



Policy Committee Meeting

January 16th, 2024

1:00PM

Hampden Town Council Chambers and via Zoom

Agenda

1) Call to Order

2) Public Comment

Members of the public in attendance of today's meeting have an opportunity to provide public comment on today's agenda items.

3) Approval of November 28th, 2023 BACTS Policy Committee Meeting Minutes (Attachment A)

4) BACTS Monthly Report (Attachment B)

5) Performance Measures and Targets (Attachment C)

A) Federal Highway Performance Measures and Targets

Staff Report

In 2016, the Federal Highway Administration implemented the final rule on the Highway Safety Improvement Program, requiring State DOT's and Metropolitan Planning Organizations to develop safety performance targets, to be published annually. MPOs establish Highway Safety Improvement Program Targets by either: 1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target(s); or 2. Committing to quantifiable safety targets for the metropolitan planning area.

Staff will provide a brief overview of the development of the Performance Targets and how the MPO incorporates those targets into our Metropolitan Transportation Plan, Unified Planning Work Program, and our Transportation Improvement Program.

Proposed Action: *Adopt the State Performance Targets and Agree to plan and program projects so that they contribute toward the accomplishment of MaineDOT's PM-1 Safety Performance Targets, PM-2 Pavement and Bridge Condition Performance Targets, and PM-3 System Performance and Freight Performance Targets.*

B) Federal Transit Administration Performance Measures and Targets

Staff Report

Recipients of public transit funds are required to establish performance targets, develop transit asset management and safety plans, and report on their progress toward achieving targets. An MPO may choose to set new regional transit performance targets more frequently; however, regional transit performance targets are required to be updated with the preparation and submission of the system performance report that is required as part of the MTP. FTA does not currently impose any consequences to MPOs who do not meet performance targets.

Proposed Action: *Adopt the State Performance Targets and Agree to plan and program projects so that they contribute toward the accomplishment of MaineDOT's Targets. Also, adopt Regional Planning Area Transit Safety Performance Targets calculated by the Community Connector.*

6) BACTS' 2023-2026 Transportation Improvement Program Schedule

Staff Report

All federally funded projects must be in the State Transportation Improvement Program (STIP) and the Metropolitan Planning Organization's Transportation Improvement Program (TIP) in order to receive federal funding. These projects are located in the BACTS area and are funded with Federal Highway Administration and Federal Transit Administration funds. BACTS must update the TIP when there is a change to any project such as funding increase or a request to add a project to the TIP. These changes must also be reflected in the MaineDOT STIP. MaineDOT must receive the BACTS Policy Committee endorsement when any federally funded project has a major scope change or cost increase or when MaineDOT wishes to add a project to the STIP. All TIP amendments must be posted to the BACTS website for a 10-day public comment period.

BACTS Staff have been working with MaineDOT and expect to receive the listing of these projects in the coming weeks.

Once BACTS Staff receive this listing, we would request approval for the following:

- Amend the current 2023-2026 TIP to include the FHWA and FTA project list proposed for the 2024-2027 TIP, and associated errata sheet, once reviewed by Staff. This allows all 2024 projects to be authorized at their current level of funding, with updated information, prior to the 2024-2027 STIP/TIP approval. This amendment will be posted for a 10-Day comment period.
- Post the 2024-2027 BACTS TIP for a 10-Day public comment period (per the Public Participation Plan).

Once the comment period has ended, Staff will make any necessary changes to the draft TIP. The Policy Committee will review and approve the 2024-2027 BACTS TIP at the February Policy Committee meeting. This proposed schedule is subject to change based on the delivery of the TIP project list to BACTS from MaineDOT.

Proposed Action: *Authorize BACTS Staff to post the proposed TIP amendment once the listing is received by MaineDOT for a 10 day public comment period. So long as no substantial public comment is received as part of the public comment period, authorize staff to submit the TIP Amendment to MaineDOT once the public comment period has ended. Authorize BACTS Staff to post the draft 2024-2027 BACTS TIP for a 10-Day public comment period.*

7) BACTS UPWP Budget

Staff will provide budgetary information regarding the 2024-2025 UPWP budget.

Staff Report

Staff are working with MaineDOT regarding the finalization of 2024-2025 UPWP figures as well as implementing the contract for the 2024-2025 BACTS UPWP. The 2022-2023 UPWP has been extended through the end of January 2024 in the interim and to ensure BACTS UPWP work can continue to be worked on.

Proposed Action: *For discussion only.*

8) Transit Updates

Staff and The Community Connector will provide updates on transit studies, operations, or other transit related items.

Proposed Action: *For discussion only.*

9) Project Updates

Members will provide updates on BACTS funded construction projects in the region.

Proposed Action: *For discussion only.*

10) MaineDOT Report

MaineDOT staff will provide an update on any MaineDOT projects, policies, or plans.

