt to gravel**?

Why do we prioritize using our public space for storing cars over using our **public space** for people to walk and bicycle safely?

When will the priority be for governments to support transit and active **commuting infrastructure** more than auto infrastructure?

How much space do we need to dedicate to **parking**?

GOAL

Expand Choices

Our transportation system offers a range of convenient options for moving people and freight. An integrated and connected system enables a shift toward more sustainable forms of travel.

OBJECTIVES	ACTIONS
More and better public transit	**1 Make transit easier** Continue to implement the "Make Transit Easier" recommendations of *Transit Tomorrow* — to improve the transit experience with innovative customer service technology, better first/last mile connections, and enhanced door-to-door options.
	2 Create frequent connections Improve transit frequency system-wide and implement the recommendations of Transit Together to create a more seamless, integrated, and efficient public transit system.
	3 Invest in rapid transit Upon the selection of a preferred alternative, secure funding and begin preliminary design and NEPA on the Gorham-Westbrook-Portland rapid transit corridor. Begin planning phases of additional corridors identified in *Transit Tomorrow*.
Connect the bicycle and pedestrian network	**4 Connect gaps in local walking and biking networks** Construct appropriate on and off-street active transportation facilities (sidewalks, trails, bike lanes, bike parking) and pursue public access agreements to fill bicycle and pedestrian network gaps.
	5 Support regional multi-use paths Encourage the development of multi-use paths for mobility, recreation, and tourism and support rail-to-trail or rail-with-trail opportunities pending the recommendations of the Rail Use Advisory Councils.
Increase freight efficiency	**6 Identify freight opportunities** Work collaboratively with MaineDOT, MTA and the Port Authority to identify areas of opportunities to exchange information on projects that will positively impact the movement of freight in the region.

GOAL

Protect the Environment

Our transportation system minimizes its harmful impacts on the natural environment and has sufficiently reduced emissions. Current and future generations enjoy healthy communities and move throughout the region without further damaging habitat or contributing to climate change.

OBJECTIVES	ACTIONS
Reduce emissions	**1 Reduce car-dependence** Reduce the amount of driving in the region through Transportation Demand Management (TDM) strategies with particular emphasis on high-impact strategies like large employer commuter incentives and remote work infrastructure.
	2 Accelerate transition to electric vehicles Accelerate the transition to electric, hybrid, and alternative-fuel vehicles including cars, public transportation, school buses, ferries, and trucks.
Minimize pollution	**3 Minimize stormwater runoff** Incorporate natural elements and low impact development techniques into PACTS projects to protect water quality.
Build resilience	**4 Evaluate vulnerability** Assess the region's vulnerability to identify infrastructure, populations, and habitat most susceptible to the impacts of climate related events such as extreme weather, higher temperatures, storm surge and sea level rise.
	5 Coordinate key stakeholders Strengthen the role of local conservation and environmental stakeholders in PACTS decision-making.
Protect habitat	**6 Minimize habitat fragmentation and degradation** Minimize habitat fragmentation by incorporating best management practices such as natural buffers, stream smart crossings, and wildlife underpasses/overpasses into PACTS projects.

PART 2:

EVALUATING PROGRESS

Background

CONNECT 2045 ESTABLISHES a series of performance measures to help track progress towards our vision and goals. The performance measures are based on:

- Availability of regularly updated and reliable data sources,
- Use of measurable, quantitative information, and
- Compatibility with federal requirements and MaineDOT measures and targets.

For each performance measure, *Connect 2045* includes a baseline of the current state for that measure, a 2045 target, and a desired trend arrow (up or down) for a quick understanding of the direction the region needs to move in.

PACTS will revisit the full suite of performance measures as part of our next long-range transportation plan update (currently scheduled for 2024-2025). In the meantime, some of the measures are tracked more frequently through other initiatives. For example, the Transportation Improvement Program (our four-year funding program that is updated annually), includes performance measures for roadway and transit safety. Similarly, the transit agencies track ridership and vehicle revenue hours daily which is then packaged into annual reports by the National Transit Database. Other measures, like transportation greenhouse gas emissions, are more time intensive to track and lack the precision that would warrant annual updates. Where applicable, PACTS will update its implementation tracking template (see Appendix F) to report progress towards these performance measures.

Our approach to performance measurement is dynamic. Future updates to the plan may include additional (or revised) measures as new information becomes available or state, federal, or other requirements and targets change. PACTS will continue to coordinate with MaineDOT, regional transit agencies, and other relevant stakeholders to integrate their performance measures into our planning process. We will also continue to direct our investments to plans and projects that have the potential to support the performance measures included here.

PERFORMANCE MEASURE	BASELINE	2045 TARGET	DESIRED TREND
Transit ridership (NTD Profiles)	3,524,222 annual unlinked trips	7,048,444 annual unlinked trips	↑
Transit ridership per capita (NTD Profiles)	11.9 rides per capita	23.7 rides per capita	↑
Transit service provided (NTD Profiles)	320,807 annual vehicle revenue hours	641,614 annual vehicle revenue hours	↑
Transit service provided per capita (NTD Profiles)	1.08 vehicle revenue hours per capita	2.16 vehicle revenue hours per capita	↑
Percent of PACTS investments in/near equitable target areas (PACTS Equity Data Portal)	N/A	40%	↑
Percent of PACTS investments in priority centers/corridors	N/A	80%	↑
Percent of commuters who drive alone to work (US Census)	77% drive alone	50% drive alone	↓
Vehicle Miles Traveled (VMT) per capita (2019 VMT from Streetlight Data)	11,013 annual VMT per capita	5,507 annual VMT per capita	↓
Transportation greenhouse gas emissions (SMPDC GHG Emissions Calculator)	1.58 MMTCO2e	0.465 MMTCO2e	↓
Percentage of electric light-duty vehicles (MaineDEP and Bureau of Motor Vehicles)	12%	60%	↑
Percentage of electric transit and municipal fleet	N/A	100%	↑
Number of fatalities (2022-2025 PACTS TIP)	16/year	0/year	↓
Rate of fatalities per 100 million VMT (2022-2025 PACTS MPO TIP)	0.53	0	↓
Number of serious injuries (2022-2025 PACTS MPO TIP)	120	0	↓
Rate of serious injuries per 100 million VMT (2022-2025 PACTS MPO TIP)	3.96	0	↓
Percent of Preliminary Design Review's completed within two years of signing three-party agreements	N/A	100%	↑

transit together

Greater Portland Council of Governments

Final Report

December 2022

Adopted by the Portland Area Comprehensive Transportation System Policy Board January 26, 2023

GPCOG
GREATER PORTLAND COUNCIL OF GOVERNMENTS

NELSON NYGAARD

ASG PLANNING

Acknowledgements

The Transit Together team would like to acknowledge and thank the many people who contributed to this project, convening many times over more than a year to work towards improving the Greater Portland region's transit network and develop these recommendations.

Greater Portland Region Transit Providers

Biddeford-Saco-Old Orchard Beach Transit

- Chad Heid

Casco Bay Lines

- Hank Berg

Greater Portland METRO

- Greg Jordan
- Mike Tremblay

Northern New England Passenger Rail Authority

- Patricia Quinn
- William Gayle

Regional Transportation Program

- Don Libby
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Transit Together Project Advisory Group

- See page 1-4

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For assistance accessing this document or any of the materials included within, including with a screen-reading device, please e-mail info@gpcog.org or call 207-774-9818.

Cover image source: Greater Portland Council of Governments

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PLAN HIGHLIGHTS

The Transit Together study brings together key transit partners in the Greater Portland region to help move towards a more seamless regional transit system. It includes recommendations for bus service improvements and strengthens multimodal connections. The plan also advances regional initiatives to bring local partners together to improve the transit experience for current riders, attract new riders, and make the transit system more effective and efficient.

A better, more seamless regional system includes:

MORE FREQUENT SERVICE

The Greater Portland region's existing transit network includes six routes that operate less often than every 60 minutes, a level of frequency that is unusable for most people.

Under the Transit Together Recommended Service Plan, 10 routes will offer service every 30 minutes or better on weekdays. Frequency is increased on bus routes in places where there is high demand for transit, such as the Congress Street, Washington Avenue, and Brighton Avenue corridors in Portland; eastern South Portland; and the Alfred Street corridor in Biddeford. Route 21 in South Portland will provide 20-minute peak-period weekday service and a new Route 51 in Saco will provide bursts of 15-minute weekday service all day.

The Recommended Service Plan also increases frequency on other routes so that all but one arrives at least every hour.

BETTER CONNECTIONS

For many years, transportation plans have called for improved connections to and among the Greater Portland region's transportation hubs—especially the Portland International Jetport, Portland Transportation Center (PTC), METRO PULSE bus hub, and Casco Bay Ferry Terminal. The Recommended Service Plan calls for many of these improved connections, including:

- A **new bus connection among the Jetport, PTC, and PULSE**, meaning local bus, intercity bus, Downeaster train, and air travelers can transfer services using only one bus route.
- **Three new bus connections to the Casco Bay Ferry Terminal**, for a total of four bus routes that serve the terminal. This greatly increases the number of mainlanders with access to ferry service, and the number of destinations islanders can access without transferring buses.
- **Three bus routes serving the PTC**, providing one-seat ride connections to train and intercity bus service for people traveling to and from Brunswick, Freeport, Yarmouth, Falmouth, East Deering, and downtown Portland.
- **Improved Connections to the Saco Transportation Center (STC)**, including hourly bus service connecting Sanford, Saco, Old Orchard Beach, Scarborough, and UNE to the station, and bus service every 30 minutes connecting the US Route 111/Alfred Street corridor to the station.
- **Buses connecting the Mill Creek Transit Hub in South Portland with the PULSE** every 20 minutes during weekday peak periods.

ENHANCED RIDER EXPERIENCE

Over the course of the Transit Together study, transit operators were brought together to discuss the potential for working together to more efficiently use resources, attract new riders, and implement new technologies and customer-facing enhancements.

The study proposes varying levels of coordination within each initiative area based on a spectrum of cooperation as shown in Figure 1. These initiatives include:

- **Improving Bus Stops and Transit Hubs**
- **Enhancing Regional Information and Brand**
- **Making Fares and Trip Planning Easier**
- **Making Transit Faster, More Reliable, and More Sustainable**

Stop enhancements, technology investments and fleet upgrades will ensure a consistent, high-quality rider experience, and help agencies provide cost-effective and high-performance services.

Figure 1 Graphic of Regional Coordination Levels

MOVING FORWARD TOGETHER

The Transit Together recommendations in this report were developed through a year-long process of interagency and stakeholder coordination. Most critically, the seven Greater Portland transit providers participated in three group workshops and numerous one-on-one meetings to identify areas of consensus and actions that will move the region towards a more cohesive regional network.

This forward momentum must be continued. Implementing Transit Together recommendations will depend on a continued commitment and dedication to working together. Regional coordination is also needed to identify and pursue additional funding to further increase bus service frequency and span, introduce new microtransit zones, and enhance the rider experience.

1 STUDY OVERVIEW

Transit Together is a comprehensive planning effort to evaluate and redesign the Greater Portland region's transit services. It is also an opportunity to advance regional initiatives to improve the transit experience for current riders, attract new riders, and make the overall system more effective and efficient.

This report identifies opportunities for improved bus service and increased coordination and integration among the Greater Portland region's seven public transit providers.

This study was conducted on behalf of the Greater Portland Council of Governments (GPCOG) which houses the Portland Area Comprehensive Transportation System (PACTS), the region's metropolitan planning organization. The study was funded by the Coronavirus Aid, Relief, and Economic Security (CARES) Act through the Federal Transit Administration.

REGIONAL GOALS

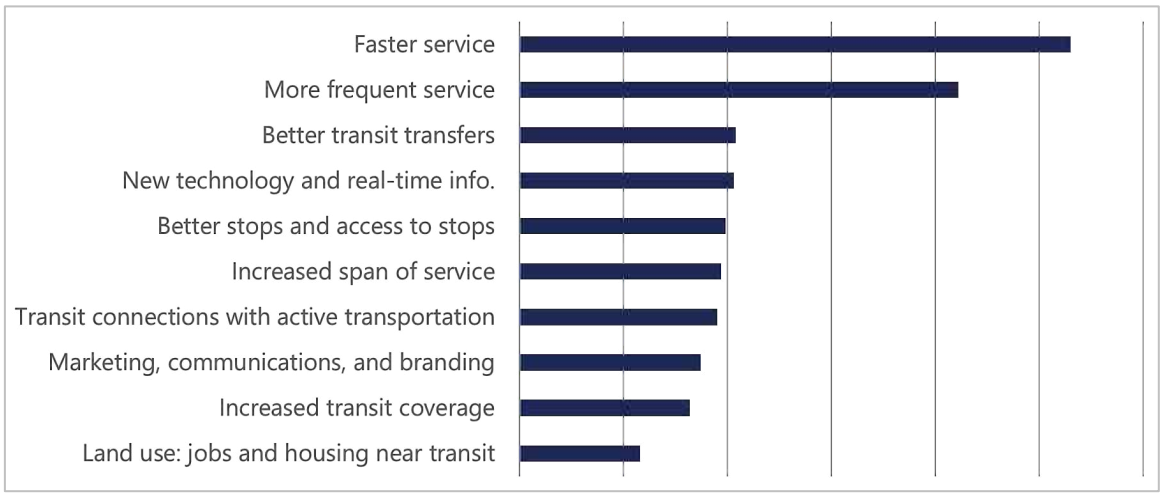
This study was rooted in the context of *Transit Tomorrow*, an ambitious 30-year strategic plan for enhancing public transportation in the Greater Portland region. Adopted in spring of 2021, *Transit Tomorrow* outlines a four-part strategy to achieve its vision:

- **Make transit easier for riders**
- **Create frequent connections**
- **Invest in rapid transit**
- **Create transit-friendly places**

Transit Together builds upon the vision and goals of *Transit Tomorrow* by focusing on the first two goals. It recommends improvements to transit frequency in areas with high demand to create better connections and to work together to make the network more easily understood and used by riders.

Transit Together's recommendations are also based on years of public feedback that GPCOG has received during various transit-related studies. The public's priorities for transit, which are shown in Figure 2, are primarily for faster and more frequent service.

Figure 2 Greater Portland Region Public Priorities for Transit



Sources: Transit Tomorrow, Transit Stop Access Project, Route 1 North Plan, Active Transportation Plan, Moving Southern Maine Forward, Destination 2040, Regional Passenger Survey, North Windham Downtown Plan, Congress Street Bus Priority Plan, Gorham East-West Connector Plan, Destination Tomorrow 2006 and 2010, Portland Peninsula Transit Plan, Regional Transit Coordination Study.

PLAN TIMELINE

The Transit Together study began in the summer of 2021 and consisted of three phases:

- **Phase 1: State of the Region —** The study team conducted a comprehensive discovery and analysis process to determine how efficiently and effectively the Greater Portland region's transit providers serve the region's mobility and access needs. This work also identified opportunities for service improvement, including new service models, policies, and programs. During this phase, the study team held a virtual public meeting to hear directly from riders, and published route profiles on the project website for comment.
- **Phase 2: Recommendations Development —** The study team designed two service scenarios to improve the region's fixed-route bus network and proposed regional initiatives to improve coordination among providers and provide a seamless, consistent rider experience. The study team held two agency workshops to work together on the improvement scenarios. At the conclusion of this phase, the study team conducted rider and stakeholder outreach to collect feedback on draft scenarios and initiatives.

- **Phase 3: Implementation Plan and Final Report Development —** The study team refined the draft service recommendations based on community and agency input. The team also identified multiple regional initiatives to advance, and identified unfunded but priority service improvements, including the development of a regional microtransit program. One final round of public and stakeholder input informed the final recommendations.

HOW DID WE ENGAGE THE PUBLIC?

A project website, www.transittogether.org, kept the public and project partners informed throughout the project. Additional outreach was conducted in three phases:

- **Phase 1: Outreach (Winter 2021/2022) —** The study team presented findings from the State of Regional Transit report at a virtual public meeting and guided the public on how to find, review, and comment on the route profiles prepared for each transit route in the region. The team also presented to GPCOG's Community Transportation Leaders program and collected feedback from that group. Public comments were shared with the respective agencies and used to develop two potential service improvement scenarios.
- **Phase 2: Outreach (Summer 2022) —** GPCOG and regional transit agencies conducted an extensive social media and general marketing campaign to solicit feedback on two transit service improvement scenarios. As part of this campaign, the study team held 10 informational 'pop-up' events held around the region, many in conjunction with the Gorham-Westbrook-Portland Rapid Transit Study. About 230 people engaged with the study team during these pop-ups.

Above: images of staff conducting public outreach pop-up events in the Greater Portland Region.
Source: GPCOG and Nelson\Nygaard.

