

**TRANSPORTATION IMPROVEMENT
PROGRAM
FISCAL YEARS 2011-2014**

**Strafford Regional Planning Commission
Strafford Metropolitan Planning Organization**

**By the Strafford Metropolitan Planning Organization's
Policy Committee**

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This Plan has been prepared by the Strafford Regional Planning Commission in cooperation with the U.S. Department of Transportation - Federal Highway Administration. The contents of the report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration, Federal Transit Administration, or the New Hampshire Department of Transportation.

Strafford Metropolitan Planning Organization
FY 2011-2014 Transportation Improvement Program

Table of Contents

Introduction	3
Development of the TIP	5
Relationship of the SMPO TIP to the State TIP (STIP)	7
Relationship Between the TIP & the Metropolitan Transportation Plan	7
Financial Analysis	9
Maintenance and Operations	19
Air Quality Conformity Analysis & Determination	20
Progress Made During the 2009-2012 TIP	24
Projects Included In The TIP	26

Introduction

The *Transportation Improvement Program* (TIP) is a staged multi-year program of regional transportation improvement projects scheduled for implementation in the Strafford Metropolitan Planning Organization (SMPO) area over the next four succeeding federal fiscal years (FY 2011, 2012, 2013, and 2014). This program of projects is represented in **Table 7** of this document. It is prepared by the SMPO in accordance with joint federal metropolitan planning regulations, 23 CFR 450, issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation. The projects identified are prioritized by year and have been selected for funding, as jointly agreed upon by the SMPO and the NHDOT.

The TIP must include all transportation projects within the SMPO area proposed for federal funding under Title 23 or the Federal Transit Act, as well as any regionally significant project that will require a federal action. Federally funded transportation projects that do not appear on the TIP may not continue towards implementation. Projects listed on the TIP must be consistent with the MPO's Transportation Plan, and the TIP itself must be found to conform to the state's SIP (the State Implementation Plan for air quality attainment). Under conformity rules, "consistent with" the transportation plan is interpreted to mean that TIP projects must be specifically recommended in the Plan.

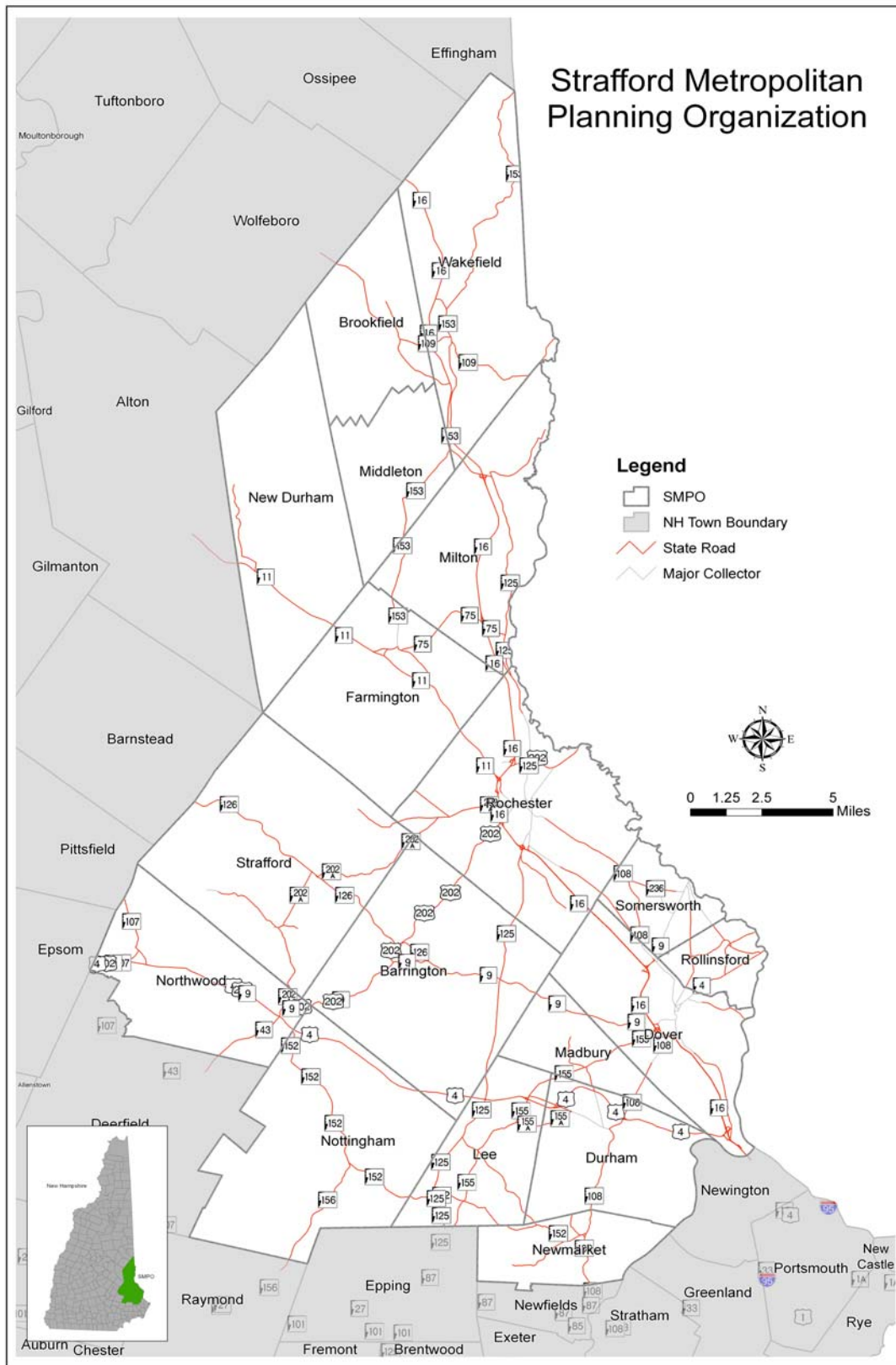
The SMPO TIP is prepared by the staff of the Strafford Regional Planning Commission (SRPC) and is reviewed and endorsed by the SMPO Technical Advisory (TAC). Final TIP endorsement is received from the SMPO Policy Committee. The SRPC is the designated MPO for the Dover-Rochester, NH–ME urbanized area. The metropolitan area (study area) is shown in **Figure 1** of this document.