Proposed Action: *For discussion only.*

11) Other Business

Discussion of other items not on today's agenda.

12) Upcoming Meetings

Policy Committee - February 20th, 2024 at 1PM - Orono Town Council Chambers

Transit Committee - April 10th at 2PM - via Zoom



Attachment A
Policy Committee Meeting

November 28th, 2023

12:30PM

Bangor City Council Chambers and via Zoom

Minutes

Committee Members	Affiliation
Aaron Huotari John Theriault	Bangor
Jeremy Caron Linda Johns	Brewer
Jon Clements Amy Ryder	Hampden
Rob Yerxa	Orono
MaineDOT / FHWA	
Jarod Farn-Guilette, Claire Winter, Paige Melius	
BACTS	
Sara Devlin, Andrew Farquhar, Madeline Jensen, Paige Nadeau, Jacob Stein	

1) Call to Order

Meeting was called to order by John Theriault at 12:40PM. Introductions were performed.

2) Public Comment

There were no public comments.

3) Approval of September 19th, 2023 BACTS Policy Committee Meeting Minutes

No comments on the minutes, Linda Johns made a motion to approve the minutes as written, seconded by Jeremy Caron, roll call vote taken, all in favor.

4) BACTS Monthly Report

Sara Devlin provided an update, asked if any members of the committee had any questions. Sara Devlin also informed members of the group that Andrew Farquhar is working on gathering information on corridors in the region and will be reaching out to members for additional information.

5) 2022-2023 Unified Planning Work Plan Amendment

Staff Report

BACTS would like to request to shift funding allocations among our FHWA tasks for usage through the remainder of this UPWP. BACTS is currently working with MaineDOT regarding the carryover of both FHWA and FTA funds from our current UPWP to our proposed 2024-2025 UPWP, this carryover will come from a portion of each of the tasks in our current UPWP that have a projected surplus.

BACTS would like to shift the following amounts amongst the FHWA tasks in our current UPWP.

Increase funding to Task 1 by \$25,000 bringing the allotted amount from \$333,914 to \$358,914

Increase funding to Task 3 by \$51,500 bringing the allotted amount from \$198,500 to \$250,000

Increase funding to Task 5 by \$15,540 bringing the allotted amount from \$134,460 to \$150,000

These increases will come from Task 6 - our increased PL funding we received in July 2023 that we have left unallocated to a specific other task. This will bring the allotted amount for Task 6 from \$144,911 to **\$52,871**.

Proposed Action: *Approval of UPWP Amendment for shift of funding allocations as noted above.*

Sara Devlin provided an update and overview of the UPWP Amendment request. Amy Ryder made a motion to approve the minutes as written, seconded by Linda Johns, roll call vote taken, all in favor.

6) Metropolitan Transportation Plan

Staff Report

The 30 day public comment period for the VISION 2043 update concluded in mid October. Staff and project consultants (VHB and Zoe Miller Strategies) have worked through comments and incorporated feedback, as relevant. The final version of the report is ready to be finalized by the committee. Once finalized, this plan will guide the region's transportation planning over the next 20 years. The plan can be found [here](#).

Proposed Action: *Approval to finalize the VISION 2043 Metropolitan Transportation Plan update*

Maddie Jensen provided an overview of the agenda item. Members of the group thanked BACTS Staff for their hard work during this process. Linda Johns made a motion to approve the minutes as written, seconded by Amy Ryder, roll call vote taken, all in favor.

7) BACTS Federal Highway Administration Review

Staff Report

FHWA Staff initiated BACTS' FHWA Planning Review, which involves BACTS staff providing information on our planning process and documentation to FHWA for their review, comments and recommendations. FHWA Staff will provide a summary of findings for discussion at the meeting.

Proposed Action: *For Discussion Only*

Paige Melius provided an overview. Overall BACTS was found to be in compliance with all metropolitan planning laws and regulations. BACTS Staff were also commended for their hard work, dedication, and willingness to assist other MPOs across the State.

8) Safe Streets For All - Grant Update

Staff Report

BACTS is incredibly excited to announce that we have been notified that we have been selected as a recipient for the FY23 Safe Streets for All Grant. The notice can be found [here](#). Staff will provide an update on the planned project that this grant will allow us to pursue, and the match requirements needed for the grant.

Proposed Action: *For Discussion Only*

Sara Devlin provided an overview. The total federal funding received is \$400,000, this requires a total of \$100,000 local match, which may be a combination of in-kind or cash. This \$100,000 local match has been tentatively allocated (same methodology as the UPWP local match) across the BACTS members. Each BACTS member will receive a completed Vision Zero plan and

demonstration projects (if applicable in the second phase). Members of the group discussed the total member anticipated contribution and funding requirements related to this project.

9) BACTS UPWP Budget

Staff will provide budgetary information regarding the 2022-2023 UPWP budget.