Gorham-Westbrook-Portland Rapid Transit Study

The Gorham-Westbrook-Portland Rapid Transit Study examines the need for and benefits of various potential alignments and modes of rapid transit linking the municipalities of Gorham, Westbrook, and Portland. The study area can generally be defined as the area from University of Southern Maine (USM) Gorham in the west to the Portland Peninsula in the east, including several potential east-west road and rail alignments connecting these areas.

During this phase, the study team provided a second presentation to the Community Transportation Leaders program. These in-person and online marketing efforts garnered over 375 survey responses. After outreach was complete, public feedback was organized by route or topic and used to develop recommendations.

- **Phase 3: Outreach (Winter 2022/2023) —** An online StoryMap of proposed Transit Together recommendations was shared with the public prior to review and adoption by PACTS. The StoryMap included detailed information on recommendations, as well as a public comment form.

WHO INFORMED THE STUDY TEAM?

A Transit Together Project Advisory Group (PAG) guided the project team throughout the study. The PAG ensured our analysis and resulting recommendations were technically sound and considered diverse regional interests. In addition to several representatives from each transit agency, the group included key leaders and stakeholders from throughout the region, including:

- Maine Department of Transportation
- Maine Turnpike Authority
- MaineHealth
- Move to ME
- Portland Housing Authority
- Portland Regional Chamber of Commerce
- Southern Maine Community College
- Southern Maine Planning and Development Commission
- United Way of Southern Maine
- University of Southern Maine

The group met five times to provide input and guidance at key project milestones:

1. **Project Kickoff (October 2022)**
   - The PAG provided input on transit priorities, as well as suggestions for engaging the public over the course of the project.
2. **Existing Conditions/Market Demand/Microtransit Overview** (December 2021)
   - The PAG highlighted new developments, areas with changing populations, key corridors, and unique markets such as the Casco Bay islands and tourism

2 STATE OF REGIONAL TRANSIT

Transit Together recommends specific improvements to the Greater Portland region's transit system. To arrive at these recommendations, the study team conducted in-depth background research on the market and demand for transit, current service, and current ridership.

The complete State of Regional Transit is included as Appendix D of this report.

Density and Transit

Understanding where there is demand for transit is important for making sure investments in high-quality transit will be successful and benefit the most people possible. The study team analyzed where the highest density of current and potential transit riders live, work, and travel, including regional tourist destinations. Demographic and environmental data were used to highlight where transit service could be most effectively deployed in the Greater Portland region.

A METRO bus on the high-density Congress Street corridor. Source: Nelson\Nygaard Consulting Associates, Inc.

Matching Land Use and Transit

Figure 3 shows what types of transit are likely to be most successful in different parts of the region. Places with more people and jobs support more frequent fixed-route transit, while on-demand services and less-frequent fixed-route transit are more successful in lower-density and rural areas. Ferry and long-distance train service are special modes that don't always serve markets in the same way that local buses do.

Figure 3 Table Matching Land Use with Transit Demand

Land Use			Transit		
Land Use Types	Residents per Acre	Jobs per Acre	Appropriate Types of Transit	Frequency of Service	Other Modes
Urban Core	>30	>15	Commuter Rail, Light Rail /Streetcar, BRT, Express Bus, Local Bus	15 mins. or less	Other Passenger Rail; Land Use and Frequency Varies; Passenger Ferry
Urban and Neighborhood Mixed-Use	15-30	10-15	Commuter Rail, Light Rail /Streetcar, BRT, Express Bus, Local Bus	15-30 mins.	
Mixed-Density Neighborhoods	10-15	5-10	Light Rail /Streetcar, Express Bus, Local Bus, BRT	30-60 mins.	
Low Density	2-10	2-5	Demand Response (microtransit)	60 mins. or less, or on demand	
Rural	<2	<2	Demand Response (microtransit)	On demand	

Transit Propensity

Demand for transit (transit propensity) is closely related to several factors. Each factor offers a different insight into transit demand and shows where that demand is geographically located in the Greater Portland region.

- **Population Density:** Transit relies on many people living near service, so higher population density supports higher levels of service.
- **Employment Density:** The density of jobs is a strong indicator of transit demand, as work travel is often the most common type of transit trip.

- **Socioeconomic Characteristics:** Different people have different likelihoods of using transit, often based on socioeconomic characteristics. For example, people without a vehicle are much more likely to use transit than people with a vehicle.
- **Composite Density:** This is a combined measure that uses population and employment density to match places with the level of transit frequency they can typically support. This is not an exact rule for where different levels of transit service should operate but does provide helpful guidance. Composite density was used throughout the Transit Together service planning process to help identify where and when transit service should operate.

Figure 4 Composite Density Map, Greater Portland Region

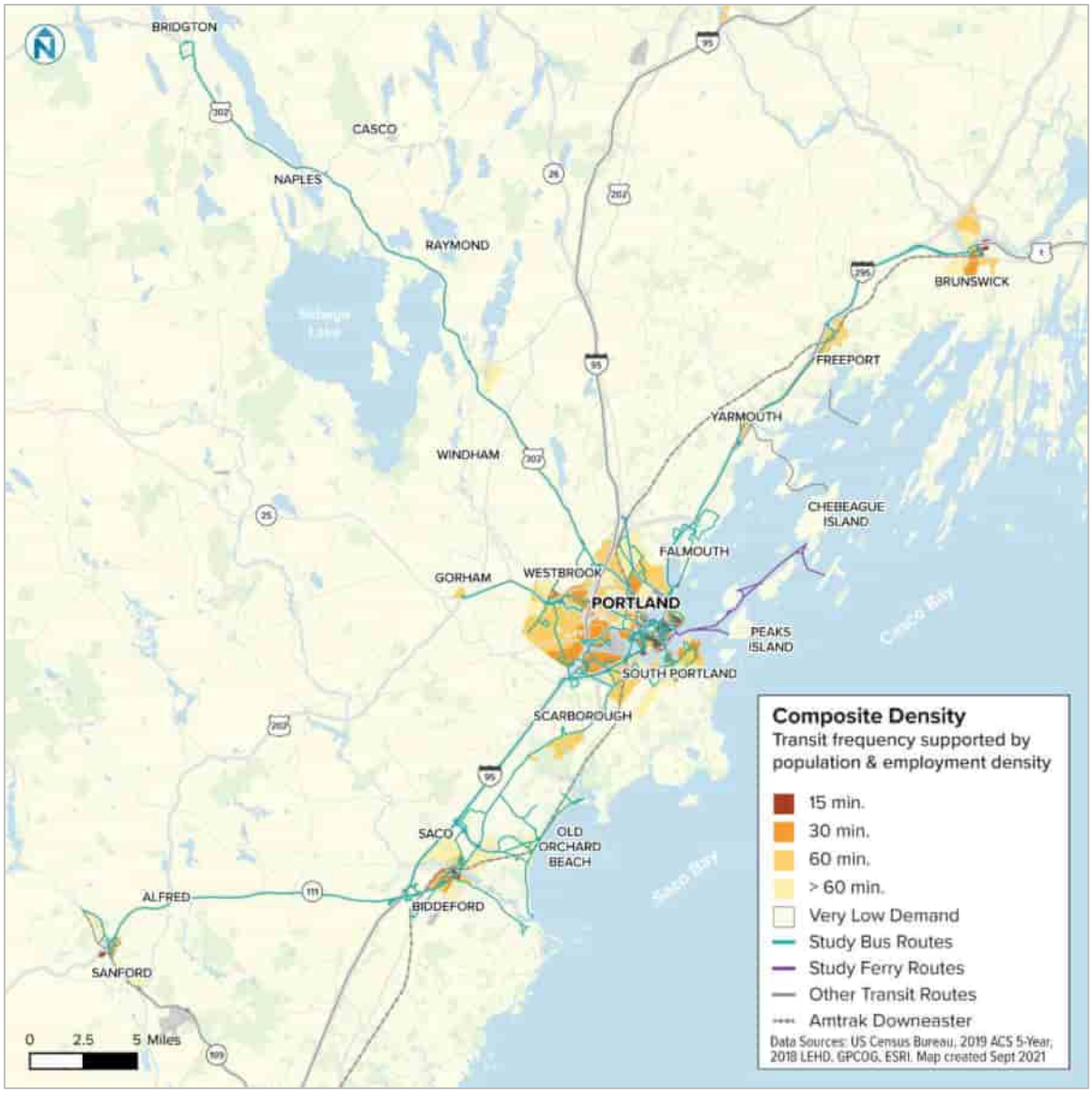
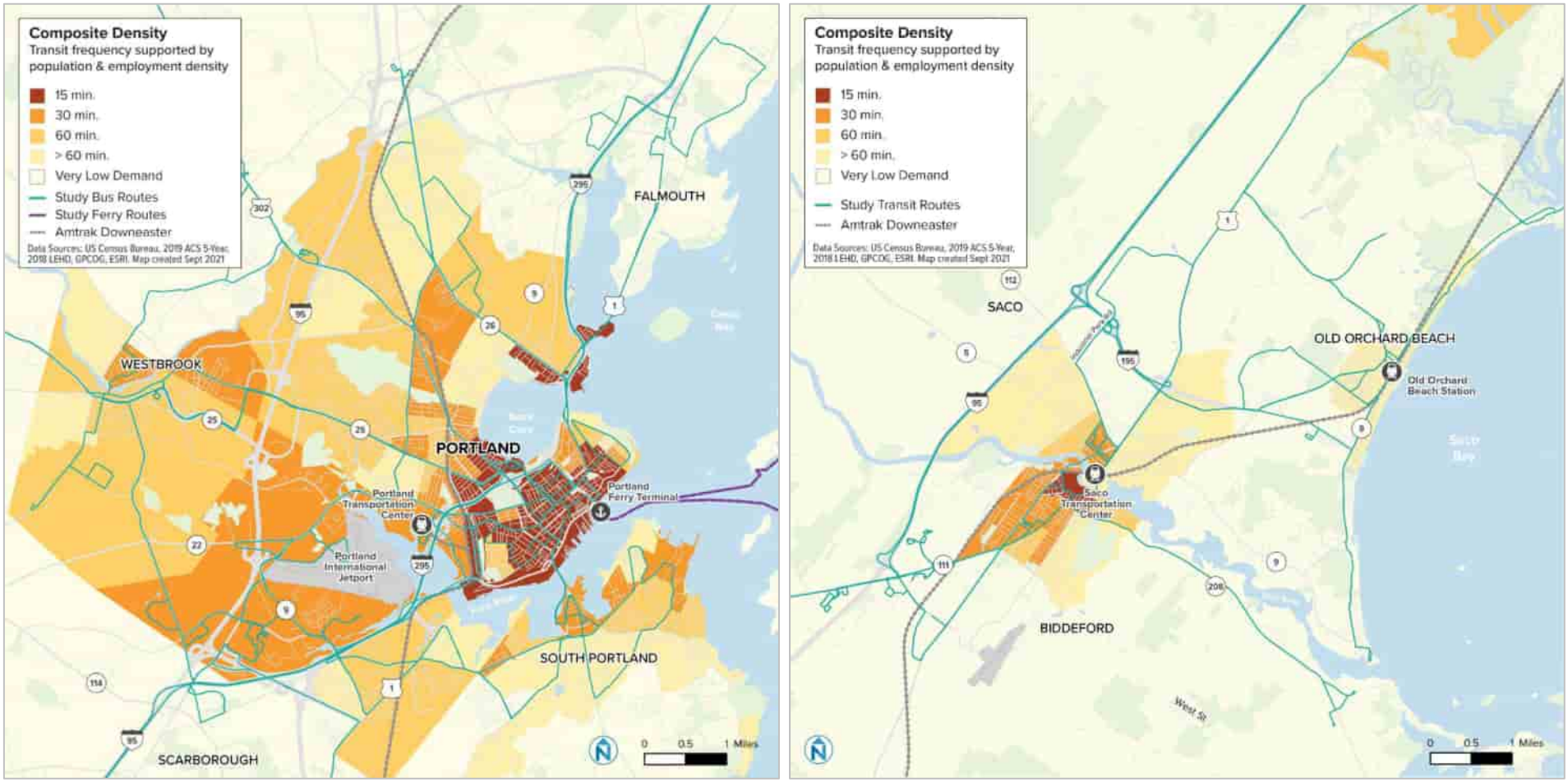


Figure 5 Composite Density Maps, Portland and Biddeford-Saco-Old Orchard Beach Areas



Current Service

The Transit Together study area includes PACTS member municipalities, as well as other municipalities served by fixed-route transit with at least one stop in a PACTS member municipality. This study area includes all of Cumberland and some of York County, and is served by seven main public transit providers operating bus, rail, and ferry service:

- Biddeford-Saco-Old Orchard Beach (BSOOB) Transit
- Casco Bay Lines (CBL)
- Greater Portland METRO
- Northern New England Passenger Rail Authority (NNEPRA), which oversees Amtrak Downeaster service
- Regional Transportation Program (RTP)
- South Portland Bus Service (SPBS)
- York County Community Action Corporation (YCCAC)

Figure 6 Map of Greater Portland Region Existing Public Transit Services

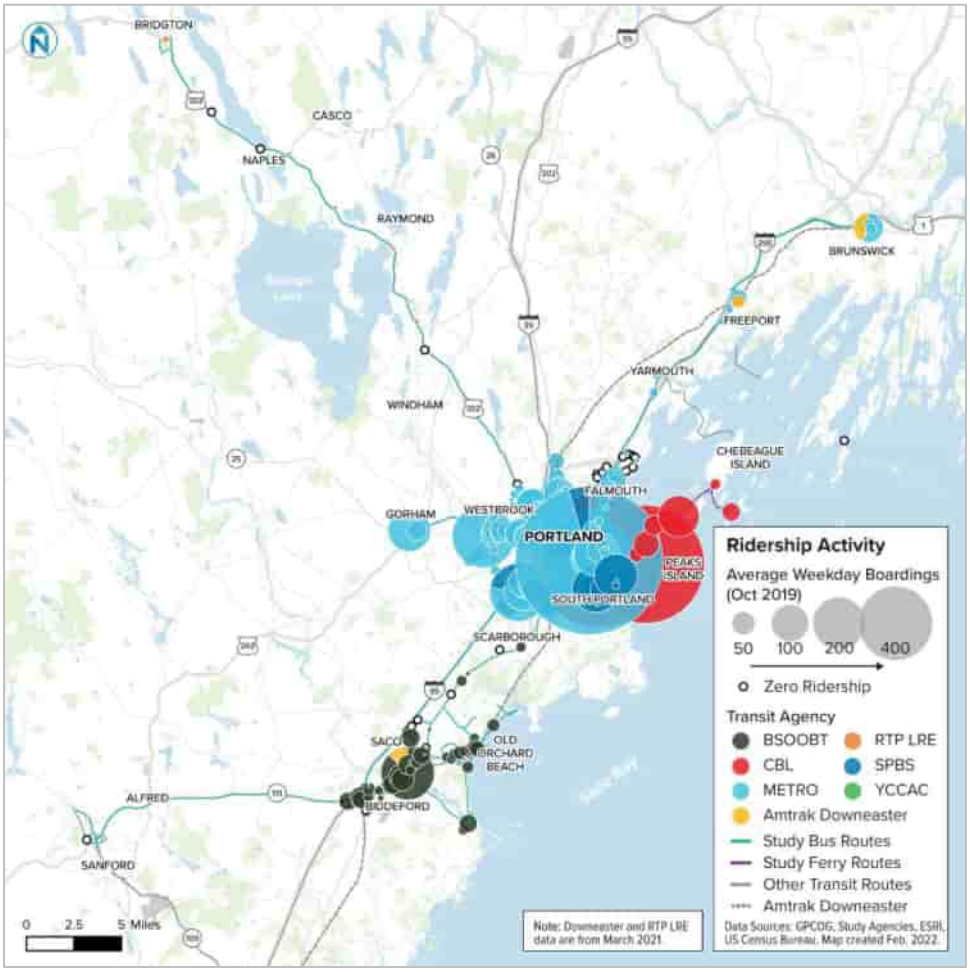
Ridership

Understanding where people use transit is essential information for recommending changes to the transit network. Before the COVID-19 pandemic, the region's transit providers carried about 16,500 passengers a day.

In the Greater Portland region, most transit ridership occurs on and near the Portland Peninsula, where there is the greatest density of people and jobs. There is also considerable ridership on some of the major roads leading to and from the Peninsula, such as Brighton Avenue, Forest Avenue, Washington Avenue, and Congress Street. High-ridership locations further from the Portland Peninsula include:

- Downtown Westbrook
- Maine Mall
- Mill Creek Transit Hub
- Peaks Island
- Portland Transportation Center
- Saco Transportation Center
- So. Maine Community College
- USM Gorham

Figure 7 Map of Greater Portland Region Transit Boardings



Span and Frequency of Service

Most current weekday service in the Greater Portland region operates throughout the day, from approximately 6:00 a.m. to 9:00 p.m. During this period, only six routes consistently reach headways of every 30 minutes, and very few operate more frequently than that (although there are bursts of 15-minute service on the BSOOB Transit Route 54 circulator pattern). Several routes offer extremely infrequent service, with headways of two hours or more.

