

# PACTS Regional Transportation Advisory Committee

Tuesday, January 7, 2025

9:00-11:00 AM

Meeting Agenda

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***In-Person:***

*Greater Portland Council of Governments  
970 Baxter Boulevard, Room 201  
Portland, Maine*

***Remote:***

*Webinar link: <https://us02web.zoom.us/j/89778972957>  
Phone: 646-558-8656—Webinar ID: 897 7897 2957  
Phone participants: \*9 to raise hand; \*6 to unmute*

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**1. Welcome**

This meeting is being recorded and will be made available at [gpcog.org/AgendaCenter](https://gpcog.org/AgendaCenter).

**2. Public Comment 5 minutes**

Members of the public are welcome to provide up to three minutes of public comment on items not on this agenda. For items on this agenda, additional opportunity for public comment will be provided after the item's staff report.

**3. Approval of the December 3, 2024 Meeting Minutes 5 minutes**

**4. Staff Report 5 minutes**

**5. Roadway and Transit Performance Targets 20 minutes**

Action Item: Federal regulation requires Metropolitan Planning Organizations (MPOs), like PACTS, to set annual roadway safety targets, and incorporate roadway and transit performance targets into the Transportation Improvement Program (TIP). The committee will discuss and consider recommending Policy Board approval of the CY25 performance targets for inclusion in the 2025-2028 TIP.

**6. PACTS Year in Review 2024 20 minutes**

Information Item: Staff have developed an annual report to celebrate completed PACTS capital and planning projects and to track progress and regional impact. Staff will present highlights from the PACTS Year in Review 2024.

**7. Other Business**

**8. Adjourn**

## Upcoming Meetings

- Policy Board—Thursday, January 23, 11:00 AM - 1:00 PM
- Regional Transportation Advisory Committee (RTAC)—Tuesday, February 4, 9:00 - 11:00 AM
- Executive Board—Tuesday, February 25, 9:00 AM - 10:30 AM
- Regional Transportation Advisory Committee (RTAC)—Tuesday, March 4, 9:00 - 11:00 AM

For other meeting dates including Transit Task Force, Regional Traffic Management System (RTMS) Subcommittee, and Paving Working Group, please visit <https://www.gpcog.org/Calendar.aspx>.

Board and committee members, the public, and other stakeholders are encouraged to subscribe to the PACTS calendar at [gpcog.org/Calendar](https://www.gpcog.org/Calendar).

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### English

If you require accommodations to review materials or participate in this meeting (such as captioning or interpreting—at no cost to you), please contact: [info@gpcog.org](mailto:info@gpcog.org)

Notification 72 hours prior to the meeting will help us to make reasonable arrangements to ensure accessibility to this meeting.

### Arabic

عليه فما ، (بالمجان - الفورية الترجمة أو بالتعاون الترجمة التوضيحية الترجمة (إلى كالحاجة الاجتماع هذا في المشاركة أو شيء أي لمراجعة تسهيلات يحتاج من كل [info@gpcog.org](mailto:info@gpcog.org) ب الإتصال يربط أن إلا

إخطارنا قبل 72 ساعة من الاجتماع من شأنه أن يساعدنا على القيام بما في وسعنا لضمان إمكانية حضوركم هذا الاجتماع.

### French

Si vous avez besoin d'aménagements pour examiner les documents ou participer à cette réunion (tels que le sous-titrage ou l'interprétation— sans frais pour vous), veuillez contacter: [info@gpcog.org](mailto:info@gpcog.org).

Une notification 72 heures avant la réunion nous aidera à prendre des dispositions raisonnables pour garantir l'accessibilité à cette réunion.

### Portuguese

Se precisar de adaptações para analisar os materiais ou participar nesta reunião (como legendagem ou interpretação — sem qualquer custo), é favor contactar: [info@gpcog.org](mailto:info@gpcog.org).

A notificação 72 horas antes da reunião nos ajudará a tomar providências razoáveis para garantir a acessibilidade a essa reunião.

### Somali

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*Haddii aad u baahan tahay tallooyin si aad dib ugu eegis ugu samayso agabyada ama aad ka qaybqaadato shirkan (sida qoridda oraahda ama tarjumaada—iyada oo aan wax kharash ah kugu kacayn), fadlan la xidhiidh: [info@gpcog.org](mailto:info@gpcog.org).*

*Ogaysiinta 72 saacadood ka hor shirka waxay naga caawin doontaa inaan samayno qabanqaabooyin macquul ah si aan u xaqiijno gelitaanka shirkan.*

**Spanish**

*Si necesita adaptaciones para revisar los materiales o participar en esta reunión (como subtítulos o interpretación, sin costo alguno para usted), comuníquese con: [info@gpcog.org](mailto:info@gpcog.org).*

*Notificar con 72 horas de antelación a la reunión nos ayudará a llevar a cabo las gestiones pertinentes para garantizar la accesibilidad a la misma.*

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### 3. Approval of the December 3, 2024 Meeting Minutes

<b>Contact</b>	Harold Spetla, staff
<b>Recommended action</b>	Approve the December 3, 2024 PACTS Regional Transportation Advisory Committee (RTAC) meeting minutes.
<b>Attachment</b>	3-A—2024-12-03 PACTS Regional Transportation Advisory Committee (RTAC) Meeting Minutes

The previous meeting of the PACTS Regional Transportation Advisory Committee (RTAC) was held on December 3, 2024. Minutes from the meeting are included as Attachment 3-A for review, discussion, and approval.

***Recommended action: Approve the December 3, 2024 PACTS Regional Transportation Advisory Committee (RTAC) meeting minutes.***

Members of the public are welcome to provide up to three minutes of public comment on this item. Opportunity for comment will be provided after staff's report, prior to committee discussion.

## PACTS Regional Transportation Advisory Committee (RTAC)

December 3, 2024

9:00 -11:00 AM

Draft Meeting Minutes

Seat	Representative	Attendance
PACTS Southern – Municipal	Diana Asanza	
PACTS Southern – Planning/ Economic Development	Emily Cole-Prescott	
PACTS Southern – Public Works/ Engineering	Tom Milligan	Y
PACTS Central – Municipal	VACANT	
PACTS Central – Planning/ Economic Development	Nell Donaldson	Y
PACTS Central – Public Works/ Engineering	Melissa Hutchins	Y
PACTS Western – Municipal	Bob Burns	Y
PACTS Western – Public Works/ Engineering	Rebecca Spitella	Y
PACTS Western - Planning/ Economic Development	Tom Poirier	
PACTS Northern – Municipal	Nathan Poore	Y
PACTS Northern – Planning/ Economic Development	Erin Zwirko, chair	Y
PACTS Northern – Public Works/ Engineering	Earl Gibson	
Transit	John Warnock	Y
Transit	Catherine Kruglak, vice chair	Y
Transit	Mike Tremblay	Y
Transit	Jack DeBeradinis	
Maine Department of Transportation (MaineDOT)	Claire Winter	Y
Maine Turnpike Authority	Rebecca Grover	
Active Transportation Specialist	Dick Woodbury	Y
Environmental Specialist	Christian MilNeil	Y
Community Transportation Leader	Guy Mpoyi	
Community Transportation Leader	Cheryl Oldfield	Y
Private Sector Trade Association	Eamonn Dundon	Y

### 1. Welcome

Erin Zwirko (Northern Subregion, Chair) opened the meeting and welcomed the attendees.

### 2. Public Comment

There was no public comment.

### 3. Approval of the November 12, 2024 Meeting Minutes

Catherine Kruglak (Transit) noted that NNEPRA has questions about how MaineDOT presents NNEPRA operating assistance in the MaineDOT Work Plan. NNEPRA staff will work with MaineDOT staff to resolve these questions.

## Attachment 3-A

Nell Donaldson (Central Subregion) moved to approve the November 12, 2024 meeting minutes as written; Dick Woodbury (Active Transportation Specialist) seconded. The motion passed with Catherine Kruglak (Transit) abstaining. (Vote: 12-0-1).

### 4. Staff Report

On November 5, 2024, Maine voters approved a \$30 million trails bond to help design, build, and maintain trails of all types statewide. Twenty-five percent of the funding is slated for motorized trails, 25 percent for non-motorized trails, and 50 percent for multi-use trails. The Maine Bureau of Parks and Lands, responsible for administering the funds, is expected to launch a grant process in early 2025.

#### *Public Comment*

None.

### 5. PACTS Congestion Management Process Data Update

In the PACTS Congestion Management Process (CMP) Policies and Procedures, GPCOG staff proposed changing the performance measure for Congestion Factor to Travel Time Reliability Index. This is newly available data measures the ratio of the 80<sup>th</sup> percentile travel time to the 50<sup>th</sup> percentile travel time. Improving the Travel Time Reliability Index is done by lessening the gap between 80<sup>th</sup> percentile and 50<sup>th</sup> percentile travel times. The performance measures for each CMP objective and the progress made are shown in Attachment 5-B in the [December PACTS RTAC meeting packet](#).

*[View GPCOG's slide deck presentation for this item.](#)*

#### *Public Comment*

None.

#### *Committee Discussion*

Christian MilNeil (Environmental Specialist) and Bob Burns (Western Subregion) had questions about the data source for the Travel Time Reliability Index, which Elizabeth Roberts (GPCOG) confirmed is provided by StreetLight Data using connected vehicle data which should provide equitable representation for all communities.

John Warnock (Transit) inquired about the data collection time periods, which Elizabeth Roberts confirmed are during the morning peak, mid-day, and evening peak hours on weekdays and all day for weekends.

Dick Woodbury (Active Transportation Specialist) asked if the Congestion Management Process had been applied to the Maine Turnpike Authority's (MTA) Gorham Connector project. Elizabeth Roberts pointed out that the CMP is intended for improving the conditions on existing roads, as opposed to

modeling. She also noted that MTA functions separately from PACTS, while Kristina Egan (GPCOG) followed up by noting that the GPCOG Executive Committee decided to hold off on formally weighing into the Gorham Connector discussion following the MTA's indication that they would be pulling back on the project for now.

Christian MilNeil (Environmental Specialist) raised the point that congestion does not necessarily mean a road is functioning poorly, citing parking turnover, pedestrian movements, and active businesses as causes of congestion.

### *Motion*

Christian MilNeil (Environmental Specialist) moved to recommend approval of changing the performance measure "Congestion Factor" to "Travel Time Reliability Index" in the Congestion Management Policies and Procedures. Catherine Kruglak (Transit) seconded. All were in favor (Vote: 14-0-0).

## **6. Community Transportation Leaders' Presentation**

Since PACTS developed its first Public Involvement Plan in 2017, GPCOG and PACTS have worked to involve community members with firsthand experience of transportation challenges in transportation planning and decision-making. GPCOG's Community Transportation Leaders (CTL) program serves as a space for community members with lived experience to share their ideas and experiences to improve our transportation system. So far, three CTL cohorts have presented to RTAC. This fourth cohort includes nine members who have been organized into three groups based on issues they are passionate about and eager to advocate for:

Group 1: Extending bus service and hours on Metro Route 4 (4 Non-English-speaking members)

Group 2: Improving Transit Access for Low-income People (One English-speaking member)

Group 3: Improving Safety Across Public Transit for People with Mobility Challenges (4 English-speaking members)

Upon completion of the presentation phase, CTL members will have the opportunity to continue working with GPCOG staff during the coaching sessions phase of the program. This phase will provide the opportunity to continue developing solutions to the transportation barriers that have been identified by working with relevant stakeholders and transit agencies from January – May 2025.

The three group presentations are available in Attachment 6-A in the [December PACTS RTAC meeting packet](#).

### *Public Comment*

None.