BACTS 2022-2023 UPWP													
As of 10/31/2023													
Task	Project	Total Alloted	Total Spent	In-Kind	Total Remaining	Contract to Date Trend			Forecasted Trend (Projected Figures)				
						Actual % Usage	Amount Should be as of 10/31	Variance	Total Remaining (Less In Kind)	Salary	Consultant	Direct Expenses	Estimated Remaining
	FHWA						91.7%						
1	Admin and Coordination	\$333,914	\$323,153	\$0	\$10,761	96.8%	\$306,088	-\$17,065	\$10,761	\$7,895	\$0	\$1,439	\$1,427
2	Programming	\$64,000	\$42,912	\$0	\$21,088	67.1%	\$58,667	\$15,754	\$21,088	\$2,142	\$3,194	\$17	\$15,735
3	Data and Studies	\$198,500	\$212,334	\$0	-\$13,834	107.0%	\$181,958	-\$30,375	-\$13,834	\$18,290	\$8,947	\$890	-\$41,961
4	Planning	\$184,000	\$102,641	\$0	\$81,359	55.8%	\$168,667	\$66,026	\$81,359	\$9,236	\$16,363	\$242	\$55,518
5	Unallocated 2020-2021	\$134,460	\$83,546	\$0	\$50,914	62.1%	\$123,255	\$39,709	\$50,914	\$539	\$60,801	\$43	-\$10,470
6	*Increased PL Funding	\$144,911	\$0	\$0	\$144,911	0.0%	\$132,835	\$132,835	\$144,911	\$0	\$0	\$0	\$144,911
Total FHWA		\$1,059,785	\$764,585	\$0	\$295,200	72.15%	\$971,470	\$206,884	\$295,200	\$38,102	\$89,305	\$2,631	\$165,161
	FTA												
1	Admin and Coordination	\$84,976	\$37,218	\$8,726	\$39,031	43.8%	\$77,894	\$40,676	\$35,128	\$7,882	\$0	\$269	\$26,978
2	Programming	\$6,092	\$2,805	\$688	\$2,599	46.0%	\$5,584	\$2,780	\$2,339	\$121	\$0	\$25	\$2,194
3	Data and Studies	\$11,737	\$4,626	\$920	\$6,191	39.4%	\$10,759	\$6,133	\$5,572	\$875	\$0	\$14	\$4,683
4	Planning	\$167,372	\$90,820	\$19,439	\$57,113	54.3%	\$153,424	\$62,604	\$51,402	\$3,332	\$16,394	\$883	\$30,792
Total FTA		\$270,176	\$135,469	\$29,773	\$104,935	50.14%	\$247,662	\$112,193	\$94,441	\$12,210	\$16,394	\$1,191	\$64,647
Total		\$1,329,961	\$900,054	\$29,773	\$400,135	67.68%	\$1,219,131	\$319,077	\$389,641	\$50,312	\$105,699	\$3,822	\$229,807

* Note - Increased PL Funding - Finalized in July 2023. BACTS is working with MaineDOT to allow this figure to be rolled over to 2024-2025 UPWP.

The following are provided are DRAFT figures at this time for budgetary consideration only.

Sara Devlin asked if there were any questions from the group, none at this time. These figures above do not reflect the UPWP amendment authorized by the BACTS Policy Committee earlier in this meeting.

10) Transit Updates

Laurie Linscott provided an update. Community Connector is currently running at full service, but is in need of hiring a few drivers and a dispatcher. The one year anniversary of the transit center is in the coming weeks. Community Connector is participating in the Bangor Lights Parade. A contractor has been selected for bus stops and is anticipated to start in December. The technology portion is also expected to begin in the coming weeks.

11) Project Updates

John Theriault provided an update on Bangor projects

- A few projects have been shifted for a Spring start due to timing
- Penobscot Corridor is in progress
- Waterfront project is completed

Jeremy Caron provided an update on Brewer projects

- Projects have been wrapped up for winter

12) MaineDOT Report

Jarod Farm-Guillette introduced Claire Winter to the group. Claire is the region's urban planner and will be serving as a liaison for our MPO and a contact for VPI's in the region.

13) Other Business

Nothing to report.

13) Upcoming Meetings

Policy Committee - January 16th, 2024 at location TBD

Transit Committee - December 13th, 2023 at 2PM - via Zoom

The meeting was called to adjourn by Linda Johns, seconded by Aaron Houtar, unanimous approval. Meeting was ended at 1:15PM.

Attachment B
BACTS Monthly Report
December 2023 and January 2024

BACTS Staffing - BACTS is anticipating posting a position for a Planner at the end of January. Applications are expected to be received through the end of February with interviews occurring after.

