



Policy Committee Meeting

January 21st, 2025

9:30AM

Milford 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 December 17th, 2024 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.

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.

6) BACTS 2024-2027 TIP - Amendment

Staff Report

MaineDOT has requested a TIP amendment relating to the project detailed below. Once approved, the work will be added to the contract completing the work for WIN 26530.00.

WIN	Fed Project #	Title	Scope	Development Responsibility	Town(s)	MPO	Work Plan Description	Program Year	FE	ROW	CON	CE	Planning	Other	Total Available	STIP Funding Change	Change Details
26530.10		Brewer, Route 15B	Mill and Fill	MaineDOT	Brewer	BACTS	Beginning at North Main Street and extending northeast 0.18 of a mile to State Street. Includes 1585 and Penobscot Square.	2025	\$0	\$0	\$373,000	\$4,000	\$0	\$0	\$375,000	\$0	New project with funding coming from reserved funding WIN present in the STIP.

MaineDOT has requested a TIP amendment relating to the project detailed below. Once approved, additional funding will be transferred from reserved funding WIN that is already in the STIP.

WIN	Fed Project #	Title	Scope	Development Responsibility	Town(s)	MPO	Work Plan Description	Program Year	FE	ROW	CON	CE	Planning	Other	Total Available	STIP Funding Change	Change Details
25481.00	2548100	Bangor - Brewer, Interstate 395 Westbound	ULTRA-THIN BONDED WEARING COURSE	MaineDOT	Bangor - Brewer	BACTS	Beginning at Route 1A and extending west 4.93 miles. Includes all approaches and ramps.	2025	\$35,000	\$0	\$3,925,000	\$200,000	\$0	\$0	\$4,160,000	\$0	Approved work and funding come from reserved funding WIN present in the STIP.
25483.00	2548300	Bangor - Brewer, Interstate 395 Eastbound	ULTRA-THIN BONDED WEARING COURSE	MaineDOT	Bangor - Brewer	BACTS	Beginning at Odlin Road and extending east 4.77 miles. Includes all approaches and ramps.	2025	\$30,000	\$0	\$3,991,780	\$225,000	\$0	\$0	\$4,246,780	\$0	Approved work and funding come from reserved funding WIN present in the STIP.

The Policy Committee was notified of this proposed amendment on January 13th and public comment period began on January 13th and will go through January 22nd, no public comments have been received as of now.

Proposed Action: Approve the proposed 2024-2027 TIP amendments.

7) BACTS UPWP Proposed Amendment

Staff Report

BACTS Staff would like to propose the following amendment to the 2024-2025 UPWP. Move \$75,000 in FHWA funding from Task 4 (additional studies line) to Task 1. Note - BACTS Staff will be proposing additional amendment(s) after the FTA apportionment for 2025 is finalized and Staff will coordinate with MaineDOT to transfer FHWA funding to FTA for proposed tasks.

Proposed Action: Approve UPWP Amendment as written.