## *Committee Discussion*

Multiple members of the committee offered their gratitude and support to the CTL members for presenting.

Christian MilNeil (Environmental Specialist) urged that future developments should preemptively factor transit considerations into the planning process.

Eamonn Dundon (Private Trade Sector Association) asked about the frequency recommendations and lighting improvements, relative to Transit Tomorrow and the Transit Stop Access Project. Chris Chop (GPCOG) confirmed that increased frequency was a recommendation, but was not specific to any individual corridor. Elizabeth Roberts (GPCOG) noted that lighting was not a component of the Transit Stop Access Project.

There was a discussion of the trade-off between speed of service and covering a larger service area. Nell Donaldson (Central Subregion) added that micro-transit and “first mile – last mile” coverage makes town infrastructure—sidewalks, crosswalks, and lighting— important to get people from their homes to where development is happening. Nell added that the City of Portland often requires developers to include upgrades to transit stops during the development review process.

GPCOG staff plan to share CTL progress updates at future RTAC meetings.

## *Motion*

For information only.

## **7. Other Business**

Aubrey Miller (GPCOG) introduced Shukria Wiar, GPCOG’s new Senior Planner and Engagement Manager.

## **8. Adjourn**

With no objections, the meeting was adjourned.



#### 4. Staff Report

<b>Contact</b>	Aubrey Miller, staff
<b>Recommended action</b>	This item is for information only.
<b>Attachments</b>	None.

#### **Robert’s Rules of Order: Approving Minutes**

This item serves as a reminder to RTAC members that they need not abstain from voting on the minutes of a meeting from which they were absent. *Robert’s Rules of Order* §41:11 states that “a member’s absence from the meeting for which minutes are being approved does not prevent the member from participating in their correction or approval.”

Professional Registered Parliamentarian Ann Macfarlane further explains:

When you vote to approve the minutes, you are expressing your confidence in the veracity of the secretary, the actions of your colleagues, and the correctness of the minutes preparation process. You are not making a personal eyewitness statement that “you were there.”

The body needs an official record of its actions, and all members may approve that record. This means that you should not abstain from voting to approve minutes of a meeting if you were absent from that meeting.<sup>1</sup>

#### ***Recommended action: This item is for information only.***

Members of the public are welcome to provide up to three minutes of public comment on this item. Opportunity for comment will be provided after staff’s report, prior to committee discussion.

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<sup>1</sup> Approving minutes if you were absent - Jurassic Parliament.

## 5. Roadway and Transit Performance Targets

<b>Contact</b>	Ron Landis and Laura Qualey, staff
<b>Recommended action</b>	Recommend that the Policy Board approve the 2025 performance targets shown in Tables 5-1 through 5-5.
<b>Attachments</b>	5-A—MaineDOT’s 2025 Safety Performance Target Setting Assumptions
<b>Timeline</b>	<pre> graph LR     A[RTAC Review] --&gt; B[Policy Board Approval]     B --&gt; C[Inclusion in 2025–2028 TIP]             </pre>

Roadway and transit performance targets are indicators that enable decision makers and other stakeholders to evaluate the safety and condition of our transportation system and inform future policy and investment decisions. Federal regulation requires Metropolitan Planning Organizations (MPOs), like FACTS, to set annual roadway safety targets, and incorporate roadway and transit targets into the Transportation Improvement Program (TIP).

### Roadway Safety Performance Targets

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America’s Surface Transportation (FAST) Act established 12 performance management requirements to ensure that state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) choose the most efficient investments for federal transportation funds. MPOs are required to set transportation safety targets for five metrics:

- Number of Fatalities
- Number of Serious Injuries
- Rate of Fatalities
- Rate of Serious Injuries
- Number of Non-Motorized Fatalities & Serious Injuries

In August 2018, MaineDOT established and reported its annual statewide safety targets as a part of its 2018 Highway Safety Improvement Plan Annual Report. Since then, FACTS has worked with MaineDOT to update FACTS’ safety targets on an annual basis. Staff are requesting input from the RTAC on the five safety targets. Once approved, these targets will be integrated into FACTS’ upcoming 2025–2028 Transportation Improvement Program (TIP).

### Historic Data

#### *National*

According to CrashStats, provided by the National Highway Traffic Safety Administration (NHTSA), it is projected that an estimated 29,135 people died in motor vehicle traffic crashes in the first 9 months of

2024, a decrease of about 4.4 percent as compared to 30,490 fatalities projected to have occurred in the first 9 months of 2023. The third quarter of 2024 represents the tenth consecutive quarterly decline in fatalities beginning with the second quarter of 2022. Preliminary data reported by the Federal Highway Administration (FHWA) shows that vehicle miles traveled (VMT) in the first 9 months of 2024 increased by about 19.7 billion miles, or about a 0.8-percent increase. The fatality rate for the first 9 months of 2024 decreased to 1.18 fatalities per 100 million VMT, down from the projected rate of 1.24 fatalities per 100 million VMT in the first 9 months of 2023.

### *Statewide*

In Maine, 128 people died in vehicle crashes in 2024, up from 127 in 2023. Seven (7) pedestrians and cyclists died in vehicle crashes on Maine roads in 2024, down from 14 fatalities in 2023.

### *Regional*

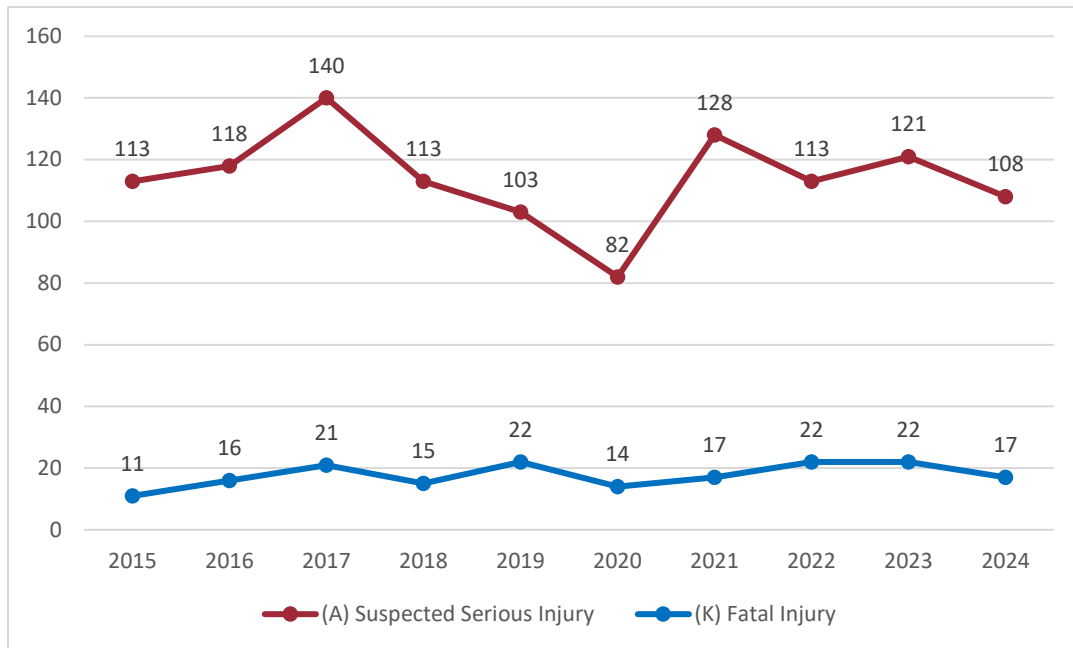
Staff conducted a preliminary analysis of crashes in the PACTS region from 2015 to 2024, including those crashes resulting in fatalities and injuries for non-motorized transportation users (cyclists and pedestrians).<sup>1</sup> Analysis is provided in Figures 5-1 and 5-2, comparing 2024 crash rates to historic data and to PACTS' 2024 safety targets in the [2024-2027 TIP \(page 9\)](#).

- All traffic crashes in 2024
  - Fatalities:
    - 17 fatalities, down from 23 in 2023 and below the ten-year average (18).
    - **Did not meet PACTS' 2024 target (16).**
  - Serious Injuries:
    - 108 serious injuries, down from 121 in 2023 and below the ten-year average (114).
    - **Did not meet PACTS' 2024 target (107).**
- Non-motorized crashes in 2024
  - Fatalities:
    - Two (2) fatalities, down from five (5) fatalities in 2023 and below the ten-year average (4).
  - Serious Injuries:
    - 17 serious injuries, down from 22 in 2023 and below the ten-year average (22).
  - Total Non-Motorized Fatalities & Serious Injuries:
    - 19 fatalities and serious injuries.
    - **Met PACTS' 2024 target for non-motorized fatalities and serious injuries (24).**

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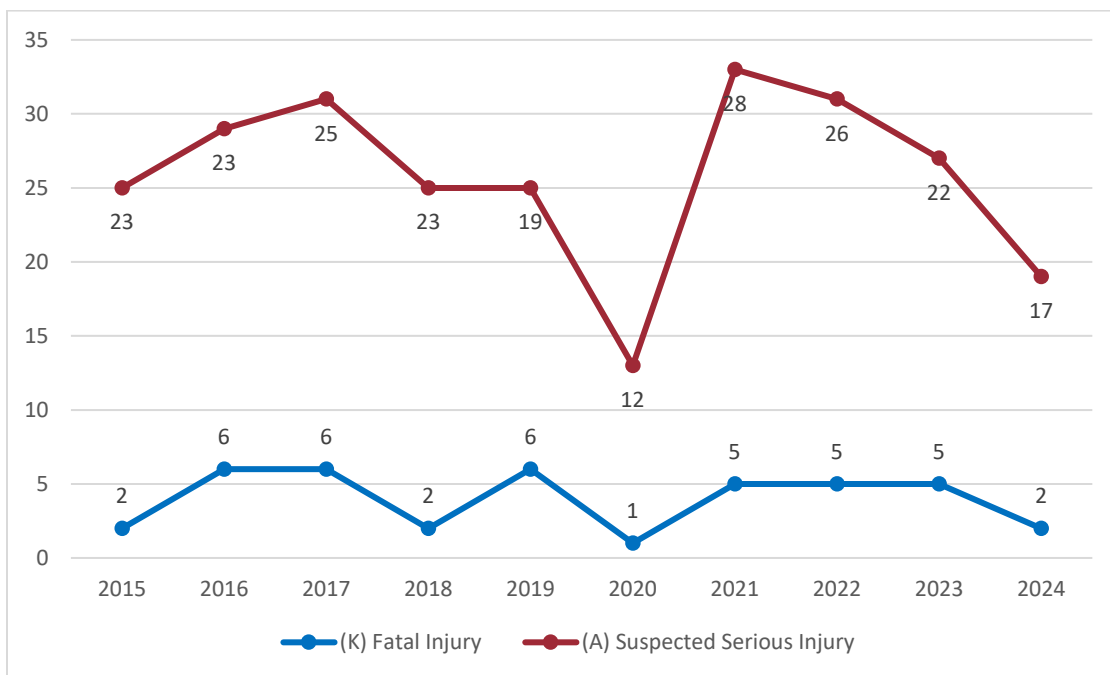
<sup>1</sup> CY2024 data is through December 20, 2024.

**Figure 5-1**  
**Traffic Fatalities and Suspected Serious Injuries in the PACTS Region (2015–2024)**



Note: 2024 includes data through December 20, 2024.

**Figure 5-2**  
**Non-Motorized Fatalities and Suspected Serious Injuries in the PACTS Region (2015–2024)**



Note: 2024 includes data through December 20, 2024.