Traffic Incident Management (TIM) - BACTS continues to work with MaineDOT on implementing the recommendations from the statewide TIMS strategic plan. Staff is updating call sheets for the different TIMs regions in preparation for future meetings. BACTS has scheduled a TIMs training in Hancock County on January 26th. Upcoming TIMs meetings include: Midcoast, Southern Maine, Statewide, Northern Maine, and a joint meeting in February to plan for the Eclipse in April.

Collector Pavement Inventory and Analysis Data Collection - Staff is coordinating with Sewall to provide access to the database to all the BACTS members. Sewall has been making updates to the program and will share it once these updates have been added.

Brewer South Main Street RFP - The RFP has been created and will be released on January 22nd, with responses due by February 14th. BACTS hopes to be able to present the selected consultant at the February meeting.

Culvert Inventory RFP - RFP is being developed and will be released in mid February.

Safe Streets for All Grant - The Safe Streets for All Grant contract template with FHWA, has not yet been released, Staff are waiting to begin the RFP process until we have more information.

VPIs - BACTS Staff attended a meeting for Orono's VPI and a site walk for the Bangor VPI. Additionally, Hampden approved the feasibility study moving forward.

Assistance to Community Connector - BACTS Staff continue to work with Community Connector to develop an e-bike policy for on the bus racks.

Orono Park and Ride Study - BACTS Staff delivered the final report to Orono Staff.

Penobscot Climate Action Plan - BACTS and the project consultants are hosting two implementation workshops, one specifically for Town staff, to introduce the project recommendations and begin discussing how this region can collaborate to further resilience efforts. Please fill out this doodle poll so we can select a time for the workshop in early February:

<https://doodle.com/meeting/participate/id/boAYPVLe>.

Also feel free to share with any other town staff that may be interested in attending.

Fare Structure Study RFP: BACTS Staff have been working with Community Connector to develop a Fare Structure Study RFP which will make recommendations to improve efficiency of the fare collection system. The RFP will be released in January.

Meetings and Conferences

- MaineDOT Coordination Meetings
- MaineDOT/MPO quarterly meeting
- Bangor VPI Site Walk
- Assisted with Community Connector Holiday Lights Bus Decoration
- Orono CAAP Council Update
- MBTA Annual Conference
- BACTS Transit Committee Meeting
- Maine Climate Council Transportation Working Group
- WTS Climate Panel
- Midcoast TIMs Meeting
- Southern Maine TIMs Meeting
- Statewide TIMs Meeting
- Northern Maine TIMs Meeting
- Eclipse related TIMs meeting
- CAAP Advisory Committee #5



