

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

## **Transportation Improvement Program**

**Fiscal Years 2018 – 2021**



for the KACTS Metropolitan Planning Organization

ADOPTED BY THE KACTS COMMITTEE ON \_\_\_\_\_, 2018

### **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

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## 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, and Dover-Rochester urbanized areas. The TIP includes all federally funded transportation projects expected for Fiscal Year 2018 through Fiscal Year 2021 in the KACTS MPO capital funding area, which consists of the area inside the Federal urban boundaries of Berwick, Eliot, Kittery, South Berwick and York Maine (Figure 1). The KACTS Planning Area includes all of the area within each municipal boundary (Figure 2). Maps of both these areas can be seen on pages 5 and 6.

A Metropolitan Planning Organization (MPO) 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 typically employ a director and technical staff. Each MPO produces three core products:

- A long-range (at least 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. In most cases, MaineDOT 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 and providing opportunities for proactive public involvement in planning processes. 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 KACTS TIP was prepared by the Southern Maine Planning and Development Commission (SMPDC) and MaineDOT under the direction of the KACTS Policy Committee (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 portion of the urbanized areas, and serve as non-voting members of the Committee.

The Committee selects projects to be funded primarily 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 2018-2021 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 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

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

- An MPO submits to the MaineDOT MPO Coordinator a letter from the MPO 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 Statewide Transportation Improvement Program (STIP).

#### Amendment Thresholds:

- Any change to a project in the current STIP/TIP that impacts the regional air quality conformity emissions analysis used for the current conformity determination;
- Adding or removing a Regionally Significant project;
- Adding or removing a Non-Exempt phase of a project;
- Adding a new project;
- Removing a project;
- Adding a phase to a project that has a substantial cost, as defined in Table 1;
- Making a major change in the scope of a project; including, a significant change in project termini and/or
- Adding statewide projects not specific to a particular locale.

#### TIP ADMINISTRATIVE MODIFICATIONS

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 1 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.

**TABLE 1 STIP FINANCIAL REVISION THRESHOLDS**

<b>STIP Financial Revision Thresholds</b>			
<b>* &lt;\$250,000 Change = Information Only = No Federal Approval Required</b>			
Total Cost of Project Within Approved STIP Years	Amendment Required	Administrative Modification	Information Only*
< \$1 Million	> \$500K	\$250K - \$500K Limit	<\$250K
\$1 Million to \$5 Million	>\$750K	\$250K - \$750K Limit	<\$250K
> \$5 Million to \$10 Million	> \$3 Million	\$1 Million - \$3 Million Limit	<\$1 Million
> \$10 Million to \$50 Million	> \$5 Million	\$2 Million - \$5 Million Limit	<\$2 Million
Over \$50 Million	>\$10 Million	\$5 Million - \$10 Million Limit	<\$5 Million

**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 via means such as printed reports, newsletters, and publication in local newspapers 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. For each project, the annual listing must identify:

- 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.

# KACTS Urbanized Area



FIGURE 1 MAP OF THE KACTS MPO URBANIZED AREA AND CAPITAL FUNDING AREA.