Opportunity Areas

The State of the Regional Transit assessment identified the following key opportunities:

- **Provide More Frequent Service:** Some places in the region could support more frequent service. Increasing service frequency generally increases ridership.
- **Better Match Bus Service with Demand:** Some places in the region have bus service that very few people use, while other places have service that isn't frequent enough to meet the community's needs. Better matching service to demand will increase ridership. Implementing targeted solutions like microtransit service is another form of matching service to demand.
- **Make Service Easier to Use and Understand:** Some bus routes in the region change their routes depending on the time of day and/or operate in places people wouldn't expect to see a bus. Making bus routes easier to understand generally causes more people to ride.
- **Plan Together/Work Together:** By working more closely together, the region's transit providers can use regional resources more efficiently to provide the most and best transit service possible.
- **Improve Bus Network Design:** Many parts of the bus network are confusing and operate in large loops that force riders to ride out-of-direction or for long periods of time to get where they're going. Improving the network can help bus riders get where they're going more quickly and reliably.
- **Improve Transit Stops:** The quality of transit stops in the region varies dramatically by route. Some stops have shelters and benches, while others are missing simple items like signs and sidewalks. Improving transit stops generally increases ridership.

3 TRANSIT SERVICE RECOMMENDATIONS

The Transit Together recommendations include a revenue-neutral rethinking of the Greater Portland region's five-agency fixed-route bus transit network, including improved multimodal connections to ferry and rail services. These recommendations can be grouped into two broad objectives:

- To serve the most people possible
- To serve the people that need it most

RECOMMENDED SERVICE PLAN

The study team used findings from the study's existing conditions analysis, public input, agency consultation, and best practices in transit planning to develop a recommended fixed-route bus service plan for the Greater Portland region.

The Recommended Service Plan is focused on achieving the following goals:

- **Improving Service Frequency**
- **Making Routes Simpler and More Direct**
- **Setting a Base Level of Service**
- **Increasing Transit Access to Jobs and Services**
- **Enhancing Multimodal Connections**
- **Better Coordinating Service on the Peninsula**

The recommended fixed-route bus network is shown in the maps below, and details on the recommended frequencies and spans of service are in Figure 11. The plan does not recommend changes to ferry or Amtrak service.

Figure 8 Map of Recommended Service Plan for Portland Area

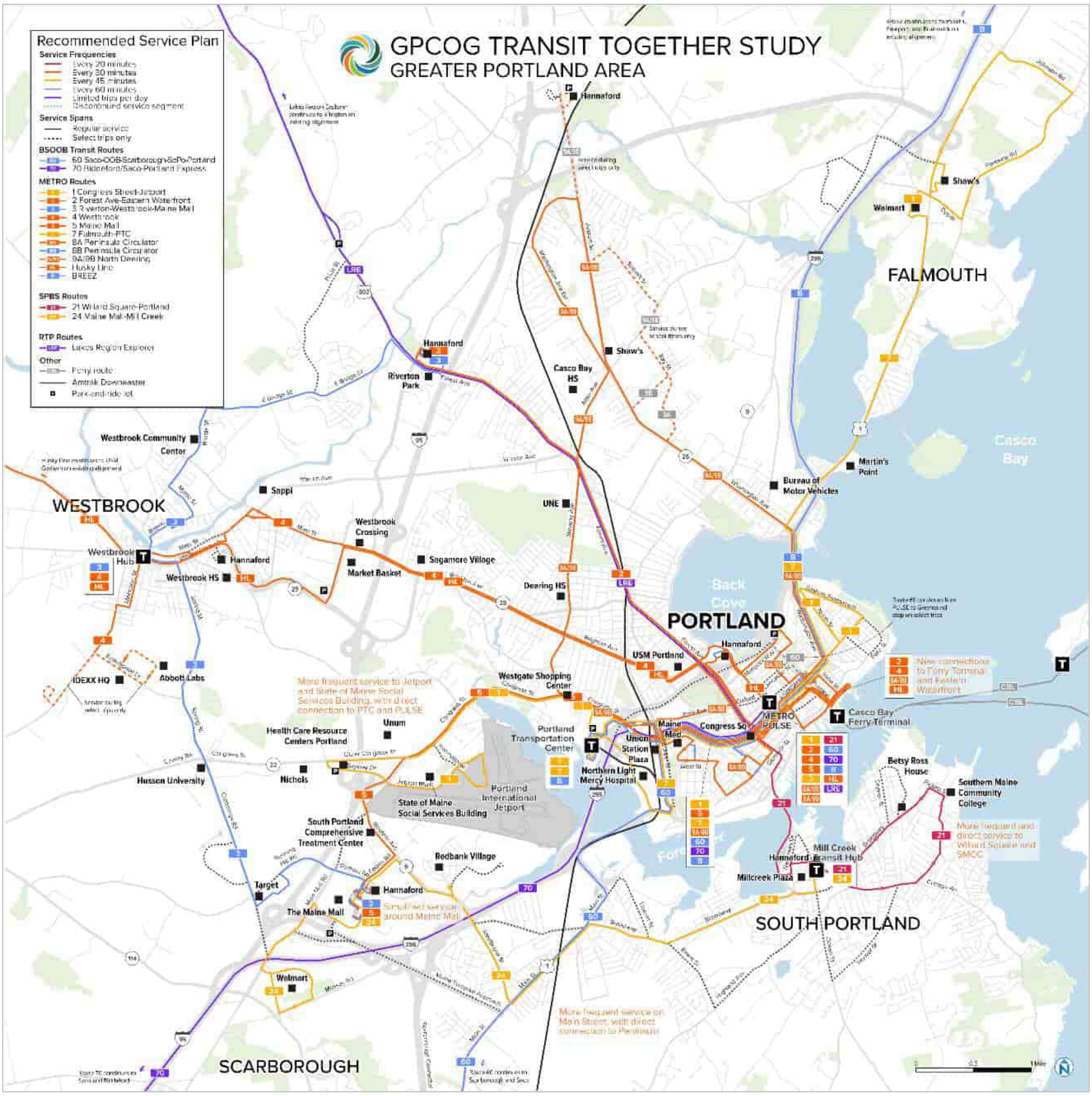


Figure 9 Map of Recommended Service Plan on Portland Peninsula

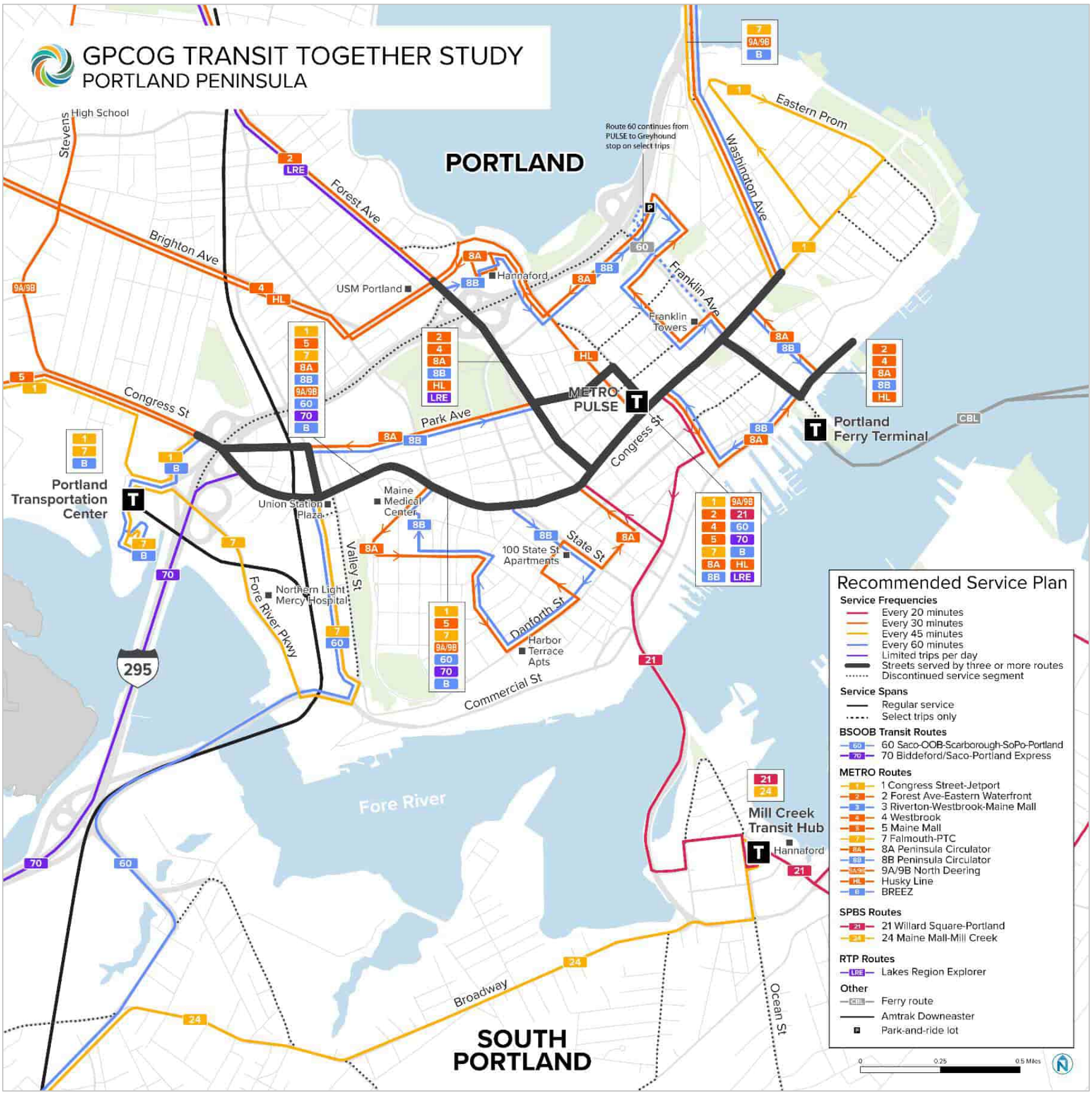


Figure 10 Map of Recommended Service Plan in Biddeford-Saco-Old Orchard Beach Area