### Target Setting

Traditionally, MaineDOT has provided historic safety data and suggested safety targets for the upcoming year. In 2022, the PACTS Policy Board elected to revise MaineDOT’s suggested targets to the five-year averages, rounded down to the nearest whole number. MaineDOT’s suggested 2025 safety targets for PACTS are summarized in Table 5-1, with additional documentation on assumptions in Attachment 5-A. Table 5-1 shows recommended safety targets for 2024 based on last year’s Policy Board discussion, including an adoption of a *goal* of zero fatalities and serious injuries as well as the recommended safety targets.

**Table 5-1  
Recommended Roadway Safety Targets**

Safety Measure (Required by FHWA)	2019–2023 Benchmark (5-year average)	2025 MaineDOT Suggested Targets <sup>1</sup>	2025 Recommended Targets for Adoption <sup>2</sup>	2025 Recommended Goals for Adoption <sup>3</sup>
<b>Number of Fatalities</b>	19.4	16.0	16.0 (18% reduction over baseline)	0
<b>Number of Serious Injuries</b>	109.4	114	104.0 (5% reduction over baseline)	0
<b>Rate of Fatalities</b>	0.67	0.55	0.55 (18% reduction over baseline)	0.0
<b>Rate of Serious Injuries</b>	3.80	3.96	3.61 (5% reduction over baseline)	0.0
<b>Number of Non-Motorized Fatalities and Serious Injuries</b>	25.8	25.6	25.6 (1% reduction over baseline)	0

<sup>1</sup> MaineDOT used 2019–2023 as the 5-year average.

<sup>2</sup> Staff recommendations. If MaineDOT suggested targets are less than the 2019–2023 benchmark, staff recommend using the MaineDOT target. If MaineDOT suggested targets exceed the 2019–2023 benchmark, staff recommend a 5% reduction over the baseline to reflect the region’s consideration for Vision Zero.

<sup>3</sup> Staff recommendations. Suggested following the adoption of a goal of zero fatalities and serious injuries at the February 2023 Executive Board meeting.

## Transit Safety Performance Targets

The Federal Transit Administration's (FTA) [Public Transportation Agency Safety Program](#) requires MPOs to integrate performance measures and targets from their state and local transit agencies' Agency Safety Plans into their planning process by developing regional safety performance targets. This information is incorporated into PACTS' TIP.

In April 2024, FTA updated the [National Public Transportation Safety Plan](#) to reflect new Bipartisan Infrastructure Law requirements. The plan now requires that a public transit agency's Agency Safety Plan includes targets based on the following safety performance measures, including seven new measures:

- Total safety events (count of major safety and security events)
- Rate of safety events
- **Rate of collisions (new)**
- **Rate of pedestrian collisions (new)**
- **Rate of vehicular collisions (new)**
- Total fatalities
- Rate of fatalities
- **Rate of transit worker fatalities (new)**
- Total injuries
- Rate of injuries
- **Rate of transit worker injuries (new)**
- **Total assaults on transit workers (new)**
- **Rate of assaults on transit workers (new)**
- System reliability (mean vehicle revenue miles between major mechanical failures)

PACTS develops its regional transit safety performance targets by applying a factor to the five-year average of each performance measure. The target for the measure that should increase over time (system reliability) is developed by increasing the five-year average by 10 percent. The targets for measures that should reduce over time (safety events, fatalities, injuries, and the rates of each) are developed by reducing the five-year average by 10 percent. The five-year average is based on the most recent five-year period for which full data is available from the National Transit Database (2019–2023).

Staff recommend applying the same methodology to the new safety performance measures, each of which should reduce over time. Because the relevant data are only available from the National Transit Database for 2023, staff recommend that the region phases into using a five-year average. Table 5-2 shows the recommended safety performance targets using this methodology.

**Table 5-2  
Recommended Transit Safety Performance Targets**

	Motor Bus	Demand Response	Ferry Boat	Commuter Rail
Total Safety Events	2.52	0.18	Exempt. Casco Bay Lines' safety program is overseen by US Coast Guard.	Exempt. NNEPRA's safety program is overseen by Amtrak and FRA.
Rate of Safety Events	0.12	0.02		
Rate of Collisions <sup>1</sup>	0.22	0.12		
Rate of Pedestrian Collisions <sup>1</sup>	0.00	0.00		
Rate of Vehicular Collisions <sup>1</sup>	0.09	0.12		
Total Fatalities	0.00	0.00		
Rate of Fatalities <sup>1</sup>	0.00	0.00		
Rate of Transit Worker Fatalities <sup>1</sup>	0.00	0.00		
Total Injuries	1.62	0.00		
Rate of Injuries <sup>1</sup>	0.08	0.00		
Rate of Transit Worker Injuries <sup>1</sup>	0.00	0.00		
Assaults on Transit Workers	0.00	0.00		
Rate of Assaults on Transit Workers <sup>1</sup>	0.00	0.00		
System Reliability <sup>2</sup>	99,581	Exempt		

<sup>1</sup>Per 100,000 vehicle revenue miles

<sup>2</sup>System reliability includes data from GP Metro only. As reduced reporters, other bus agencies are not required to report major mechanical failures.

As these targets indicate, using transit is much safer than driving a car. Nationwide, traveling by transit is ten times safer per mile than traveling by car, per the [American Public Transportation Association](#). [Vision Zero Greater Portland](#) highlights additional safety benefits of transit and encourages mode shift from single occupancy vehicles to transit wherever appropriate.

**Transit State of Good Repair Performance Targets**

Federal regulation ([23 CFR 450.306](#)) requires MPOs to develop regional state of good repair performance targets, consistent with and informed by their state and local transit agencies' targets. This information is incorporated into PACTS' TIP.

FTA establishes the following state of good repair performance measures under the [Transit Asset Management \(TAM\) Final Rule](#):

- Rolling Stock (percent of revenue vehicles exceeding useful life benchmark (ULB))
- Equipment (percent of non-revenue service vehicles exceeding ULB)
- Facilities (percent of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale)
- Infrastructure (percent of track segments under performance restriction)

PACTS develops its regional transit state of good repair performance targets by adopting the minimum target for each asset class based on the most recent agency targets (2023 or 2024). Table 5-3 shows the recommended targets.

**Table 5-3  
Recommended Transit State of Good Repair Performance Targets**

	Asset Class	Performance Target
<b>Rolling Stock<sup>1</sup></b>	Bus	0%
	Over-the-Road Bus	0%
	Cutaway	30%
	Van	46%
	Minivan	100%
	Ferryboat	40%
<b>Equipment<sup>1</sup></b>	Automobiles	0%
	Trucks and Other Rubber Tire Vehicles	0%
<b>Facilities<sup>2</sup></b>	Administrative / Maintenance Facilities	0%
	Passenger / Parking Facilities	0%
<b>Infrastructure<sup>3</sup></b>	Rail Fixed Guideway including Signal Systems	3%

<sup>1</sup>Percent exceeding ULB. Includes only asset classes for which transit agencies have a direct capital responsibility.

<sup>2</sup>Percent rated under 3.0 on the TERM scale

<sup>3</sup>Percent of track segments under performance restriction

**FHWA Pavement and Bridge Performance Measures**

MAP-21 and subsequent federal rulemaking established the following performance measures related to bridge and pavement condition:

- Percentage of Interstate pavements in "Good" condition
- Percentage of Interstate pavements in "Poor" condition
- Percentage of non-Interstate National Highway System (NHS) pavements in "Good" condition
- Percentage of non-Interstate NHS pavements in "Poor" condition
- Percentage of NHS bridges by deck area in "Good" condition
- Percentage of NHS bridges by deck area in "Poor" condition

Federal regulation requires MPOs establish and regularly update bridge and pavement condition performance targets 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 their metropolitan planning area

MaineDOT owns the entire NHS system in Maine except for the Maine Turnpike. MaineDOT collects all pavement data for the NHS system (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 to ensure 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, at its September 2018 meeting, the former PACTS Policy Committee voted to support the relevant MaineDOT established 4-year pavement and bridge condition performance targets by supporting the planning and programming of projects that contribute to the State’s goals as shown below in Table 5-4.

**Table 5-4  
MaineDOT Pavement and Bridge Condition Performance Targets**

Asset and Condition	Existing Conditions	2-Year Target	4-Year Target	State of Good Repair
<b>Interstate Pavement</b>				
<b>Good</b>	31.1%	28.0%	32.0%	35.0%
<b>Fair</b>	68.7%			62.0%
<b>Poor</b>	0.2%	1.5%	1.5%	3.0%
<b>Non-Interstate Pavement</b>				
<b>Good</b>	42.9%	40.0%	40.0%	40.0%
<b>Fair</b>	51.9%			52.5%
<b>Poor</b>	5.2%	6.2%	7.5%	7.5%
<b>NHS Bridges</b>				
<b>Good</b>	25.3%	26.2%	27.5%	40.0%
<b>Fair</b>	67.6%			53.0%
<b>Poor</b>	7.1%	7.1%	5.5%	7.0%

## **FHWA System Performance and Freight Performance Measures**

MAP-21 and subsequent federal rulemaking established the following performance measures to carry out the National Highway Performance Program (NHPP), the National Highway Freight Program (NHFP), and the Congestion Mitigation and Air Quality Improvement Program (CMAQ):

1. Two measures to assess reliability of system performance:
  - a. Percent of reliable person-miles traveled on the Interstate.
  - b. Percent of reliable person-miles traveled on the non-Interstate NHS.
2. A measure that will assess freight movement on the Interstate by the percentage of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index).
3. A measure that will assess total emissions reductions by applicable pollutants under the CMAQ program.
4. Two measures that will assess traffic congestion under the CMAQ program:
  - a. A measure that will assess annual hours of peak hour excessive delay per capita.
  - b. A measure that will assess modal share; specifically, the percent of non-single occupancy vehicle travel which includes travel avoided by telecommuting.

Federal regulation requires that MPOs establish and regularly update system performance and freight reliability performance targets 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.

At its November 2018 meeting, the former PACTS Executive Committee agreed to plan and program projects to contribute toward the accomplishment of the relevant Maine DOT established 4-year system performance and freight reliability performance targets as shown in Table 5-5. The MaineDOT Results and Information Office has also provided region specific system performance and freight reliability condition data.

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

**Table 5-5  
PACTS System Performance and Freight Reliability Performance Metrics:  
Maine PM3 Performance on NHS**

Performance Measure	2017 Data	2018 Data	2019 Data	2020 Data	2021 Data	2&4-Year Target
<b>Truck Travel Time Reliability Index (TTTR)</b>						
<b>Statewide</b>	1.23	1.24	1.27	1.20	1.24	1.40
<b>ATRC</b>	1.22	1.20	1.23	1.21	1.20	
<b>BACTS</b>	1.26	1.29	1.31	1.28	1.32	
<b>KACTS</b>	1.47	1.30	1.50	1.26	1.41	
<b>PACTS</b>	1.30	1.28	1.31	1.19	1.25	
<b>% Person Miles Travel Reliable Interstate</b>						
<b>Statewide</b>	100.0%	100.0%	100.0%	100.0%	100.0%	95.0%
<b>ATRC</b>	100.0%	100.0%	100.0%	100.0%	100.0%	
<b>BACTS</b>	100.0%	100.0%	99.5%	100.0%	100.0%	
<b>KACTS</b>	100.0%	100.0%	100.0%	100.0%	100.0%	
<b>PACTS</b>	100.0%	100.0%	100.0%	100.0%	99.9%	
<b>% Person Miles Travel Reliable Non-Interstate</b>						
<b>Statewide</b>	91.3%	91.5%	91.5%	94.9%	93.1%	90.0%
<b>ATRC</b>	94.9%	93.5%	91.6%	92.7%	86.9%	
<b>BACTS</b>	92.0%	85.5%	91.1%	91.2%	90.0%	
<b>KACTS</b>	86.9%	87.6%	96.1%	98.4%	95.0%	
<b>PACTS</b>	77.6%	76.4%	82.4%	88.2%	82.5%	

**Recommended action: Recommend that the Policy Board approve the 2025 performance targets shown in Tables 5-1 through 5-5.**

Members of the public are welcome to provide up to three minutes of public comment on this item. Opportunity for comment will be provided after staff's report, prior to committee discussion.