DRAFT Pending Approval by BACTS Policy Committee on January 16th, 2024

Transportation Performance Management

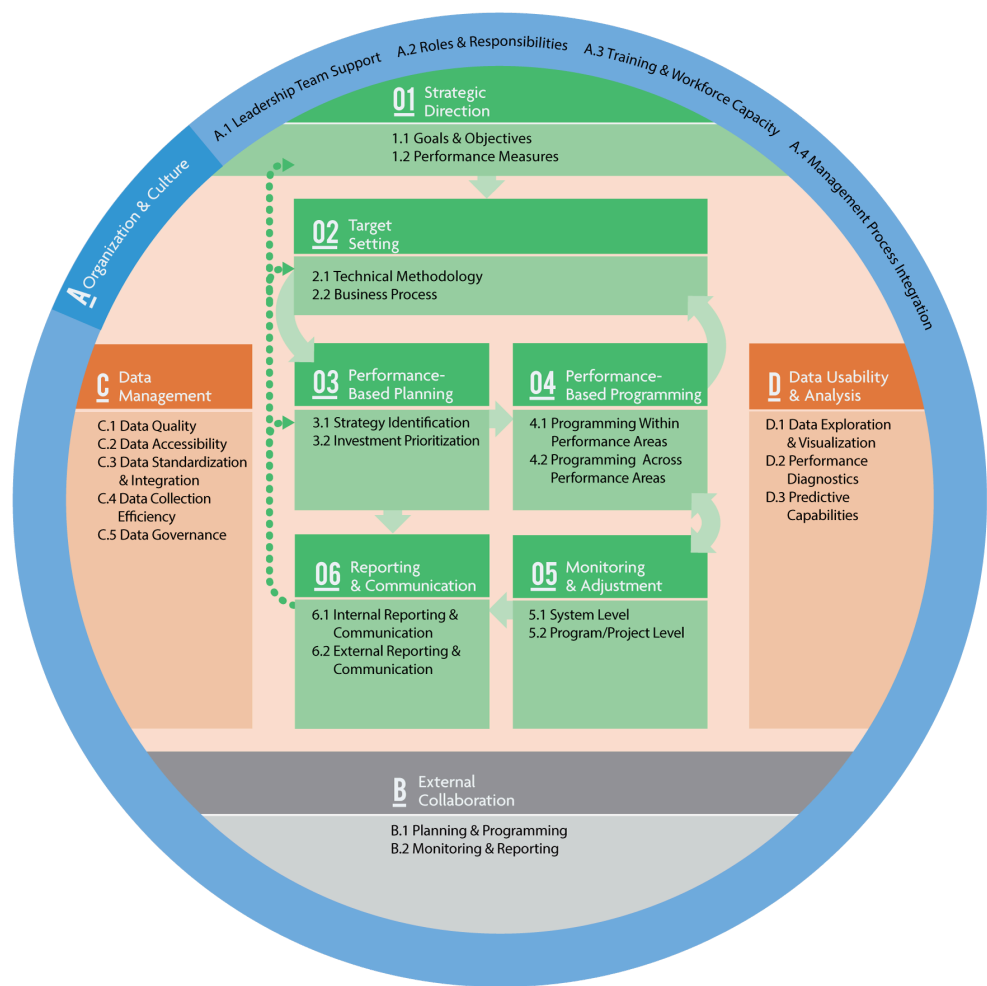


Image Credit - FHWA TPM Toolbox <https://www.tpmtools.org/>

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The preparation of this report has been financed in part through grants from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

In accordance with the Civil Rights Act of 1964, Bangor Area Comprehensive Transportation System (BACTS) does not discriminate on the basis of race, color or national origin. For more information about these protections or to file a complaint, please contact BACTS.

Transportation Performance Management Framework

There are ten components to the Transportation Performance Management (TPM) Framework.

Organization and Culture - Institutionalization of a transportation performance management culture within the organization, as evidenced by leadership support, employee buy-in, and embedded organizational structures and processes that support TPM.

External Collaboration and Coordination - Established processes to collaborate and coordinate with agency partners and stakeholders on planning/ visioning, target setting, programming, data sharing, and reporting. External collaboration allows agencies to leverage partner resources and capabilities, as well as increase understanding of how activities impact and are impacted by external factors

Data Management - A set of coordinated activities for maximizing the value of data to an organization. Including data collection, creation, processing, storage, backup, organization, documentation, protection, integration, dissemination, archiving, and disposal.

Data Usability and Analysis - Existence of useful and valuable data sets and analysis capabilities available in accessible, convenient forms to support TPM.

Strategic Direction - The establishment of an agency's focus through well-defined goals and objectives, enabling assessment of the agency's progress toward meeting goals and objectives by specifying a set of aligned performance measures.

Target Setting - The use of baseline data, information on possible strategies, resource constraints, and forecasting tools to collaboratively establish a quantifiable level of performance the agency wants to achieve within a specific time frame. Targets make the link between investment decisions and performance expectations transparent across all stakeholders.

Performance-Based Planning - The use of agency goals and objectives and performance trends to drive the development of strategies and priorities in the long-range transportation plan and other performance-based plans and processes. The resulting planning documents become the blueprint for how an agency intends to achieve its desired performance outcomes.

Performance-Based Programming - The use of strategies and priorities to guide the allocation of resources to projects that are selected to achieve goals, objectives, and targets. Performance-based programming establishes clear linkages between investments made and expected performance outputs and outcomes.

Monitoring and Adjustment - A set of processes used to track and evaluate actions taken and outcomes achieved, thereby establishing a feedback loop to refine planning, programming, and target setting decisions. Using performance data is key to using insights into the effectiveness of decisions and identifying where adjustments need to be made.

Reporting and Communication - The products, techniques, and processes used to communicate performance information to different audiences for maximum impact. Reporting is an important element for increasing accountability and transparency to external stakeholders and for explaining internally how transportation performance management is driving a data-driven approach to decision making.

Performance Management Elements and Framework

FHWA defines TPM as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Performance management outcomes are grouped into six elements.

National Goals - Congressionally established goals or program purpose to focus the Federal-aid highway program into specific areas of performance.

Measures - FHWA-established measures to assess performance/condition in carrying out performance-based Federal-aid highway programs.

Targets - Targets established by Federal-aid highway funding recipients for the measures to document future performance expectations

Plans - Development of strategic and/or tactical plans by Federal funding recipients to identify strategies and investments that address performance needs.

Reports - Development of reports by Federal funding recipients that document progress toward target achievement, including the effectiveness of Federal-aid highway investments.

Accountability and Transparency - FHWA-developed requirements for Federal funding recipients to use to achieve or make significant progress toward targets.

National Goals

The National FHWA program performance goals as established by Congress are listed below.

Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.

Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System.

System Reliability - To improve the efficiency of the surface transportation system.

Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.

Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Performance Based Planning and Programming Requirements and Performance Measures

Under the performance-based approach to transportation decision making, the metropolitan transportation planning process must include the establishment of performance targets that address the performance measures or standards established by the FHWA and the FTA to use in tracking progress toward attainment of critical outcomes for the region in support of national transportation goals.