# KACTS Planning Area 2018

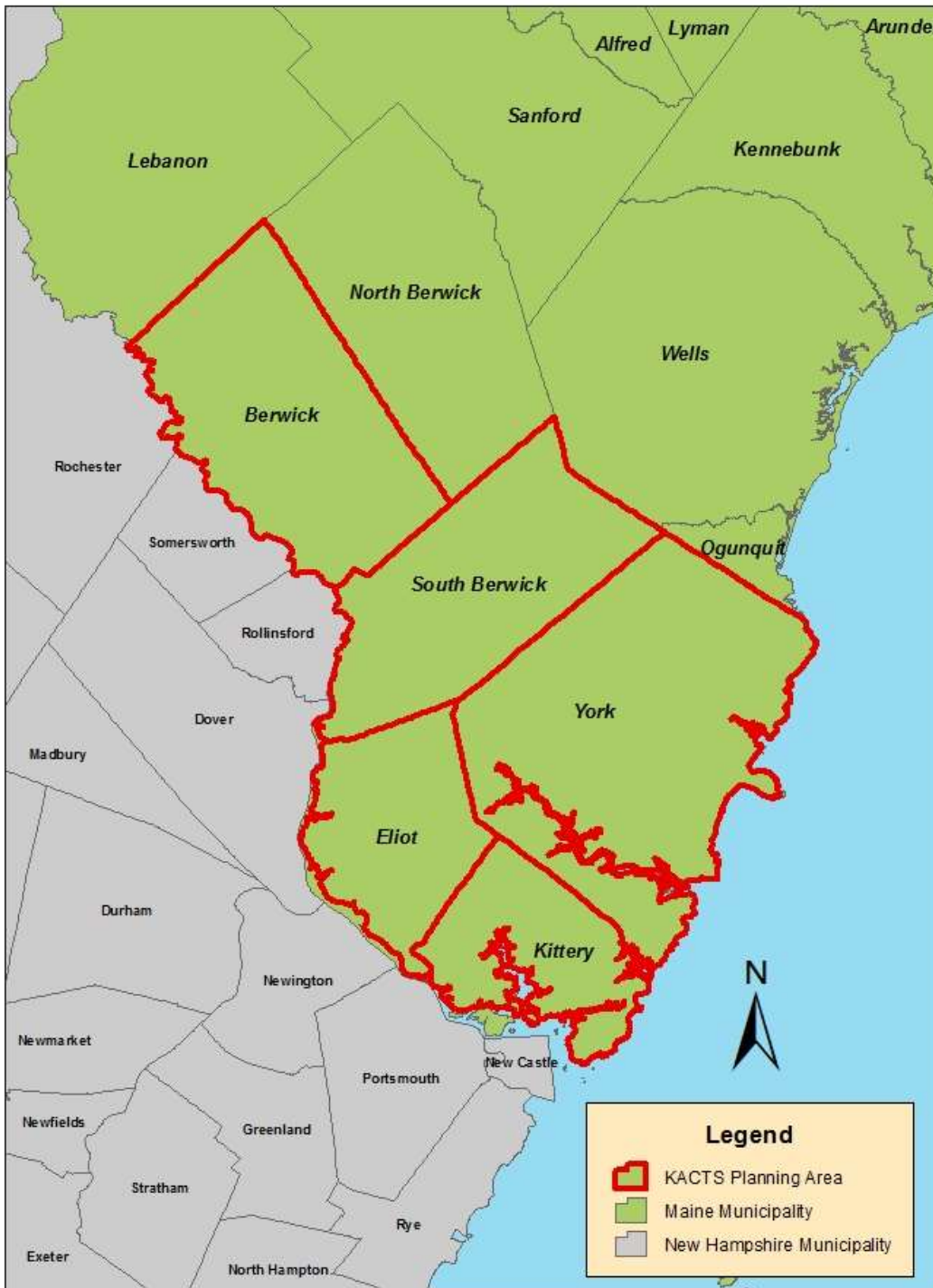


FIGURE 2 MAP OF THE KACTS MPO PLANNING AREA.



## 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. Table 2 outlines the public review and comment period for the KATCS MPO 2018 – 2021 TIP.

**TABLE 2** SCHEDULE FOR KATCS MPO TIP REVIEW AND COMMENT PERIOD

February – June 2017	Preliminary list of projects developed.
	People and organizations on the Committee’s “Interested Parties” list notified.
October 2017	KACTS Staff reviews a preliminary list of projects and funding.
January 8, 2017	Draft TIP list made available.
	Press Release and Interested Parties notified of draft.
	Draft TIP posted on KACTS website.
	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 is 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. Public participation plans should be updated as needed to ensure they are 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. 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 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 KACTS MPO by a set amount, which was agreed upon by both agencies and also approved by the Committee. The Committee will review this agreement at least every other TIP to ensure the amounts and proportions of funding match the services provided. The split amounts are shown in Table 3.

**TABLE 3** TRANSIT ORGANIZATIONS THAT RECEIVE FTA SECTION 5307 FUNDS FROM KACTS MPO

Transit Organization	Percentage of Funds Received
York County Community Action Corporation (YCCAC)	67%
Cooperative Alliance for Seacoast Transportation (COAST)	33%

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 4 for Fiscal Years 2018-2021.

**TABLE 4 FTA OPERATING ASSISTANCE FOR YCCAC**

Fiscal Years 2018 - 2021

<b>Operating</b>	
Fiscal Year	Assistance
2018	\$192,709
2019*	\$192,709
2020*	\$192,709
2021*	\$192,709

\*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 in Table 5 for Fiscal Years 2018-2021.

**TABLE 5 FTA OPERATING ASSISTANCE REQUEST FOR COAST**

Fiscal Years 2018 - 2021

<b>Operating</b>	
Fiscal Year	Assistance
2018	\$94,916
2019*	\$94,916
2020*	\$94,916
2021*	\$94,916

\*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. However, MaineDOT provides funds to each of the state's four MPOs as it 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

MaineDOT 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. For a copy of the Guide, please contact SMPDC.

## 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; and
- 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 any given 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 being in attainment for the 2008 8-hour ozone standard thereby eliminating the requirement for MaineDOT to demonstrate conformity under the Clean Air Act.