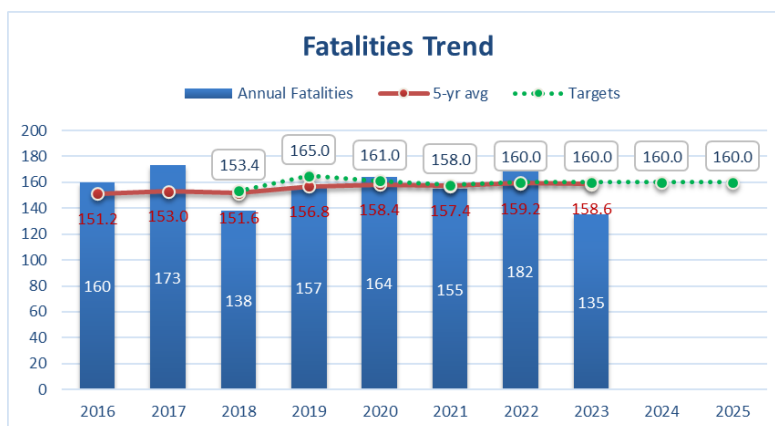
## MaineDOT's 2025 Safety Performance Target Setting Assumptions

### Overall Comments

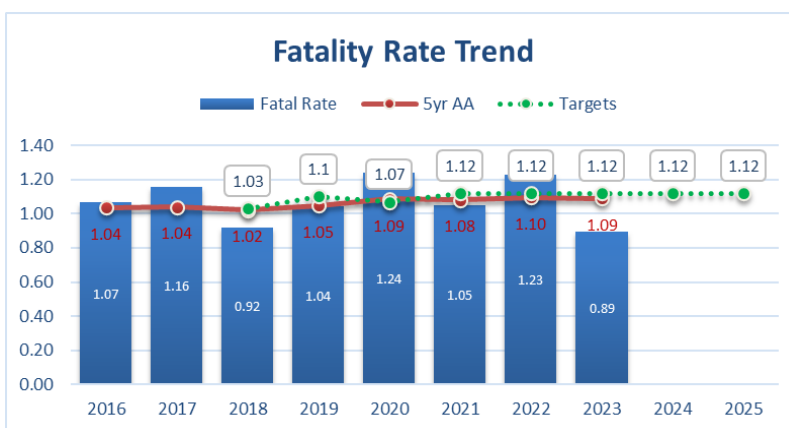
The following factors are likely to influence the ability of Maine to meet previous safety performance targets and need to be considered for future projections:

- 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.

### Fatal Projections for 2025



- Maine Fatality count data has varied widely during the 2023 Benchmark Performance Period (2019-2023) ranging from 182 in 2022 to 135 in 2023. The 2022 fatality count of 182 was the highest in Maine since 2007, whereas the 2023 count of 135 was the lowest count since 2014. The 5-year fatality count average was 158.6 through the performance period. We expect to see a slight increase in the fatality count 5-year annual average in 2024 Benchmark.



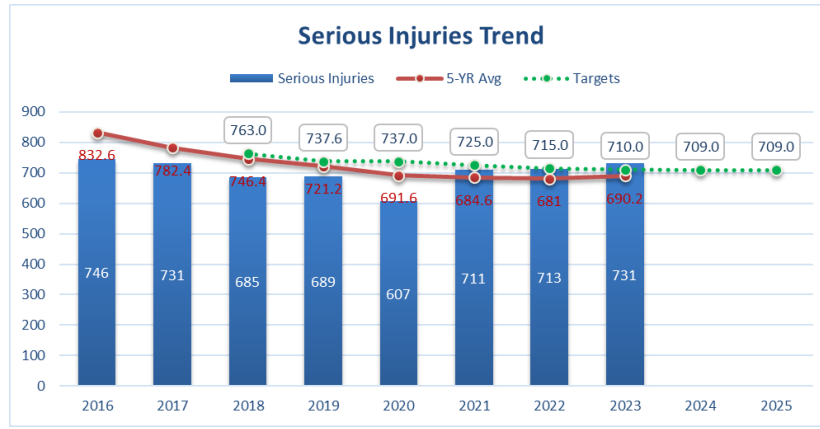
## Attachment 5-A

### MaineDOT's 2025 Safety Performance Target Setting Assumptions

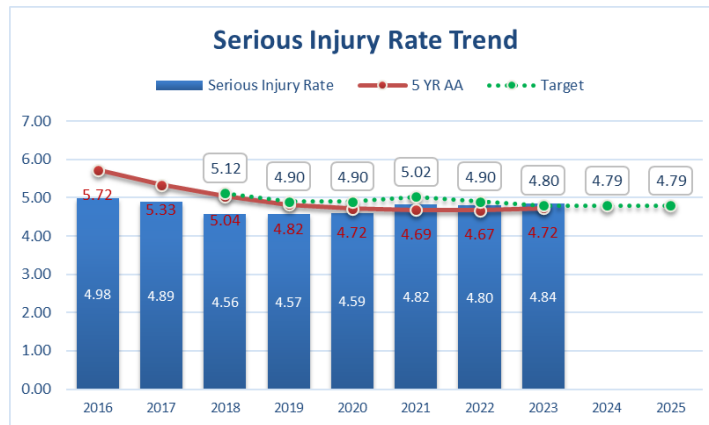
- Despite the rebound in traffic volumes experienced in 2023 to near pre-pandemic levels, the lower annual VMT experienced in 2021 and 2022 will continue to impact rate-based performance measure computations and make target setting a challenge.

For this round of target setting, I would recommend establishing 2025 fatality and fatal rate targets equal to those targets set for 2024

#### Serious Injury Projection for 2025



- Serious Injuries (A) show steady improvement over the years before the COVID 19 pandemic, an exceptionally low count in the 2020 pandemic year, but increased each year from 2021-2023 with 2023's serious injury count being the highest since 2017. The 2023 Benchmark Performance (2019-2023) 5-year average for serious injuries was 690.20. This was the first increase in 5-year AA benchmark performance for this measure since 2013.

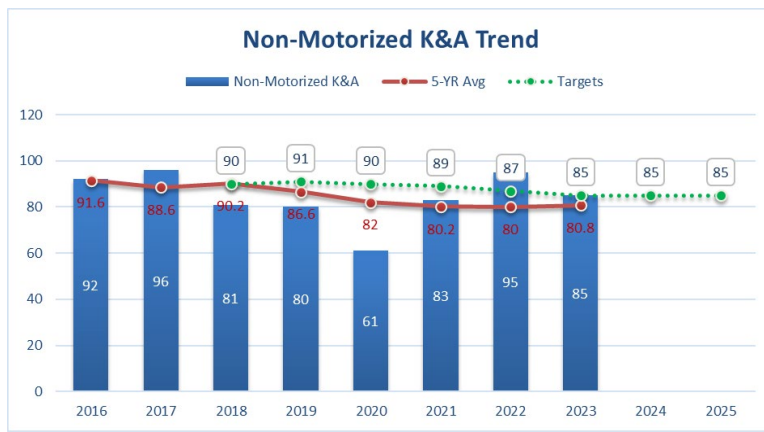


- As with the fatality rate, post-pandemic VMT recovery played a role in the increases in serious injury rates for the past few performance periods which included 2020-2022 VMT in the calculations. This was exacerbated by the unexpected increase in serious injury counts in the past three years. As a result, Maine's 2019-2023 5YAA benchmark serious injury rate has changed from a decreasing to an increasing trajectory for the first time in many years.

To mitigate the uncertainty and corresponding trends in the wrong direction, the recommended 2025 serious injury count and rate targets have been equal to those established for 2024.

MaineDOT’s 2025 Safety Performance Target Setting Assumptions

Non-Motorized Fatal and Serious Injury Projection for 2025



- As with statewide crash fatalities, this data has varied widely from year to year. Prior to 2020 Maine experienced slow but steady progress in reducing these numbers. Our 2020 non-motorized K&A count of 61 was our lowest in more than 17 years. Post-pandemic, we have seen significant increases reversing the pre-pandemic trend. The 5-year Average for the 2019-2023 Benchmark Period was 80.8, slightly higher than the previous evaluation period.

Given the historic volatility in these numbers and the fact that our 2025 target will not be buffered by the inclusion of our very low 2020 count, I recommend setting a level performance target of 85 in 2025.

## 6. PACTS Year in Review 2024

<b>Contact</b>	Ron Landis and Aubrey Miller, staff
<b>Recommended action</b>	This item is for information and discussion only.
<b>Attachments</b>	6-A—PACTS Year in Review 2024 6-B—Connect 2045 Implementation Tracker 2024 Updates 6-C—Community Transportation Leader (CTL) Recommendations
<b>Timeline</b>	<pre>                 graph LR                 A[2024 Planning and Programming Work] --&gt; B[RTAC and Policy Board presentations]                 B --&gt; C[Continued Monitoring and Evaluation]             </pre>

The concept for the *PACTS Year in Review* was identified during the *Connect 2045* review process as an opportunity to celebrate accomplishments and reflect on the prior year. The idea was to create a report that could be shared with PACTS board and committee members, and could also be shared with the general public. The *PACTS Year in Review 2024* was developed to report on completed PACTS capital and planning projects and to track progress and impacts on the region.

The *PACTS Year in Review 2024* is structured in two major categories:

- **Transformative Investments** catalogues the capital roadway and transit investments PACTS made in 2024 and catalogues current PACTS-funded capital projects based on their status.
- **Plans, Policies, & Programs** provides an overview of the planning work in which staff is involved.

The *PACTS Year in Review 2024* can be found in Attachment 6-A. Attachment 6-B is the *Connect 2045 Implementation Tracker*, which is meant to track progress of PACTS activities using the goals and objectives identified in the region’s long-range transportation plan (LRTP). Attachment 6-C is the *CTL Recommendations Tracker*, which is meant to keep track of the status of the Community Transportation Leaders’ recommendations for transit service or infrastructure improvements.