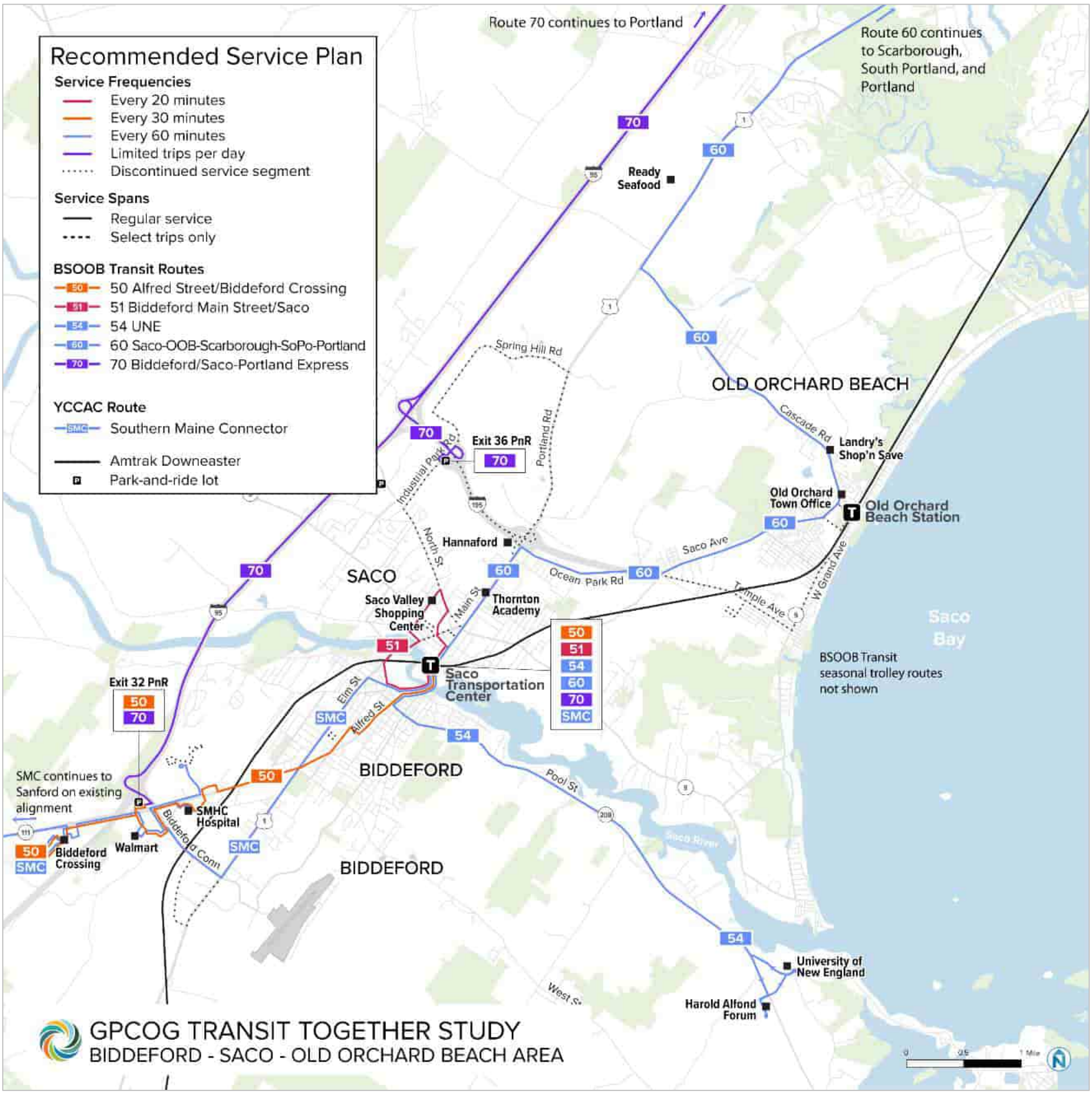


Figure 11 Recommended Service Plan Bus Frequency and Span of Service

			Weekday Span of Service (Apprx.)				Weekday Headways				Saturday Span of Service (Apprx.)				Saturday Headways				Sunday Span of Service (Apprx.)				Sunday Headways			
Existing or New?	Agency	Rt #	Existing Start	Existing End	Rec Plan Start	Rec Plan End	Existing Peak	Existing Off-Peak	Rec Plan Peak	Rec Plan Off-Peak	Existing Start	Existing End	Rec Plan Start	Rec Plan End	Existing Peak	Existing Off-Peak	Rec Plan Peak	Rec Plan Off-Peak	Existing Start	Existing End	Rec Plan Start	Rec Plan End	Existing Peak	Existing Off-Peak	Rec Plan Peak	Rec Plan Off-Peak
Existing	METRO	1	5:08 AM	11:10 PM	5:30 AM	11:00 PM	30	30	45	45	5:08 AM	11:10 PM	5:30 AM	11:00 PM	30	30	45	45	7:43 AM	6:35 PM	7:30 AM	6:30 PM	60	60	**45**	**45**
Existing	METRO	2	5:45 AM	10:56 PM	5:45 AM	11:00 PM	30	30	30	30	6:20 AM	10:23 PM	6:00 AM	10:30 PM	60	60	60	60	8:20 AM	4:15 PM	8:00 AM	6:00 PM	60	60	60	60
Existing	METRO	3	5:40 AM	10:25 PM	5:45 AM	10:30 PM	30	30	60	60	6:35 AM	10:26 PM	6:00 AM	10:30 PM	60	60	60	60	9:15 AM	6:00 PM	8:00 AM	6:00 PM	90	90	**60**	**60**
Existing	METRO	4	5:15 AM	11:40 PM	5:30 AM	11:30 PM	30	30	30	30	5:45 AM	11:35 PM	5:30 AM	11:30 PM	30	30	45	45	8:15 AM	7:45 PM	8:00 AM	8:00 PM	45	45	45	45
Existing	METRO	5	5:20 AM	10:40 PM	5:30 AM	11:00 PM	30	30	30	30	6:05 AM	10:40 PM	6:00 AM	10:30 PM	36	30	60	60	7:55 AM	6:40 PM	8:00 AM	8:00 PM	45	45	60	60
Existing	METRO	7	6:30 AM	7:25 PM	6:30 AM	8:00 PM	60	60	**45**	**45**	6:30 AM	7:25 PM	6:30 AM	7:30 PM	60	60	**45**	**45**	8:30 AM	4:25 PM	8:30 AM	5:30 PM	60	60	**45**	**45**
Existing	METRO	8A	6:40 AM	6:15 PM	6:30 AM	10:00 PM	30	30	30	30	7:50 AM	6:17 PM	8:00 AM	7:30 PM	60	60	60	60	8:50 AM	4:17 PM	8:00 AM	6:00 PM	60	60	60	60
New	METRO	8B	-	-	6:30 AM	10:00 PM	-	-	**60**	**60**	-	-	8:00 AM	7:30 PM	-	-	**60**	**60**	-	-	8:00 AM	6:00 PM	-	-	**60**	**60**
Existing	METRO	9A	5:35 AM	10:25 PM	5:30 AM	10:30 PM	30	60	30	**30**	7:30 AM	10:25 PM	6:00 AM	10:00 PM	60	60	60	60	8:30 AM	4:25 PM	8:00 AM	6:00 PM	60	60	60	60
Existing	METRO	9B	5:40 AM	9:05 PM	5:45 AM	9:00 PM	30	60	30	**30**	8:10 AM	9:00 PM	6:00 AM	10:00 PM	60	60	60	60	9:10 AM	5:10 PM	8:00 AM	6:00 PM	60	60	60	60
Existing	METRO	BZ	5:45 AM	10:18 PM	5:45 AM	10:15 PM	50	98	60	**60**	8:00 AM	9:28 PM	8:00 AM	9:00 PM	150	150	150	150	-	-	-	-	-	-	-	-
Existing	METRO	HL	6:20 AM	10:44 PM	6:15 AM	10:45 PM	30	30	30	30	8:00 AM	11:18 PM	7:00 AM	11:15 PM	45	45	45	45	8:05 AM	7:10 PM	8:00 AM	7:00 PM	45	45	45	45
Existing	BSOOBT	50	5:30 AM	11:20 PM	5:30 AM	10:00 PM	75	75	**30**	**30**	5:30 AM	11:20 PM	5:30 AM	10:00 PM	75	75	**60**	**60**	5:30 AM	6:25 PM	7:00 AM	7:00 PM	75	75	**60**	**60**
New	BSOOBT	51	-	-	5:30 AM	10:00 PM	-	-	**20**	**20**	-	-	5:30 AM	10:00 PM	-	-	**20**	**20**	-	-	7:00 AM	7:00 PM	-	-	**20**	**20**
Existing	BSOOBT	54	6:15 AM	10:08 PM	6:00 AM	10:00 PM	19	19	60	60	6:15 AM	10:08 PM	6:00 AM	10:00 PM	19	19	60	60	6:45 AM	8:27 PM	7:00 AM	7:00 PM	19	19	60	60
Existing	BSOOBT	60	6:00 AM	10:44 PM	6:00 AM	10:00 PM	150	150	**60**	**60**	6:00 AM	10:44 PM	6:00 AM	10:00 PM	150	150	**60**	**60**	6:15 AM	8:14 PM	7:00 AM	7:00 PM	150	150	**60**	**60**
Existing	BSOOBT	70	3 trips per peak period		3 trips per peak period		75	75	**60**	**60**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Existing	SPBS	21	6:35 AM	11:25 PM	6:20 AM	10:20 PM	30	30	**20**	40	6:35 AM	11:25 PM	6:20 AM	9:00 PM	45	60	**40**	**40**	6:40 AM	5:00 PM	7:00 AM	5:00 PM	147	83	**40**	**40**
Existing	SPBS	24	5:20 AM	11:15 PM	6:00 AM	10:00 PM	117	130	**45**	**45**	7:00 AM	7:15 PM	6:00 AM	9:00 PM	120	120	**45**	**45**	7:00 AM	6:35 PM	7:00 AM	5:00 PM	150	82	**45**	**45**
Existing	RTP	LRE	3 round trips		6:00 AM	3:30 PM	190	395	3 round trips		3 round trips		8:30 AM	7:45 PM	210	365	3 round trips		-	-	-	-	-	-	-	-
Existing	YCCAC	SMC	7:30 AM	3:41 PM	6:00 AM	6:00 PM	157	171	**60**	**60**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Note: Numbers shown in **green** represent headways that would be more frequent than today. Numbers shown in orange represent headways that would be less frequent than today.

Enhanced Focus on Transit-Critical Areas

Some demographic groups are more likely than others to depend on public transit for transportation, so the Recommend Service Plan considers improvements through a transportation equity lens.

Directing public transit resources towards people who need them the most is transportation equity. In the Transit Together Recommended Service Plan, frequency and travel-time improvements are mostly called for in places where there are high concentrations of people who depend on the bus. These places include low-income neighborhoods, low-income senior housing developments, and places with recent immigrants who cannot acquire driver's licenses. Targeting resources in this way helps ensure the region's transit network **serves the people that need it most**.

The Recommended Service Plan calls for improvements to several bus routes that serve transit-critical populations. These routes, which have improved frequency and/or rider travel-time improvements, are:

- **Route 7** increases service from every 60 minutes to every 45 minutes all day and extension of route connects riders to Maine Medical Center
- New **Route 8B** is introduced with hourly service, minimizing out-of-direction travel for Route 8 riders on the Peninsula
- **Route 50** increases service from every 75 minutes to every 30 minutes all day
- New **Route 51** is introduced with service that arrives as frequently as every 15 minutes (alternating with service every 30 minutes)
- **Route 60** increases service from every 150 minutes to hourly
- **Route 21** increases service during the peak periods from every 60 minutes[1] to every 20 minutes
- **Route 24** increases service from every 120 minutes (on some parts of the existing routes 24A and 24B) or every 60 minutes (on some parts of the existing routes 24A and 24B) to every 45 minutes
- The **Southern Maine Connector** increases service from every 150 to 170 minutes during off-peak periods to every 60 minutes all day.

[1] Although Route 21 currently operates every 60 minutes, SPBS has the resources to operate this service every 30 minutes and intends to do so when possible.

Transit Corridor on Congress Street and Greater Transit Mobility on the Peninsula

The Recommended Service Plan also calls for Congress Street to become a more focused transit corridor serving the densely developed Portland Peninsula. This means many buses will operate along Congress Street between St. John Street and Washington Avenue, creating a spine of high-frequency service directly through the State of Maine's densest neighborhood, and serving some of Maine's most prominent destinations, such as the Maine Medical Center. More than 10 bus routes will operate on Congress Street, some for a few blocks, and some for nearly the entire length of the Peninsula. This means people traveling along Congress Street have many choices for bus routes and won't need to wait long before a bus arrives. It also increases the bus system's 'legibility'; both frequent and casual riders will know that Congress Street is where they catch the bus or transfer to another route. Making these changes helps ensure the region's transit network **serves the most people**.

In addition to the Congress Street transit corridor, the Recommended Service Plan calls for other Peninsula transit mobility improvements, including:

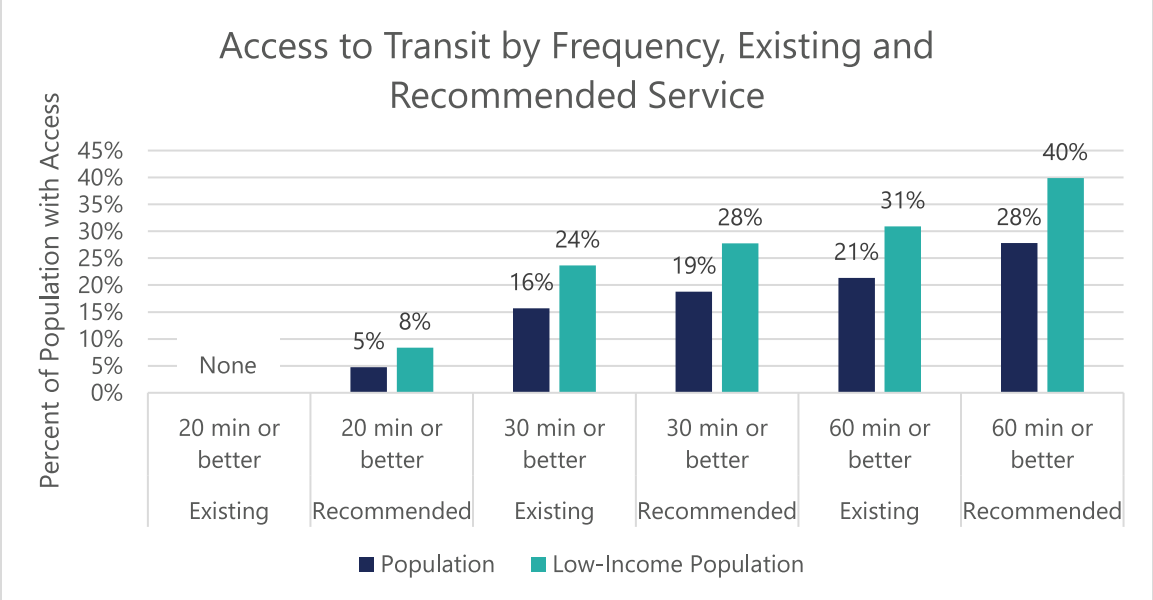
- A **bi-directional Route 8** that brings riders more quickly to and from their destinations. Riders traveling from Franklin Towers to Hannaford, for example, currently spend 42 minutes on the bus for their return trip; in the Recommended Service Plan, this would be improved to about 15 minutes.
- **Coordinated service among BSOOB Transit and METRO** in the Valley Street neighborhood and at Maine Medical Center. By planning METRO's Route 7 and BSOOB Transit's Route 60 together, the region provides one-seat ride access to destinations in this neighborhood from Falmouth, East Deering, downtown Portland, South Portland, Scarborough, Old Orchard Beach, and Biddeford/Saco.
- **More direct service to the rapidly growing Eastern Waterfront** neighborhood. The Recommended Service Plan calls for three bus routes to directly serve Portland's Eastern Waterfront, providing one-seat ride access to jobs, services, homes, and educational facilities for people traveling to and from Gorham, Westbrook, Riverton, Morrills Corner, Woodford Corner, Nasons Corner, the Peninsula, and neighborhoods in-between.

RECOMMENDED SERVICE PLAN BENEFITS

The Transit Together Recommended Service Plan shifts much of the region's bus network away from coverage-oriented service to a system that focuses on carrying more passengers. The trade-off with this approach is that some people may need to walk further to a bus stop in exchange for faster, more reliable bus service, and others may not have access to fixed-route transit at all. To better understand these impacts, the study team compared the number of people and jobs with access to different service frequencies between the existing and proposed transit network.

- **Serving the most people:** More residents and employers will have access to more frequent service:
  - Approximately 18,000 residents and 19,000 jobs will now have access to service operating every 20 minutes.
  - 20% more residents will now have access to service operating every 30 minutes or better.
  - 24% more jobs will be accessible by service running every hour or better.
- **Serving the people that need it most:** More low-income residents will have access to more frequent service:
  - Approximately 7,000 low-income residents will now have access to service operating every 20 minutes and 15% more will have access to service operating every 30 minutes.

Figure 12 Access Benefits of Recommended Service Plan



RIDER IMPACTS

What do these improvements look like for riders? One of the best ways to understand transit improvements is to stand in the shoes of everyday riders. The graphics below show how the Recommended Service Plan will make service faster and more convenient for many riders. Almost all transit service changes involve some sort of a trade-off, which often results in service becoming less convenient for a smaller number of riders than those that benefit. An example of this type of trade-off is included in Jim's rider experience, below.

IMPROVEMENT

Abigail

Lives in Westbrook and goes to school at SMCC

Current
Rt 4 (every 30 mins, 22-min. trip) + 23-min. wait + Rt 21 (every 45 mins., 24-min. trip) =
69-minute two-seat trip*

Preferred Service Plan
Rt 4 (every 30 mins, 22-min. trip) + 10-min. wait + Rt 21 (every 20 mins., 18-min. trip) =
50-minute two-seat trip*

Abigail gets to school 19 minutes faster!

**Travel time calculations assume that wait time between buses is half the headway of the bus being transferred to.*

IMPROVEMENT

Peter

Works at USM Portland and lives in Old Orchard Beach

Current
Rt 4 (every 30 mins, 6-min. trip) + 75-min. wait + Rt 60 (every 150 mins, 52-min. trip) =
132-minute two-seat trip*

Preferred Service Plan
Rt 4 (every 30 mins, 6-min. trip) + 30-min. wait + Rt 60 (every 60 mins, 39-min. trip) =
74-minute two-seat trip*

Peter gets home from work 58 minutes faster!

**Travel time calculations assume that wait time between buses is half the headway of the bus being transferred to.*

IMPROVEMENT

Florence

Lives in Falmouth and is taking the Downeaster from PTC to Boston

Current
Rt 7 (every 60 mins, 11-min. trip) + 15-min. wait + Rt 1 (every 30 mins, 12-min. trip) =
38-minute two-seat trip*

Preferred Service Plan
Rt 7 (every 45 mins, 26-min. trip) =
26-minute one-seat trip

Florence gets to the PTC 12 minutes faster, without changing buses!

**Travel time calculations assume that wait time between buses is half the headway of the bus being transferred to.*

IMPROVEMENT

Bill

Shops at Hannaford and lives in Franklin Towers

Current
Rt 8 (every 30 mins, 32-min. trip) =
32-minute one-seat trip

Preferred Service Plan
Rt 8B (every 60 mins, 11-min. trip) =
11-minute one-seat trip

Bill gets home from the grocery store 21 minutes faster!

IMPROVEMENT

Somaya

Lives on Fore Street in Munjoy Hill and works at USM Gorham

Current
4-min. walk + Rt 1 (every 30 mins, 3-min.trip) + 15-min. wait + Husky Line (every 30 mins, 36-min. trip) = ***58-minute two-seat trip****

Preferred Service Plan
6-min. walk + Husky Line (every 30 mins, 39-min. trip) = ***45-minute one-seat trip***

Somaya gets to work 13 minutes faster, without changing buses!

**Travel time calculations assume that wait time between buses is half the headway of the bus being transferred to.*

IMPROVEMENT

Eli

Works at the library on Congress Street and lives on Main Street in South Portland

Current
Rt 24A (every 120 mins, 24-min.trip) = ***24-minute one-seat trip***

Preferred Service Plan
Rt 60 (every 60 mins, 16-min. trip) = ***16-minute one-seat trip***

Eli gets home from work 8 minutes faster and his bus comes twice as often!

IMPROVEMENT

Felix

Lives on UNE campus in Biddeford and shops at Saco Shaw's

Current
Rt 55 (every 60 mins, 10-min. trip) + no wait (interlined) + Rt 55 (every 15 mins, 9-min. trip) + 5-min. walk = ***24-minute one-seat trip with walk***

Preferred Service Plan
Rt 55 (every 60 mins, 10-min. trip) + no wait (interlined) + Rt 51 (every 60 mins, 9-min. trip) = ***19-minute one-seat trip***

Felix gets to the grocery store 5 minutes faster and doesn't have to walk!

TRADE-OFF

Jim

Lives in Saco and works at the Maine Mall

Current
Rt 60 (every 150 mins, 45-min. trip) = ***45-minute one-seat ride***

Preferred Service Plan
Rt 60 (every 60 mins, 40-min. trip) + 22-min. wait + Rt 24 (every 45 mins, 15-min. trip) = ***78-minute two-seat ride***

Jim's bus comes more than twice as often but he now has to transfer and his trip takes about 30 minutes longer.

Action Steps:

- Individual fixed-route buses agencies advance Recommended Service Plan
  - ***Conduct Title VI equity analyses***, if needed, for major service changes
  - ***Obtain required approvals from boards and South Portland City Council*** (contingent on revenue and operator availability)
- Fixed-route bus providers to site and install substantial number of bus stops for new services (with potential construction) and prepare new schedules.

Joint Agency Coordination

Informed by shared performance metrics and regional data, the fixed-route bus operators should convene for quarterly service review and coordination meetings to share updates on planned service changes and coordinate on issues of mutual interest, such as the Congress Street bus corridor.

There are also multiple locations in the Greater Portland region where different agencies' bus services connect. Stops at and near the PULSE on the Peninsula serve the highest concentration of routes but the Maine Mall, Saco Transportation Center, Portland Transportation Center, Westbrook Hub, and Casco Bay Ferry Terminal also serve multiple routes and providers. Because the Recommended Service Plan is a coordinated transit network that depends on individual providers working together to best serve the region's riders, it will require agencies to implement service changes along a similar timeline. The timeline in Figure 13 is a rough approximation of the steps needed for a fixed-route bus service change, although the time to complete each step and the exact order of steps can vary by agency. The timeline illustrates the complexity of tasks to be completed before changing service and highlights the importance of interagency coordination, so these steps are conducted at roughly the same time for each agency.