**KACTS Region FHWA MPO Sponsored**

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2018	2019	2020	2021	
<b>Kittery</b> 1818400	<b>018184.00</b> Highways Intersection Improvements	PE:	\$272,073	Federal NHPP	\$200,917	\$84,000	\$116,917	\$0	\$0	\$0	
		ROW:	\$38,000	Federal NHS	\$1,627,458	\$0	\$1,627,458	\$0	\$0	\$0	
		CON:	\$1,894,323	Federal STP- Ext	\$78,400	\$80,000	-\$1,600	\$0	\$0	\$0	
		CE:	\$179,073	Local	\$238,347	\$237,156	\$1,191	\$0	\$0	\$0	
		Other:	\$0	State	\$238,347	\$237,156	\$1,191	\$0	\$0	\$0	
		<b>Totals:</b>				<b>\$2,383,469</b>	<b>\$638,311</b>	<b>\$1,745,158</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

*KITTERY, US RTE 1 AND RTE 236  
Located at the intersection of Route 1 and Route 236. KACTS Sponsored.*

<b>Kittery</b> 1865300	<b>018653.00</b> Highways 1 1/4" Overlay	PE:	\$87,742	Federal NHPP	\$595,269	\$15,019	\$0	\$193,416	\$193,416	\$193,416
		ROW:	\$100,000	Federal NHS	\$135,174	\$0	\$67,587	\$67,587	\$0	\$0
		CON:	\$614,571	Local	\$91,305	\$18,774	\$0	\$24,177	\$24,177	\$24,177
		CE:	\$110,740	State	\$91,305	\$18,774	-\$0	\$24,177	\$24,177	\$24,177
		Other:	\$0	<b>Totals:</b>		<b>\$913,054</b>	<b>\$52,568</b>	<b>\$67,587</b>	<b>\$309,358</b>	<b>\$241,771</b>

*KITTERY, ROUTE 103  
Beginning 0.09 of a mile northwest of Main Street and extending easterly 0.31 of a mile; Wentworth Street extending north 0.19 of a mile to Whipple Road. Includes signal at Walker and Wentworth Streets. KACTS Sponsored.*

<b>Kittery</b> 2086700	<b>020867.00</b> Highways 1 1/4" Overlay	PE:	\$50,000	Federal STP	\$368,000	\$4,160	\$146,240	\$108,800	\$108,800	\$0	
		ROW:	\$2,000	Local	\$46,000	\$5,200	\$13,600	\$13,600	\$13,600	\$0	
		CON:	\$376,000	State	\$46,000	\$5,200	\$13,600	\$13,600	\$13,600	\$13,600	\$0
		CE:	\$32,000	<b>Totals:</b>		<b>\$460,000</b>	<b>\$14,560</b>	<b>\$173,440</b>	<b>\$136,000</b>	<b>\$136,000</b>	<b>\$0</b>
		Other:	\$0								

*KITTERY, ROUTE 103  
Beginning at Chauncey Creek Road and extending north 1.17 miles. KACTS Sponsored*

<b>Regional</b>	<b>014272.70</b> System-Wide Mpo Program Management	PE:	\$0	Federal NHS	\$1,787	\$0	\$1,787	\$0	\$0	\$0
		ROW:	\$0	Federal STP	\$161,762	\$0	\$161,762	\$0	\$0	\$0
		CON:	\$171,779	Local	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$0	State	\$8,230	\$0	\$8,230	\$0	\$0	\$0
		Other:	\$0	<b>Totals:</b>		<b>\$171,779</b>	<b>\$0</b>	<b>\$171,779</b>	<b>\$0</b>	<b>\$0</b>

*KACTS, UNPROGRAMMED ALLOCATION  
Transfer WIN for unprogrammed federal and state funding allocated to the Kittery Area Transportation Systems (KACTS).*

<b>York County</b> 0217318	<b>002173.18</b> System-Wide Mpo Program Management	PE:	\$0	Federal	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal MPO	\$135,274	\$0	\$135,274	\$0	\$0	\$0
		CON:	\$0	Federal OTHER	\$0	\$0	\$0	\$0	\$0	\$0
		CE:	\$0	Local	\$8,455	\$0	\$8,455	\$0	\$0	\$0
		Other:	\$169,093	State	\$25,364	\$0	\$25,364	\$0	\$0	\$0
<b>Totals:</b>				<b>\$169,093</b>	<b>\$0</b>	<b>\$169,093</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	



Towns	WIN	Stage	Available	Source	Available	Obligated to Date	2018	2019	2020	2021
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**KACTS PLANNING 2018**

*Kittery Area Comprehensive Transportation System (KACTS) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Kittery region. KACTS Sponsored.*

<b>York County</b>	<b>002173.19</b> System-Wide Mpo Program Management	PE:	\$0	Federal MPO	\$135,274	\$0	\$0	\$135,274	\$0	\$0
		ROW:	\$0	Local	\$8,455	\$0	\$0	\$8,455	\$0	\$0
		CON:	\$0	State	\$25,364	\$0	\$0	\$25,364	\$0	\$0
		CE:	\$0							
		Other:	\$169,093							
<b>Totals:</b>				<b>\$169,093</b>	<b>\$0</b>	<b>\$0</b>	<b>\$169,093</b>	<b>\$0</b>	<b>\$0</b>	