Metropolitan Planning Organization (MPO) Responsibilities

For each roadway performance measure, BACTS is required to establish a regional performance target or adopt and support the Maine Department of Transportation (DOT) established target and therefore agree to plan and program projects that contribute toward meeting the targets. PM-1 Safety targets are updated annually. PM-2 Infrastructure Condition and PM-2 System Performance targets are based on a 4-year performance period. The first performance period was 2018-2021. Separate 2-year and 4-year targets are established for various particular measures under PM-2 and PM-3.

Transit performance measures require that BACTS establish initial regional performance targets within 180 days of the establishment of the transit provider targets or standards established for both Infrastructure Condition (Transit Asset Management State of Good Repair) and Safety. An MPO may choose to set new regional transit performance targets more frequently; however, regional transit performance targets are required to be updated with the preparation and submission of the system performance report that is required as part of the Metropolitan Transportation Plan (MTP).

BACTS is responsible for integrating performance measures in plans and programs, including providing a system performance report in the MTP which provides a description of the performance measures and targets used to assess system performance, evaluate the performance of the transportation system with respect to the performance targets and report on progress made. The Transportation Improvement Plan (TIP) must link investment priorities to the targets noted in the MTP and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets.

The Performance Based Planning and Programming rule requires that an MPO integrate (directly or by reference) the goals, objectives, performance measures, and targets described in

state transportation plans and transportation processes, as well as any plans developed by providers of public transportation, required as part of a performance based-program. These plans include:

1. The State Asset Management Plan for the NHS (as defined in 23 U.S.C. 119(e))
2. Transit Asset Management Plan (49 U.S.C. 5326)
3. Applicable portions of the HSIP, including the SHSP (23 U.S.C. 148)
4. The Public Transportation Agency Safety Plan (49 U.S.C. 5329(d))
5. Other safety and security planning and review processes, plans, and programs, as appropriate
6. The Congestion Mitigation and Air Quality Improvement Program performance plan, as applicable (23 U.S.C. 149(l))
7. Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 § 1118)
8. The congestion management process, if applicable (23 CFR 450.322)
9. Other State transportation plans and transportation processes required as part of a performance-based program.

FHWA Performance Measures

Federal Highway Administration Performance Measures
23 CFR 490

Rulemaking	National Goal	Performance Area	Performance Measure
PM1	Safety	Injuries & Fatalities	<ul style="list-style-type: none">• Number of fatalities• Fatality rate (p/100m VMT)• Number of serious injuries• Serious injury rate (p/100m VMT)• Number of non-motorized fatalities and non-motorized serious injuries
PM2	Infrastructure Condition	Pavement Condition	<ul style="list-style-type: none">• Percentage of pavements on the Interstate System in Good condition• Percentage of pavements on the Interstate System in Poor condition• Percentage of pavements on the non-Interstate NHS in Good condition• Percentage of pavements on the non-Interstate NHS in Poor condition
		Bridge Condition	<ul style="list-style-type: none">• Percentage of NHS bridges classified as Good condition• Percentage of NHS bridges classified as Poor condition
PM3	System Reliability	System Performance: National Highway System	<ul style="list-style-type: none">• Percent of person miles traveled on the Interstate System that are reliable• Percent of person miles traveled on the non-Interstate NHS that are reliable
	Freight Movement/Economic Vitality	System Performance: Freight Movement on Interstate System	<ul style="list-style-type: none">• Percentage of Interstate System mileage providing reliable truck travel time - Truck Travel Time Reliability Index (TTTR)
	Congestion Reduction	System Performance: Traffic Congestion	<ul style="list-style-type: none">• Annual hours of peak-hour excessive delay per capita• Percent of non-single occupant vehicle travel
	Environmental Sustainability	System Performance: Congestion Mitigation and Air Quality Program	<ul style="list-style-type: none">• On-Road Mobile Source Emissions Reduction

PM-1 Safety Performance Targets

Federal regulations require BACTS to establish safety targets (expressed as five-year rolling averages and compared with a five-year rolling average base period comprising of the five calendar years ending prior to the year the targets are due) each year by either:

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

The BACTS Policy Committee has committed to support the performance targets for all five safety performance measures developed by MaineDOT and plan and program projects so that they contribute toward the accomplishment of these targets.

The following factors are likely to influence the ability of Maine to meet previous safety performance targets and need to be considered for future projections:

- The substantial reduction in Maine's VMT that appeared due to the COVID-19 pandemic has rebounded with Maine's 2022 VMT approximately 0.5% higher than the 2019 pre-pandemic volume. This growth trend appears to be continuing in 2023 with an increase of approximately 3.6% through the end of May when compared to where we were at this point in 2022.
- Maine's economy continues to be affected by inflation in many sectors including the costs of fuel, food, and construction materials which have been rising steadily this past year. Labor shortages in many economic sectors exist right now. A busy year for the tourism industry in Maine is expected as early indicators show demand for travel will continue to be strong in 2023.
- Multi-agency safety efforts will continue to be refined and focused on primary serious crash trends such as lane departure and vulnerable users.
- Based on recruitment difficulties along with state and local budgetary constraints, law enforcement agencies will continue to experience staffing challenges, reducing the effective crash-reducing impact that their on-road presence has.
- Impaired driving is a growing concern both due to legalization of marijuana and increased illicit drug usage. That growing impairment problem translates to serious crash exposures.