Rider outreach is an important component of service changes. A coordinated regional marketing and service change campaign supported by GPCOG would likely be an effective and efficient way to inform riders of the proposed service changes and the goal of creating a more cohesive network. Other key action steps that are recommended to be included in the Recommended Service Plan service change process are:

Annual service coordination meetings should convene all seven multi-modal providers to continue to facilitate intermodal connections going forward. These annual meetings could be held in advance of joint board meetings (see below) to set the agenda and discuss desired meeting goals.

Action Steps:

- Fixed-route bus providers initiate a ***monthly Service Review and Coordination meeting*** to sequence, schedule, and appropriately phase in implementation of the Recommended Service Plan and any future service changes.
- Conduct ongoing quarterly ***service coordination meetings*** with fixed-route bus service providers. Expand to include all seven regional transit providers on an annual basis.

Regional and Statewide Coordination

While the Recommended Service Plan will primarily be implemented by the region's transit providers, GPCOG can help to facilitate ongoing coordination amongst the transit providers and communicate the need for additional support from MaineDOT to prioritize needed infrastructure. Further, GPCOG can identify and prioritize projects that could leverage additional federal funding.

Action Steps:

- GPCOG provides resources (e.g., through the region's formula funding) for ***a public outreach and education campaign*** that puts service changes and benefits into regional context.
- GPCOG leverages regional resources to encourage municipal, state, regional, and private partners to **pursue roadway geometry and pedestrian access improvements** needed to support bus service changes.
- MaineDOT ***directs resources to support infrastructure improvements*** needed for pedestrian access and safe operations.

Figure 14 Implementing the Regional Network Changes

Action	Timeframe	Implementation Steps
Implement Recommended Service Plan	**Near Term**	▪ Fixed-route bus agencies conduct Title VI analysis and agency-specific public outreach. ▪ Agency boards and South Portland City Council approve changes as required. ▪ Install/remove bus stops as needed for service changes. Prepare new bus schedules. ▪ Coordinate timing of service changes among agencies, so riders see benefits of changes that involve multiple operators. ▪ Work with GPCOG to conduct a regionwide public outreach and education campaign to present service changes in regional context.
	Medium Term	▪ Initiate a quarterly Service Review and Coordination meeting for fixed-route bus providers. ▪ Work with municipal, state, and private partners to implement recommended roadway, pedestrian, and bus turnaround improvements.
Roadway geometry and bus turning improvements	**Near Term**	▪ For the SPBS Route 21 to operate on a bi-directional alignment on Broadway, a transit bus must be able to reliably make a right-hand turn from Broadway onto Benjamin W Pickett Street. This turn is currently not consistently possible, due to roadway geometry and the current layout of parking and travel lanes. Improvements to this intersection would help riders traveling to and from important destinations in South Portland, such as SMCC and Betsy Ross House. Potential improvements include parking relocation, channelization changes, or curb reconstruction.
Pedestrian access improvements	**Near Term**	▪ The Maine Mall Hannaford in South Portland is a popular transit destination with no comfortable or ADA-accessible access from Philbrook Avenue. To be sure riders can safely access Hannaford via transit, three bus routes currently deviate from Philbrook Avenue and drive through the Hannaford parking lot to board and alight passengers at the Hannaford front door. This maneuver reduces the speed and reliability of these routes and introduces dangerous conflicts with moving vehicles in the parking lot. Adding a sidewalk and pedestrian crossings from Philbrook Avenue to the Hannaford would improve bus speed, reliability, and operational safety.
	Medium Term	▪ The Recommended Service Plan proposes eliminating fixed-route transit service on Gannett Drive in South Portland, due to low ridership and limited demand for transit. Service is recommended to remain on Cummings Road. To maintain some access to destinations on Gannett Drive, such as the United States Citizenship and Immigration Services field office, bus stops and a pedestrian crossing could be built on Cummings Road, and sidewalks added to Gannett Drive.
Bus turnaround and layover space	**Near Term**	▪ The Recommended Service Plan proposes the extension of several bus routes (METRO 2, 4, Huskey Line) to the Eastern Waterfront in Portland but does not specify layover and turnaround space for these vehicles. Ocean Gateway pier, Thames Street, or Hancock Street are good layover options. Sufficient space for buses to safely turn around and lay over should be added in this general area, with good proximity to restrooms for operators.
	Medium Term	▪ Real estate development occurring at the former B&M bean factory off Sherwood Street will likely support considerable transit ridership. The site is difficult to access, however, and will likely require a route to turn around at the location, as opposed to deviate from an existing route (a deviation will require a significant amount of running time that would considerably increase travel times for riders not traveling to and from the site). To facilitate transit service at this site, the City of Portland should work with the real-estate development team to ensure bus turnaround and layover space is constructed and/or better bicycle and pedestrian infrastructure to reach nearby bus service without a deviation.

Implementation Timeframe

- **Near Term: 0 to 6 months**
- **Medium Term: 6 to 18 months**
- **Long Term: 18 months+**

Action	Timeframe	Implementation Steps
Pedestrian crossing, shelters, and wayfinding	**Near Term**	▪ The Recommended Service Plan proposes operating Route 1 on Thompsons Point Road and Sewall Street so that it boards and alights passengers at the PTC without needing to turn around in Thompson's Point. This would require new shelters on Thompsons Point Road, north of the PTC, as well as a safe pedestrian crossing near the shelters. Wayfinding to help riders understand where the bus stop is and which bus stop takes them to downtown vs. the Jetport should also be included. ▪ The Recommended Service Plan proposes BSOOB Transit Route 51 serve Saco Valley Shopping Center on Spring Street, which would require people traveling to and from the mall to walk to Spring Street from the front door of stores. To facilitate this pedestrian connection, a shelter and safe pedestrian crossing should be added on the south side of Spring Street at Bradley Street.
	Medium Term	▪ The Recommended Service Plan proposes BSOOB Transit Route 50 serve SMHC Hospital via the hospital access road, without entering the pick-up/drop-off circle at the front door. To facilitate this connection, shelters and a pedestrian crossing should be added on the access road, with safe and ADA-accessible connection between the shelters and the hospital front door.
Congress Street transit stop and priority treatments	**Near Term**	▪ The Recommended Service plan proposes operating many bus routes on Congress Street, creating a high-frequency transit corridor, which will simplify transfers and offer high-frequency service for people traveling up and down the Peninsula. Improving transit stop and transit priority infrastructure on the corridor will make sure transit operations are smooth and bus service is fast and reliable. (Routes include all METRO services (except Route 3), SPBS 21, BSOOBT 60 and 70)
Commercial Street transit priority treatments	**Medium Term**	▪ The Recommended Service Plan proposes operating Route 8A/8B on Commercial Street. The stretch of Commercial Street between Franklin Street and Union Street can serve as a valuable transit-priority pilot segment, where transit priority treatments are tested with Route 8A/8B, in potential preparation for future service along Commercial Street, including but not limited to at the new VA clinic.

Implementation Timeframe

- **Near Term: 0 to 6 months**
- **Medium Term: 6 to 18 months**
- **Long Term: 18 months+**

5 REGIONAL INITIATIVES

In addition to changes in route alignments and schedules in the fixed-route bus network, the study team and transit agency staff identified key opportunities to advance a more integrated regional system and make service more attractive to existing and new riders. The five recommended initiatives below would achieve these goals by offering more direct and frequent service, improving the transit experience, and pursuing coordination measures to realize efficiencies and improved connections:

- **Develop Regional Family of Services and Standards**
- **Improve Bus Stops and Transit Hubs**
- **Make Fares and Trip Planning Easier**
- **Make Buses Faster, More Reliable, and More Sustainable**
- **Establish a Regional Microtransit Program**

DEVELOP REGIONAL FAMILY OF SERVICES AND BUS-SERVICE STANDARDS

The Greater Portland region has many transit providers for an area of its size, all seven of which provide information to riders in different ways and formats. This information mix can make it hard for riders to understand and use the regional transit network.

Coordination among the region's bus operators is needed to develop and maintain a regional brand and appropriate, practical, and reasonable service standards in common. The Transit Together effort establishes a set of guiding principles and encourages the fixed-route bus operators to further consider and adopt regional service standards.

Working together to describe and promote transit at a regional level makes it easier for riders to learn about and use different services. This approach has worked in other urban areas with multiple transit providers. Enhancements can include the introduction of a regional transit map and other shared marketing materials, similar naming protocols for similar routes, and a common regional umbrella brand or icon to help draw connections across the network.

Regional Brand Identity

Today, each Greater Portland region transit agency uses different schedule formats and maps, making it harder to interpret the relationship between services. It may not always be clear whether there is a better route to reach your destination, whether real-time information is available, or how fares work when transferring to a different provider. A regional system map and the use of similar templates for schedules could help customers better decipher this information.

Above: Examples of Regional Transit Branding

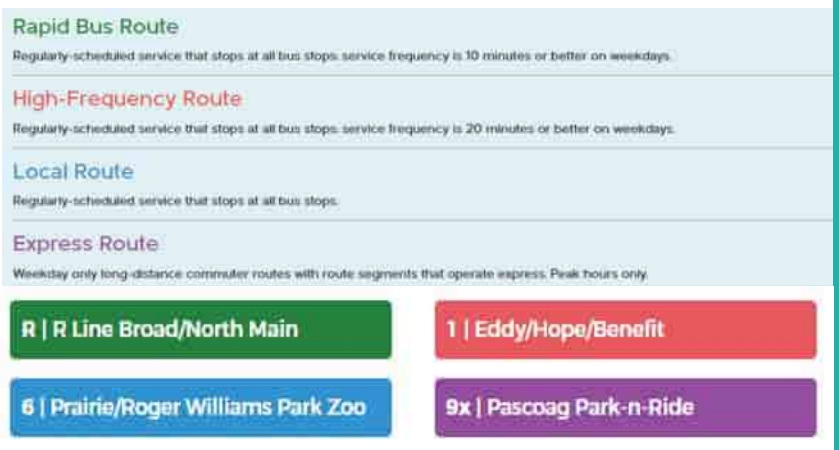
A common branding element need not prevent individual agencies from maintaining some brand individuality and familiarity. Rather, a regional approach would help riders by providing information in a similar format and using a common branding element. Introducing a regional brand, icon, color palette, or other measures would help riders easily identify all the public transit services in the region, navigate transfers, and be more likely to use transit for regional trips. It would also be helpful to use a similar nomenclature and/or numbering strategy for fixed route bus services.

Action Steps:

- Create initial ***regional materials*** (a regional brand or icon could be added later):
  - A common template for route schedules and systemwide service maps.
  - A regional information web page (for example, greaterportlandMEtransit.org) that can direct users to individual transit agency websites.
  - A regional transit system map.
- Incorporate a ***unified brand or common element*** into individual agency brands.
- ***Incorporate the regional brand or icon*** on regional website, maps, vehicles, facilities, communication materials, stop signage, and other rider-facing places.

Family of Services

Beyond a regional brand identity, a family of services to differentiate route types and frequencies can introduce user-friendly nuance to riders of all transit services. For example, BREEZ, Route 70 Purple/ZOOM, Lakes Region Explorer, and Southern Maine Connector all serve somewhat similar regional markets and could adopt a similar umbrella brand; any future microtransit services could also fall under a similar brand. A family of transit services could also be used to target investment in transit corridor priority and enhanced passenger amenities.



Regional Family of Services

The Rhode Island Public Transit Authority differentiates route types and frequencies using colors (e.g., rapid as green, high frequency as red, local as blue) throughout their statewide system.

This 'family of services' model could be used in the Greater Portland region.

Figure 15 Proposed Greater Portland Region Family of Transit Services

Service Type	Proposed Definition	Example Routes
Rapid	Bus routes that serve higher-density areas, connect several key destinations, or operate in a priority corridor.	▪ METRO routes 2, 4, and 5 ▪ SPBS Route 21
Local	Bus routes that serve moderate- to lower-density areas and connect neighborhoods with local centers or hubs.	▪ METRO routes 1, 3, 7, 8, 9 ▪ SPBS Route 24 ▪ BSOOB Routes 50, 51, 54
Limited	Long-distance bus routes connecting regional destinations via arterial roadways, serving many stops and several communities.	▪ BSOOB Route 60 ▪ METRO's BREEZ, Husky Line ▪ YCCAC's SMC ▪ RTP's LRE
Express	Long-distance commuter-oriented bus routes that make limited stops.	▪ BSOOB Route 70
Demand Response	Services that are not on a fixed schedule and operate when needed. Reservations/trip requests are required.	▪ RTP, YCCAC, Microtransit
Other Transit	Non-bus transit routes (for example, rail or ferry).	▪ CBL, NNEPRA

Action Steps:

- Adopt a ***family of services*** route classification system (for example, local and limited routes) to guide regional route-naming conventions and service standards.
- ***Convene agency boards*** to obtain buy-in and establish guidelines for:
  - Regional bus-route naming conventions.
  - Shared regional information (for example, mobile app, customer service center, website).
  - Advancing a regional branding study that promotes individual agencies within a shared regional brand.

Regional Bus Service Standards

Within the proposed family of services, all transit agencies operating in the region should adopt a common set of service standards for different types of routes. Setting expectations for service levels also creates a coordinated and consistent network of service by establishing uniform standards for each service type. This provides consistent expectations for riders as well.

Figure 16 Proposed Weekday Transit Service Standards for Greater Portland

Service Type	Definition	Frequency	Span	Routes
Rapid	Bus routes that serve higher-density areas	15 mins.	6AM–11PM	2, 4, 5, 21
Local	Bus routes that serve moderate- to lower-density areas	30 mins.	6AM–10PM	1, 3, 7, 8, 9, 24, 50, 51, 54
Limited	Long-distance bus routes connecting regional destinations	60 mins.	6AM–9PM	60, BREEZ, Husky Line, SMC, LRE
Express	Long-distance commuter-oriented bus routes that make limited stops	60 mins. during peak	Market-Based	70
Demand Response	Service that operates as needed, with reservations	30-minute wait time	7AM–7PM	RTP, YCCAC, Microtransit
Other Transit	Non-bus transit routes (for example, rail or ferry)	n/a	n/a	CBL, NNEPRA

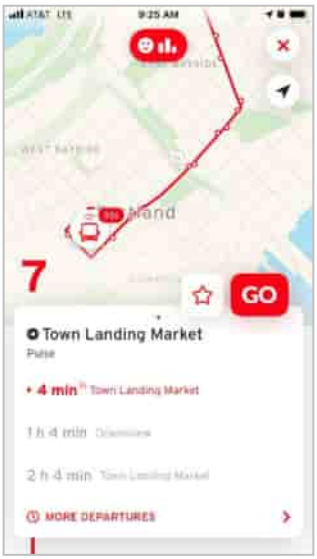
Action Steps:

- Further refine ***regional bus service standards*** to classify each route by type and set minimum thresholds for span and frequency.
  - Propose performance targets (for example, passengers per hour or per trip) for each route type in the regional family of services using standard units of measurement and readily available data.
  - Consider different densities, land uses, and road types.
- Develop a process or ***policy for reviewing performance and adjusting standards*** as needed.

MAKE TRANSIT FASTER, MORE RELIABLE, AND MORE SUSTAINABLE

The Greater Portland region's seven transit providers recognize the importance of supportive transit technologies to help improve the speed and reliability of bus transit services and to enhance the rider experience. The agencies have expressed strong support for coordinated technology upgrades to ensure interoperability wherever possible. In addition, the individual agencies, with MaineDOT support, are moving towards zero-emissions vehicles (ZEVs) in response to the ambitious statewide climate goals set forth in *Maine Can't Wait*.

Consistent technology across most or all transit providers in the region would make it easier for agency planners and operators to interpret data streams to see the full regional picture, make coordinated service improvements, and offer all riders a consistent, convenient experience.



Regional Technology Roadmap

Real-time data, transit signal priority, trip-planning software, and fare payment systems increase rider satisfaction and improve transit performance. Other behind-the-scenes technologies support effective and reliable operations, such as transit-planning software, automated vehicle locators (AVLs), automated passenger counters (APCs), and GTFS feeds. A technology roadmap could identify needs and be used to pursue funding for

A Regional Technology Roadmap could establish the parameters and requirements of desired technology upgrades and help plan for future regionwide investments. For example, MaineDOT is leading a study to determine the costs for fixed-route bus electrification, introducing opportunities to consider shared maintenance and charging infrastructure. Exploring coordination opportunities for shared on-route charging at places where multiple systems meet (for example, PULSE, Maine Mall, and Saco Transportation Center) could support a faster and efficient fleet transition. MaineDOT is also evaluating statewide transit trip planning apps and automated fare payment technologies.