**KACTS PLANNING 2019**

*Kittery Area Comprehensive Transportation System (KACTS) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Kittery region. KACTS Sponsored.*

<b>York County</b>	<b>002173.20</b> System-Wide Mpo Program Management	PE:	\$0	Federal MPO	\$135,274	\$0	\$0	\$0	\$135,274	\$0
		ROW:	\$0	Local	\$8,455	\$0	\$0	\$0	\$8,455	\$0
		CON:	\$0	State	\$25,364	\$0	\$0	\$0	\$25,364	\$0
		CE:	\$0							
		Other:	\$169,093							
<b>Totals:</b>				<b>\$169,093</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$169,093</b>	<b>\$0</b>	

**KACTS PLANNING 2020**

*Kittery Area Comprehensive Transportation System (KACTS) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Kittery region. KACTS Sponsored.*

<b>York</b> 2089900	<b>020899.00</b> Highways Traffic Signals	PE:	\$54,500	Federal STP	\$542,000	\$11,000	\$16,500	\$182,500	\$166,000	\$166,000
		ROW:	\$500	Local	\$79,250	\$5,500	\$0	\$24,583	\$24,583	\$24,583
		CON:	\$551,000	State	\$67,750	\$5,500	\$0	\$20,750	\$20,750	\$20,750
		CE:	\$83,000							
		Other:	\$0							
<b>Totals:</b>				<b>\$689,000</b>	<b>\$22,000</b>	<b>\$16,500</b>	<b>\$227,833</b>	<b>\$211,333</b>	<b>\$211,333</b>	

**YORK, ROUTE 1**

*Located at the intersection of Route 1 and New Connector Road. KACTS Sponsored.*

<b>York</b> STP-2165(100)	<b>021651.00</b> Highways Intersection Improvements	PE:	\$0	Federal STP	\$1,072,107	\$0	\$133	\$133	\$357,369	\$357,236
		ROW:	\$500	Local	\$134,013	\$0	\$17	\$17	\$44,671	\$44,654
		CON:	\$1,339,634	State	\$134,013	\$0	\$17	\$17	\$44,671	\$44,654
		CE:	\$0							
		Other:	\$0							
<b>Totals:</b>				<b>\$1,340,134</b>	<b>\$0</b>	<b>\$167</b>	<b>\$167</b>	<b>\$446,711</b>	<b>\$446,545</b>	

**YORK, ROUTE 1A**

*Located at the intersection of Route 1A and Long Sands Road. KACTS Sponsored.*

**KACTS Region FHWA MaineDOT Sponsored**

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2018	2019	2020	2021
<b>Berwick</b> 2228200	<b>022282.00</b> Highways Bridge Deck Replacement	PE:	\$50,000	Federal STP	\$520,000	\$8,000	\$18,000	\$176,667	\$158,667	\$158,667
		ROW:	\$5,000							
		CON:	\$545,000	State	\$130,000	\$11,000	\$0	\$39,667	\$39,667	\$39,667
		CE:	\$50,000							
		Other:	\$0							
<b>Totals:</b>				<b>\$650,000</b>	<b>\$19,000</b>	<b>\$18,000</b>	<b>\$216,333</b>	<b>\$198,333</b>	<b>\$198,333</b>	

*BERWICK HUBBARD BR#6221  
Hubbard Bridge (#6221) over Little River. Located 0.02 of a mile north of Horns Mill Road.*

<b>Berwick</b> 2228400	<b>022284.00</b> Highways Bridge Rehabilitation	PE:	\$35,000	Federal STP	\$280,000	\$16,000	\$8,000	\$90,667	\$82,667	\$82,667
		ROW:	\$5,000							
		CON:	\$275,000	State	\$70,000	\$4,000	\$2,000	\$22,667	\$20,667	\$20,667
		CE:	\$35,000							
		Other:	\$0							
<b>Totals:</b>				<b>\$350,000</b>	<b>\$20,000</b>	<b>\$10,000</b>	<b>\$113,333</b>	<b>\$103,333</b>	<b>\$103,333</b>	

*BERWICK, NEW DAM BR #6053  
New Dam Bridge (#6053) over Salmon Falls River. Located on the Berwick, Maine- Somersworth, New Hampshire town line.*

<b>Berwick</b> 2260600	<b>022606.00</b> Highways Bridge Rehabilitation	PE:	\$40,000	Federal STP	\$220,000	\$4,000	\$96,000	\$60,000	\$60,000	\$0
		ROW:	\$10,000	Private	\$275,000	\$0	\$91,667	\$91,667	\$91,667	\$0
		CON:	\$450,000	State	\$55,000	\$10,000	\$15,000	\$15,000	\$15,000	\$0
		CE:	\$50,000							
		Other:	\$0							
<b>Totals:</b>				<b>\$550,000</b>	<b>\$14,000</b>	<b>\$202,667</b>	<b>\$166,667</b>	<b>\$166,667</b>	<b>\$0</b>	