8) BACTS UPWP Budget

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

BACTS 2024-2025 UPWP
12/31/2024

23 Total
11 Months into contract
12 Months left in contract

12/31/2024														11	Months into contract			
														12	Months left in contract			
Task	Project	Total Allotted	Total Spent	In-Kind	Total Remaining	Contract to Date Trend			Forecasted Trend (Projected Figures)					Total Remaining (Less In Kind)	Salary	Consultant	Direct Expenses	Estimated Remaining
						Actual % Usage	Amount Should be as of 12/31	Variance										
FHWA																		
1	Operation and Coordination	\$220,473	\$207,282	\$0	\$13,191	94.0%	\$105,444	-\$101,838	\$13,191	\$126,895	\$30	\$9,103	-\$122,837					
2	Programming	\$45,800	\$11,592	\$0	\$34,208	25.3%	\$21,904	\$10,313	\$34,208	\$26,088	\$22,500	\$36	-\$14,416					
3	Data and Studies	\$263,500	\$166,139	\$0	\$97,361	63.1%	\$126,022	-\$40,117	\$97,361	\$109,408	\$54,359	\$4,181	\$70,587					
4	Planning	\$614,520	\$84,380	\$0	\$530,140	13.7%	\$293,901	\$209,521	\$530,140	\$56,614	\$313,492	\$2,924	\$157,109					
5	Unallocated	\$129,397	\$0	\$0	\$129,397	0.0%	\$61,886	\$61,886	\$129,397	\$0	\$0	\$0	\$129,397					
Total FHWA		\$1,273,690	\$469,393	\$0	\$804,297	36.85%	\$609,156	\$139,763	\$804,297	\$319,005	\$390,381	\$16,244	\$78,667					
FTA																		
1	Operation and Coordination	\$79,500	\$21,939	\$4,388	\$53,173	27.6%	\$38,022	\$16,083	\$42,539	\$47,241	\$0	\$1,827	-\$6,529					
2	Programming	\$9,900	\$1,636	\$327	\$7,937	16.5%	\$4,735	\$3,099	\$6,349	\$9,525	\$0	\$0	-\$3,176					
3	Data and Studies	\$17,100	\$9,667	\$1,933	\$5,499	56.5%	\$8,178	-\$1,489	\$4,399	\$9,873	\$0	\$249	-\$5,723					
4	Planning	\$167,237	\$5,611	\$1,122	\$160,503	3.4%	\$79,983	\$74,372	\$128,403	\$49,648	\$140,000	\$533	-\$61,778					
Total FTA		\$273,737	\$38,854	\$7,771	\$227,112	14.19%	\$130,918	\$92,064	\$181,690	\$116,287	\$140,000	\$2,609	-\$77,206					
Total		\$1,547,427	\$508,247	\$7,771	\$1,031,409	32.84%	\$740,074	\$231,827	\$985,987	\$435,292	\$530,381	\$18,853	\$1,461					

*Anticipated transfer to FTA for Transit Studies

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

Proposed Action: For discussion only.

9) General Consultant Agreement Task Order

Staff will provide a monthly report on task order assignments and status.

Project	Consultant	Estimated Time Frame
Culvert Inventory	VHB	September 2024 - February 2025
Fare Structure	Foursquare	December 2024 - August 2025
Signal Warrant Analysis - Brewer South Main	Sewall	October 2024 - December 2024
Traffic Signal Master Plan Support	Sebago	October 2024 - May 2025

Proposed Action: For discussion only.

10) Transit Updates

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

Proposed Action: *For discussion only.*

11) Project Updates

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

Proposed Action: *For discussion only.*

12) MaineDOT Report

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

Proposed Action: *For discussion only.*

13) Other Business

Discussion of other items not on today's agenda.

14) Upcoming Meetings

Transit Committee - February 26th, 2025 at 2PM - via Zoom

PCA Committee - April 10th, 2025 at 2PM - via Zoom

Policy Committee - February 18th, 2025 at 9:30AM - Bangor Council Chambers or virtually via Zoom



Attachment A
Policy Committee Meeting
December 17th, 2024
Holiday Luncheon at 12:00 PM
Hybrid Meeting at 12:30PM
Orono Town Council Chambers and via Zoom
Minutes

Committee Members	Affiliation
Jeff Davis Aaron Huotari Anne Kreig Laurie Linscott	Bangor
Jeremy Caron Linda Johns	Brewer
Amy Ryder Jon Clements Victor Smith	Hampden
Stephen Fields	Hermon
EJ Roach	Old Town
Bill Cody Mitch Stone	Orono
MaineDOT / FHWA / FTA	
Jarod Farn-Guillette, Claire Winter	

1) Call to Order

Meeting was called to order by Jeremy Caron at 12:30PM. Introductions were performed.

2) Public Comment

No comments at this time.

3) Approval of November 19th, 2024 BACTS Policy Committee Meeting Minutes

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

4) BACTS Monthly Report

Jack Bosies provided an update on the culvert inventory, work is on track and schema should be delivered next week.