Action Steps:

- Survey each transit agency to ***inventory existing technology***, replacement needs and gaps in new technology and develop a ***Regional Technology Roadmap***.
- ***Invest in AVL technology*** for all fixed-route transit providers to enhance GTFS reliability for customer-facing tools.
- ***Invest in APCs*** and develop standard reports for agencies to better understand transit use throughout the region and facilitate informed service planning.
- ***Invest in a regional license for dynamic transit planning software***.
- Determine which ***transit tracking app*** will be used and promoted in the region: 1) SMTT or Umo which is tied to the fare payment system; 2) an externally managed option, such as Transit App; or 3) a common statewide app.
  - Address concerns regarding regional intermodal integration (for example, can system include ferry arrival information which varies due to freight loads?)
  - If switching apps, develop a multilingual communication campaign to instruct riders on use of the new platform and its benefits.
- Develop a ***regional transit signal priority program*** in coordination with MaineDOT and local municipalities.
- Support MaineDOT's Transit Bus Electrification Plan.
  - ***Program funds for vehicle replacement*** and regional charging infrastructure.
  - ***Assess maintenance facility readiness*** for selected technology. Consider regionalization of certain maintenance tasks or staff.
  - ***Utilize regional or state procurements*** to coordinate electrification and ensure charging infrastructure is optimized for interoperability.
  - Support efforts to secure ***onsite battery storage for Casco Bay Lines*** and longer-term proposals to transition ferry and rail away from fossil fuels.

Image source: Nelson\Nygaard.

MaineDOT Electrification Study

MaineDOT is working with all five bus agencies in the region to support a transition to ZEVs:

- Identifying vehicle technology options
- Developing a fleet replacement schedule
- Providing guidance on facility and remote charging infrastructure
- Coordinating with utilities on pricing and charging windows
- **Recommending further coordination to gain regional efficiencies**

6 MOVING FORWARD TOGETHER

Implementing Transit Together recommendations depends on a continued commitment to working together across agencies and stakeholder groups. It will also require additional levels of funding. The Transit Together Recommendations Action Plan (see Figure 21) summarizes recommendations and identified actions steps. It provides a framework to guide future planning decisions and regional transit investments.

CONDUCT ONGOING REGIONAL COORDINATION

As the region's metropolitan planning organization, PACTS is responsible for facilitating a collaborative process to prioritize limited federal transportation funding. The Transit Task Force, which is made up of the seven transit agencies, PACTS chairs, and MaineDOT, is one avenue to inform that decision making process. The Transit Task Force is recommended to lead implementation of several key components of this plan, including coordination of transit service planning and the design and advancing of regional transit enhancements and technology.

Key tasks related to implementing Transit Together recommendations include:

- **Developing Regional Bus-Service Standards**
- **Developing a Microtransit Roadmap**
- **Conducting Periodic Service Review and Coordination Meetings**
- **Advancing Regional Initiatives**

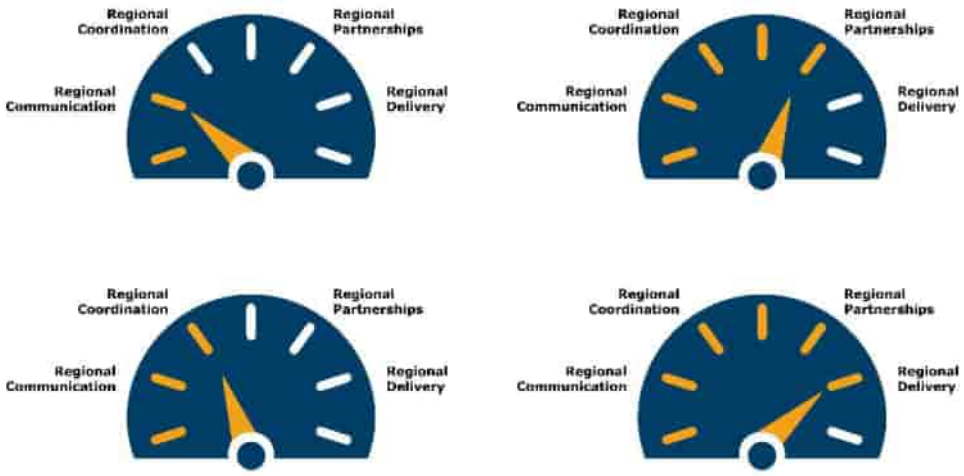
Regional transit staff came together at three workshops to identify areas of consensus and develop Transit Together recommendations.

ADVANCE REGIONAL INITIATIVES

Chapter 5, Regional Initiatives, outlined a series of action items related to enhancing service for the rider, making technology upgrades, and working regionally on more programs to introduce efficiencies and make riding transit an easier and more seamless experience.

Levels of coordination will vary across individual tasks. For some efforts, such as schedule changes at intermodal hubs, only communication would be needed. Other tasks, such as development of bus-stop design guidelines, will require more coordination. Regional technology upgrades, branding efforts, or joint procurements to provide a common real-time information app, fare payment, or bus charging stations might require a more formal effort with interagency memoranda of agreement.

Figure 19 Graphic of Transit Coordination Levels



Transit Together recommends GPCOG staff support the Transit Task Force and other coordination efforts by performing technology research, offering procurement support, writing grant applications, and completing other tasks.

Tasks related to funding prioritization (for example, for transit stop improvements) will fall to the RTAC and PACTS Policy Board. These committees are also ultimately responsible for making sure investment actions and priorities align with other plans such as *Transit Tomorrow*, *Connect 2045,* and *Maine Won't Wait*.

Transit Together Convention

To keep the spirit of interagency cooperation intact and to update regional priorities as time moves on, we recommend an **annual** convening of the seven transit agency boards. Joint board meetings were held in 2007, 2012, and 2019, and proved to be successful venues for obtaining individual agency buy-in and setting strategic direction.

Action Steps:

- Hold ***joint transit board meeting (or Transit Together convention***). Make this an annual event to reaffirm priorities and strategies for the year ahead. Obtain buy-in to advance critical-path items within the structure of PACTS Transit Task Force and other committees:
  - Regional service standards (including Microtransit Roadmap)
  - Reinitiated regionwide branding study (including microtransit brand)
  - Bus-stop design guidelines
- ***Transit Task Force leads***:
  - Family of services and regional service standards
  - Bus-stop classification hierarchy
  - Microtransit pilot guidelines and draft roadmap
- ***GPCOG leads*** in initiating coordination with state/MaineDOT on:
  - Fare payment integration
  - AVL, real-time information, and other technologies
  - Scheduling software technology, pilots, and goals for microtransit and other on-demand transportation

PURSUE ADDITIONAL FUNDING

The region receives a limited level of federal funding for transit each year, with the remaining needed funds largely made up by municipal contributions.

Today, the region's transit providers struggle to adequately meet transit demand across areas of mixed density. Difficult decisions and tradeoffs must be made. The providers are also working to address challenges such as ridership declines due to the COVID-19

pandemic, outstanding preventative maintenance needs, and desired fleet and technology upgrades.

Additional funding is needed to implement service improvements beyond the Recommended Service Plan and to advance Regional Initiatives to enhance the rider experience.

While the region benefitted from an infusion of Coronavirus Aid, Relief, and Economic Security Act (CARES) and American Rescue Plan Act (ARPA) funds during the pandemic, this level of funding is not currently anticipated to continue over the longer term. It is important to set and identify regional priorities to guide investments as federal funding levels vary year to year. Regional transit agencies should work together with local and regional governments to explore options for a new transit funding source to help the region grow sustainably.

Future Bus Service Improvements

The evaluation of regional transit demand and ridership data performed as part of the Transit Together study identified a need for additional service frequency and span of both weekday and weekend service. New needed connections that are not being served today were also identified. Due to the cost-constrained nature of the Recommended Service Plan, many of the changes that would help address these needs were not able to be included. Additional recommendations to implement microtransit, especially in South Portland, where replacement of fixed route service is critical to moving the Recommended Service Plan forward, would require additional resources beyond what is available for the Recommended Service Plan.

New and expanded service would make transit more useful for more types of trips, and demand is likely to persist and grow over the next few years. If additional funding becomes available, it could be used to operate an improved transit network and thereby increase ridership.

Other recommendations made in this report, such as regional route classifications, stop improvements, enhanced rider information, and technology investments will also make service more attractive for current and potential future riders.

Many daily riders use routes operated by two or more agencies and often have long waits between transfers. This results in transit travel times that greatly exceed the time it would take to make the same trip in a car.

Additional Service Needs Include:

- ***Frequency improvements***, including 15-minute service on Route 4; 30-minute service on Routes 1, 3, 7, 8B, 24, 54, 60, and BREEZ; and 60-minute service on the Lakes Region Explorer.
- ***Span improvements*****,** including late-night service on key routes serving the hospitality industry or new microtransit service, Saturday service on the Southern Maine Connector, and Sunday service on the BREEZ, Lakes Region Explorer, and Southern Maine Connector.
- ***Three microtransit zones.*** Future implementation would require additional resources to acquire or lease vehicles, procure scheduling software and app technology, hire drivers, and operate service.
- ***A new bus route*** connecting Brick Hill in South Portland directly with the Portland Peninsula.

Figure 20 Estimated Costs for Additional Service Improvements

Additional Service Improvements	Annual Operating Costs	One-Time Capital Costs
Frequency Upgrades	$6,740,000	$13,500,000
Extended Service Span	$860,000	-
Three New Microtransit Zones	$3,290,000	$1,570,000
New Bus Route	$1,110,000	$2,000,000
Total	**$12,000,000**	**$17,070,000**

Note: One-time capital costs are current cost estimates for new cutaway and electric fixed-route buses.

Action Steps:

- GPCOG to work with agencies, PACTS, and MaineDOT to ***identify funding*** for unfunded service recommendations (for example, additional fixed-route bus frequency).
- GPCOG to help ***pursue federal discretionary grants*** (or other funding sources such as MaineDOT RTAP funds) for:
  - Microtransit initial start-up costs (i.e., vehicles, scheduling technology, app)
  - Bus-stop design guidelines (to be adopted by agency boards)
  - Bus-stop improvements
  - Regional branding study (following joint agency board direction)
  - Enhanced integrated regional rider tools (whether expanding DiriGO or SMTT, or funding the recommended Transit App's Royale upgrade for the region).

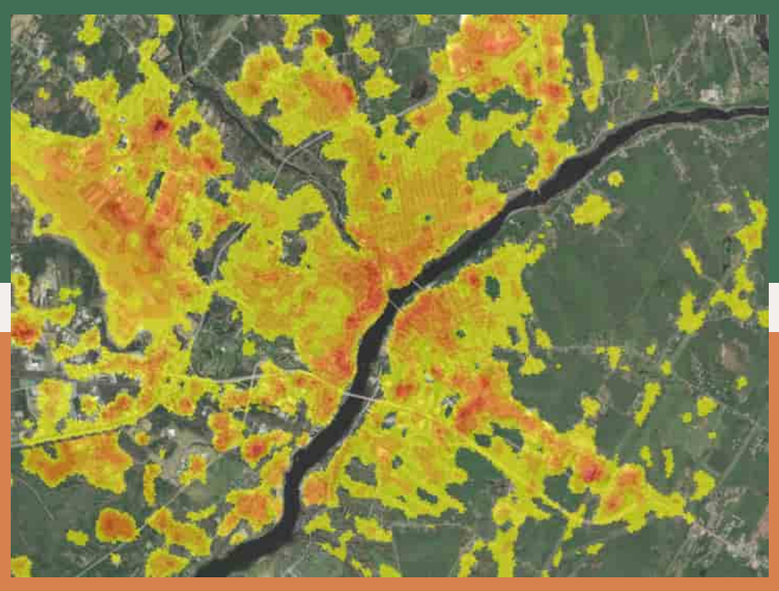
Transit Together Action Plan and Timeline

A **Transit Together Recommendations Action Plan** is in Figure 21. This plan aims to serve as a summary of Transit Together recommendations and reference document to guide near-term planning decisions and investments.

The table organizes each recommendation into one of three timeframes:

- Near Term: 0 to 6 months
- Medium Term: 6 to 18 months
- Long Term: 18 months+

PENOBSCOT CLIMATE ACTION



PROJECT AREA

The project area includes the municipalities of Bangor, Bradley, Brewer, Hampden, Hermon, Milford, Old Town, Orono, Orrington, and Veazie as well as Penobscot Indian Island.

PHASE 1 - COMPLETE!

The goal of the first phase was to determine what is at risk.

Vulnerability Assessment

The region's resilience was analyzed to determine what infrastructure and communities are vulnerable to climate change impacts. This included collecting data on facilities, services, and populations as well as mapping projected climate hazards such as flooding, extreme heat, and extreme weather patterns.

Greenhouse Gas Inventory

Greenhouse gas producing activities and facilities were tracked in order to calculate the region's current emissions profile including where emissions are coming from, what quantity is being produced, and what emissions are within our control to reduce.

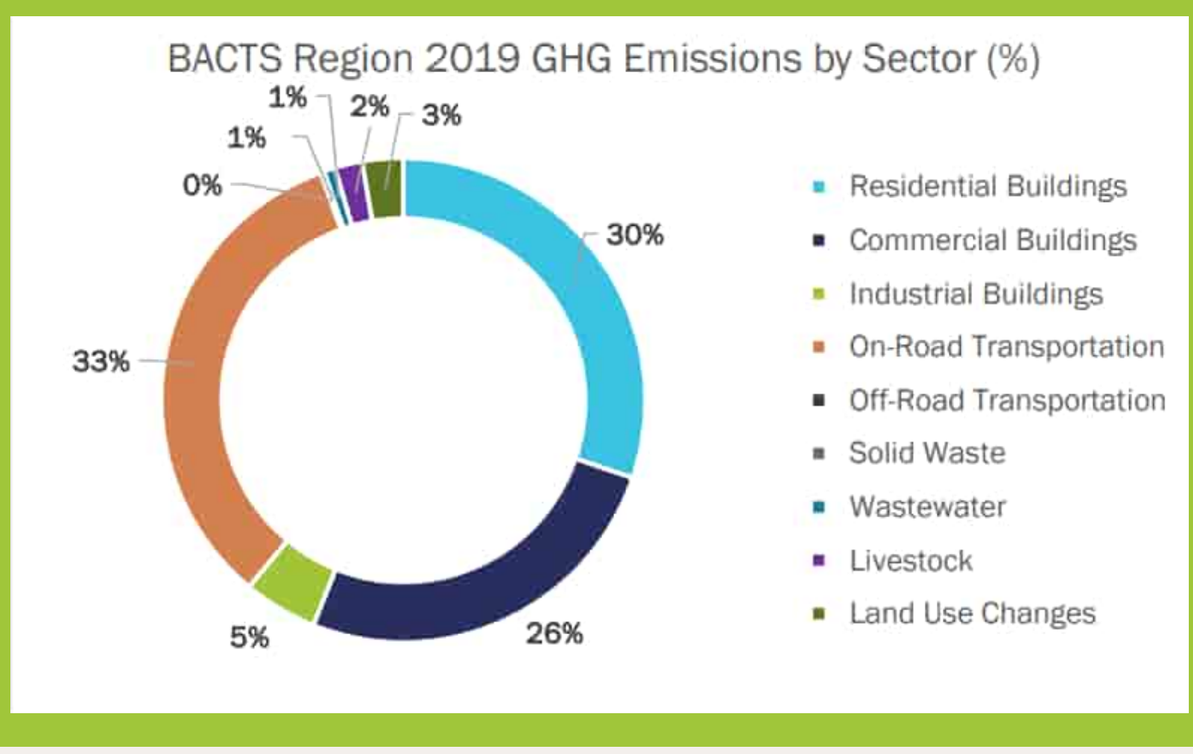
MAJOR FINDINGS

How will we experience climate change impacts locally?

- Rising Temperatures: The northeast is warming faster than any other region in the U.S.. This region will experience more extreme heat index days each year. Seasonal shifts will impact waterbodies, snow melt, and the freeze/thaw cycle.
- Extreme Precipitation and Inland Flooding: This area will see increases in intense, short duration precipitation events which create risk of flash flooding, especially in areas without adequate infrastructure capacity.
- More Frequent and Intense Storms: Shifts in the type and severity of storms we typically experience may include more extreme wind and more ice storms which can have very damaging impacts on homes, electricity infrastructure, roads, etc.
- Sea Level Rise: Maine is projected to experience 3.9 to 8.8 feet of sea level rise by the year 2100. The Penobscot River is tidally influenced which exposes the adjacent areas to sea level rise and corresponding storm surge.

How does tracking emissions sources help us take action?

There are many ways to reduce greenhouse gas emissions. Specific strategies can be developed for different sectors(buildings, roads, agriculture, etc.) and for different interest groups(municipal government, residents, businesses, etc.) in order to efficiently allocate effort and resources.