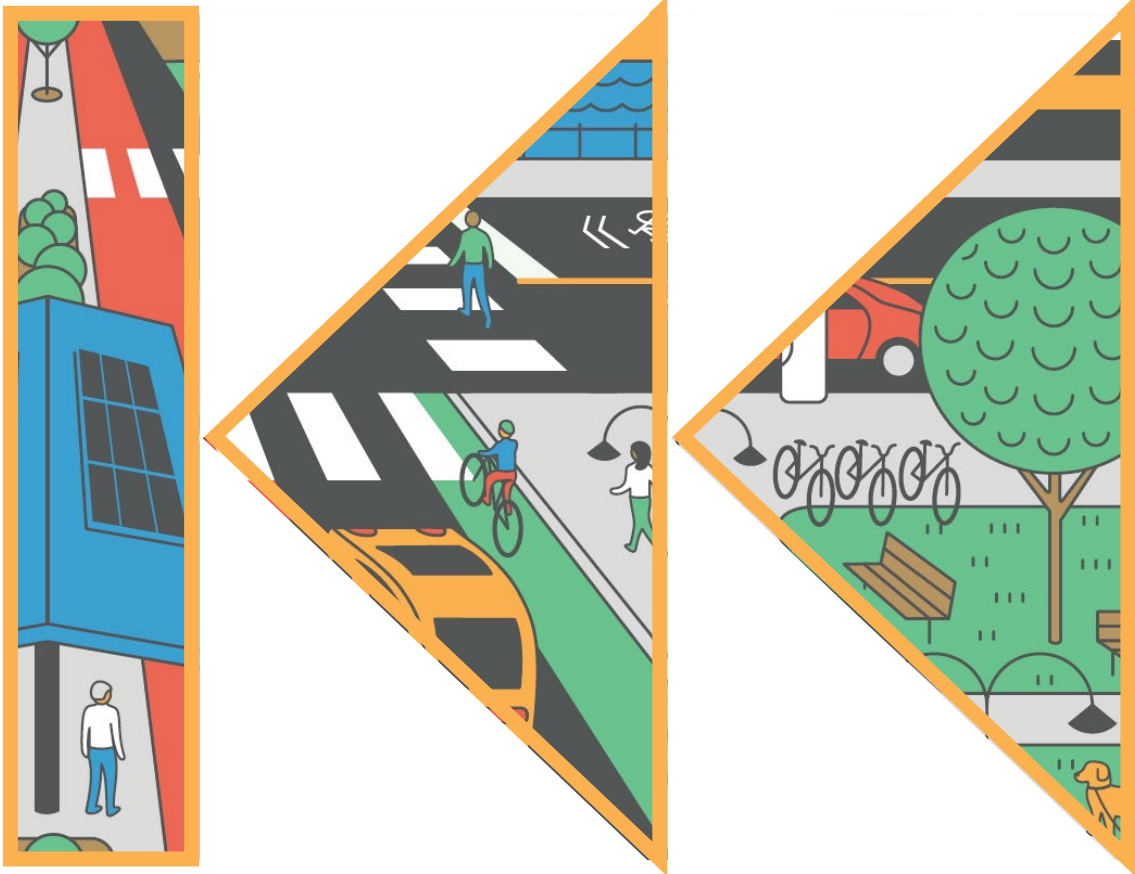
**Recommended action: This item is for information and discussion only.**

Members of the public are welcome to provide up to three minutes of public comment on this item. Opportunity for comment will be provided after staff’s report, prior to committee discussion.

2024

# Year-in-Review

Highlights





# Transformative Investments

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\$ 25 M

Attachment 6-A

# RAISE grant awarded in East Deering neighborhood

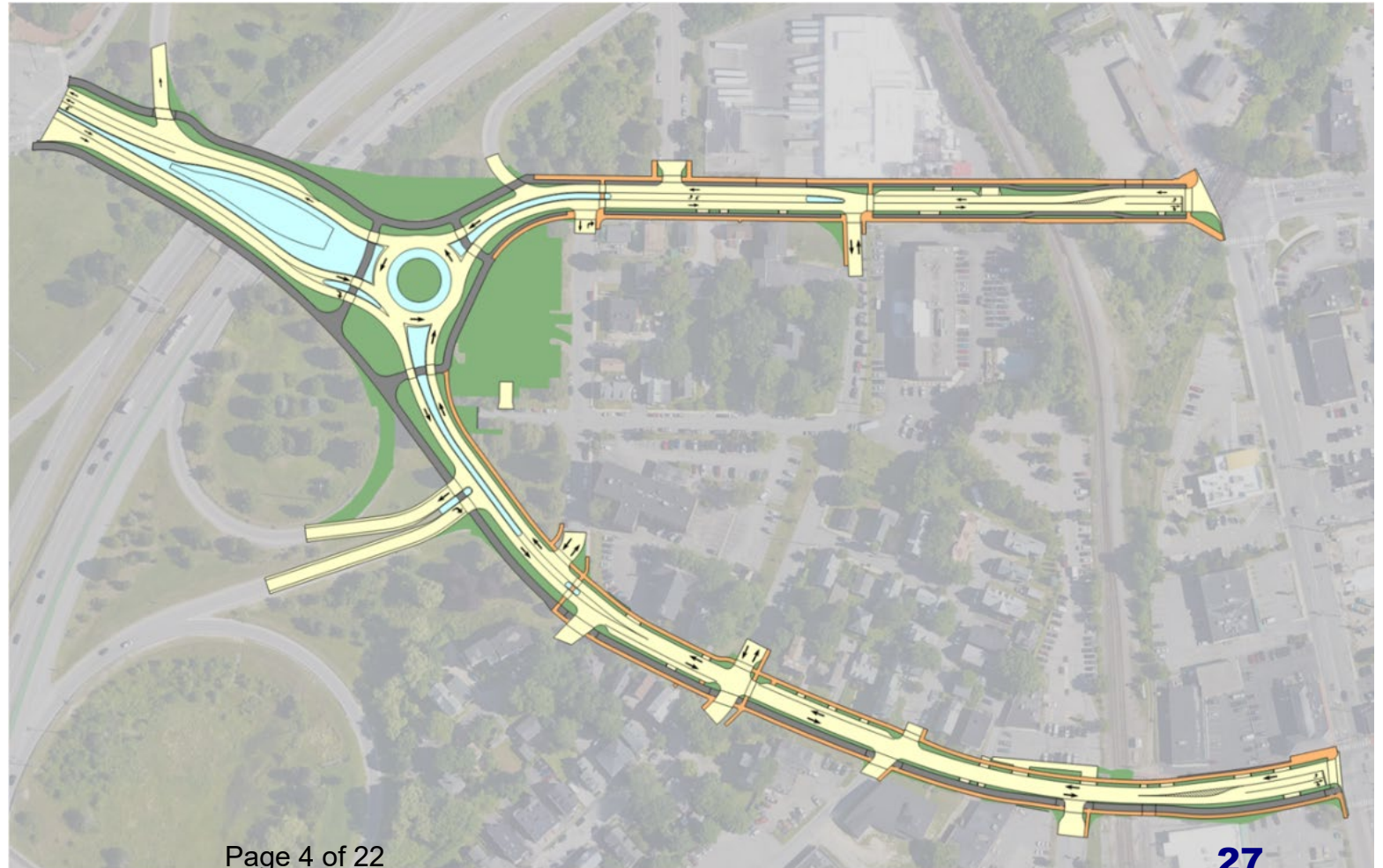
*City of Portland & MaineDOT*



# \$22.4M

Reconnecting Communities grant awarded in Libbytown

*City of Portland & MaineDOT*



\$1M

# In Safe Streets and Roads for All grant funds awarded

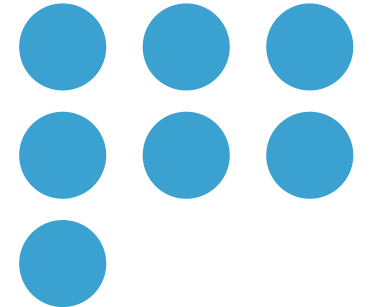
GPCOG



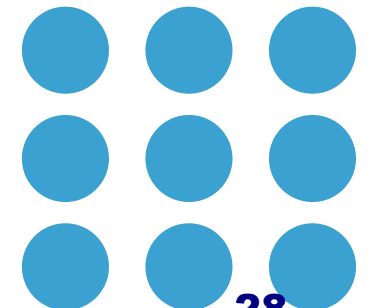
**Three Years  
(2025-2027)**



**Seven  
Studies**



**Nine  
Demonstration  
Projects**



\$310K allocated to the Transit Stop Access Project

South Portland Bus Service merged with GP Metro

Microtransit: RTP launched QuickRide, GP Metro launched Metro Connect

Downeaster experienced record ridership

New Casco Bay Lines hybrid ferry under construction

BSOOB Transit upgraded bus stop signage & security systems

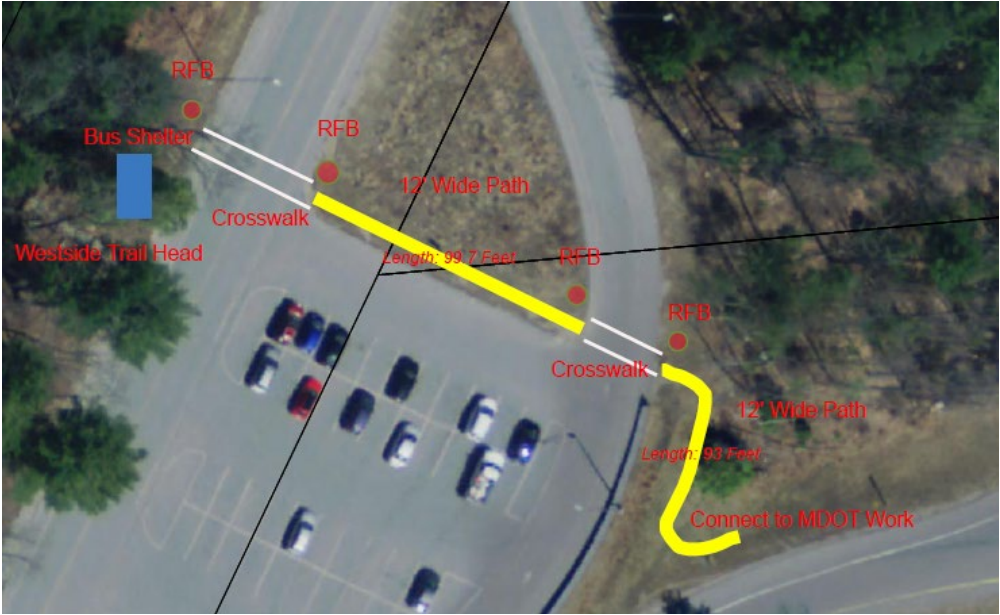


# Transit Trends

# 13

# multimodal projects received funding

**\$9.3M investment**



Yarmouth, Exit 15 Park & Ride



Saco, Main Street

Preble Street, Portland



Attachment 6-A



4

projects under construction

**\$1.4M investment**

Preble Street, Portland

# 19

Attachment 6-A

## Upcoming projects in 2025

**\$10M investment**

*Gorham, Main Street Lighting*



*Gorham, Main Street Lighting*



# 14

## Future projects

**\$65M investment**

*Biddeford/Saco Multimodal Bridge*



# Plans, Policies, & Programs

---

# MOU with MaineDOT

Adopted October 2024

## *New Programs*

- **2025 Urban Partnership Initiative**  
*\$1.6M investment for active transportation projects*
- **2026 Highway Corridor Priority 3 & 4 Paving**  
*73 lane miles submitted for paving candidates*

## *Implications*

### **The MOU gives PACTS:**

- *More ownership of transportation investment decisions*
- *Establishes a clearer link between the region's LRTP and future projects that are selected for federal/state funding.*

*"If we all make this jump in good faith, this is going to be a real milestone and transformative moment for the region."*