Jacob Stein provided an update, the Brewer VPI will be presented to council in the coming weeks.

Sara Devlin provided an update to the group regarding MaineDOT 2024 Safety initiatives, providing information on the story map that is available to all members. Sara Devlin also encouraged members to review the classifications for their municipality and provide any feedback to her. Claire Winter also added additional information on the site and expectations of information received.

Sara Devlin also provided information regarding the reclassification of Route 9 in Brewer, pursuant to the completion of the connector. Members of the group discussed implications of reclassification, Sara Devlin informed the group this would not change maintenance, or funding opportunities, just the classification.

5) Active Transportation Plan Scoping Staff Report

BACTS is scheduled to prepare an active transportation related plan in 2025. Given local discussions and current bike/ped related efforts Staff have created a draft scope of work to prepare a regional complete streets handbook and policy. BACTS would like member feedback about whether this project focus and outlined scope of work is aligned with local interests and needs. If not, the group can brainstorm alternatives.

Proposed Action: For discussion only.

Madeline Jensen provided an overview of the proposed scoping and background on the development of the proposed tasks. Members of the group discussed, including the final product, pros and cons of a regional plan vs specific municipality ones, discussion on baseline recommendations that members can use as a starting point to develop their specific plan. Discussion also included potentially adding members as appendices, depending on budget limitations. Members discussed using MaineDOT's plan as a good foundation for this process. Members discussed how trails not on public roads may be represented, specifically implications on cyclists, would be interested in seeing both design guidelines as well as mapping of routes. Staff discussed the potential to create a mapping overlay that would represent these alternative transportation routes. Claire Winter added that PACTS is starting a similar effort and may be able to assist, also added this will dovetail with the updated MaineDOT policy and scoping (identified regional/municipal priorities). Maddie Jensen asked members if there is any specific interest in being on the project team for this and being more closely involved in the process.

6) BACTS UPWP Budget

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

BACTS 2024-2025 UPWP
11/30/2024

23 Total
10 Months into contract
13 Months left in contract

										Contract to Date Trend					Forecasted Trend (Projected Figures)					10 Months into contract	
													Total Remaining (Less In Kind)					13 Months left in contract			
Task	Project	Total Allotted	Total Spent	In-Kind	Total Remaining	Actual % Usage	Amount Should be as of 11/30	Variance					Salary	Consultant	Direct Expenses	Estimated Remaining					
FHWA																					
1	Operation and Coordination	\$220,473	\$189,917	\$0	\$30,556	86.1%	\$95,858	-\$94,059		\$30,556	\$116,241	\$30	\$8,717			-\$94,431					
2	Programming	\$45,800	\$11,284	\$0	\$34,516	24.6%	\$19,913	\$8,629		\$34,516	\$26,782	\$22,500	\$36			-\$14,802					
3	Data and Studies	\$263,500	\$151,959	\$0	\$111,541	57.7%	\$114,565	-\$37,394		\$111,541	\$112,094	\$54,831	\$4,714			-\$60,098					
4	Planning	\$614,520	\$60,904	\$0	\$553,616	9.9%	\$267,183	\$206,279		\$553,616	\$62,222	\$339,365	\$2,925			\$149,104					
5	Unallocated	\$129,397	\$0	\$0	\$129,397	0.0%	\$56,260	\$56,260		\$129,397	\$0	\$0	\$0			\$129,397					
Total FHWA		\$1,273,690	\$414,064	\$0	\$859,626	32.51%	\$553,778	\$139,715		\$859,626	\$317,339	\$416,726	\$16,392			\$109,169					
FTA																					
1	Operation and Coordination	\$79,500	\$19,150	\$3,830	\$56,520	24.1%	\$34,565	\$15,415		\$45,216	\$54,680	\$0	\$2,577			-\$12,041					
2	Programming	\$9,900	\$1,636	\$327	\$7,936	16.5%	\$4,304	\$2,668		\$6,349	\$9,226	\$0	\$0			-\$2,877					
3	Data and Studies	\$17,100	\$7,088	\$1,418	\$8,595	41.4%	\$7,435	\$347		\$6,876	\$8,142	\$0	\$249			-\$1,515					
4	Planning	\$167,237	\$4,806	\$961	\$161,470	2.9%	\$72,712	\$67,906		\$129,176	\$60,173	\$140,000	\$533			-\$71,531					
Total FTA		\$273,737	\$32,680	\$6,536	\$234,521	11.94%	\$119,016	\$86,336		\$187,617	\$132,221	\$140,000	\$3,359			-\$87,963					
Total		\$1,547,427	\$446,744	\$6,536	\$1,094,147	28.87%	\$672,794	\$226,051		\$1,047,243	\$449,559	\$556,726	\$19,751			\$21,206					

