

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

## **Transportation Improvement Program**

**Fiscal Years 2016 – 2019**



for the KACTS Metropolitan Planning Organization

**ADOPTED BY THE KACTS COMMITTEE ON February 18, 2016**

### **KACTS MEMBERS**

Kittery (2) • York (2) • Eliot • South Berwick • Berwick • Maine Department of Transportation  
Maine Turnpike Authority • Public Transportation Agencies • Southern Maine Planning and Development  
Commission

## I. INTRODUCTION

The Transportation Improvement Program (TIP) for the Kittery Urbanized Area is a prioritized listing of federally funded transportation projects for the Kittery Area Comprehensive Transportation System (KACTS). KACTS serves as the Metropolitan Planning Organization (MPO) for the Maine portion of the Portsmouth - Kittery, and Dover-Rochester-Kittery urbanized areas. The TIP includes all federally funded transportation projects expected for Fiscal Year 2016 through Fiscal Year 2019 in the KACTS MPO planning area. The planning area consists of the area inside the metropolitan boundaries of Berwick, Eliot, Kittery, Lebanon, South Berwick and York Maine. The KACTS Capital Funding Area is the Urbanized Area designated by the U.S. Census Bureau in 2010. Maps of both these areas can be seen on pages 5 and 6.

A Metropolitan Planning Organization is a transportation policy-making body made up of representatives from local government and transportation providers in an urban area with a core population of at least 50,000. MPOs were created by federal law in 1962 to ensure that transportation investments in urban areas were based on a continuing, cooperative and comprehensive ("3-C") process.

MPOs consist primarily of the cities and towns in each metropolitan area. They are governed by policy committees that include appropriate state and municipal officials, as well as representatives of regional planning agencies and public transportation providers. Additionally, some MPOs use multiple advisory committees to provide their policy committees with information needed to make decisions. MPOs also employ directors and technical staffs. Each MPO produces three core products:

- A long-range (20-year) metropolitan transportation plan;
- A four-year transportation improvement program (TIP); and
- A two-year unified planning work program (UPWP).

Every two years, MPOs receive planning funds through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to cover their operating costs and support transportation studies and other planning activities. Additionally, each year the Maine Department of Transportation (MaineDOT) provides MPOs with federal and state capital improvement money, which they use to program projects in their regions for MaineDOT's Work Plan. MaineDOT in most cases designs and delivers the MPO-selected projects, although municipalities have the option to administer projects locally if they have the capacity to do so.

Finally, MPOs must involve the public in regional transportation planning by striving to inform citizens of critical issues facing their regions. MPOs should pay special attention to groups that are traditionally under-represented in the expenditure of transportation money. See pages 7 and 8 for more information regarding the KACTS Public Involvement Plan and Title VI Plan.

The TIP has been prepared by the Southern Maine Planning and Development Commission (SMPDC) and MaineDOT under the direction of the KACTS Policy Committee. This Committee is comprised of voting members from the towns of Berwick, Eliot, Kittery, South Berwick and York, as well as MaineDOT, the Maine Turnpike Authority, SMPDC, and a representative of Public Transportation Providers in the KACTS area. Non-voting members include the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In addition, the Rockingham Planning Commission and Strafford Regional Planning Commission represent the two MPO's for the New Hampshire side of the urbanized areas, and serve as non-voting members of the Committee.

Each project included in the TIP was selected using methods outlined in the KACTS TIP Project Selection Procedure. The procedure weighs each project using several different scoring criteria, and ranks each accordingly. The Project Selection methods are reviewed prior to each TIP, and changes may be made by the Committee at that time. A copy of the Selection Procedure is attached as Appendix B.

Primarily, the Committee selects projects to be funded with Surface Transportation Program (STP) funds. STP funds are allocated to each MPO in the State, and eligible projects must “compete” for available funding in each Metropolitan Area. KACTS receives approximately \$3.1 million for the four year TIP period. The list of projects for the 2016-19 TIP is included in the spreadsheet located after Page 12 of this document. The list contains KACTS funded projects, along with other highway projects funded through different programs and/or STP money that do not come under Committee jurisdiction, but are required to be listed in the MPO TIP.

The TIP is governed by joint FHWA and FTA regulations for metropolitan transportation planning. These regulations require that the TIP:

- Cover a period of not less than four (4) years.
- Indicate the area’s priorities.
- Include realistic estimates of the total costs and revenues for the program period.
- Identify proposed sources of funding and implementing agencies.
- Identify funding sources that are reasonably consistent with the amount of Federal funds expected to be available in that area.

All projects included in this TIP are consistent with the KACTS Transportation Plan, which was last updated in 2014. The purpose of the Transportation Plan is to ensure that various transportation projects are consistent with the region’s overall development policies and are coordinated with one another to provide an effective transportation system, which makes efficient use of available funds. The Committee is required to update the Transportation Plan at least every four years.

**TIP Amendment Procedures for the Federal Highway Administration (FHWA):**

In Maine, TIP amendments follow a process established by consensus among each MPO, MaineDOT and the FHWA:

- An MPO submits to the MaineDOT MPO Coordinator a letter from the Director stating that the MPO has approved a TIP amendment. A description of the change(s) must accompany the letter.
- The MPO Coordinator informs the MaineDOT Office of Capital Resources of the MPO TIP amendment and puts the item on the agenda of the next meeting of the MaineDOT Work Plan Management Team for action, if necessary.
- The MPO Coordinator prepares a letter of approval for the signature of the Chief of the Bureau of Transportation Systems Planning. Once signed, the letter and MPO amendment request are sent to the Division Administrator at the FHWA regional office in Augusta for review and approval.
- If an MPO in an air quality non-attainment or maintenance area adds a non-exempt project designed to increase capacity, the MPO must seek a new conformity determination. This no longer applies to KACTS, as the area is now in attainment for air quality.

**Note:** An amendment to an MPO TIP remains incomplete until MaineDOT also has incorporated the change into its STIP.

**TIP Administrative Modifications for FHWA Projects:**

An MPO may request an administrative modification for relatively minor changes to its TIP that do not require a public comment period. Upon receipt of a request, the MPO coordinator prepares a letter for the Chief of the Bureau of Transportation Systems Planning to send to the FHWA division administrator in Maine, concurring with the requested change. Administrative modifications cover the following:

- A moderate change in the total cost of a project, as defined in the following table;
- Combining or separating projects that are part of an approved TIP;
- Combining or separating phases of a project that are part of an approved TIP;
- Adding a new phase to an existing project that does not have a substantial cost associated with it, as defined in the table below
- Creating a lineage PIN that does not have a substantial cost associated with it;
- Making a minor change in the scope of a project, including an insignificant change in the termini; and/or
- Making a change to the project termini with no change in overall project cost.