PHASE 2 - IN PROGRESS

The goal of Phase 2 is to develop specific strategies to address areas of vulnerability and reduce our greenhouse gas emissions. This phase will include extensive public outreach to identify community prioritized goals and outline what programs, policies, and projects can be implemented to achieve these goals.

SCHEDULE AND ACTIVITIES

Define Principles and Priorities — Mar - June 2023

Co-Create Solutions — Jun - Oct 2023

Identify Implementation — Oct 23 - Feb 24

Launch Toolkits — Feb - Mar 2024

SURVEY x3

POP-UP EVENTS 10+

WORKING GROUP x3

DELIVERABLES

Ten Climate Action and Adaptation Toolkits

- **Purpose: Outline specific strategies that can easily and quickly be implemented to address local issues and build resilience regionwide.**
- **Strategy Selection Process: The chosen strategies will be co-developed with local stakeholders and residents in order to determine which actions are most needed and which have the highest potential to succeed in our unique area.**
- **Audience: Portions of these toolkits will target municipalities, local businesses and organizations, or residents for implementation**
- **Resources: The toolkits will also identify resources to assist with strategy implementation including: alternative funding opportunities, relevant information/plans, and local experts/stakeholders. Calling upon these resources will build capacity and momentum for this work.**

Get project updates, take the survey, or give us feedback by visiting the project website at:
penobscotclimateaction.org
OR
Contact Madeline Jensen at: madeline.jensen@bactsmpo.org

PENOBSCOT
CLIMATE ACTION

RESOLUTION NO. 2018.01

RESOLUTION BY THE BOARD OF THE DIRECTORS OF THE GREATER PORTLAND TRANSIT DISTRICT ("GPTD"), TO APPROVE THE FILING OF AN APPLICATION WITH THE FEDERAL TRANSIT ADMINISTRATION ("FTA") FOR THE PURPOSE OF ACQUIRING FEDERAL TITLE 49, SECTION 5339(c) CAPITAL FUNDING TO ACQUIRE UP TO FOUR (4) BATTERY ELECTRIC BUSES AND ASSOCIATED CHARGING INFRASTRUCTURE.

WHEREAS, Chapter 53 of Title 49 of the United States Code (formerly the Federal Transit Act of 1964, as amended), makes financial aid available to eligible transit agencies or units of local government showing a substantial effort toward the preservation, improvement and operation of mass transit systems; and,

WHEREAS, the GPTD is authorized to provide public transportation under Maine Revised Statutes Title 30-A, Chapter 163, Transportation and is eligible to receive federal grant funds under United States Code, Title 49, Section 5307 ("Section 5307") for transit operating and capital projects and Section 5339(c); and,

WHEREAS, GPTD has been working collaboratively with the State of Maine, the Greater Portland Council of Governments and Portland Area Comprehensive Transportation System (PACTS) serving as the Metropolitan Planning Organization for the Portland, ME Urbanized Areas, the Center for Transportation and the Environment and Shuttlebus-Zoom to develop the scope, costs and benefits of a multi-agency electric bus project ("the Project").

WHEREAS, the State of Maine has agreed to submit a single grant application to FTA's Section 5339(c) Low-No Emissions Grant Program on behalf of GPTD and Shuttlebus Zoom and contribute up to $3.0 million to support the Project.

WHEREAS, the PACTS Transit and Executive Committees have approved a Six Year Capital and Operating Program that includes $500,000 to support the Project.

WHEREAS, the GPTD Board of Directors has been briefed on the costs and benefits associated with battery electric buses and understands the requirements of accepting the grant funds including the obligation to provide the necessary local share of the Project's costs; and,

WHEREAS, GPTD intends to comply with all FTA requirements for financial assistance for the Project and to submit any necessary certificates, assurances and other documents to that effect;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE GREATER PORTLAND TRANSIT DISTRICT, as follows:

1. That GPTD shall commit up to $250,000 as part of the Project's local match which is consistent with the local match figures programmed as part of GPTD's 2018-2022 Capital Improvement Program.

2. That the General Manager be authorized to approve GPTD's participation with the State of Maine to file the federal Section 5339(c) Low or No Emissions Grant Program on behalf of GPTD to secure funding for up to 4 battery electric buses and associated charging infrastructure manufactured by Proterra as well as project management, engineering and training costs.

3. That the General Manager is authorized to accept the offer of the FTA concerning the financing of the Project and to execute with the FTA grant agreements pertaining to financial assistance for the Project; and,

4. That the General Manager, subject to required procurement policies, is hereby authorized to execute all agreements and contracts with third parties, including affected local jurisdictions and utilities, in connection with this grant application and the Project; and,

5. That GPTD hereby authorizes the General Manager to execute the certification and agreement required by the Labor Protection provisions of 49 U.S.C. 5333 (b) and to execute and file such other certifications, assurances and documents with the FTA as may be required by the FTA in connection with federal grant assistance for the Project.

6. That GPTD shall adopt a goal of achieving a zero-emission public transit fleet by 2040.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE GREATER PORTLAND TRANSIT DISTRICT, this 13 day of June, 2018.

GREATER PORTLAND TRANSIT DISTRICT
BOARD PRESIDENT

ATTEST:

GREATER PORTLAND TRANSIT DISTRICT
BOARD SECRETARY

TITLE VI

TITLE VI PROGRAM UPDATE

JUNE 1, 2022 – MAY 31, 2025

Effective: December 26, 2012
Revised: March 2016
Approved: July 22, 2019
Revised: December 2016
Revised: June 2019 / Approved: July 2019
Revised: February 2022
Approved: March 2022

CITY OF BANGOR

Community Connector
475 Maine Ave
Bangor, Maine 04401
207-992-4670
www.bangormaine.gov

APPENDIX C

CITY OF BANGOR ORDER

Date: 03/28/2022
Item No: 22-139
Assigned to Councilor: Hawes

Approving and Adopting Title VI Program for Community Connector Transit Services

Be it Ordered by the City Council of the City of Bangor that,

the Title VI Program for the Community Connector Transit Services is approved and adopted.

CITY CLERK'S OFFICE
BANGOR, MAINE
MAR 29 2022
A TRUE COPY ATTEST
City Clerk

IN CITY COUNCIL

MARCH 28, 2022
CO 22-139

Motion made and seconded for Passage of Consent Agenda
Vote: 6 – 0
Councilors Voting Yes: Davitt, Hawes, Schaefer, Tremble, Yacoubagha, Fournier
Councilors Voting No: None
Passed

CITY CLERK

Title VI Program
Biddeford-Saco Old Orchard Beach Transit Committee dba (BSOOB)
Adopted November 22nd, 2016
Updated September 30, 2021

Designated Title VI Coordinator:
Chad Heid, Executive Director
13 Pomerleau Street, Biddeford, Maine 04005
Phone: 207-282-5408 | Email: cheid@bsoobtransit.org

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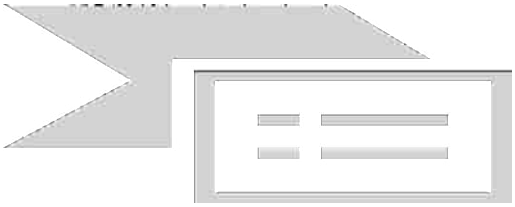
ATTACHMENT 2



Meeting Minutes or Resolution Demonstrating that the Board Approved the Title VI Program

Biddeford-Saco-Old Orchard Beach Transit Committee
Meeting Minutes
December 5, 2019
Saco Transportation Center Conference Room
4:00 PM

1. Call to Order: Vice Chair Alan Minthorn called the meeting to order at 4:04 PM.

2. Members present: Alan Minthorn, Kenny Blow, Louise Reid, Bette Brunswick, Denise Clavette, Greg Tansley (via telephone)
Auditors present: Casey Leonard and Parker Madden, Runyon Kersteen Ouellette
Staff: Tony Scavuzzo, Anne Austin, Craig Pendleton, Doug Morison

3. Approval of the Minutes -

Motion by Denise Clavette to approve the Meeting Minutes of October 24, 2019 as written. Seconded by Kenny blow. No discussion. All were in favor. Passed unanimously.

4. RKO – Audit Results – Casey Leonard presented the audit results summary. The audit went very well this year.

Summary of Audit Results- Financial Statement Opinion – Unmodified
- Report Required by *Government Auditing Standards* (GAS)
    - No Material Weaknesses
    - No Significant Deficiencies
- Report Required by the Uniform Guidance
    - Program Tested
        Federal Transit Cluster – 20.507
        - No Findings
- Report Required by the MAAP

- Program Tested
  Formula Grants for Rural Areas
    - No Findings

Parker Madden continued the audit presentation, reviewing net position graph, revenues, expenditures, revenue distribution, and expense distribution 2019 versus 2018 graphs.

Casey Leonard reviewed two minor recommendations in the Letter to Management. Trivial to compliance audit.

Motion by Louise Reid to accept the audit for FY 2019 as presented by Runyon Kersteen and Ouellette. Seconded by Kenny Blow. All were in favor. Passed unanimously.

5. **Financials –** Doug Morison, Finance Manager, reviewed the October 2019 financials. Former Finance Manager, Curt Koehler had prepared the financial memo prior to his November departure.

As of October 31, total revenues were $84,000 ahead of last year but the percentage is quite different due to the magnitude of this year's budget, above last year. Municipal contributions, up by $75,000, accounting for most of this increase. There is nothing alarming in revenues at this point.

Total expenditures were $142,000 higher than last year. Personnel costs were up by $109,000, mostly from wage and benefit cost increases, not additional employees. Fuel costs were about even, year to year, but should be decreasing as we are now into our lower-priced contract. There have been several costly repairs to some of our aged fleet this year. That is beyond our control and we cannot wait to get going with purchasing the new buses that for which we have been approved.

Our effective cash position is lower than last year. I see no concrete reason for this other than cash flow. Receivables were up by almost $40,000. Fixed assets value were reduced from a year ago by $369,000, the result of transactions last year, but after October.

6. **Executive Director's Presentation –** Tony Scavuzzo, Executive Director, gave his presentation, highlighting progress to date, fare box update, and funding challenges.

Progress-

- Triennial audit was successful. Preparing feedback to close all loops and respond to FTA contractor (DMP Group).
- December agency wide meeting in progress (yesterday and tomorrow). Sharing information and obtaining feedback are main goals.
- Circled back with City/Town Managers and entering city council workshops post

election to stay visible and provide updates on progress to each municipality.

- Planning a "Transit Summit" in early 2020 to spend more time discussing current state of BSOOB Transit, funding challenges and create direction to move forward toward. Plan on one-half to one full day. Details, date & times TBD.
- Awarded 5339 grant ($880,000) from FTA which will be used to replace four trolleys. 20% local match is coming from MEDOT.
- Title VI document approval.
- Benefits update - Health insurance increase of 6.4%. Company will cover 50% of increase. HRA will stay at 85%. Vision Insurance will be added.

Project update –

Wifi on board - U.S. Cellular is our choice after demos with AT&T and Verizon. Wanted our business. Got 80% government discount and unlimited data with no overage charges. Will drive new technology and future on board video.

Automated Vehicle Locator (GPS) – UniteGPS is our choice. Will have fleet view of all buses via web app available for viewing online, smart phone and plan for screen at STC.

Electronic Fare collection – Discussing financial and operations specifics. Have plan for where readers will be installed on board. Working on marketing new way to pay and educating riders and current partners on options. Want everyone we can get in electronic fare box.

Electric buses – Pantograph (on route charger) technology may not be ready to install by December 2020. Project timeline is at risk. Thinking about alternatives to keep Dec 2020 delivery.

Funding challenges –

- Presenting a balanced budget is a big deal given the road to get here.
- Have not had the money to grow and progress as a 21st century transit organization should.
- Evolved to a point where we potentially could have 12 new vehicles in next 2-3 years and new age technology to accompany (AVL, electronic fare box, wifi on all buses etc.)
- Will mean new expenses to support these services to keep up with industry standards.
- Plan to increase municipal share to $200K from $165K next fiscal year.
- This is mission critical to replace the loss of MTA funding ($130K/year).
- They do not want to support operations any longer, only capital improvements
- Both Portland connections also face potential changes which would greatly effect their existence.

6. (a.) Approval of Biddeford-Saco-Old Orchard Beach Transit's Title VI –

Motion by Kenny Blow to approve the Biddeford-Saco-Old Orchard Beach Transit's Title VI Program as presented by designated Title VI Coordinator Anthony Scavuzzo, Executive Director. Seconded by Denise Clavette. All were in favor. Passed unanimously.

7. Adjournment – Motion by Denise Clavette to adjourn meeting. Seconded by Kenny Blow. Meeting adjourned at 5:35 pm.

Respectfully submitted by:
Anne Austin

Title VI Program

April 2022

Prepared by:
Greater Portland Transit District
114 Valley Street
Portland, ME 04102
207.774.0351
gpmetro.org

Table of Contents

8.5 Recent Annual Certifications and Assurances

METRO executed its most recent Certification and Assurances to the FTA and is in the process of executing 2022 certifications and assurances.

8.6 Previous Triennial Review Findings

METRO's 2019 Triennial Review resulted in no findings with respect to its Title VI Plan/activities.

Sec. 9.0 CONTACT

For additional information on the Greater Portland Transit District's Title VI Plan, or its efforts to comply with the Civil Rights Act of 1964 or Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency, please contact:

Greg Jordan, Executive Director/Chief Executive
Officer Greater Portland Transit District
114 Valley Street
Portland, ME 04102
Tel: 207.517.3025 | email: gjordan@gpmetro.org | gpmetro.org

Sec. 10.0 BOARD ADOPTION OF POLICY

METRO's Board of Directors approved the Title VI Program at its March 24, 2022 meeting. A record of the DRAFT minutes is provided as **Attachment H**.

Board of Directors – Remote Meeting

Draft Minutes of the Greater Portland Transit District's Board of Directors Meeting on March 24, 2022 at 4:00 p.m. via Zoom

Please click the link below to join the webinar:
https://us02web.zoom.us/j/84293032580?pwd=YUc3S2pjRXlvU3VEbnZIWVJjaFFKQT09
Passcode: 643498 | Webinar ID: 842 9303 2580
Phone: (646) 558-8656| Telephone participants: *9 to raise hand, *6 to unmute

Board Members Present:	**Staff and Others Present:**
Hope Cahan, Board President	Greg Jordan, Executive Director
Mike Foley, Vice President	Glenn Fenton, Chief Transportation Officer
Paul Bradbury	Shelly Brooks, Finance Director
Pious Ali	Danielle Nemeth, Human Resources Director
John Thompson	Mike Tremblay, Transit Development Director
Merrill Barter	Lauren Shaw, Executive Assistant
Nat Tupper- Secretary	Chris Chop, GPCOG
Jeff Levine	Ericka Amador, GPCOG
Ryan Leighton	Erin Courtney, MTA, Public Outreach & Legislative Liaison
Ashley Rand	
Bill Rixon	Peter Mills, Executive Director, MTA
Paul Bradbury	Paul Godfrey, HNTB
Board Members Absent:	**Public:**
Andrew Zarro	Barry Salter, Cashel Stewart
Ed Suslovic	Catherine Culley, Eamonn Dundon
	John Clark, Lucas Bloom
	Paul Godfrey, Angela King
	Craig Bramley, Derek Pelletier, Portland
	Winston Lumpkins, IV

Attendance roll call was taken by Lauren Shaw, Executive Assistant.

1. **With a quorum in place, the meeting was called to order at 4:03 p.m. by Hope Cahan, Board President.**

2. **Public Comment**
   No members of the public chose to speak at this time.

3. **Meeting Minutes from February 24, 2022**
   John Thompson moved, seconded by Pious Ali, to approve the minutes of the February 24, 2022 Board of Directors meeting as presented. A roll call vote was taken by Lauren Shaw, Executive Assistant. With approval by Mike Foley, Paul Bradbury, Nat Tupper, Ryan Leighton, Ashley Rand, Bill Rixon, Pious Ali, Jeff Levine, John Thompson, Merrill Barter, and Hope Cahan, **the motion passed unanimously by all those present.**

4. **Executive Director's Report**
   - Will be temporarily reducing service on the Breez and Route 1 due to staffing shortages (a large number of Bus Operators out on leave). During this time, the fare on the Breez will be reduced to $2 regular fare/$1 reduced fare to increase ridership while reductions are in effect.
   - Electric Buses – Still expect delivery by April and will announce a launch event soon thereafter.
   - Received $1.9 m in grant funding to purchase eleven 35' diesel buses in the next year. Some will be used for the Breez route with Breez branding redesigned to match Metro's new look.
   - PACTS - a balance of funding was agreed upon, including open funding for CBL and NNEPRA due to anticipated long-term fare revenue losses. In a close vote, all of Metro's projects were approved. Other transit agencies want to retain more funding for long-term needs.