*BERWICK-SOM'WRTH, EDDY BR#6048  
Eddy Bridge (#6048) over Salmon Falls River. Located on the Berwick, Maine - Somersworth, New Hampshire state line.*

<b>Eliot</b> 1942900	<b>019429.00</b> Highways Intersection Improvements	PE:	\$225,000	Federal STP	\$188,000	\$140,000	\$16,000	\$16,000	\$16,000	\$0
		ROW:	\$10,000							
		CON:	\$0	State	\$47,000	\$35,000	\$4,000	\$4,000	\$4,000	\$0
		CE:	\$0							
		Other:	\$0							
<b>Totals:</b>				<b>\$235,000</b>	<b>\$175,000</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$0</b>	

*ELIOT, ROUTE 236  
Located at the intersection of Route 236 and Depot Road.*

<b>Eliot</b> 2185600	<b>021856.00</b> Highways Bridge Painting	PE:	\$25,000	Federal STP	\$160,000	\$2,400	\$157,600	\$0	\$0	\$0
		ROW:	\$5,000							
		CON:	\$145,000	State	\$40,000	\$33,600	\$6,400	\$0	\$0	\$0
		CE:	\$25,000							
		Other:	\$0							
<b>Totals:</b>				<b>\$200,000</b>	<b>\$36,000</b>	<b>\$164,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

*ELIOT, STURGEON CREEK BR #3310  
Sturgeon Creek Bridge (#3310) over Sturgeon Creek. Located 0.13 of a mile north of Creek Crossing Road.*

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2018	2019	2020	2021
<b>Kittery</b> 1927000	<b>019270.00</b> Highways Bridge Wearing Surface Replacement	PE:	\$1,060,000	Federal HPP	\$141,000	\$0	\$47,000	\$47,000	\$47,000	\$0
		ROW:	\$0	Federal IM	\$252,000	\$0	\$252,000	\$0	\$0	\$0
		CON:	\$25,558,755	Federal NHPP	\$11,759,866	\$225,000	\$3,844,955	\$3,844,955	\$3,844,955	\$0
		CE:	\$1,330,000	Private	\$14,525,987	\$25,100	\$5,205,562	\$4,647,662	\$4,647,662	\$0
		Other:	\$0	State	\$1,269,902	\$0	\$423,301	\$423,301	\$423,301	\$0
		<b>Totals:</b>			<b>\$27,948,755</b>		<b>\$250,100</b>	<b>\$9,772,818</b>	<b>\$8,962,918</b>	<b>\$8,962,918</b>

**KITRY-PRTSMTMTH, I95/PISCAT 6330**

*I-95/ Piscataqua River Bridge (#6330) over the Piscataqua River and Route 103. Located on the Maine - New Hampshire state line.*

<b>Kittery</b> 1939400	<b>019394.00</b> Bicycle/Pedestrian New Construction	PE:	\$41,000	Federal STP	\$94,800	\$94,800	\$0	\$0	\$0	\$0
		ROW:	\$118,500	Federal STP- Ext	\$32,800	\$14,400	\$9,200	\$9,200	\$0	\$0
		CON:	\$568,803	Federal TAP	\$471,363	\$0	\$0	\$157,121	\$157,121	\$157,121
		CE:	\$20,401	Local	\$149,741	\$27,300	\$2,300	\$41,580	\$39,280	\$39,280
		Other:	\$0	State	\$0	\$0	\$0	\$0	\$0	\$0
		<b>Totals:</b>			<b>\$748,704</b>		<b>\$136,500</b>	<b>\$11,500</b>	<b>\$207,901</b>	<b>\$196,401</b>

**KITTERY -PED SAFETY**

*Beginning at Old Ferry Lane and extending west 0.53 of a mile.*

<b>Kittery</b>	<b>022889.00</b> Highways Flashing Beacon	PE:	\$10,000	Federal HSIP	\$45,000	\$0	\$4,500	\$4,500	\$15,000	\$10,500
		ROW:	\$5,000	State	\$5,000	\$0	\$500	\$500	\$1,667	\$1,167
		CON:	\$25,000							
		CE:	\$10,000							
		Other:	\$0							
		<b>Totals:</b>								

**KITTERY, ROUTE 101**

*Located at the intersection of Route 101 and Picott Road.*

<b>Kittery</b>	<b>023621.00</b> Highways Bridge Wearing Surface Replacement	PE:	\$60,000	Federal STP	\$400,000	\$0	\$17,333	\$17,333	\$133,333	\$116,000
		ROW:	\$5,000	State	\$100,000	\$0	\$4,333	\$4,333	\$33,333	\$29,000
		CON:	\$375,000							
		CE:	\$60,000							
		Other:	\$0							
		<b>Totals:</b>								