<b>STIP Revision Thresholds for the Federal Highway Administration</b>			
<b>Total Cost of Project in the STIP</b>	<b>Amendment</b>	<b>Administrative Modification</b>	<b>Information Only</b>
\$1 Million	Greater than \$750,000	\$250,000 to \$750,000	Less than \$250,000
\$1 Million to \$5 million	Greater than \$750,000	\$250,000 to \$750,000	Less than \$250,000
\$5 Million to \$10 million	Greater than \$1.5 million	\$250,000 to \$1.5 million	Less than \$250,000
\$10 Million to \$50 million	Greater than \$3.5 million	\$250,000 to \$3.5 million	Less than \$250,000
Over \$50 million	Greater than \$5.0 million	\$250,000 to \$5.0 million	Less than \$250,000

**STIP Revisions for the Federal Transit Administration:**

The *Federal Register* is published annually with FTA allocations. After being notified of the allocation of funds, transit agencies and MPOs determine budgets and notify the Transit Operations Section at MaineDOT of the amount of money to be distributed to each agency. MaineDOT then adjusts the STIP to reflect the allocation for each provider in the appropriate activity line item.

For the other programs, such as Job Access and Reverse Commute (JARC) and New Freedom – selected projects must be amended into the STIP. MPOs amend their TIPs as previously indicated for projects selected in the metropolitan areas; the Transit Operations Section at MaineDOT amends the STIP for inclusion of the non-metropolitan projects. Future amendments and/or adjustments for these programs, after FTA funds are initially distributed, cover the following types of activities:

- A change in the federal share that is greater than 20 percent of the urban or non-urban allocation to the State of Maine for the federal fiscal year;
- An increase in federal funding (i.e. using carryover funding for a new project);
- A transfer of funds between activity line items with different match requirements;
- A substantial change to the scope of work;
- The addition or deletion of a project; and/or
- The addition or deletion of an activity line item.

### **Annual Listing of Obligated Projects**

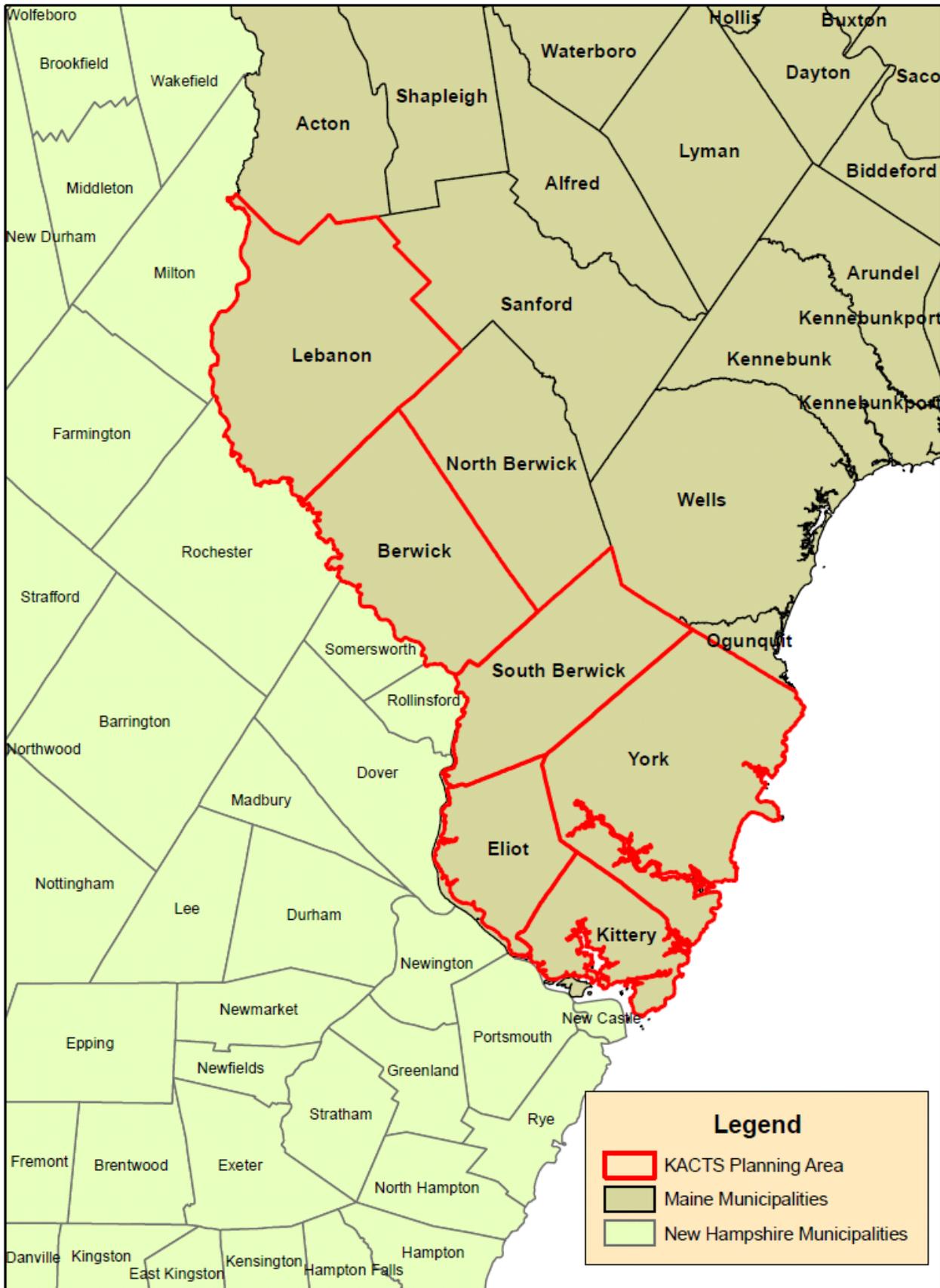
In the interest of transparency, federal law requires MPOs to produce annual listings of projects in their regions for which federal funds have been obligated. MPOs must post these listings on their websites or otherwise make them publicly accessible within 90 calendar days of the September 30 end of a federal fiscal year. This requirement is designed to give the public an accurate understanding of how federal transportation funds are being spent.

In Maine, MPOs rely on MaineDOT to provide them with listings of transportation improvements, including mass transit and bicycle-pedestrian projects, for which federal funds were obligated during the most recent federal fiscal year. MPOs submit requests for these listings to the MaineDOT MPO coordinator, typically in November of each year. The annual listing must identify, for each project:

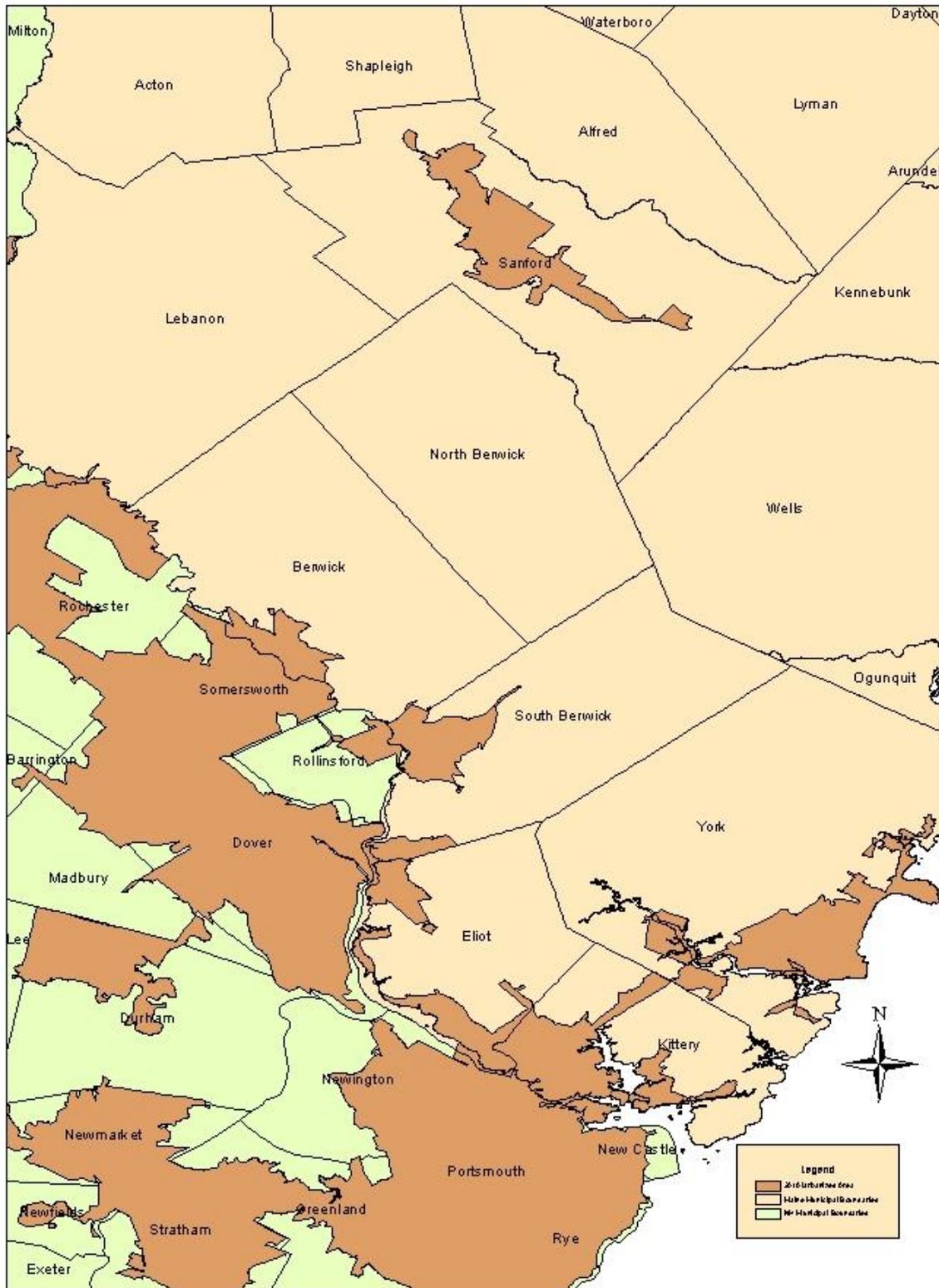
- The amount of federal funds requested in the TIP;
- The type of work done;
- The beginning and end points of the project;
- The project length, in miles;
- The federal funding that was obligated during the previous year; and
- The federal funding remaining and available for subsequent years.

MPOs are encouraged to make their annual listings accessible to the public by posting the information on their websites. MPOs may also make the annual listings available through other means that include printed reports, publication in local newspapers, and newsletters.

# KACTS Planning Area 2013



# Census 2010 Urbanized Area



## II. PUBLIC PARTICIPATION PROCESS

The KACTS Committee is required by the Federal Transportation Bill – Fixing America’s Surface Transportation Act (FAST), to develop a public participation process. The process defines how and when the general public will be involved in KACTS planning activities, especially during the development of the TIP and the Transportation Plan.

Schedule for TIP review and comment period:

March 2015: KACTS Committee notifies town officials of upcoming TIP process and encourages those officials to seek citizen involvement in the development of proposed projects.

April 2015: Preliminary list of projects is developed. People and organizations on the Committee’s “Interested Parties” list are also notified.

October 2015: Policy Committee reviews and approves preliminary list of projects and funding

January 14 2016: Draft TIP list made available, Press Release and Interested Parties List notified of availability. Draft posted on SMRPC website.

January 14 – February 18: Open comment period before final approval by the Committee.

MPO public participation plans, by federal regulation, must describe the procedures, strategies and desired outcomes for the following:

- Providing adequate notice of public participation activities and time for public review and comment on proposed Long-Range Plans and TIPs;
- Providing timely notice and reasonable access to information about transportation planning processes;
- Making public information available by electronically accessible means, including the Internet;
- Holding meetings at convenient times and at accessible locations, in compliance with the Americans with Disabilities Act.
- Demonstrating that an MPO considered and responded to comments from the public during the development of its Long-Range Plan and TIP;
- Reviewing the effectiveness of the procedures in the public participation plan to ensure they comply with federal regulations, including 23 CFR, Section 450.210, “Interested parties, public involvement, and consultation;” and
- Using visual elements to describe long-range plans and TIPs.

The KACTS Public Involvement Process was completed on October 3, 1994 and updated annually. A copy of the full Public Involvement Process can be obtained by contacting the Southern Maine Planning and Development Commission (207-571-7065 or [www.smpdc.org](http://www.smpdc.org)).

MPOs periodically must review their public involvement processes to determine their effectiveness in providing transportation stakeholders and other interested parties with full and open access to their decision-making. They should update their public participation plans as needed to stay current with relevant federal regulations. Triggers for plan updates may include trends that dramatically change community demographics, such as large-scale arrivals of new minority populations. MPOs should strive to provide members of a region’s minority and low-income populations with opportunities for meaningful involvement in the development of regional transportation plans and programs. After allowing public comment periods of at least 45 days, MPOs must provide their approved or revised public participation plans to FHWA and FTA for informational purposes. Participation plans, whenever possible, should be posted to MPO websites.

## **Title VI and Environmental Justice**

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color or national origin in any program receiving federal money. Additionally, a presidential executive order in 1994 directed every federal agency to make “environmental justice” part of its mission by identifying and addressing the effects of all programs, policies and activities on minority and low-income populations. These requirements also apply to agencies receiving federal funds, including MPOs.

Environmental justice requirements seek to do the following:

- Ensure that representatives of low-income and minority groups are involved in decision-making;
- Prevent "disproportionately high and adverse" impacts on low-income and minority groups; and
- Assure that low-income and minority groups share in any benefits.