5. Title VI Program Updated 2022

Mike Tremblay reviewed the background of Title VI of the Civil Rights Act and summarized the 2022 Metro Title VI program updates (Item 5 – Attachment A), as required every three years by the Federal Transit Administration (FTA). This update must be approved by the Board of Directors prior to the April 30, 2022 submission due date. The full requirements of this submission were discussed in Metro's January 2022 Ridership Committee meeting, a draft presented to the Ridership Committee in February 2022, and recommended for approval by the Ridership Committee on March 17, 2022. A public information meeting was held on March 8, 2022, which was recorded and has been posted on Metro's website.

John Thompson moved, seconded by Jeff Levine, to approve Metro's proposed 2022 Title VI Program, as corrected to ensure all acronyms are clearly defined and the document is reviewed for typographical errors before submission. A roll call vote was taken by Lauren Shaw, Executive Assistant. With approval by Mike Foley, Paul Bradbury, Nat Tupper, Ryan Leighton, Ashley Rand, Bill Rixon, Pious Ali, Jeff Levine, John Thompson, Merrill Barter, and Hope Cahan, **the motion passed unanimously by all those present.**

6. **GPCOG/PACTS Presentation on Current Transit Studies (slides in Board packet)**

GPCOG houses the Federally-designated Metropolitan Plan Organization (MPO), PACTS, that coordinates transportation planning and investment decisions with the state, municipalities, and public transportation partners. PACTS role in regional transit funding is to allocate funding, plan for the future, and implement plans.

Connect 2045, the federally-required Long-Range Transportation Plan (LRTP) across the PACTS region, is updated every 4-5 years. The plan studies: where we are now; where are we going; and how do we get there. Information comes from public engagement, previous plans, state goals, and federal requirements. Timeline: launch (summer 2021), create vision (summer/fall 2021), identify strategies (winter/spring 2022), and plan adoption (summer/fall 2022). Transit Together is part of this plan, paid for with CARES Act funding, but it also aligns with the plan for Administrative Efficiencies and Regional Network Design, which looks at how we can come together and save money as a group (7 transit providers in our region), and how we can leverage federal funding. Visit Transittogether.org. In preparation to study Rapid Transit, GPCOG has spoken to many transit agencies around the country to see what their journeys have been like.

Public comment: Lucas Bloom shared his appreciation for the presentation.

7. **Gorham Connector Project MTA (Maine Turnpike Authority) and MeDOT**

Peter Mills, MTA reviewed the background of the Gorham Connector (in packet), studies of which extend back to the 1980s. In 2008, these studies culminated in the construction of the Gorham bypass, connecting Route 25 west of Gorham to Route 114 south of Gorham. The purpose of the Gorham bypass was to improve east-west traffic congestion on Route 25 through Gorham Village and to reduce downtown through-traffic in Gorham Village. Although the bypass was successful in taking some of the east-west traffic out of downtown, the bypass did not reduce excessive commuter traffic on Routes 114 and 22 in South Gorham and North Scarborough.

The communities of Gorham, Scarborough, South Portland, and Westbrook signed a joint resolution in 2007 requesting that the MTA conduct a study to assess the feasibility of a new Turnpike connector that would link the Gorham Bypass with the Maine Turnpike. This resulted in a resolution by the 123rd Maine State Legislature in 2007 (LD 1720) directing the MTA and MeDOT to study highway connections between western Cumberland County and the Maine Turnpike, with a goal of decreasing congestion on area state and local roads. The Gorham East-West Corridor Study, completed in 2012, complied with Maine's Sensible Transportation Policy Act (STPA) by requiring a full evaluation of all reasonable transportation alternatives and found three things were needed to maximize transportation efficiency in the region:

- a significant increase in transit ridership and bus routes
- a concerted effort by municipalities to create pockets of housing and commercial density that could cost-effectively use transit, and
- an increase in road capacity. Greater Portland's role as southern Maine's economic driver, as well as the area's proximity to Boston, indicated that the region would continue to experience strong growth in the future.

The Husky Line launched in 2018, just north of the study area, connecting the USM campuses and reaching out to the Hamlet. A bus route on County Road is not currently an option because of the extreme congestion during commuter hours. Also, larger, multi-unit developments are going up in the area, rather than single-family homes and the possible development of a 4-lane road (limited highway) from the west of Portland to Exit 45, to relieve the traffic on many routes and roads, is being studied, as well as transit options. There is pressure on housing to develop multi-family units and those utilizing this housing are very reliant on automobiles. The congestion problem needs to be addressed, or solved, first, and then transit planning can be brought in to mitigate this congestion. South Portland, Westbrook, Scarborough, and Gorham are party of this study.

The route being proposed would go through the old Gorham Country Club to the western edge of the Smiling Hill Farm property, and north of Running Hill Road (a highway would be more appropriate next to Eco Maine (landfill) than housing). MTA has spent $140m re-doing Exit 45. Traffic should be on the interstate – not on smaller roads. They are working closely with the towns and Metro on this project. The highway is a device to be used to enable land-planning on a larger scale. Results of the traffic and revenue study determined that the Gorham Connector was financially feasible over a 30-year bond period. The project cost is approximately $217 million with an initial toll rate of $1.50.

Paul Godfrey, HNTB – These four towns and the legislature have taken the findings from the 2012 study and used them towards an Alternative Analysis, which identifies a new Gorham Connector as the preferred solution. The new connection will reduce vehicle emission, create synergy with transit, bicycle and pedestrian modes, and reduce peak hour traffic on roads not designed to handle it. The Public Engagement Process began in fall 2021. An Advisory Committee, Technical Working Groups, and public meetings will begin later in 2022. MTA and HNTB would like Metro to participate in the Advisory and Technical Working groups. Currently:

- USACE will determine if a new roadway can be permitted
- No final decisions have been made on the location of a new connector
- Communities, stakeholders, and the public will be engaged, as described above
- MTA has begun the process of identifying and purchasing property as is possible to preserve a corridor should a new Gorham connector move forward

Public comment:

Derek Pelletier: How does this prevent it from happening again in the future? Are there examples to show that this has solved problems in the long-term?

Craig Bramley, Portland: Metro is in an awkward position; whether the project goes forward is not up to Metro. This is a distraction from transit and what should be accomplished in the area. This has been discussed for 25 years. Building highways impacts our footprint – giving more vehicle easy access to Portland will affect Portland. He is an opponent of the project.

Winston Lumpkins, Berlin, ME: Urged the board not to support the Gorham Connector as it would only relieve traffic for a few years and will bring more traffic to Portland and Gorham. Traffic can only be reduced by people using transit rather than cars. If people can get somewhere faster by transit than by car, they will use it. Use available technology to make transit a faster option. MTA is not a viable, sustainable option.

Angela King: Agrees that Chris Chop's presentation is the future. It is not just the cars, but the roads they drive on, that affects the environment. Focus on the future and climate, which is GPCOG's rapid transit study.

John Clark, Valley St., Portland: Opposes the connector. Urges Metro not to support it. It is the opposite of GPCOG's work. There is not ample consideration about the congestion it will create on the Portland end of the corridor. Demand will increase with a more useable route, affecting Portland's bicycle and pedestrian population.

Consider the impact to Portland. Are there alternative modes that have been studied recently in that area?

- Alternative modes are being worked on and will be shared when complete.
- Maine has a sensible transportation policy act, put in place around the initial thoughts of the MTA widening. The 2012 study determined that no one thing will solve the problem and that is why all three options are being looked at.

How does the Gorham Connector project interrelate with the rapid transit study going forward?

- **Paul Godfrey:** The opportunity here is how these two projects can work together.
- Can the Gorham Connector be an option for the GPCOG study to improve transit to the area? **Chris Chop**: hopes that rapid transit would alleviate the need for a new connector road, but that won't be determined until the study is complete. When the 2012 MTA study was done, rapid transit was in its infancy. Revaluate rapid transit in that area and determine whether it will be enough to alleviate the congestion. If the two projects don't work together, could it actually reduce transit ridership?

Mike Foley: Metro has no say in this project, but the projects need to work together. Westbrook is the most impacted community with traffic congestion and will significantly benefit if the connector is built, but is also a strong transit and rapid transit supporter.

Paul Bradbury: If this project moves forward, it increases the opportunity for more housing development.

With COVID, Maine has seen a population influx from states whose resident have higher purchasing power than Maine residents, driving up home/housing prices and forcing much of the population to look for housing west of Portland, where it has typically been cheaper to live.

Peter Mills: The connector is a 5.5 mile road from the rotary in Gorham to Exit 45. They are working with the Army Corps of Engineers on the Environmental Impact (EA) statement and open discussions are being held with many organizations. When MTA is satisfied with the alignment and layout of this proposal, it will be opened up to public engagement, which will run through the summer. There is still have a lot of work to do, but early outreach to organizations that may be involved or related to this project has been undertaken.

8. Future Agenda Items – None added at this time

- Comprehensive Review of Board Policies (2022)
- Cost-Revenue Allocation Policies-Procedures (2022)
- Metro Strategic Planning Effort (2022-2023)

9. **Upcoming meetings**

- Board of Directors – April 28, 2022 at 4:00 p.m.
- Finance Committee – April 6, 2022 at 4:00 p.m.
- Executive Committee – April 13, 2022 at 3:30 p.m.
- Ridership Committee – April 21, 2022 at 4:00 p.m.

10. **Adjournment**

John Thompson moved, seconded by Jeff Levine, to adjourn. A roll call vote was taken by Lauren Shaw, Executive Assistant. With approval by Paul Bradbury, Ashley Rand, Pious Ali, Jeff Levine, John Thompson, Merrill Barter, and Hope Cahan, **the motion passed unanimously by all those present and the meeting adjourned at 6:48 p.m.**

York County
COMMUNITY
ACTION
Corporation

York County Community Action
Transportation Program
Title VI Notice To The Public

York County Community Action Corporation is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and relevant guidance. The Agency assures that no person in the United States shall, on the grounds of race, color or nation origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

To request additional information on York County Community Action Corporation's Title VI policy, please contact York County Community Action Corporation:

Director of Human Resources
6 Spruce Street
Sanford, ME 04073
207- 459-2958 or 1-800-965-5762.

Disadvantaged Business Enterprise (DBE) Program, Goal and Goalsetting Methodology

for Federal Fiscal Years 2022-2024

June 22, 2021

Prepared by:

Greater Portland Transit District

114 Valley Street

Portland, ME 04102

207.774.3020

www.gpmetro.org

Table of Contents

POLICY STATEMENT

The GPTD has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. The GPTD has received Federal financial assistance from the Department of Transportation, and as a condition of receiving this assistance, the GPTD has signed an assurance that it will comply with 49 CFR Part 26.

It is the policy of the GPTD to ensure that DBEs are defined in part 26, have an equal opportunity to receive and participate in DOT-assisted contracts. It is also our policy:

- To ensure nondiscrimination in the award and administration of DOT - assisted contracts;
- To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
- To ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
- To help remove barriers to the participation of DBEs in DOT assisted contracts;
- To assist the development of firms that can compete successfully in the market place outside the DBE Program.

The Director of Finance has been delegated as the DBE Liaison Officer and is responsible for implementing all aspects of the DBE program. Implementation of the DBE program is accorded the same priority as compliance with all other legal obligations incurred by the GPTD in its financial assistance agreements with the Department of Transportation.

GPTD has disseminated this policy statement to the agency's Board of Directors and all of the components of our organization.

We distribute this statement to DBE and non-DBE business communities that may perform work for us on DOT-assisted contracts by including it in procurement solicitations and in contracts, and by referencing the most recent DBE listing on an ongoing basis through our web site.

Gregory Jordan

Greg Jordan
Executive Director

06-28-2021

Date

BIDDEFORD SACO OLD ORCHARD BEACH TRANSIT DBE PROGRAM
POLICY STATEMENT

Section 26.1, 26.23 Objectives/Policy Statement

Biddeford Saco Old Orchard Beach Transit (BSOOB Transit) has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. BSOOB Transit has received Federal financial assistance from the Department of Transportation, and as a condition of receiving this assistance, BSOOB Transit has signed an assurance that it will comply with 49 CFR Part 26.

It is the policy of BSOOB Transit to ensure that DBEs are defined in part 26, have an equal opportunity to receive and participate in DOT–assisted contracts. It is also our policy:

1. To ensure nondiscrimination in the award and administration of DOT – assisted contracts;
2. To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
3. To ensure that the DBE Program is narrowly tailored in accordance with applicable law;
4. To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
5. To help remove barriers to the participation of DBEs in DOT assisted contracts;
6. To assist the development of firms that can compete successfully in the market place outside the DBE Program.

Craig A. Pendleton, Director of External Affairs has been delegated as the DBE Liaison Officer. In that capacity, Craig A. Pendleton is responsible for implementing all aspects of the DBE program. Implementation of the DBE program is accorded the same priority as compliance with all other legal obligations incurred by BSOOB Transit in its financial assistance agreements with the Department of Transportation.

BSOOB Transit has disseminated this policy statement to the BSOOB Transit Committee and all of the components of our organization. We have made this statement available to DBE and non-DBE business communities that perform work for us on DOT-assisted contracts by posting it on our organization's website (www.BSOOBTransit.org) and having printed copies available upon request. BSOOB Transit will include this statement in all its RFB and RFP bid packages.

Chad Heid, Executive Director

Date

Rounded, Weighted Base Figure:	**2.06%**

Historical Data on BSOOB Transit bids. Bidders that submitted either prime or subcontract bids on FTA-funded work for the past two years:

The Trades Center – for facilities enhancements

Expression of DBE Goal

The DBE goal for BSOOB Transit will be expressed as a percentage of all FTA funds (exclusive of FTA funds to be used for the purchase of transit vehicles) the agency will spend in FTA assisted contracts over the three forthcoming fiscal years.

Public Participation Plan

DBE Goal for Fiscal Years 2019-21

In accordance with 49 CFR Part 26, BSOOB Transit's overall goal for FY 2019 through FY 2021 for Disadvantaged Business Enterprise (DBE) participation will be 2.06% for participation in U.S. Department of Transportation, Federal Transit Administration (FTA) assisted contracts. The proposed goal and its rationale are available for public inspection during normal business hours at BSOOB Transit's headquarters, located at 13 Pomerleau St., Biddeford, at our customer service office located at the Saco Transportation Center, 138 Main St. Saco and on our website www.BSOOBTransit.org. BSOOB Transit will accept public comment on the proposed goal for a period of 45 days from the date of this notice.

Comments may be directed to:

Craig A. Pendleton, Director of External Affairs
Biddeford Saco Old Orchard Beach Transit
138 Main Street
Saco, ME 04072
207-282-5408
cpendleton@BSOOBTransit.org

Office of Civil Rights
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
888-446-4511

Public Participation

BSOOB Transit published our current goal information in these publications: Biddeford Saco Old Orchard Beach Courier, BSOOB Transit website.

Toward our revised DBE goal, BSOOB Transit will be consulting with the following local organizations no later than December 31, 2020:

- York County Community Action
- Biddeford Saco Chamber of Commerce
- Old Orchard Beach Chamber of Commerce

We will document a summary of comments and responses from these organizations upon completion as well as any changes that were made based on feedback received.

Section 26.51: Breakout of Estimated Race-Neutral & Race Conscious Participation

BSOOB Transit will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. The BSOOB Transit uses the following race-neutral means to increase DBE participation:

Activities BSOOB Transit performs toward race-neutral facilitation:

- Posting DBE program document on organization website
- Hosting/Setting up public outreach sessions seeking businesses that BSOOB Transit can partner with

We estimate that, in meeting our overall goal of 2.06%, we will obtain 5 % from race-neutral participation and 95% through race-conscious measures.

With so few DBE options locally, BSOOB Transit must actively seek out DBE involvement when opportunity presents itself.

In order to ensure that our DBE program will be narrowly tailored to overcome the effects of discrimination, if we use contract goals we will adjust the estimated breakout of race-neutral and race-conscious participation as needed to reflect actual DBE participation (see 26.51(f)) and we will track and report race-neutral and race conscious participation separately. For reporting purposes, race-neutral DBE participation includes, but is not necessarily limited to, the following: DBE participation through a prime contract a DBE obtains through customary competitive procurement procedures; DBE participation through a subcontract on a prime contract that does not carry DBE goal; DBE participation on a prime contract exceeding a contract goal; and DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award.

We will maintain data separately on DBE achievements in those contracts with and without contract goals, respectively.

Attachment 6

DBE Regulation 49 CFR Part 26

Please follow this link for details regarding official DBE Regulations

https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/dbe-regulations