Maine Statewide PM-1 Safety Performance Targets					
	2024	2023	2022	2021	2020
Number of Fatalities	160	160	160	158	161
Number of Serious Injuries	709	710	715	725	737
Rate of Fatalities	1.12	1.12	1.12	1.12	1.07
Rate of Serious Injuries	4.79	4.8	4.9	5.02	4.9
Number of Non-Motorized Fatalities and Serious Injuries	85	85	87	89	90

The MaineDOT Office of Safety has developed BACTS metropolitan planning area specific calculations applying the same assumptions and methodology used to develop the Statewide performance targets as shown below.

BACTS Planning Area PM-1 Safety Performance Targets					
	2024	2023	2022	2021	2020
Number of Fatalities	6	6	6	6	5.6
Number of Serious Injuries	32	33	34	36	38
Rate of Fatalities	1.01	0.75	0.74	0.66	0.66
Rate of Serious Injuries	5.19	3.98	4.08	4.23	4.5
Number of Non-Motorized Fatalities and Serious Injuries	7.2	8	9	9	9

Source: MaineDOT Office of Safety

PM-1 Safety Performance Report

Maine Statewide PM-1 Safety Performance Report						
	2023	2022	2021	2020	2019	2018
Number of Fatalities	Information not available as of date of report.	182	153	164	156.2	136
Number of Serious Injuries		711	710	607	720.4	685
Rate of Fatalities		1.23	1.04	1.24	1.042	0.91
Rate of Serious Injuries		4.79	4.81	4.59	4.798	4.56
Number of Non-Motorized Fatalities and Serious Injuries		95	83	61	86.8	79.0
Vehicle Miles Traveled (in hundred millions)		148.465270 26515	147.663018 04	132.166321 92	151.006687 3050	150.127 039630

BACTS Planning Area PM-1 Safety Performance Report						
	2023	2022	2021	2020	2019	2018
Number of Fatalities	Information not available as of date of report.	6	10	10	11	1
Number of Serious Injuries		35	29	28	30	32
Rate of Fatalities		0.95	1.59	1.80	1.72	1.59
Rate of Serious Injuries		5.56	4.60	5.04	4.70	5.10
Number of Non-Motorized Fatalities and Serious Injuries		8	4	7	13	4
Vehicle Miles Traveled (in hundred millions)		6.299478 97	6.307224 50	5.556367 43	6.378877 897	6.27009 7991

Source - MaineDOT Office of Safety

References

- [State Highway Safety Report](#)
- [Maine FY2023 Highway Safety Plan](#)
- [Maine’s 2022 Strategic Highway Safety Plan](#)
- [Maine FY 2022 Highway Safety Annual Report](#)

PM-2 Pavement and Bridge Condition Performance Targets

Federal regulations requires targets to be established every four (4) years thereafter, related to each of the six performance measures by either:

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

MaineDOT owns the entire NHS system in Maine except for the Maine Turnpike. MaineDOT collects 100% of the pavement data for the National Highway System (NHS) (including the Turnpike) and inspects all non-Turnpike bridges. Maine NHS pavement data is collected annually by a single collection vehicle and a single MaineDOT crew; therefore, maximizing the potential for consistent data collection. MaineDOT inspects NHS bridges on a 24-month cycle using both above and underwater inspection teams.

As MaineDOT has responsibility and authority for planning and programming all projects for the Interstate and major bridge planning activities, the BACTS Policy Committee has agreed to

support the relevant MaineDOT established 4-year pavement and bridge condition performance targets and support the planning and programming of projects that contribute to MaineDOT’s performance targets as shown below.

Maine Statewide PM-2 Pavement and Bridge Condition Performance Targets					
		Existing Conditions (2022)	2-Year Target (2024)	4-Year Target (2028)	State of Good Repair
Interstate Pavement	Good Fair Poor	31.1% 68.7% 0.2%	28.0% 1.5%	32.0% 1.5%	35.0% 62.0% 3.0%
Non-Interstate Pavement	Good Fair Poor	42.9% 51.9% 5.2%	40.0% 6.2%	40.0% 7.5%	40.0% 52.5% 7.5%
NHS Bridges	Good Fair Poor	25.3% 67.6% 7.1%	26.2% 7.1%	27.5% 5.5%	40.0% 53.0% 7.0%

PM-2 Pavement and Bridge Condition Performance

Maine Statewide PM-2 Pavement and Bridge Condition Performance Report			
		2-Year Condition/ Performance (2020)	4-Year Target Adjustment (2021)
Interstate Pavement	Good Poor	20.1% 0.9%	40.0%
Non-Interstate Pavement	Good Poor	42.8% 5.4%	34.0%
NHS Bridges	Good Poor	26.2% 6.5%	30.0%

Minimum acceptable pavement conditions require that not more than five percent (5%) of Interstate pavements be in poor condition. FHWA will make yearly determinations of minimum pavement conditions and if it is determined that the Interstate pavement condition falls below the minimum level for any given year, MaineDOT will be required to obligate the National Highway Performance Program (NHPP) and transfer a portion of its Surface Transportation Program (STP) funds to adequately address pavement conditions.