MPOs must demonstrate that their plans, programs and projects do not disproportionately affect minority or low-income populations. To that end, the Federal Highway Administration (FHWA) regional office in Maine requires MPOs to maintain plans for complying with the non-discrimination requirements of Title VI and environmental justice. ***Maine MPOs must update their compliance plans annually and submit them to the FHWA for review – with copies to MaineDOT – around the October 1 start of a new federal fiscal year.***

Title VI applies to all organizations that receive federal money, including MPOs and their contracted consultants. Just as federal agencies oversee MaineDOT’s compliance efforts, MaineDOT must ensure that MPOs comply with Title VI. MPO responsibilities include, but are not limited to, the following:

- Updating Title VI compliance plans each year.
- Signing assurances of compliance with applicable anti-discrimination laws and regulations.
- Ensuring that contracted consultants comply with Title VI, through periodic reviews, and incorporate the requirements of Form FHWA-1273 in all contracts.
- Keeping accurate and complete records needed to determine Title VI compliance.
- Soliciting and considering the views of all groups within the population of the MPO area in planning transportation projects. Such information should be included in MPO public participation and Title VI compliance plans.
- Promptly processing, investigating and resolving Title VI complaints, and correcting deficiencies.

## **III. FINANCIAL ASSESSMENT & FUNDING OF TIP PROJECTS**

The FAST Act requires that the Transportation Improvement Program only include projects for which there is a reasonable chance of obtaining funding. Necessary State or local matching funds also have to be consistent with the revenue sources expected over the same time period.

Funding estimates in the TIP are based on past funding levels and reasonable projections of expected new funding sources. For each TIP period, the MPO receives an apportionment of Surface Transportation Program (STP) and National Highway System (NHS) funds. Prior to being included, each proposed road project for the TIP is analyzed for cost effectiveness using methods outlined in the Selection Procedure. The projects are then prioritized by the Committee, and funded based on the available allocations.

Federal Transit Administration (FTA) Section 5307 funds are distributed to each Metropolitan Planning Organization (MPO) in the United States based on a set formula. Both the Cooperative Alliance for Seacoast

Transportation (COAST) and York County Community Action Corporation (YCCAC) currently split the total allocation for the MPO by a set amount, which was agreed upon by both agencies and also approved by the KACTS Policy Committee. The Policy Committee will review this agreement at least every other TIP to make sure the amounts and proportions of funding match the services provided. The split amounts are shown below:

- 67% - YCCAC
- 33% - COAST

YCCAC and COAST FTA Section 5307 future funding allocations are based on an assumption of flat-funding through the TIP period – using the fiscal year 2016 allocation as a base. The amount of KACTS operating assistance for YCCAC is shown in Table 1 for Fiscal Years 2016-2019.

**Table 1**  
**FTA Operating Assistance for YCCAC**  
**Fiscal Years 2016-2019**

Operating	
<u>Fiscal Year</u>	<u>Assistance</u>
2016	\$175,084
2017*	\$175,084
2018*	\$175,084
2019*	\$175,084

\*Projected

The COAST bus system receives two sources of funds from Maine for the operation of Route 1, a fixed service route connecting Berwick with Dover & Somersworth, New Hampshire.

- The town of Berwick contributes funds annually.
- COAST receives a portion of the KACTS FTA Section 5307 public transportation funds. The amount of KACTS operating assistance for COAST Route 1 is shown below for Fiscal Years 2016-2019.

**Table 2**  
**FTA Operating Assistance Request for COAST**  
**Fiscal Years 2016-2019**

Operating	
<u>Fiscal Year</u>	<u>Assistance</u>
2016	\$86,381
2017*	\$86,381
2018*	\$86,381
2019*	\$86,381

\*Projected

## Federal Highway Capital Improvement Funds

Congress annually appropriates capital improvement money that federal transportation agencies provide to the states by formula for a variety of programs. MaineDOT, which manages Maine's federal transportation funding, allocates a portion of this money to the state's four MPOs through the Surface Transportation Program (STP), the National Highway System (NHS) and Equity Bonus funding categories. MaineDOT determines each MPO's capital allocation through formulas based on the federal method for distributing money to Maine. There is no federal requirement to provide small MPOs (populations less than 200,000) with capital improvement money, but MaineDOT believes that its MPO allocation policy promotes effective regional planning.

Roads classified as *urban (major) collector* and *arterial* qualify for federal funding. Additionally, MaineDOT makes a variety of federally funded investments in urban areas beyond the MPO programs, including:

- Paving of interstate highways and freeways (except for the Maine Turnpike);
- Bridge maintenance, repair and replacement projects;
- Pavement preservation projects on arterial highways;
- Highway safety improvements; and
- Community-based projects funded through the competitive MaineDOT grant program. Grants in this program include: Transportation Alternatives Program, Safe Routes to School, Small Harbor Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Recreational Trails Program.

## MPO Capital Improvement Funding Formula

Maine allocates capital improvement money to the four MPOs based on the formula that Congress uses to distribute transportation funding to the states. The formula uses a weighted combination of non-interstate lane miles, vehicle miles traveled and population to calculate NHS, STP and Equity Bonus allocations. The NHS and non-NHS amounts are combined to determine the total federal allocation for each MPO. The formula is included in the Administrative Guide to Metropolitan Planning Organizations, developed by MaineDOT and all of Maine's four MPOs. A copy of the Guide and the formula can be accessed by going to the following link:

<http://www.maine.gov/mdot/ppp/mpo.htm>

## Requirements for National Highway System funding

The NHS covers the interstate system and some principal arterial highways. It provides a system of primary routes serving population centers, ports, airports, public transportation terminals, intermodal centers, and other major destinations. The NHS funding set aside for each MPO supports improvements on this system and generally covers:

- Reconstruction, rehabilitation, resurfacing, and safety improvement projects on non-interstate sections of the NHS;
- Bicycle and pedestrian improvements on non-interstate NHS highways; and
- Improvements to a transportation facility not on the NHS, if:
  - A highway or transit project is in the same corridor as, and in proximity to, a fully access-controlled highway designated as a part of the NHS;
  - The improvements will improve the level of service on the limited-access highway and improve regional traffic flow; and

- The improvements are more cost-effective than an improvement to the fully access-controlled highway.

## **Requirements for Surface Transportation Program Funding**

STP is flexible funding that supports a variety of projects on the federal-aid system and generally covers up to 80 percent of eligible costs. MPOs use their allocated STP funds to program federally eligible transportation improvements, including:

- Construction, reconstruction, rehabilitation, and pavement preservation projects on any federal-aid highway, which covers urban (major) collectors and arterials.
- Operational and safety improvements at intersections with disproportionately high accident rates and/or high levels of congestion.
- Bicycle and pedestrian projects, including sidewalk modifications to meet the Americans with Disabilities Act of 1990.
- Capital costs for transit projects eligible for assistance under federal transit laws, including vehicles and facilities that provide intra- and inter-city bus service.

**Note:** MaineDOT caps the amount of STP funding set aside for each MPO, and an MPO must request MaineDOT authorization to program more than its allocated share. MaineDOT will consider such requests against its overall commitment of federal funds, as it seeks to distribute STP funding equitably to urban and rural projects throughout Maine.

## **Funding schedule**

By April 30 of each even-numbered year, MaineDOT's MPO coordinator provides each MPO with the best estimate to date of federal STP and NHS funding for the next biennium. MPOs follow the federal fiscal year, from October 1 to September 30, when programming projects. Federal funds become available after the start of the federal fiscal year.