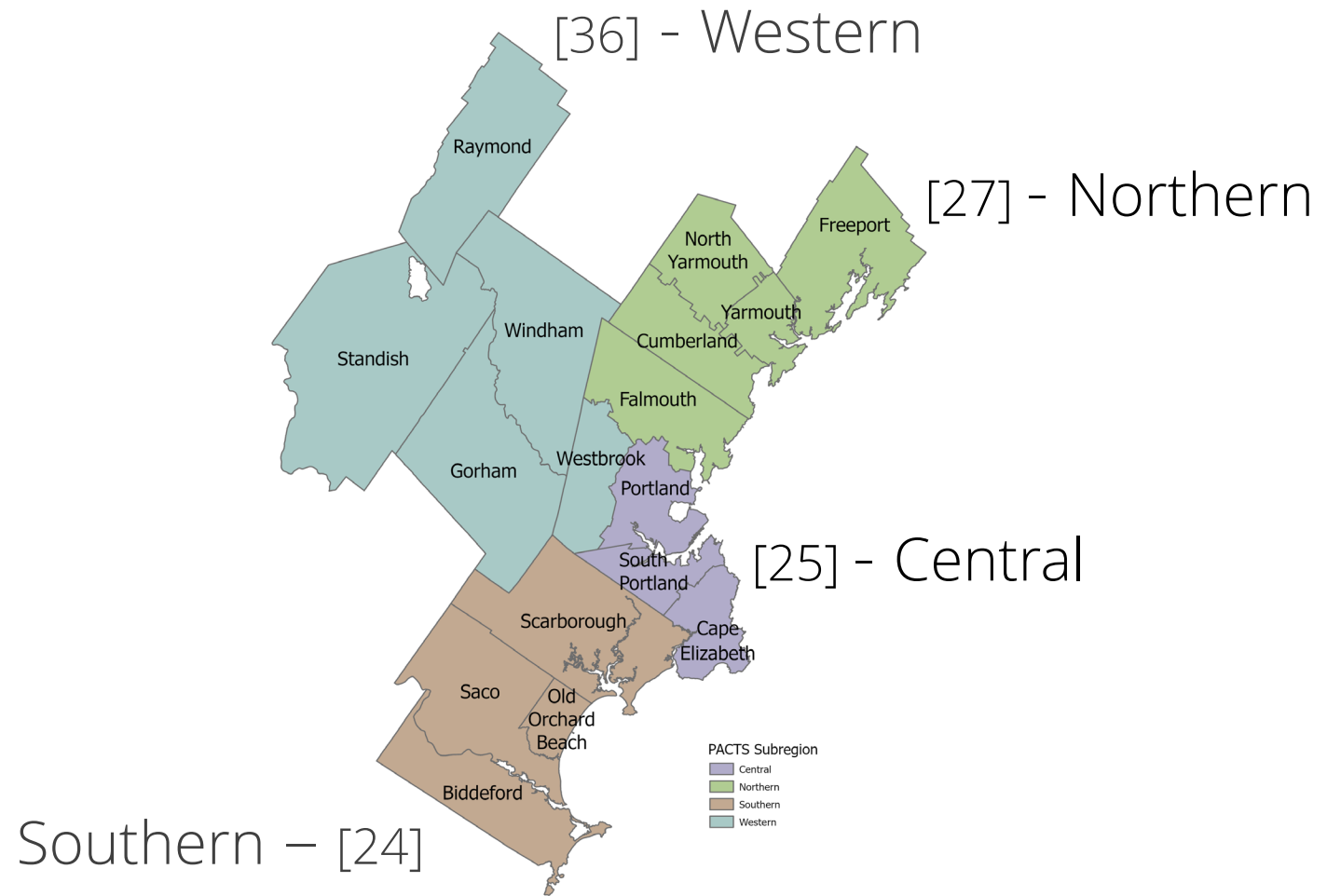
*– Pat Fox, PACTS Policy Board Chair*

# Connect 2050

# 128

## Applications received

*“the MaineDOT Work Plan and projects therein for the [PACTS region] must be consistent with [Connect 2050].”*  
– *MaineDOT/PACTS MOU*



[13] - Transit Agencies  
[2] - MaineDOT  
[1] - Casco Bay Trail Alliance

# Regional Transit Funding Policy

Following its adoption, the policy ensures transit funding will now be awarded based on performance.

The policy was developed with planning goals and priorities, and national best practice in mind.

*Adopted November 2024*



# Vision Zero for Rural & Island Communities Action Plan



Vision Zero for Rural and Island Communities aims to eliminate all deaths and severe injuries resulting from crashes on our rural roadways by 2045.

*Adopted October 2024*

# Mobility for All

## Highlights



2<sup>nd</sup> Ride with Me event held in Winter 2024



7 new Bus Ambassadors onboarded



9 new CTL members onboarded



\$150,000 grant awarded to develop a free & discounted transit pass program and increase transportation equity

# Community Transportation Leaders in the News

## Highlights

GPCOG's CTL program was recently replicated in Boston as the *Community Planning Lab* in September

2 CTL members recently appointed to GPCOG's Vision Zero Advisory Panel

Bus service recommendations from *Ride With Me* event volunteer included in recent FHWA publication





# Recommendations → Real World

## Community Transportation Leaders

### Problem

- **Inconsistency of GP Metro Route 9B**  
*Limited weekday service to West Falmouth Hannaford*
- **No service from Gray/New Gloucester to Windham and Portland**

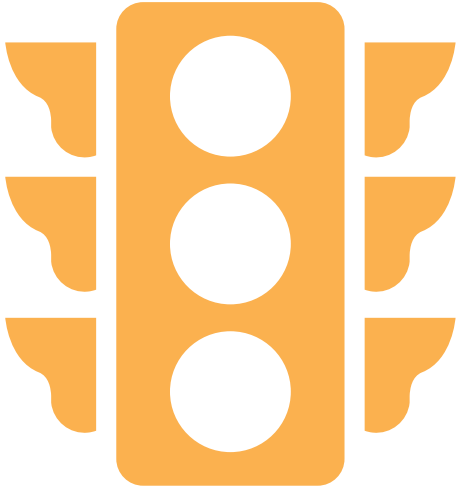
### Solution

- **GP Metro launches Metro Connect**  
*On-demand transit service in East Falmouth*
  - **RTP launches QuickRide**  
*Microtransit service in Windham*
- ↳ *RTP looks to expand Shopper Shuttle program in Windham*



# Regional Innovation & Data

*Highlights*



## Regional Traffic Management System

\$2.6M commitment to traffic signal equipment upgrades



## Miovision

10 turning movement counts collected

# Projects in the Works



## COMPLETE STREETS

Regional Complete Streets Design Guidebook

Anticipated Summer 2025



Reimagining Route 1

Anticipated 2025



## REGIONAL TRAILS

Regional Trail Plan

Anticipated Fall 2025



Planning Greater Portland's Transportation Future

Connect 2050

Anticipated Summer 2025

# 2024

— by the —

## NUMBERS

# 7

New Bus Ambassadors



# 10

turning movement counts collected

# \$7.7



million invested in roadway/multimodal funds

# \$2.6



million committed to signal upgrades



# 4

 upcoming plans

*Complete Streets Guidebook, Regional Trail Plan, Connect 2050, Reimagining Route 1*

# 19

upcoming projects in 2024



# 9

new Community Transportation Leaders

# 13

projects received funding

# 14

projects in the pipeline

# \$310K

allocated to the Transit Stop Access Project



Goal of 

# 0

roadway fatalities & serious injuries by 2045 on rural roads

# 4

projects under construction

**Thank you  
for a great  
year and for  
everything  
you do!**

# Attachment 6-B

Connect 2045 Implementation Tracker				
Goal	Objective	Action	2024 Status	2024 Update
Provide Equitable Access	Invest more equitably	<b>Prioritize underserved communities.</b> Prioritize traditionally underserved communities in planning and investments.	Ongoing	Collecting data for how much of the region's transportation funding is spent in Equitable Target areas is ongoing.
		<b>Cultivate leaders.</b> Continue to organize the Community Transportation Leaders program and designate membership in PACTS committees to members of vulnerable community groups.	Ongoing	9 new Community Transportation Leaders onboarded, four groups focused on safety, affordability, and route changes. 7 new Bus Ambassadors onboarded, with at least four non-English languages represented.
		<b>Evaluate impacts.</b> Conduct social impact assessments of PACTS plans, policies, and investments.	Ongoing	The Title VI Plan provides a high-level assessment of investments in the PACTS region and serves as a bridge to a more in-depth equity assessment.
	Remove barriers	<b>Expand universal design.</b> Support implementation of Americans with Disabilities Act (ADA) and All Ages and Abilities (AAA) infrastructure and operations.	Ongoing	All currently funded PACTS projects meet ADA requirements. The Transit Stop Access Project (TSAP) exemplifies the region's commitment to providing more accessible transit stops.
		<b>Equitably maintain the network.</b> Provide better routine and seasonal maintenance (snow clearing, street sweeping, restriping, spot improvements) to the active transportation network so that sidewalks, curb ramps, transit stops, crosswalks, and bike facilities are visible and accessible year-round.	Not Started	
		<b>Explore equitable transit pricing.</b> Explore the feasibility of subsidies to offer discounted or free passes for certain public transportation routes and services.	Ongoing	Moving Maine Network received a \$150,000 planning grant from University of Minnesota's Mobility, Access, and Transportation Insecurity (MATI) Program. The project will address transportation insecurity for people from a range of identities who are experiencing very low incomes:  - Free and discounted transit pass - Culturally specific mobility navigation services - Create a transportation equity council.
		<b>Engage meaningfully.</b> Develop thoughtful and effective public involvement strategies for more people to easily and conveniently contribute diverse perspectives to transportation plans, projects, and policies.	Ongoing	Updated Title VI Program and Public Involvement Plan (PIP) used to inform design of engagement activities for Vision Zero Rural & Island Communities, Reimagining Rt. 1, Charging the Region, and Regional Trails Plan
Support Great Places	Foster Compact Development	<b>Create complete communities.</b> Target transportation investments to the region's priority centers and corridors to support walkable, bike-able, transit-oriented places and safe connections in between.	Ongoing	Reimagining Route 1, a corridor study spanning Route 1 from Biddeford to Freeport, is currently underway
		<b>Support housing choice.</b> Conduct a regionwide housing study and support cities and towns to implement the recommendations.	Ongoing	Housing Summit was held in Portland in March 2024. Housing Data Dashboard, within the Great Maine Neighborhoods website, was updated, Housing data and technical assistance has been delivered to individual cities and towns.
		<b>Manage development projects for success.</b> Provide integrated place-based planning to help emerging large developments be the best they can be with a focus on managing traffic, parking, and emissions, and enhancing transportation choice, resilience, and broadband.	Ongoing	Staff provided a municipal permitting process audit for South Portland and has offered the audit service to all member communities. Staff is currently engaged with Gorahm for financial modeling of different housing choices.
		<b>Encourage parking reform.</b> Encourage and create resources for more equitable, efficient, and sustainable management of parking supply.	Ongoing	Standish Park and Ride Study anticipated for 2025
	Design Streets for Everyone	<b>Make streets complete.</b> Implement a regional Complete Streets policy and provide additional resources and guidance for new projects to accommodate all users of all ages and abilities.	Ongoing	Vision Zero Action Plan for Rural & Island Communities adopted in October, Nelson/Nygaard has been hired to complete a Regional Complete Streets Design Guidebook. Anticipated adopted date in 2025.
		<b>Fund demonstration projects.</b> Encourage experimentation and innovation by investing in low cost projects prior to design and engineering.	Ongoing	The Contract for the 2023 Safe Streets and Roads for All grant was executed in August 2024, allowing those projects to get underway. Over the next three years, we will conduct 3 studies and deploy 9 demonstration projects in the region.  A third Safe Streets and Roads for All grant application has been awarded, providing funding for demonstration projects and activities in the Rural and Island Communities. Work is anticipated to begin in Fall 2025. All together, this Vision Zero work has brought \$1 million to the region to improve road safety.
		<b>Create attractive public spaces.</b> Support the creation of safe, welcoming, and accommodating public spaces, such as car free streets, parks, plazas, and other placemaking amenities.	Ongoing	Reimagining Route 1, a corridor study spanning Route 1 from Biddeford to Freeport, is currently underway