Minimum acceptable conditions for NHS bridges require that not more than ten percent (10%) of the total deck area of a State’s NHS bridges are classified as structurally deficient for three consecutive years. FHWA will make a yearly determination for the minimum bridge condition and if that minimum is not met for three (3) consecutive years, MaineDOT will be required to obligate NHPP funds and reserve funds for eligible bridge projects.

References

[MaineDOT Transportation Asset Management Plan](#)
[State Highway Infrastructure Report](#)

PM-3 System Performance and Freight Performance Targets

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

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

The BACTS Policy Committee agreed to support the MaineDOT developed performance targets and plan and program projects to contribute toward the accomplishment of the relevant MaineDOT established 4-year System Performance and Freight Reliability performance targets as shown below. The MaineDOT Results and Information Office also provided BACTS with region specific baseline system performance and freight reliability condition data as shown below.

Maine Statewide and BACTS Planning Area PM-3 System Performance and Freight Reliability on NHS Performance Targets			
Performance Measure		2023 Data	MaineDOT Target
Truck Travel Time Reliability Index (TTTR)	Statewide BACTS	1.26 1.30	< 1.4
% PMT Reliable on Interstate	Statewide BACTS	100% 100%	> = 95%
% PMT Reliable on Non-Interstate NHS	Statewide BACTS	93.3% 96.3%	> = 90%

PM-3 System Performance and Freight Performance Report

Maine Statewide and BACTS Planning Area PM-3 System Performance and Freight Reliability on NHS Performance Report					
Performance Measure		2022	2021	2020	2019
Truck Travel Time Reliability Index (TTTR)	Statewide BACTS	1.24 1.28	1.24 1.32	1.20 1.28	1.27 1.31
% PMT Reliable on Interstate	Statewide BACTS	100% 100%	100% 100%	100% 100%	100% 99.5%
% PMT Reliable on Non-Interstate NHS	Statewide BACTS	93.1% 94.2%	93.1% 90.0%	94.9% 91.2%	91.5% 91.1%

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

Note - The BACTS area does not contain any part of a nonattainment or maintenance area for any of the criteria pollutants, as provided in 23 CFR 490.105(f)(6); and is therefore not subject to the CMAQ traffic congestion measure (23 CFR 490.703), or on-road mobile source emissions measures (23 CFR 490.707 and 23 CFR 490.807).

References

[Maine Integrated Freight Strategy](#)
[State Highway Reliability Report](#)

FTA Performance Measures

Federal Transit Administration Performance Measures
49 USC 5326 (c) and 49 USC 5329 (d)

National Goal	Performance Area	Performance Measure
Infrastructure Condition	Rolling Stock	• Percentage of revenue vehicles (by type) that exceed ULB
	Equipment	• Percentage of non-revenue service vehicles (by type) that exceed ULB
	Facilities	• Percentage of facilities (by group) that are rated less than 3.0 on the FTA TERM scale
	Infrastructure	• Percentage of track segments (rail) that have performance restrictions
Safety	Fatalities	• Total number of reportable fatalities and rate (p/100,00 VRM) by mode
	Injuries	• Total number reportable injuries and rate (p/100,000 VRM) by mode
	Safety Events	• Total number reportable events and rate (p/100,000 VRM) by mode
	System Reliability	• Mean distance between major mechanical failures by mode

Infrastructure Condition

Transit agencies are required to set performance targets and report on the National Transit Database (NTD) report. They are also required, on an annual basis, to report on the performance of meeting these targets to the MPO and the MaineDOT.

The City of Bangor - Community Connector develops a Transit Asset Management Plan (TAMP) Tier II which details the performance targets for infrastructure condition as well as classifications for transit asset infrastructure (including rolling stock, equipment, and facilities) and useful life benchmarks (ULBs). The TAMP for the City of Bangor - Community Connector can be found [here](#).

Safety Performance Measures

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

Safety Performance Targets

The City of Bangor - Community Connector develops a PTASP Transit Safety Performance Measures and Targets annually, this document can be found [here](#) for the most recently available fiscal year. The BACTS Policy Committee adopted the transit safety performance measures and targets on **January 16th, 2024**.