## **Obligation authority**

Congress caps the amount of federal money that MaineDOT may draw down, or "obligate," in a year. This is known as Maine's obligation authority. For the Federal-Aid Highway Program, obligation authority consists of a federally imposed obligation limitation – typically 85 to 90 percent of the full federal apportionment – and any amounts for exempt programs. (Federal transit funds are exempt from obligation limitation.) Given the legal limit on its ability to draw down federal funds, MaineDOT seeks to ensure that federal money is used equitably throughout Maine's federal-aid transportation system.

## **Distribution of federal funds**

MaineDOT receives its federal capital improvement funding through reimbursement of eligible expenditures. The Federal Highway Administration (FHWA) regularly notifies MaineDOT of the balance of funds available for its use, and MaineDOT commits federal money to specific projects against this balance. MaineDOT commonly initiates projects with state funds, through a process called advance construction, and later seeks federal reimbursement of eligible costs.

Similarly, MPOs do not receive direct cash grants. Every two years, MaineDOT reserves a share of its federal STP and NHS money for use in MPO areas. Each MPO programs transportation improvements against this allocated amount, with MaineDOT and MPO communities providing matching funds. MaineDOT typically develops the MPO projects and seeks reimbursement for eligible costs from the FHWA and communities.

### **Holding accounts for MPO funds**

If an MPO does not program all of its allocated federal capital improvement funding and/or state matching funds – or if funds remain after completion of a project – MaineDOT places any unprogrammed money in a holding account with a unique project identification number (PIN). ***Note: Money may not be added to or removed from an MPO project without the MPO's written authorization.***

## **IV. AIR QUALITY COMPLIANCE**

The Clean Air Act Amendments of 1990 (CAAA) mandate motor vehicle emission standards for each state. Conformance with emission control measures in transportation planning is a stipulation for receiving federal funding. On July 20, 2012 the entire State of Maine was designated as attainment for the 2008 8-hour ozone standard thereby eliminating the requirement for MaineDOT to demonstrate conformity under the Clean Air Act.

# Maine Department of Transportation

## Statewide Transportation Improvement Program-STIP

Federal Fiscal years 2016-2019

Town(s)	WIN Scope	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2015/2016	FFY 2017	FFY 2018	FFY 2019
<b>KACTS</b>									
<u>MPO Sponsored</u>									
Berwick	017328.00 Reconstruction	<b>Rochester Street</b> Beginning at Sweetser Street and extending northerly on Rochester Street for 0.48 of a mile. KACTS Sponsored.	Federal	\$1,017,871	\$1,005,716	\$12,155	\$0	\$0	\$0
			State	\$130,293	\$128,771	\$1,522	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$1,148,164</b>	<b>\$1,134,487</b>	<b>\$13,677</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			<b>Stages:</b> <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
Kittery	018184.00 Intersection Improvements w/o Signal	<b>Kittery Rotary</b> Design and construction of Ramps, relocation of Route 1 Bypass Ramp to Old Post Road, and upgrading of pedestrian and bicycle infrastructure. KACTS Sponsored.	Federal	\$1,826,775	\$160,000	\$88,058	\$787,780	\$790,937	\$0
			State	\$228,347	\$20,000	\$11,007	\$98,472	\$98,867	\$0
			Local-Other	\$228,347	\$20,000	\$11,007	\$98,472	\$98,867	\$0
			<b>Totals:</b>	<b>\$2,283,469</b>	<b>\$200,000</b>	<b>\$110,073</b>	<b>\$984,725</b>	<b>\$988,671</b>	<b>\$0</b>
<b>Stages:</b> <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating									
Kittery	018653.00 1 1/4" Overlay	<b>Route 103</b> Walker Street: Beginning 0.09 of a mile northwest of Main Street extending east 0.31 of a mile, then left onto Wentworth Street extending north 0.19 of a mile to Whipple Road, and signal at intersection of Walker and Wentworth Streets. KACTS Sponsored.	Federal	\$730,443	\$15,019	\$135,174	\$348,150	\$232,100	\$0
			State	\$91,305	\$18,774	\$0	\$43,519	\$29,012	\$0
			Local-Other	\$91,305	\$18,774	\$0	\$43,519	\$29,012	\$0
			<b>Totals:</b>	<b>\$913,054</b>	<b>\$52,568</b>	<b>\$135,174</b>	<b>\$435,187</b>	<b>\$290,125</b>	<b>\$0</b>
<b>Stages:</b> <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating									
Kittery	020867.00 1 1/4" Overlay	<b>Route 103</b> Beginning at Chauncey Creek Road and extending northerly 1.17 miles. KACTS Sponsored	Federal	\$368,000	\$0	\$41,600	\$0	\$326,400	\$0
			State	\$46,000	\$0	\$5,200	\$0	\$40,800	\$0
			Local-Other	\$46,000	\$0	\$5,200	\$0	\$40,800	\$0
			<b>Totals:</b>	<b>\$460,000</b>	<b>\$0</b>	<b>\$52,000</b>	<b>\$0</b>	<b>\$408,000</b>	<b>\$0</b>
<b>Stages:</b> <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating									

# Maine Department of Transportation

## Statewide Transportation Improvement Program-STIP

Federal Fiscal years 2016-2019

Town(s)	WIN Scope	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2015/2016	FFY 2017	FFY 2018	FFY 2019
South Berwick	020559.00 Intersection Reconstruction	<b>Route 236</b> Reconstruction of the intersection with Vine Street and Academy Street connector. Academy Street connector will be moved approximately 350 feet to the north. Construct left turn lanes for connector and raised medians. KACTS Sponsored.	Federal	\$514,400	\$88,000	\$426,400	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$514,400</b>	<b>\$88,000</b>	<b>\$426,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			<b>Stages:</b> <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
South Berwick	021829.00 Highway Improvement-PE Only	<b>Route 91</b> Located at the intersection of Route 236 and Route 91. KACTS Sponsored.	Federal	\$44,000	\$0	\$44,000	\$0	\$0	\$0
			State	\$5,500	\$0	\$5,500	\$0	\$0	\$0
			Local-Other	\$5,500	\$0	\$5,500	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$55,000</b>	<b>\$0</b>	<b>\$55,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			<b>Stages:</b> <input checked="" type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
York	020899.00 Traffic Signals	<b>Route 1</b> Located at the intersection of Route 1 and New Connector Road. KACTS Sponsored.	Federal	\$542,000	\$0	\$44,000	\$0	\$298,800	\$199,200
			State	\$67,750	\$0	\$5,500	\$0	\$37,350	\$24,900
			Local-Other	\$79,250	\$0	\$5,500	\$0	\$44,250	\$29,500
			<b>Totals:</b>	<b>\$689,000</b>	<b>\$0</b>	<b>\$55,000</b>	<b>\$0</b>	<b>\$380,400</b>	<b>\$253,600</b>
			<b>Stages:</b> <input checked="" type="radio"/> PE <input type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
York	021651.00 Intersection Improvements w/o Signal	<b>Route 1A</b> Located at the intersection of Route 1A and Long Sands Road. KACTS Sponsored.	Federal	\$436,086	\$0	\$436,086	\$0	\$0	\$0
			State	\$54,511	\$0	\$54,511	\$0	\$0	\$0
			Local-Other	\$54,510	\$0	\$54,511	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$545,107</b>	<b>\$0</b>	<b>\$545,107</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			<b>Stages:</b> <input type="radio"/> PE <input type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
York County	002173.16 MPO Program Management	<b>KACTS Planning</b> Kittery Area Comprehensive Transportation System (KACTS) Unified Planning Work Program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Kittery region. KACTS Sponsored.	Federal	\$135,274	\$0	\$135,274	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$135,274</b>	<b>\$0</b>	<b>\$135,274</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			<b>Stages:</b> <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						