**KITTERY POINT BR #3013**

*Kittery Point Bridge (#3013) over Kittery Point. Located 0.08 of a mile east of Bowen Road.*

<b>Regional</b> 1480018	<b>014854.18</b> System-Wide Statewide Program Development	PE:	\$0	Federal	\$0	\$0	\$0	\$0	\$0	\$0
		ROW:	\$0	Federal SPR	\$10,000	\$0	\$10,000	\$0	\$0	\$0
		CON:	\$0	State	\$2,500	\$0	\$2,500	\$0	\$0	\$0
		CE:	\$0							
		Other:	\$12,500							
		<b>Totals:</b>								

**SMPDC 2018**

*Southern Maine Planning and Development Commission (SMPDC) Regional Planning Organization support.*

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2018	2019	2020	2021
<b>Regional</b>	<b>014854.19</b> System-Wide Statewide Program Development	PE:	\$0	Federal SPR	\$10,000	\$0	\$0	\$10,000	\$0	\$0
		ROW:	\$0							
		CON:	\$0	State	\$2,500	\$0	\$0	\$2,500	\$0	\$0
		CE:	\$0							
		Other:	\$12,500							
<b>Totals:</b>					<b>\$12,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>	<b>\$0</b>	<b>\$0</b>

SMPDC 2019  
Southern Maine Planning and Development Commission (SMPDC) Regional Planning Organization support.

<b>Regional</b>	<b>014854.20</b> System-Wide Statewide Program Development	PE:	\$0	Federal SPR	\$10,000	\$0	\$0	\$0	\$10,000	\$0
		ROW:	\$0							
		CON:	\$0	State	\$2,500	\$0	\$0	\$0	\$2,500	\$0
		CE:	\$0							
		Other:	\$12,500							
<b>Totals:</b>					<b>\$12,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>	<b>\$0</b>

SMPDC 2020  
Southern Maine Planning and Development Commission (SMPDC) Regional Planning Organization support.

<b>South Berwick, Berwick, North Berwick, Sanford, Alfred</b> 2328600	<b>023286.00</b> Highways Ultra Thin Bonded Wearing Surface	PE:	\$66,832	Federal STP	\$1,470,310	\$0	\$525,747	\$472,282	\$472,282	\$0
		ROW:	\$0							
		CON:	\$1,670,808	State	\$367,578	\$13,366	\$118,070	\$118,070	\$118,070	\$0
		CE:	\$100,248							
		Other:	\$0							
<b>Totals:</b>				<b>\$1,837,888</b>	<b>\$13,366</b>	<b>\$643,818</b>	<b>\$590,352</b>	<b>\$590,352</b>	<b>\$0</b>	

BERWICK-ALFRED, ROUTE 4  
Beginning 0.13 of a mile south of Driscoll Lane and extending northeasterly 6.23 miles. Continuing 0.07 of a mile north of Route 109 and extending northeasterly 4.27 miles.

<b>South Berwick</b> 1874700	<b>018747.00</b> Highways Bridge Removal	PE:	\$70,000	Federal STP	\$640,000	\$64,000	\$576,000	\$0	\$0	\$0
		ROW:	\$10,000							
		CON:	\$640,000	State	\$160,000	\$16,000	\$144,000	\$0	\$0	\$0
		CE:	\$80,000							
		Other:	\$0							
<b>Totals:</b>				<b>\$800,000</b>	<b>\$80,000</b>	<b>\$720,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

SOUTH BERWICK, VARNEYS BR#3312  
Varneys Bridge (#3312) over the Great Works River. Located 0.29 of a mile north of Vaughans Lane.

<b>South Berwick</b> 2182900	<b>021829.00</b> Highways Highway Improvements	PE:	\$74,500	Federal HSIP	\$276,800	\$0	\$0	\$92,267	\$92,267	\$92,267
		ROW:	\$500	Federal STP	\$60,000	\$21,800	\$19,100	\$19,100	\$0	\$0
		CON:	\$313,000	Local	\$7,500	\$5,500	\$1,000	\$1,000	\$0	\$0
		CE:	\$33,000	State	\$76,700	\$5,500	\$1,000	\$24,067	\$23,067	\$23,067
		Other:	\$0							
<b>Totals:</b>				<b>\$421,000</b>	<b>\$32,800</b>	<b>\$21,100</b>	<b>\$136,433</b>	<b>\$115,333</b>	<b>\$115,333</b>	

SOUTH BERWICK, ROUTE 236  
Located at the intersection of Route 236 and Route 91. KACTS Sponsored.