*Anticipated transfer to FTA for Transit Studies

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

Proposed Action: For discussion only.

Sara Devlin provided an update, this is a standing agenda item, no questions or comments at this time from members of the group.

7) General Consultant Agreement Task Order

Staff will provide a monthly report on task order assignments and status.

<u>Project</u>	<u>Consultant</u>	<u>Estimated Time Frame</u>
Culvert Inventory	VHB	September 2024 - December 2025
Fare Structure	Foursquare	December 2024 - August 2025
Signal Warrant Analysis - Brewer South Main	Sewall	October 2024 - December 2024
Traffic Signal Master Plan Support	Sebago	October 2024 - May 2025

Proposed Action: For discussion only.

Sara Devlin provided an update, this is a standing agenda item, no questions or comments at this time from members of the group.

8) Transit Updates

Laurie Linscott provided an update. There is an instructor class in late December that still has availability, if interested please contact Laurie. Interest in these courses has been very well received. Community Connector applied for two phases of a MaineDOT discretionary grant. Awarded over \$450k to be spent before June 2025. With driver interest increased, hoping and working toward resuming Saturday service, when feasible.

9) Project Updates

Jeremy Caron provided an update on Brewer projects

- Working to prepare for next year
- VPI Meeting in January for council presentation
- Moving forward with a couple MPI projects that will finish up next spring

Jeff Davis provided an update on Bangor projects

- Starting design work on number of projects
- Multi Use trail on 14th street design in work
- Stillwater and Broadway intersection, sending initial letters
- VPI Draft presented to council last night, working with Claire Winter to finalize the report and get resolution for council.
 - Happy with the process and amount of public participation that has been done for this project

Victor Smith provided an update on Hampden projects

- MPI in work, working on utility placement.

EJ Roach provided an update on Old Town

- Gorrill Palmer will have VPI meeting this evening

Sara Devlin - MaineDOT work plan should be coming out soon. BACTS Will continue to work with MaineDOT on this process with the new funding initiatives. Awarded a lump sum for collector roads, will go through and propose a final list to the group. Bangors UPI project was awarded, Sara encouraged members of the group to submit any of these projects going forward. TIP will come out at the beginning of the year.

10) MaineDOT Report

Claire Winter provided additional information on the safety initiatives page, there is a traffic calming policy that is available. There is also guidance on demonstration projects on this page as well.

Jarod Farn-Guillette also provided additional information on more rural areas and opportunities for them.

11) Other Business

Sara Devlin provided the group an update, our intern Ian, will be staying on part time.

Sara Devlin also let members know that local match letters for 2025 will be sent out shortly. Sara also let the group know that she will keep them informed once the formula for future local match calculations has been finalized and the anticipated figures for members going forward.

Aaron Huotari also informed the group that there will be single lane closures on Broadway, specifics will be sent out at a later date.

12) Upcoming Meetings

Transit Committee - January 8th, 2025 at 2PM - via Zoom

PCA Committee - January 9th, 2025 at 2PM - via Zoom

Policy Committee - January 21st, 2025 at 9:30AM - Location TBD

The meeting was called to adjourn by Amy Ryder, seconded by Mitch Stone. Unanimous approval.
Meeting ended at 1:25PM.