# Maine Department of Transportation

## Statewide Transportation Improvement Program-STIP

Federal Fiscal years 2016-2019

Town(s)	WIN Scope	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2015/2016	FFY 2017	FFY 2018	FFY 2019
York County	002173.17 MPO Program Management	<b>KACTS Planning</b> Kittery Area Comprehensive Transportation System (KACTS) Unified Planning Work Program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Kittery region. KACTS Sponsored.	Federal	\$135,274	\$0	\$0	\$135,274	\$0	\$0
			State	\$25,364	\$0	\$0	\$25,364	\$0	\$0
			Local-Other	\$8,455	\$0	\$0	\$8,455	\$0	\$0
			<b>Totals:</b>	<b>\$169,093</b>	<b>\$0</b>	<b>\$0</b>	<b>\$169,093</b>	<b>\$0</b>	<b>\$0</b>
			<b>Stages:</b> <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
York County	002173.18 MPO Program Management	<b>KACTS Planning</b> Kittery Area Comprehensive Transportation System (KACTS) Unified Planning Work Program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Kittery region. KACTS Sponsored.	Federal	\$135,274	\$0	\$0	\$0	\$135,274	\$0
			State	\$25,364	\$0	\$0	\$0	\$25,364	\$0
			Local-Other	\$8,455	\$0	\$0	\$0	\$8,455	\$0
			<b>Totals:</b>	<b>\$169,093</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$169,093</b>	<b>\$0</b>
			<b>Stages:</b> <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
York County	002173.19 MPO Program Management	<b>KACTS Planning</b> Kittery Area Comprehensive Transportation System (KACTS) Planning Work Program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Kittery region. KACTS Sponsored.	Federal	\$135,274	\$0	\$0	\$0	\$0	\$135,274
			State	\$25,364	\$0	\$0	\$0	\$0	\$25,364
			Local-Other	\$8,455	\$0	\$0	\$0	\$0	\$8,455
			<b>Totals:</b>	<b>\$169,093</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$169,093</b>
			<b>Stages:</b> <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
York County	022503.19 General Program Administration	<b>KACTS</b> Kittery Area Comprehensive Transportation System (KACTS) Capital Improvement funding allocation. Calendar Year 2019. KACTS Sponsored.	Federal	\$636,023	\$0	\$0	\$0	\$0	\$636,023
			State	\$79,502	\$0	\$0	\$0	\$0	\$79,502
			Local-Other	\$79,502	\$0	\$0	\$0	\$0	\$79,502
			<b>Totals:</b>	<b>\$795,027</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$795,027</b>
			<b>Stages:</b> <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						

# Maine Department of Transportation

## Statewide Transportation Improvement Program-STIP

Federal Fiscal years 2016-2019

Town(s)	WIN Scope	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2015/2016	FFY 2017	FFY 2018	FFY 2019
<b><u>Non-MPO Sponsored</u></b>									
Berwick	018562.00 Reconstruction	<b>Hubbard Road</b> Beginning 1.75 miles north of Rochester Road and extending northerly 0.25 of a mile.	State	\$293,263	\$289,191	\$4,072	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$293,263</b>	<b>\$289,191</b>	<b>\$4,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			<b>Stages:</b> <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
Berwick	019274.00 Bridge Rehabilitation	<b>Route 9</b> Bridge Rehabilitation: Berwick Bridge (#2068) over the Salmon Falls River. Located at the New Hampshire state line.	Federal	\$1,008,000	\$815,123	\$192,877	\$0	\$0	\$0
			State	\$442,000	\$396,539	\$45,461	\$0	\$0	\$0
			Local-Other	\$1,401,000	\$1,387,758	\$13,242	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$2,851,000</b>	<b>\$2,599,419</b>	<b>\$251,581</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Stages:</b> <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating									
Berwick	022606.00 Bridge Rehabilitation	<b>Rochester Street</b> Eddy Bridge (#6048) over Salmon Falls River. Located on the Berwick, Maine - Lebanon, New Hampshire state line.	Federal	\$220,000	\$4,000	\$36,000	\$89,820	\$90,180	\$0
			State	\$55,000	\$10,000	\$0	\$22,455	\$22,545	\$0
			<b>Totals:</b>	<b>\$275,000</b>	<b>\$14,000</b>	<b>\$36,000</b>	<b>\$112,275</b>	<b>\$112,725</b>	<b>\$0</b>
<b>Stages:</b> <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating									
Eliot	019429.00 Intersection Improvements w/o Signal	<b>Route 236</b> Located at the intersection of Route 236 and Depot Road.	Federal	\$2,020,000	\$140,000	\$240,000	\$0	\$1,640,000	\$0
			State	\$505,000	\$35,000	\$60,000	\$0	\$410,000	\$0
			<b>Totals:</b>	<b>\$2,525,000</b>	<b>\$175,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$2,050,000</b>	<b>\$0</b>
<b>Stages:</b> <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating									
Eliot	021856.00 Bridge Painting	<b>State Road</b> Sturgeon Creek Bridge (#3310) over Sturgeon Creek. Located 0.13 of a mile northerly of Creek Crossing Road.	Federal	\$160,000	\$0	\$24,000	\$136,000	\$0	\$0
			State	\$40,000	\$0	\$6,000	\$34,000	\$0	\$0
			<b>Totals:</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$30,000</b>	<b>\$170,000</b>	<b>\$0</b>	<b>\$0</b>
<b>Stages:</b> <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating									