# Attachment 6-B

Improve Safety	Set Ambitious Targets	<b>Move towards zero.</b> PACTS is currently pursuing the adoption of a Vision Zero policy (a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all).	Ongoing	VZ for Rural and Island Communities Action Plan was adopted in October by the GPCOG Executive Committee. The entire GPCOG/PACTS region is now covered by a Vision Zero Action Plan and eligible to apply for future Safe Streets and Roads for All grants.
	Understand the Problem	<b>Monitor/analyze the data.</b> Routinely monitor and analyze safety and security data by mode, severity, location, and other factors to identify causes, trends, and priorities, as well as to track progress.	Ongoing	Vision Zero regional crash maps updated with 2023 data
		<b>Traffic incident management.</b> Continue convening the traffic incident management group as a forum for information sharing and emergency response and preparedness.	Ongoing	Staff attends bi-monthly Maine Transportation Safety Coalition meetings, staff meet with statewide coordinator quarterly Staff attend quarterly Occupant Protection Task Force meetings
	Calm Traffic	<b>Improve roadway and intersection design.</b> Redesign roadways and intersections to calm traffic and provide safe access for all users. Improvements such as road diets, narrowing lane widths, crossing islands, raised crossings, reducing curb radii, speed limit reductions, contiguous sidewalks, and leading pedestrian intervals at intersections can improve safety for all users, especially vulnerable users such as pedestrians and cyclists.	Ongoing	Many of the projects funded during the Urban Partnership Initiative process utilizing improved roadway design elements
<b>Bring awareness to the issue.</b> Support education and enforcement programs that promote the safety of all road users.		Not Started		
Expand Choices	More and Better Public Transit	<b>Make transit easier.</b> 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.	Ongoing	Transit Stop Access Project still underway, additional funding allocated in 2024
			Ongoing	RTP expanded its service area for QuickRide, their microtransit pilot serving Windham and St. Joseph's College. GP Metro will launch Metro Connect, their microtransit pilot serving parts of Falmouth, in late November 2024.
			Complete	GP Metro expanded Route 7 service from Falmouth to the Portland Jetport and the Department of Health and Human Services (DHHS), with Route 5 providing direct service between Downtown Portland and the Maine Mall (no service to the Jetport). These changes make it easier for more people to get to the Portland Jetport and the DHHS via bus. Our Community Transportation Leaders recommended this change to have regular connections to DHHS.
		<b>Create frequent connections.</b> Improve transit frequency systemwide and implement the recommendations of Transit Together to create a more seamless, integrated, and efficient public transit system.	Ongoing	GP Metro's new Route 7 schedule also provides more frequency, with hourly service to the Portland Jetport, DHHS, and locations along Outer Congress Street. Trips start earlier and end later, creating easier Jetport access for travelers and staff.
		<b>Invest in rapid transit.</b> 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.	Complete	PACTS adopted a locally-preferred alternative (LPA) for the Gorham-Westbrook-Portland Rapid Transit Study, concluding GPCOG's conceptual planning project phase. The project will now transfer to GP Metro for preliminary design and construction.
	Connect the Bicycle and Pedestrian Network	<b>Connect gaps in local walking and biking networks.</b> 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.	Ongoing	All 6 projects selected for Urban Partnership Initiative funding include active transportation infrastructure improvements.
<b>Support regional multiuse paths.</b> 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.		Ongoing	The PACTS Regional Trail Plan is currently underway.	
Increase Freight Efficiency	<b>Identify freight opportunities.</b> 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.	Not Started		

# Attachment 6-B

Protect the Environment	Reduce Emissions	<p><b>Reduce car dependence.</b> Reduce the amount of driving in the region through Transportation Demand Management (TDM) strategies.</p> <p><b>Accelerate transition to electric vehicles.</b> Accelerate the transition to electric, hybrid, and alternative public transportation, school buses, ferries, and trucks.</p>	<p>Started GPCOG reguarly promotes Go Maine, the state's commuter program.</p> <p>Ongoing Participated in the Transportation Working Group for the update of Maine Won't Wait, the State Climate Action Plan, guiding State actions on electrificatoin of transit and light duty vehicles. Conducted outreach and education for EV charging rebate program for Efficiency Maine. Applied for funding to create a plan for multi-modal charging stations across the region. Started conducting a regional light-duty charging plan to advise communities on where and how to invest in EV charging. Expanded the statewide Drive Electric Maine program and started volunteer-led grassroots chapters to accelerate EV adoption through community engagement, education, and outreach.</p>
	Minimize Pollution	<p><b>Minimize stormwater runoff.</b> Incorporate natural elements and low impact development techniques into PACTS projects to protect water quality.</p>	<p>Ongoing Recommendations have been included in community Climate Action Plans, and will continue to be a feature in future regional vulnerability resiliency studies.</p>
	Build Resilience	<p><b>Evaluate vulnerability.</b> 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.</p>	<p>Ongoing GPCOG has completed three additional community vulnerability assessments (two coastal, one inland). This work continues to build the foundation for a regional assessment.</p>
	Protect Habitat	<p><b>Coordinate key stakeholders.</b> Strengthen the role of local conservation and environmental stakeholders in PACTS decision-making.</p> <p><b>Minimize habitat fragmentation and degradation.</b> Minimize habitat fragmentation by incorporating best management practices such as natural buffers, stream smart crossings, and wildlife underpasses/overpasses into PACTS projects.</p>	<p>Ongoing Environmental specialist continues to serve on the Policy Board.</p> <p>Ongoing Climate Ready Casco Bay is underway. Work continues with South Portland to address their shoreline habitat. This work is also incorporated inot the vulnerability assessment performed for each community.</p>
	Expedite Projects	<p><b>Shorten project delivery.</b> Complete all preliminary design reports within two years of signing—a key step in the project delivery process—party agreements. Proactively discuss pending projects with project sponsors and MaineDOT.</p>	<p>Ongoing The MOU between PACTS and MaineDOT outlines the responsibilities of all parties in several of the Initiative outlined in the document.</p>
Optimize Infrastructure	Maintain the Assets	<p><b>Fix-it-First.</b> Adopt a fix-it-first approach that incorporates Complete Streets and prioritizes upgrading roads over expanding them.</p>	<p>Ongoing PACTS allocated \$50,000 to crack seal 10 miles of collector roads in the Western and Southern Subregions.</p> <p>PACTS submitted 74 lane miles of HCP 3 and 4 roads for paving project candidates to MaineDOT.</p>
	Use the Assets Efficiently	<p><b>Move freight efficiently.</b> Support rail and port infrastructure capacity improvements to enable a shift toward greater use of freight rail. Encourage transition to smaller and zero local pickups and deliveries.</p> <p><b>Reduce congestion.</b> Implement the recommendations of the forthcoming congestion management plan.</p>	<p>Started GPCOG supported the federal and state applications to dredge the Portland/South Portland harbor.</p> <p>Ongoing The PACTS Congestion Managment Process (CMP) Policies and Procedures were adopted by the Policy Board in April 2024. Gathering data for the CMP is ongoing.</p>
	Innovate the System	<p><b>Enhance data collection/sharing.</b> Provide continuous and strategic data collection and sharing for all modes to inform more effective investment prioritization.</p> <p><b>Invest in intelligent transportation systems.</b> Expand deployment of intelligent transportation systems, such as coordinated and/or adaptive signals and signals with transit priority, throughout the region.</p>	<p>Ongoing Viva City Pilot Project, Miovision Near Miss Pilot Project, Emissions tracking</p> <p>Ongoing PACTS has modified the RTMS Phase 1 project to include additional traffic signal equipment at 35 intersections in the region.</p>



# Attachment 6-C

CTL Recommendations										Version: 12/04/2024
No.	Proposal Year	Topic	Recommendation	Related Regional Plans and Programs	Status	One-time Cost (Estimates)	Annual Cost (Estimates)	Priority Levels (Matrix)	Priority Levels (Staff Assigned)	Funding Sources
1	2021, 2023	Increase Frequency and Expand Metro Routes	Increase frequency of GP Metro's Route 8 to run every 20 minutes and extend service later into the night: 10pm on weekdays, 7:30pm on Saturdays, 6:30pm on Sundays.	<b>Transit Together</b> recommends running bidirectional routes 8A and 8B (new), which would increase frequency and avoid overcrowding.	Not Started	TBD	\$400,000	Medium	High	
2	2023, 2024	Increase Frequency and Expand Metro Routes	Increase Saturday and Sunday service to match weekday service on GP Metro route 4. Increase hours of operation and increase bus frequency to run every 30 minutes every day on route 4. These changes will improve access to major employers on Bradley and Eisenhower Drive in Westbrook.	<b>Transit Together</b> recommends beginning service 15 minutes later on weekdays, ending service 10 minutes earlier on weekdays, and beginning service 15 minutes earlier on Saturdays.	Not Started	TBD	\$100,000 annually to increase hours of operation M-F to include Bradley Drive for all buses on route; \$70,000 to increase Sunday service levels to Saturday service	Medium	High	
3	2022	Increase Frequency and Expand Metro Routes	Improve consistency of GP Metro's Route 9B weekday service to West Falmouth Hannaford. (Approximately half of trips make the full route.)		Not Started	TBD	\$150,000	Medium	Medium	
4	2021	Increase Frequency and Expand Metro Routes	Extend service hours in the morning and at night on GP Metro's Route 3, from Westbrook to South Portland.	<b>Transit Together</b> recommends beginning service 5 minutes later and ending 5 minutes later on weekdays and Saturdays, and beginning service 1.25 hours earlier on Sundays.	Not Started	TBD	\$4,000 to begin Sunday service 1.25 hours earlier	Medium	Low	
5	2023, 2024	Increase Frequency and Expand Metro Routes	Divert GP Metro's Route 2 inbound trips onto Riverside St during early morning, midday, and evening (3 times per day) to serve the Homeless Services Center.		Not Started	TBD	\$39,000 annually to divert this route 3x/day	Medium	High	
6	2023	Increase Frequency and Service Hours of BSOOB Routes	Increase frequency on BSOOB Transit's Route 60 (Green Line) to improve access to the Maine Medical Partners Scarborough Campus.	<b>Transit Together</b> recommends increasing frequency from 2.5 hours to 1 hour.	Not Started	TBD	\$1 million to increase frequency to 1 hour	Medium	Medium	
7	2021	Increase Frequency and Service Hours of SPBS Routes	Increase frequency of SPBS' Route 24A to run every hour, extend service hours for Route 24A, and add weekend service to Route 24B.	<b>Transit Together</b> recommends increasing frequency from 2 hours to 45 minutes, shortening service on weekdays and Saturdays, and extending service on Saturdays by 1.75 hours on both 24A and 24B. It also recommends adding weekend service to Route 24B.	Not Started	TBD	\$350,000 to increase frequency and extend service hours	Medium	High	
8	2021	Expand Transit to Communities Surrounding Portland	Develop a transportation service from Gray and New Gloucester to Windham and Portland.	<b>Transit Tomorrow</b> recommends creating a connection between Gray and Portland, and adding a circulator route within Windham. <b>Transit Together</b> recommends establishing a regional microtransit program.	Not Started	\$2.7 million for Gray-Portland connection; \$2 million per circulator route; \$525,000 per microtransit zone	\$3.1 million for Gray-Portland connection; \$1.4 million per circulator route; \$1.1 million per microtransit zone	Low	High	MaineDOT funded RTP's microtransit pilot
9	2022	Expand Transit to Communities Surrounding Portland	Add routes to Cape Elizabeth, and other communities without public transit.	<b>Transit Tomorrow</b> recommends creating a connection between Gorham and Standish.	Not Started	\$1.4 million for Gorham-Standish connection	\$1.0 million for Gorham-Standish connection	Low	Medium	
10	2021	Improve Safety	Use a public-private partnership financing strategy (such as the Innovative Infrastructure Financing Program in Chicago) to install more bus shelters across the region, as a new way to fund essential infrastructure.	<b>Transit Together</b> recommends developing and maintaining a regional transit stop inventory and bus-stop improvement program to monitor, upgrade and maintain signage, amenities, and ADA accessibility.	Not Started	\$55,000 per stop		Medium	Medium	Consider for Section 5310 and 5339, though state funding may be preferred. Recommended to be funded through multiple sources.
11	2024	Improve Safety	Install benches and lights at bus stops that have increased ridership, serve many people with mobility challenges, and/or are very dark.	<b>Age Friendly Portland</b> has received funding to install 8+ benches and will use the list of stops recommended by CTL to help choose which stops will receive a bench.	Not Started	\$750 - \$1,500 per bench				
12	2021, 2022	Improve Safety	Improve collaboration between bus operators and riders by developing an ongoing passenger safety and sensitivity training. The training must work to facilitate conversation between riders and operators so that rider concerns can be shared, and solutions can be brainstormed collectively. Initial conversations might address issues such as 1) riders being left at stops when not standing directly on curb, 2) drivers accelerating before riders are able to sit down, 3) drivers leaving stops before the listed departure time, etc.		In Progress		TBD	High	Medium	
13	2021	Improve Safety	Adopt and implement a regional Vision Zero policy to reduce traffic fatalities and serious injuries to create a safer built environment. Specifically, install audible pedestrian signals to increase safety for people with vision impairments.	<b>Vision Zero Greater Portland</b> was adopted in May 2023.	In Progress	TBD for signal installation		Medium	Medium	