Attachment B
BACTS Monthly Report
January 2025

Traffic Incident Management (TIM) - Recent meeting was the Rural Penobscot County TIMS. Planning a Statewide TIMS meeting in February.

Safe Streets for All Grant - Staff and VHB have developed stakeholder lists and collected crash data. The Steering Committee meeting was held the week of January 6th.

VPIs - Staff is attending a draft presentation meeting and public meeting for the Hampden VPI this January. Staff attended a public VPI meeting for Old Town.

Collector Paving, Capital, and Planning Project Identification - Sewall is almost finished with the fieldwork for expanding the Better Roads database to cover the expanded BACTS Region collector roads and performing a similar scoring of the arterials and sidewalks.

Community Connector Fare Structure Study The City of Bangor, BACTS, and Foursquare ITP staff have officially met to kick off this study which will provide recommendations for improving the efficiency, efficacy, and equity of the current bus fare structure. The BACTS Transit Committee will receive regular updates about the project schedule, public outreach, and recommended options.

Corridor Scoring - Staff finalized corridor scoring methodology and sent it out to members of the policy committee.

Rural Contract - Staff traveled to Corinth, Corrina, Dexter and Garland to discuss rural planning opportunities. Staff began working on a transportation section of a comprehensive plan for the town of Garland.

Culvert Inventory - Staff received drafted materials for review, including a list of culvert locations per town, an ArcGIS map, and field work protocols. The contract with VHB was extended to conclude until February 28th, 2025 to allow for a longer review period of drafted items.

Meetings and Conferences

- MaineDOT Rural Coordination Meetings
- PTAC Meeting, State of Transit Subcommittee, Steering Subcommittee
- MTA Meeting and Communications Subcommittee Meeting
- Maine Sustainability and Water Conference Co-Chair Meetings
- BBOE Committee Meeting
- MaineCAN Meeting
- PCA Committee Meeting
- Community Connector Fare Structure Study Kick Off Meeting
- BRLI Class Day 5
- Penobscot Rural Outreach - Garland, Corinth, Corrina, Dexter
- Old Town VPI Public Meeting
- Orono Scoping Meeting - Park Street
- Hampden VPI Public Meeting
- Town Manager Meetings
- MPO check in