# Maine Department of Transportation

## Statewide Transportation Improvement Program-STIP

Federal Fiscal years 2016-2019

Town(s)	WIN Scope	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2015/2016	FFY 2017	FFY 2018	FFY 2019
Kittery	016710.00 Bridge Replacement	Route 1A Partial funding for the replacement of Sarah Mildred Long Bridge (# 3641) which carries Route 1A over Piscataqua River at the Kittery, ME - Portsmouth, NH State Border. Target project value is \$160 million, including New Hampshire's portion.	Federal	\$49,878,363	\$48,552,363	\$331,500	\$331,500	\$331,500	\$331,500
			Local-Other	\$111,840,200	\$52,425,000	\$14,853,800	\$14,853,800	\$14,853,800	\$14,853,800
			<b>Totals:</b>	<b>\$161,718,563</b>	<b>\$100,977,363</b>	<b>\$15,185,300</b>	<b>\$15,185,300</b>	<b>\$15,185,300</b>	<b>\$15,185,300</b>
			Stages: <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
Kittery	016818.00 Statewide Program Development	Bridge Inspection Inspection of Sarah Long and Memorial bridges including a load rating report.	Federal	\$1,209,348	\$1,198,549	\$10,800	\$0	\$0	\$0
			State	\$302,337	\$299,637	\$2,700	\$0	\$0	\$0
			Local-Other	\$1,511,685	\$1,498,186	\$13,499	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$3,023,371</b>	<b>\$2,996,372</b>	<b>\$26,999</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Stages: <input checked="" type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating									
Kittery	019270.00 Bridge Wearing Surface Replacement	Interstate 95 I-95/Piscataqua River Bridge (#6330) over the Piscataqua River and Route 103. Located on the Maine - New Hampshire state line.	Federal	\$900,000	\$0	\$900,000	\$0	\$0	\$0
			State	\$4,305,000	\$3,000	\$97,000	\$0	\$2,098,295	\$2,106,705
			<b>Totals:</b>	<b>\$5,205,000</b>	<b>\$3,000</b>	<b>\$997,000</b>	<b>\$0</b>	<b>\$2,098,295</b>	<b>\$2,106,705</b>
			Stages: <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
Kittery	019279.00 Bridge Painting	Interstate 95 Bridge Painting: Piscataqua River Maine Approach Bridge (#1477) over Route 103. Located on Interstate 95 at the New Hampshire state line.	Federal	\$2,740,902	\$2,712,716	\$28,186	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$2,740,902</b>	<b>\$2,712,716</b>	<b>\$28,186</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			Stages: <input checked="" type="radio"/> PE <input type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
Kittery	019283.00 Bridge Replacement	Route 1 Bypass Kittery Overpass Bridge (# 3860) over Route 236. Located 0.08 of a mile northeast of the Off-Ramp to Route 236.	Federal	\$2,752,567	\$2,736,888	\$15,679	\$0	\$0	\$0
			State	\$1,053,142	\$1,048,009	\$5,133	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$3,805,709</b>	<b>\$3,784,897</b>	<b>\$20,812</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			Stages: <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
Kittery	019283.10 Bridge Replacement	Route 1 Bypass Pre-buy for CFCC prestressing strands.	Federal	\$143,805	\$0	\$143,805	\$0	\$0	\$0
			State	\$35,951	\$24,000	\$11,951	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$179,756</b>	<b>\$24,000</b>	<b>\$155,756</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			Stages: <input type="radio"/> PE <input type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						

# Maine Department of Transportation

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Federal Fiscal years 2016-2019

Town(s)	WIN Scope	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2015/2016	FFY 2017	FFY 2018	FFY 2019
Kittery	019394.00 New Construction	Route 103 Beginning at Old Ferry Lane and extending westerly 0.53 of a mile.	Federal	\$598,963	\$14,400	\$18,800	\$565,763	\$0	\$0
			State	\$141,541	\$0	\$100	\$141,441	\$0	\$0
			Local-Other	\$8,200	\$3,600	\$4,600	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$748,704</b>	<b>\$18,000</b>	<b>\$23,500</b>	<b>\$707,204</b>	<b>\$0</b>	<b>\$0</b>
Stages: <input checked="" type="radio"/> PE <input type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating									
Kittery	020286.00 3/4" Overlay	Route 236 Beginning at Route 103 and extending northerly 1.01 miles.	Federal	\$233,312	\$225,973	\$7,339	\$0	\$0	\$0
			State	\$58,328	\$56,493	\$1,835	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$291,640</b>	<b>\$282,466</b>	<b>\$9,174</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			Stages: <input checked="" type="radio"/> PE <input type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
Sanford	020633.00 Capital Equipment Purchase	Urban Transit Capital FTA Section 5339 Capital Assistance Small Urban (Portsmouth) - carryover from 2014.	Federal	\$20,000	\$0	\$20,000	\$0	\$0	\$0
			Local-Other	\$5,000	\$0	\$5,000	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			Stages: <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input type="radio"/> Planning <input checked="" type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
Sanford	020635.00 Capital Equipment Purchase	Urban Transit Capital FTA Section 5339 Capital Assistance Small Urban (Dover-Rochester) - carryover from 2014.	Federal	\$12,373	\$0	\$12,373	\$0	\$0	\$0
			Local-Other	\$3,093	\$0	\$3,093	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$15,466</b>	<b>\$0</b>	<b>\$15,466</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			Stages: <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input type="radio"/> Planning <input checked="" type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
South Berwick	017815.00 Bridge Rehabilitation	Landing Bridge Bridge Deck Replacement: Landing Bridge (#3027) over the Salmon Falls River. Located at the New Hampshire state line. This project to be advertised by New Hampshire DOT. Construction Value shown is the Maine share of this project.	Federal	\$1,439	\$0	\$1,439	\$0	\$0	\$0
			State	\$648,608	\$634,398	\$14,210	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$650,047</b>	<b>\$634,398</b>	<b>\$15,649</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			Stages: <input checked="" type="radio"/> PE <input type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
South Berwick	018747.00 Bridge Removal	Vine Street Varneys Bridge (#3312) over the Great Works River. Located 0.29 of a mile north of Vaughans Lane.	Federal	\$640,000	\$64,000	\$0	\$0	\$576,000	\$0
			State	\$160,000	\$16,000	\$0	\$0	\$144,000	\$0
			<b>Totals:</b>	<b>\$800,000</b>	<b>\$80,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$720,000</b>	<b>\$0</b>
			Stages: <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						

# Maine Department of Transportation

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Federal Fiscal years 2016-2019