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2018	2019	2020	2021
<b>South Berwick</b>	<b>023645.00</b> Highways Bridge Improvements	PE:	\$185,000	Federal STP	\$160,000	\$0	\$53,333	\$53,333	\$53,333	\$0
		ROW:	\$15,000							
		CON:	\$0	State	\$40,000	\$0	\$13,333	\$13,333	\$13,333	\$0
		CE:	\$0							
		Other:	\$0							
<b>Totals:</b>					<b>\$200,000</b>	<b>\$0</b>	<b>\$66,667</b>	<b>\$66,667</b>	<b>\$66,667</b>	<b>\$0</b>

**SALMON FALLS BR #5700**

Salmon Falls Bridge (#5700) over Salmon Falls River. Located on the South Berwick, Maine- Rollinsford, New Hampshire state line.

<b>York, Eliot, South Berwick</b> 2250000	<b>022500.00</b> Highways Highway Improvements	PE:	\$275,000	Federal NHPP	\$60,000	\$0	\$20,000	\$20,000	\$20,000	\$0
		ROW:	\$15,000	Federal STP	\$172,000	\$86,000	\$28,667	\$28,667	\$28,667	\$0
		CON:	\$0	State	\$58,000	\$43,000	\$5,000	\$5,000	\$5,000	\$0
		CE:	\$0							
		Other:	\$0							
<b>Totals:</b>					<b>\$290,000</b>	<b>\$129,000</b>	<b>\$53,667</b>	<b>\$53,667</b>	<b>\$53,667</b>	<b>\$0</b>

**YORK-ELIOT-S BERWICK, ROUTE 91**

Beginning at Scotland Bridge Road in York and extending northwest 3.75 miles.

<b>York</b> 2170900	<b>021709.00</b> Highways Bridge Replacement	PE:	\$220,000	Federal STP	\$1,552,000	\$20,000	\$622,667	\$454,667	\$454,667	\$0
		ROW:	\$15,000							
		CON:	\$1,520,000	State	\$388,000	\$20,000	\$140,667	\$113,667	\$113,667	\$0
		CE:	\$185,000							
		Other:	\$0							
<b>Totals:</b>					<b>\$1,940,000</b>	<b>\$40,000</b>	<b>\$763,333</b>	<b>\$568,333</b>	<b>\$568,333</b>	<b>\$0</b>

**YORK, CAPE NEDDICK BR #2127**

Cape Neddick Bridge (#2127) over Cape Neddick River. Located 0.12 of a mile north of Route 1A.

**KACTS Region FTA FTA SECTION 8 / 5303 MaineDOT Sponsored**

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2018	2019	2020	2021	
<b>Sanford</b>	<b>023348.00</b> Public Transportation Administrative Assistance	Admin:	\$37,240	Federal	\$0	\$0	\$0	\$0	\$0	\$0	
				Local	\$0	\$0	\$0	\$0	\$0	\$0	
		<b>Totals:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
		Operating:	\$37,240	Federal	\$29,792	\$0	\$29,792	\$0	\$0	\$0	
				Local	\$7,448	\$0	\$7,448	\$0	\$0	\$0	
		<b>Totals:</b>				<b>\$37,240</b>	<b>\$0</b>	<b>\$37,240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

KACTS, FTA 5303 PLN 2018

Kittery Area Comprehensive Transportation System (KACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2018. Funds are transferred to FHWA.

<b>Sanford</b>	<b>023348.19</b> Public Transportation Administrative Assistance	Admin:	\$37,240	Federal	\$0	\$0	\$0	\$0	\$0	\$0	
				Local	\$0	\$0	\$0	\$0	\$0	\$0	
		<b>Totals:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
		Operating:	\$37,240	Federal	\$29,792	\$0	\$0	\$29,792	\$0	\$0	
				Local	\$7,448	\$0	\$0	\$7,448	\$0	\$0	
		<b>Totals:</b>				<b>\$37,240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,240</b>	<b>\$0</b>	<b>\$0</b>

KACTS, FTA 5303 PLN 2019

Kittery Area Comprehensive Transportation System (KACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2019. Funds are transferred to FHWA.

<b>Sanford</b>	<b>023348.20</b> Public Transportation Administrative Assistance	Admin:	\$37,240	Federal	\$0	\$0	\$0	\$0	\$0	\$0	
				Local	\$0	\$0	\$0	\$0	\$0	\$0	
		<b>Totals:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
		Operating:	\$37,240	Federal	\$29,792	\$0	\$0	\$0	\$29,792	\$0	
				Local	\$7,448	\$0	\$0	\$0	\$7,448	\$0	
		<b>Totals:</b>				<b>\$37,240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,240</b>	<b>\$0</b>

KACTS, FTA 5303 PLN 2020

Kittery Area Comprehensive Transportation System (KACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2020. Funds are transferred to FHWA.

<b>Sanford</b> 023348.21	<b>023348.21</b> Public Transportation Administrative Assistance	Admin:	\$37,240	Federal	\$29,792	\$0	\$0	\$0	\$0	\$29,792	
				Local	\$7,448	\$0	\$0	\$0	\$0	\$7,448	
		<b>Totals:</b>				<b>\$37,240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,240</b>

KACTS, FTA 5303 PLN 2021 - Kittery Area Comprehensive Transportation System (KACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2021. Funds are transferred to FHWA.