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14	2022	Improve Safety	Prioritize faster snow removal at key bus stops in order to keep transit users safe, and to ensure that stops and shelters are useable all year round.		Not Started	TBD	TBD	High	High	Consider for Section 5339, if snow removal equipment is needed
15	2024	Improve Safety	Install manual steps on public transportation vehicles that do not already have ramps or the capability to kneel.		Not Started					
16	2024	Improve Safety	Add crosswalks, signage, flashing beacons, and lights on Riverside Street, in front of the Homeless Services Center (HSC).	<b>Vision Zero Greater Portland</b> identifies Riverside Street as a critical safety corridor.	Not Started	\$350 for sidewalk opening permit \$25 per sidewalk sign				
17	2022	Improve Paratransit	Develop a quality improvement process to ensure that frequent rider concerns are being addressed. The analysis, goals, and measurable outcomes should be easily accessible to the public.	Under the goal to improve door-to-door service options, <b>Transit Tomorrow</b> recommends developing a strategic plan for improving paratransit, including strategies to address frequent rider concerns regarding travel time, wait time, and the amount of advance reservation time required when booking a ride.	Not Started	\$100,000		Medium	Medium	Consider for Section 5310, and 5307
18	2022	Improve Paratransit	Pursue additional funding to improve wages, employee retention, and training. Also pursue funding to improve infrastructure (such as scheduling systems) and provide new services.	<b>Transit Tomorrow</b> recommends adopting a unified mobility platform, integrating new technology into paratransit communications, expanding community-based volunteer driver programs, advancing user-focused improvements to paratransit, and piloting microtransit.	Not Started	\$500,000 for unified mobility platform; \$300,000 for paratransit comms tech; \$525,000 per microtransit zone	\$50,000 for unified mobility platform; \$30,000 for paratransit comms tech; \$75,000 per community for volunteer programs; \$1.1 million per microtransit zone	Medium	High	Consider for Section 5310, and 5307
19	2022	Improve Paratransit	Expand client choice of multiple paratransit providers to improve quality and allow for new innovations and partnerships such as on-demand transportation and a range of equitable services.	<b>Transit Tomorrow</b> recommends piloting microtransit to address door-to-door needs. <b>Transit Together</b> recommends establishing a regional microtransit program.	In Progress	\$525,000 per microtransit zone	\$1.1 million per microtransit zone	Medium	Medium	MaineDOT funded RTP's Increased Lakes Region Explorer service and microtransit pilot.  Consider for 5307
20	2021, 2022	Improve Information Access and Support for People with Limited English Proficiency and New Transit Riders	Develop multilingual materials explaining how to use the bus system (video, flyers, etc. intended to instruct on how to read maps and schedules, how to find the bus, etc). Distribute the materials to organizations that serve and locations frequented by people with limited English proficiency.	GPCOG's <b>Bus Ambassadors Program</b> aims to help new riders with limited English proficiency learn how to use public transportation in our region. The program connects interested individuals and families to a Bus Ambassador who can provide support in their preferred language.	In Progress		\$10,000 in stipends, staff hours, attires, etc. to run Bus Ambassadors Program; additional funds required for translation of flyers, video production, etc.	High	Medium	FTA HSCR Grant
21	2021, 2022, 2023	Improve Information Access and Support for People with Limited English Proficiency and New Transit Riders	Install "subway style" real-time information display on the bus showing the bus route and its current location so that people who are not familiar with the area can have a visual representation of where they are and where they are going.	<b>Transit Together</b> recommends investing in automatic vehicle location (AVL) technology for all fixed-route transit providers to enhance GTFS reliability for customer-facing tools.	Not Started	\$8,000 per display	Licenses per vehicle (approximately 5-10% of one-time cost)	High	High	Could be funded over 2 years through Section 5310.  Consider for 5339.
22	2021, 2022, 2023	Improve Information Access and Support for People with Limited English Proficiency and New Transit Riders	Use illustrative signs on the bus that do not require language skills to understand. For example, pictograms could convey the rules on the bus.		Not Started	\$20 per 12 in x24 in sticker		High	High	
23	2021	Improve Information Access and Support for People with Limited English Proficiency and New Transit Riders	Develop the Bus Ambassadors program to help people with limited English proficiency learn how to navigate the bus system.	GPCOG's <b>Bus Ambassadors Program</b> aims to help new riders with limited English proficiency learn how to use public transportation in our region. The program connects interested individuals and families to a Bus Ambassador who can provide support in their preferred language.	In Progress		\$10,000 in stipends, staff hours, attires, etc. to run the Bus Ambassadors Program	High	Low	CARES Act (2020-2021), FTA HSCR Grant (2022), and UPWP (2022-2023), UPWP (2024-2025)
24	2021	Improve Information Access and Support for People with Limited English Proficiency and New Transit Riders	Develop a regional travel training program so that organizations who interact with riders are able to provide relevant and up to date information.	<b>Mobility Solutions for Maine</b> includes a goal to build capacity for increased mobility management programs across Maine.	In Progress, needs to be updated		\$5,000 in staff hours to develop content, provide trainings, etc.	High	Low	FTA HSCR Grant
25	2022	Improve Information Access and Support for People with Limited English Proficiency and New Transit Riders	Improve methods for communicating transit information (such as route or schedule changes) with those who are comfortable with technology and those who are not. (Examples include putting information on bulletin boards and creating an outreach group.)	<b>Transit Tomorrow</b> recommends adopting innovative customer service technology, such as trip planning and real-time vehicle information in one website and app. <b>Transit Together</b> recommends identifying a desired real-time information app for the region.	Not Started	\$500,000 for unified mobility platform	\$50,000 for unified mobility platform	High	Medium	Consider for Section 5310 and 5339; ARPA
26	2022	Improve Information Access and Support for People with Limited English Proficiency and New Transit Riders	Install a light signaling the movement of the bus, so that riders know when they need to hold on/sit down. For example: red light when the bus is moving, yellow light when it is about to slow down or start moving, and green light when the bus is stopped.		Not Started	TBD		Medium	Medium	
27	2023	Improve Information Access and Support for People with Limited English Proficiency and New Transit Riders	Provide on-board automatic voice announcements in multiple languages. Pair with brightly colored multilingual signage and/or pictograms with on-board automatic voice announcements.		Not Started	TBD		Medium	Medium	

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28	2023	Improve Information Access and Support for People with Limited English Proficiency and New Transit Riders	Provide multilingual leaflets inside buses and at stops.		Not Started	TBD		High	Medium	
29	2023	Improve Information Access and Support for People with Limited English Proficiency and New Transit Riders	Translate and simplify language on bus route maps and schedules into multiple languages.		In Progress	TBD		High	Medium	Consider during regional branding study, funded by UPWP (2024-2025)
30	2023	Improve Information Access and Support for People with Limited English Proficiency and New Transit Riders	Translate and publish Language Access Plans.	<p><b>FACTS' Language Access Plan</b> is outlined in its Civil Rights Plan, available at: <a href="http://gpcog.org/223/Civil-RightsTitle-VI">gpcog.org/223/Civil-RightsTitle-VI</a></p> <p><b>Executive Order 13166</b> requires recipients of federal funding ensure meaningful access to their programs and activities by people with limited English proficiency.</p>	In Progress	\$70-150 per 1000 words translated		High	Medium	
31	2024	Improve Information Access and Support for People with Limited English Proficiency and New Transit Riders	Expand the Travel Helpers program.	GPCOG's <b>Travel Helpers Program</b> was developed and piloted in 2022 using the FTA HSCR grant. So far, MaineHealth and the Intercultural Community Center have been trained and have incorporated this program at their organizations.	Not Started		\$5,000 in staff hours to develop content, provide trainings, etc.	High		
32	2024	Improve supports for older adults	Instate a senior ride-the-bus day that provides free fare and support from Bus Ambassadors.	GPCOG is pursuing a \$6,000 grant that would allow for the expansion of the program.	Not Started		\$20/ month per Metro card for each new Bus Ambassador \$2,500 in staff hours	High		
33	2024	Improve supports for older adults	Reinstate *41411 (the Southern Maine Transit Tracker) for folks who do not have smartphones to access real-time data about the bus.	Southern Maine Transit Tracker was resource-intensive to maintain; it was discontinued in January 2024. <b>Transit Together</b> recommends migrating to a nationally available tool, such as the Transit App. The plan also recommends adding real-time information signage at key stops and hubs.	Not Started			Medium		
34	2023	Expand micromobility options for people without the means or ability to drive	Pilot or expand an e-bike program to expand micromobility options for people without means or ability to drive.	<p><b>Transit Tomorrow</b> recommends pursuing pilots of feeder services, including shared mobility services like bike share and scooter-share.</p> <p><b>Connect 2045</b> recommends providing equitable access by investing in traditionally underserved communities and expanding choices for first/last mile connections.</p>	In Progress	\$3,000 - \$5,000 per bike	TBD for maintenance costs	Medium	High	
35	2024	Improve transit access for low-income people on GP Metro	Create a "Good Samaritan"/Pay-it-forward program that would allow folks to pay the fare for others using their DirGo account (passback).	<b>Transit Together</b> recommends developing a regional fare policy that encompasses transfers, family accounts, youth fares, premium services, etc. while supporting each agency's fare structure.	Not Started			High		
36	2024	Improve transit access for low-income people on GP Metro	Extend transfer times from 90 minutes to 120 minutes.	The 90-minute window covers most trips. <b>Transit Together</b> recommends developing a regional fare policy that encompasses transfers, family accounts, youth fares, premium services, etc. while supporting each agency's fare structure.	Not Started		TBD	Medium		
37	2024	Improve transit access for low-income people on GP Metro	Allow people to purchase 120-minute passes that can be distributed to individuals in need of fare assistance.	Cumberland County Public Health, in partnership with Moving Maine and GPCOG, received a \$150,000 grant to develop a low cost and free bus pass program.	Not Started			High		
38	2024	Improve transit access for low-income people on GP Metro	Improve technical limitations of the DirGo app to allow riders to link their DirGo app with their pass.	<b>Transit Together</b> recommends exploring if DirGo has the functionality to meet regional goals.	Not Started			Medium		