Town(s)	WIN Scope	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2015/2016	FFY 2017	FFY 2018	FFY 2019
York	018957.00 Bridge Replacement	<b>Beech Ridge Road</b> Barrell Bridge (#3500) over Dolly Gordon Brook. Located 0.32 of a mile southeast of Saltwater Drive.	State	\$1,000,000	\$0	\$115,000	\$0	\$885,000	\$0
			<b>Totals:</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$115,000</b>	<b>\$0</b>	<b>\$885,000</b>	<b>\$0</b>
			<b>Stages:</b> <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
York	018985.00 Bridge Wearing Surface Replacement	<b>Scotland Bridge Road</b> Scotland Bridge (#2750) over York River. Located 0.05 of a mile north of Major McIntire Road.	State	\$250,000	\$0	\$35,000	\$215,000	\$0	\$0
			<b>Totals:</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$35,000</b>	<b>\$215,000</b>	<b>\$0</b>	<b>\$0</b>
			<b>Stages:</b> <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
York	021709.00 Bridge Replacement	<b>Route 1</b> Cape Neddick Bridge (#2127) over Cape Neddick River. Located 0.12 of a mile north of Route 1A.	Federal	\$560,000	\$0	\$80,000	\$0	\$480,000	\$0
			State	\$140,000	\$0	\$20,000	\$0	\$120,000	\$0
			<b>Totals:</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$0</b>
			<b>Stages:</b> <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
York	021761.00 Bridge Protective Coating	<b>Route 1</b> Rice's Bridge (#2715) over York River. Located 0.12 of a mile west of Ferry Lane.	Federal	\$160,000	\$0	\$24,000	\$0	\$0	\$0
			State	\$40,000	\$0	\$6,000	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			<b>Stages:</b> <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
York County	020615.00 Capital Equipment Purchase	<b>Capital Urban Transit</b> Transit Capital Assistance for York County Community Action Corp, FTA Section 5339 for urbanized area transit, FTA authorized FFY 2015 funds. Calendar Year 2016.	Federal	\$119,464	\$0	\$119,464	\$0	\$0	\$0
			Local-Other	\$29,866	\$0	\$29,866	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$149,330</b>	<b>\$0</b>	<b>\$149,330</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			<b>Stages:</b> <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input type="radio"/> Planning <input checked="" type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						
York County	020617.00 Capital Equipment Purchase	<b>Capital Urban Transit</b> Transit Capital Assistance for York County Community Action Corp, FTA Section 5339 for urbanized area transit, FTA authorized FFY 2015 funds. Calendar Year 2016	Federal	\$105,769	\$0	\$105,769	\$0	\$0	\$0
			Local-Other	\$26,442	\$0	\$26,442	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$132,211</b>	<b>\$0</b>	<b>\$132,211</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			<b>Stages:</b> <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input type="radio"/> Planning <input checked="" type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating						

# Maine Department of Transportation

## Statewide Transportation Improvement Program-STIP

Federal Fiscal years 2016-2019

Town(s)	WIN Scope	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2015/2016	FFY 2017	FFY 2018	FFY 2019
York County	020644.16 Operating Assistance	<b>Urban Transit Operating</b> FTA Section 5307 for operating assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Portsmouth).	Federal	\$167,362	\$0	\$167,362	\$0	\$0	\$0
			State	\$31,208	\$0	\$31,208	\$0	\$0	\$0
			Local-Other	\$10,633	\$0	\$10,633	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$209,203</b>	<b>\$0</b>	<b>\$209,203</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			<b>Stages:</b> <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input checked="" type="radio"/> Operating						
York County	020644.17 Operating Assistance	<b>Urban Transit Operating</b> FTA Section 5307 for operating assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Portsmouth).	Federal	\$167,362	\$0	\$0	\$167,362	\$0	\$0
			State	\$31,208	\$0	\$0	\$31,208	\$0	\$0
			Local-Other	\$10,633	\$0	\$0	\$10,633	\$0	\$0
			<b>Totals:</b>	<b>\$209,203</b>	<b>\$0</b>	<b>\$0</b>	<b>\$209,203</b>	<b>\$0</b>	<b>\$0</b>
			<b>Stages:</b> <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input checked="" type="radio"/> Operating						
York County	020644.18 Operating Assistance	<b>Urban Transit Operating</b> FTA Section 5307 for operating assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Portsmouth).	Federal	\$167,680	\$0	\$0	\$0	\$167,680	\$0
			State	\$7,802	\$0	\$0	\$0	\$7,802	\$0
			Local-Other	\$159,878	\$0	\$0	\$0	\$159,878	\$0
			<b>Totals:</b>	<b>\$335,360</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$335,360</b>	<b>\$0</b>
			<b>Stages:</b> <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input checked="" type="radio"/> Operating						
York County	020644.19 Operating Assistance	<b>Urban Transit Operating</b> FTA Section 5307 for operating assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Portsmouth).	Federal	\$167,680	\$0	\$0	\$0	\$0	\$167,680
			State	\$7,802	\$0	\$0	\$0	\$0	\$7,802
			Local-Other	\$159,878	\$0	\$0	\$0	\$0	\$159,878
			<b>Totals:</b>	<b>\$335,360</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$335,360</b>
			<b>Stages:</b> <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input checked="" type="radio"/> Operating						
York County	022709.00 Operating Assistance	<b>Urban Transit Operating</b> FTA Section 5307 for Operating Assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Dover-Rochester).	Federal	\$94,103	\$0	\$94,103	\$0	\$0	\$0
			State	\$7,802	\$0	\$7,802	\$0	\$0	\$0
			Local-Other	\$15,724	\$0	\$15,724	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$117,629</b>	<b>\$0</b>	<b>\$117,629</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
			<b>Stages:</b> <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input checked="" type="radio"/> Operating						

# Maine Department of Transportation

## Statewide Transportation Improvement Program-STIP

Federal Fiscal years 2016-2019

Town(s)	WIN Scope	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2015/2016	FFY 2017	FFY 2018	FFY 2019
York County	022709.17 Operating Assistance	<b>Urban Transit Operating</b> FTA Section 5307 for Operating Assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Dover- Rochester).	Federal	\$94,103	\$0	\$0	\$94,103	\$0	\$0
			State	\$7,802	\$0	\$0	\$7,802	\$0	\$0
			Local-Other	\$15,724	\$0	\$0	\$15,724	\$0	\$0
			<b>Totals:</b>	<b>\$117,629</b>	<b>\$0</b>	<b>\$0</b>	<b>\$117,629</b>	<b>\$0</b>	<b>\$0</b>
Stages: <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input checked="" type="radio"/> Operating									
York County	022709.18 Operating Assistance	<b>Urban Transit Operating</b> FTA Section 5307 for Operating Assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Dover- Rochester).	Federal	\$111,343	\$0	\$0	\$0	\$111,343	\$0
			State	\$27,324	\$0	\$0	\$0	\$27,324	\$0
			Local-Other	\$84,019	\$0	\$0	\$0	\$84,019	\$0
			<b>Totals:</b>	<b>\$222,686</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$222,686</b>	<b>\$0</b>
Stages: <input type="radio"/> PE <input type="radio"/> ROW <input type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input checked="" type="radio"/> Operating									
York, Eliot, South Berwick	022500.00 Highway Rehabilitation	<b>Route 91</b> Enhanced Scoping beginning at Scotland Bridge Road in York and extending northwesterly 5.62 miles.	Federal	\$172,000	\$86,000	\$86,000	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$172,000</b>	<b>\$86,000</b>	<b>\$86,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Stages: <input checked="" type="radio"/> PE <input checked="" type="radio"/> ROW <input type="radio"/> Con/CE <input type="radio"/> Planning <input type="radio"/> Capital/Equipment <input type="radio"/> Administration <input type="radio"/> Operating									

## METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

(To be submitted with the Statewide Transportation Improvement Program)

The Kittery Area Comprehensive Transportation System (KACTS) Metropolitan Planning Organization, in accordance to Title 23 §450.334 and 23 CFR Part 450 hereby certifies that the transportation improvement process is addressing major issues facing the MPO, and is being carried out in accordance with the following requirements:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b), 1109, and 52004(4)(A) of the MAP-21 (Pub. L. 112) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature: 

Printed Name: Tom Reinauer

Title: Transportation Director

Date: February 29, 2016