Transportation Performance Management

Approved by BACTS Policy Committee on January 21st, 2025

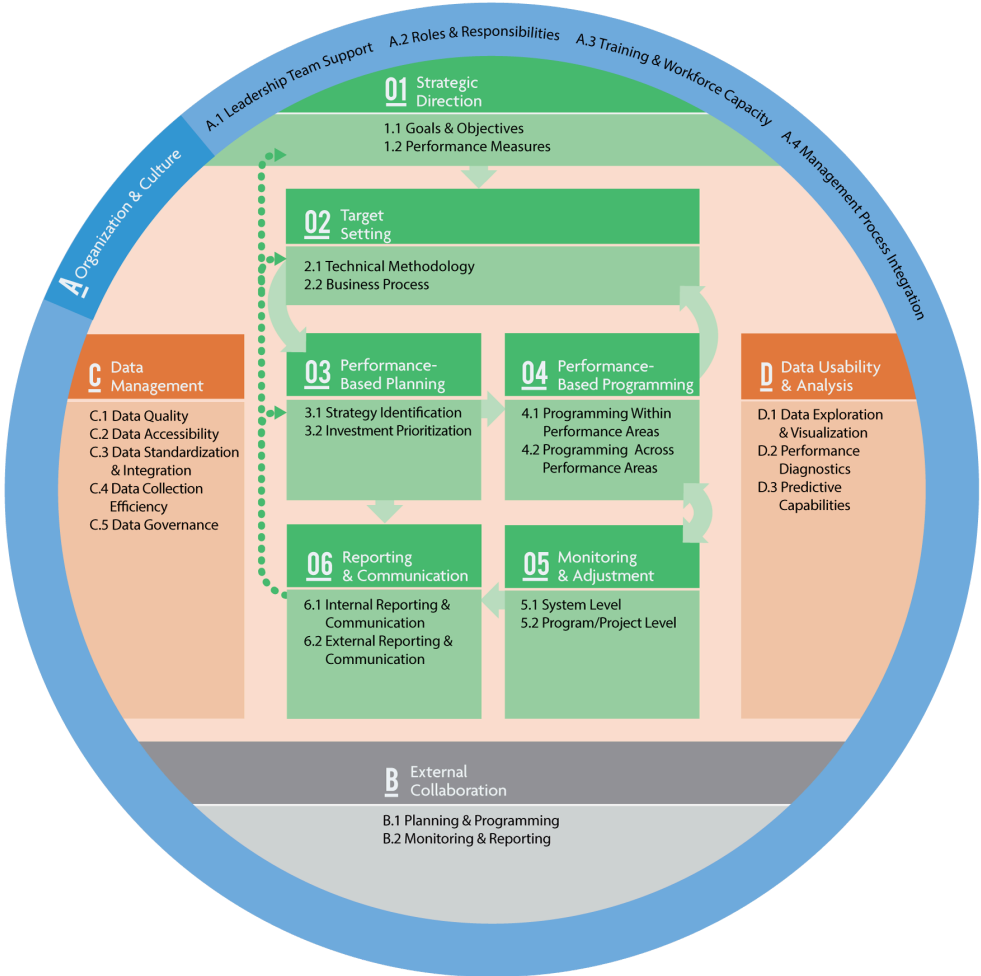


Image Credit - FHWA TPM Toolbox <https://www.tpmtools.org/>

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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:

- Statewide annual VMT for 2023 has almost rebounded to our 2019 pre-pandemic volumes. We expect continued modest growth of approximately 1.5% per year in 2024 and 2025.
- 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.
- 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 problems translate to serious crash exposures.

Maine Statewide PM-1 Safety Performance Targets					
	2025	2024	2023	2022	2021
Number of Fatalities	160	160	160	160	158
Number of Serious Injuries	709	709	710	715	725
Rate of Fatalities	1.12	1.12	1.12	1.12	1.12
Rate of Serious Injuries	4.79	4.79	4.8	4.9	5.02
Number of Non-Motorized Fatalities and Serious Injuries	85	85	85	87	89

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					
	2025	2024	2023	2022	2021
Number of Fatalities	6.2	6	6	6	6
Number of Serious Injuries	32	32	33	34	36
Rate of Fatalities	0.75	1.01	0.75	0.74	0.66
Rate of Serious Injuries	3.86	5.19	3.98	4.08	4.23
Number of Non-Motorized Fatalities and Serious Injuries	7	7.2	8	9	9

Source: MaineDOT Office of Safety

PM-1 Safety Performance Report

Maine Statewide PM-1 Safety Performance Report						
	2024	2023	2022	2021	2020	2019
Number of Fatalities	Information not available as of date of report.	Information not available as of date of report.	182	153	164	157
Number of Serious Injuries			711	710	607	689
Rate of Fatalities			1.07	1.04	1.25	1.04
Rate of Serious Injuries			4.79	4.81	4.59	4.56
Number of Non-Motorized Fatalities and Serious Injuries			95	83	61	86.8
Vehicle Miles Traveled (in hundred millions)			148.465270 26515	147.663018 04	132.166321 92	151.006687 3050

BACTS Planning Area PM-1 Safety Performance Report						
	2024	2023	2022	2021	2020	2019
Number of Fatalities	Information not available as of date of report.	8	6	8	9	10
Number of Serious Injuries		38	35	29	28	30
Rate of Fatalities		0.95	0.71	0.94	1.20	1.16
Rate of Serious Injuries		4.53	4.13	3.42	3.73	3.48
Number of Non-Motorized Fatalities and Serious Injuries		6	8	4	7	12
Vehicle Miles Traveled (in hundred millions)		8.388268 232	8.480402 481	8.472311 855	7.504194 213	8.61315 8018

Source - MaineDOT Office of Safety

References

- [State Highway Safety Report](#)
- [Maine FY2024 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.