**KACTS Region FTA FTA SECTION 9 / 5307 MaineDOT Sponsored**

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2018	2019	2020	2021
<b>York County</b>	<b>020644.18</b> Public Transportation Operating Assistance	Operating:	\$345,828	Federal	\$172,914	\$0	\$172,914	\$0	\$0	\$0
				Local	\$141,706	\$0	\$141,706	\$0	\$0	
				State	\$31,208	\$0	\$31,208	\$0	\$0	
				<b>Totals:</b>	<b>\$345,828</b>	<b>\$0</b>	<b>\$345,828</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

PORTSMOUTH, FTA 5307 OPER 2018  
FTA Section 5307 for Operating Assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Portsmouth).

<b>York County</b>	<b>020644.19</b> Public Transportation Operating Assistance	Operating:	\$345,828	Federal	\$172,914	\$0	\$0	\$172,914	\$0	\$0
				Local	\$141,706	\$0	\$0	\$141,706	\$0	\$0
				State	\$31,208	\$0	\$0	\$31,208	\$0	\$0
				<b>Totals:</b>	<b>\$345,828</b>	<b>\$0</b>	<b>\$0</b>	<b>\$345,828</b>	<b>\$0</b>	<b>\$0</b>

PORTSMOUTH, FTA 5307 OPER 2019  
FTA Section 5307 for Operating Assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Portsmouth).

<b>York County</b>	<b>020644.20</b> Public Transportation Operating Assistance	Operating:	\$345,828	Federal	\$172,914	\$0	\$0	\$0	\$172,914	\$0
				Local	\$141,706	\$0	\$0	\$0	\$141,706	\$0
				State	\$31,208	\$0	\$0	\$0	\$31,208	\$0
				<b>Totals:</b>	<b>\$345,828</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$345,828</b>	<b>\$0</b>

PORTSMOUTH, FTA 5307 OPER 2020  
FTA Section 5307 for Operating Assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Portsmouth).

<b>York County</b> 020644.21	<b>020644.21</b> Public Transportation Operating Assistance	Operating:	\$345,828	Federal	\$172,914	\$0	\$0	\$0	\$0	\$172,914
				Local	\$141,706	\$0	\$0	\$0	\$0	\$141,706
				State	\$31,208	\$0	\$0	\$0	\$0	\$31,208
				<b>Totals:</b>	<b>\$345,828</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

PORTSMOUTH, FTA 5307 OPER 2021 - FTA Section 5307 for Operating Assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Portsmouth).

<b>York County</b>	<b>022709.18</b> Public Transportation Operating Assistance	Operating:	\$200,000	Federal	\$100,000	\$0	\$100,000	\$0	\$0	\$0
				Local	\$92,198	\$0	\$92,198	\$0	\$0	\$0
				State	\$7,802	\$0	\$7,802	\$0	\$0	\$0
				<b>Totals:</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

DOVER/ROCH, NH FTA 5307 2018  
FTA Section 5307 for Operating Assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Dover-Rochester).

Towns Fed Project # Description	WIN Asset Scope	Stage	Available	Source	Available	Obligated to Date	2018	2019	2020	2021
York County	022709.19 Public Transportation Operating Assistance	Operating:	\$200,000	Federal	\$100,000	\$0	\$0	\$100,000	\$0	\$0
				Local	\$92,198	\$0	\$0	\$92,198	\$0	\$0
				State	\$7,802	\$0	\$0	\$7,802	\$0	\$0
				<b>Totals:</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>

DOVER/ROCH, NH FTA 5307 2019  
FTA Section 5307 for Operating Assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Dover-Rochester).

York County	022709.20 Public Transportation Operating Assistance	Operating:	\$200,000	Federal	\$100,000	\$0	\$0	\$0	\$100,000	\$0
				Local	\$92,198	\$0	\$0	\$0	\$92,198	\$0
				State	\$7,802	\$0	\$0	\$0	\$7,802	\$0
				<b>Totals:</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>

DOVER/ROCH, NH STA 5307 2020  
FTA Section 5307 for Operating Assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Dover-Rochester).

York County 022709.21	022709.21 Public Transportation Operating Assistance	Operating:	\$200,000	Federal	\$100,000	\$0	\$0	\$0	\$0	\$100,000
				Local	\$92,198	\$0	\$0	\$0	\$0	\$92,198
				State	\$7,802	\$0	\$0	\$0	\$0	\$7,802
				<b>Totals:</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>

DOVER/ROCH, NH STA 5307 2021 - FTA Section 5307 for Operating Assistance - Kittery Area Comprehensive Transportation System (KACTS) urban area (Dover-Rochester).