The SMPO's TIP development process substantially changed over the past two decades in response to the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA), the 1990 Clean Air Act Amendments (CAAA), the Transportation Equity Act for the 21st Century (TEA 21), and most recently the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). These laws place strong emphasis on the development of both Transportation Plans and TIPs which:

- reflect locally established project priorities
- are financially realistic
- are consistent with the State's plan for air quality attainment (the 'SIP')
- developed with meaningful public involvement

Strafford Metropolitan Planning Organization
FY 2011-2014 Transportation Improvement Program

Figure 1: Strafford MPO Planning Region



Development of the TIP

Every two years, the SMPO solicits project proposals from communities and other local and regional organizations to be considered in the regional transportation planning process. This process and the resultant documents serve as the basis for transportation planning in the region. The SRPC began the current two-year cyclic process of updating its TIP early in early 2009. As part of this process, the SMPO verified project priorities already in the plan and solicited project proposals to consider transportation improvements not included in the current Metropolitan Transportation Plan. Communities and other appropriate organizations were encouraged to evaluate their priorities for highway, bridge, bike/pedestrian, transit, and other transportation projects now in preparation for the application process.

In order to implement the goals set forth in the Transportation Equity Act for the 21st Century (TEA 21), and the 1990 Clean Air Act Amendments, the SRPC utilizes a set of project selection procedures and criteria to assist in setting regional priorities for transportation improvements. These procedures are intended to: (1) assist municipalities and other organizations in developing and submitting transportation improvement projects, and (2) guide the SMPO in prioritizing transportation improvements to be included in the Metropolitan Transportation Plan and TIP. Since their adoption in 1995, the procedures have been modified to incorporate regulatory changes, legislative directives from New Hampshire General Court, and modifications identified in subsequent TIP/Metropolitan Transportation Plan development cycles.

The SMPO, according to federal regulations, is also required to meet specified minimum standards for public involvement in transportation planning. The SRPC, through a variety of public newspapers and postings in public offices and libraries, invited and encouraged the public to attend public hearings and discuss the process as well as voice opinions on the current transportation system, and future transportation project priorities for inclusion in the Metropolitan Transportation Plan and TIP. A project proposal workshop designed for applicants served as a forum for staff and applicants to discuss project eligibility, application forms, and the project selection process and time line. Copies of the documents are distributed to and made available at Public Libraries in the Cities of Dover and Rochester, and the SRPC Office in the City of Dover and the website (www.strafford.org).

Municipalities, transportation agencies, and other public bodies are eligible and were encouraged to submit project proposals through this process. In addition, private entities are eligible to submit proposals, provided they received the endorsement of the municipality or municipalities for which they are proposed and provided that the project sponsor has identified the source of the necessary matching funds that will be utilized. The public was encouraged to identify transportation problems and propose possible solutions for projects to be funded with federal funds, via TAC representatives to the SMPO, presentations to municipal legislative bodies, meetings with municipal staff, and through the public hearing process. Municipalities must have the endorsement of the community's Board of Selectmen or Town/City Council. It was asked that the governing body of the organization specifically endorse projects submitted by transit or private not-for-profit organizations. The SMPO staff met with every municipality, transit provider, and the University of New Hampshire for this phase of the project solicitation process.

Strafford Metropolitan Planning Organization
FY 2011-2014 Transportation Improvement Program

Please refer to **Table 1** – *Important Dates in the Project Selection Process* and **Figure 2** - *Timeline of Actions and Milestones* for a flowchart outlining the Metropolitan Transportation Plan and TIP update process.

SRPC and RPC were the Seacoast MPO until the Governor redesignated the MPOs into the Strafford and Rockingham MPOs coterminous with regional planning commission boundaries in August 2007.

Table 1: Important Dates in the Project Selection Process

DATE	ACTION
December 15, 2008	SMPO TIP Development Begins – Project Solicitation
May 01, 2009	SMPO Submits Draft TIP to NHDOT
August 23, 2009	NHDOT Submits Draft Ten-Year Plan to GACIT
September-October 2009	GACIT Holds Public Hearings Statewide to Obtain Input on the Ten-Year Plan
December 08, 2009	GACIT Submits Draft Ten-Year Plan to Governor
December 21, 2009	Governor Submits Ten-Year Plan to Legislature
June 29, 2010	Legislature Approves Ten-Year Plan
October 01, 2010	Scheduled: SMPO’s TAC Considers Endorsement of 2011-2014 TIP
October 15, 2010	Scheduled: SMPO’s Policy Committee Considers Approval of 2011-2014 TIP
October 2010	Scheduled: NHDOT Submits STIP to FHWA/FTA for Approval
November 2010	Approved 2011-2014 STIP
December 2010	SMPO TIP Development Begins for 2013-2016

Relationship Between the MPO TIP and the State TIP (STIP)

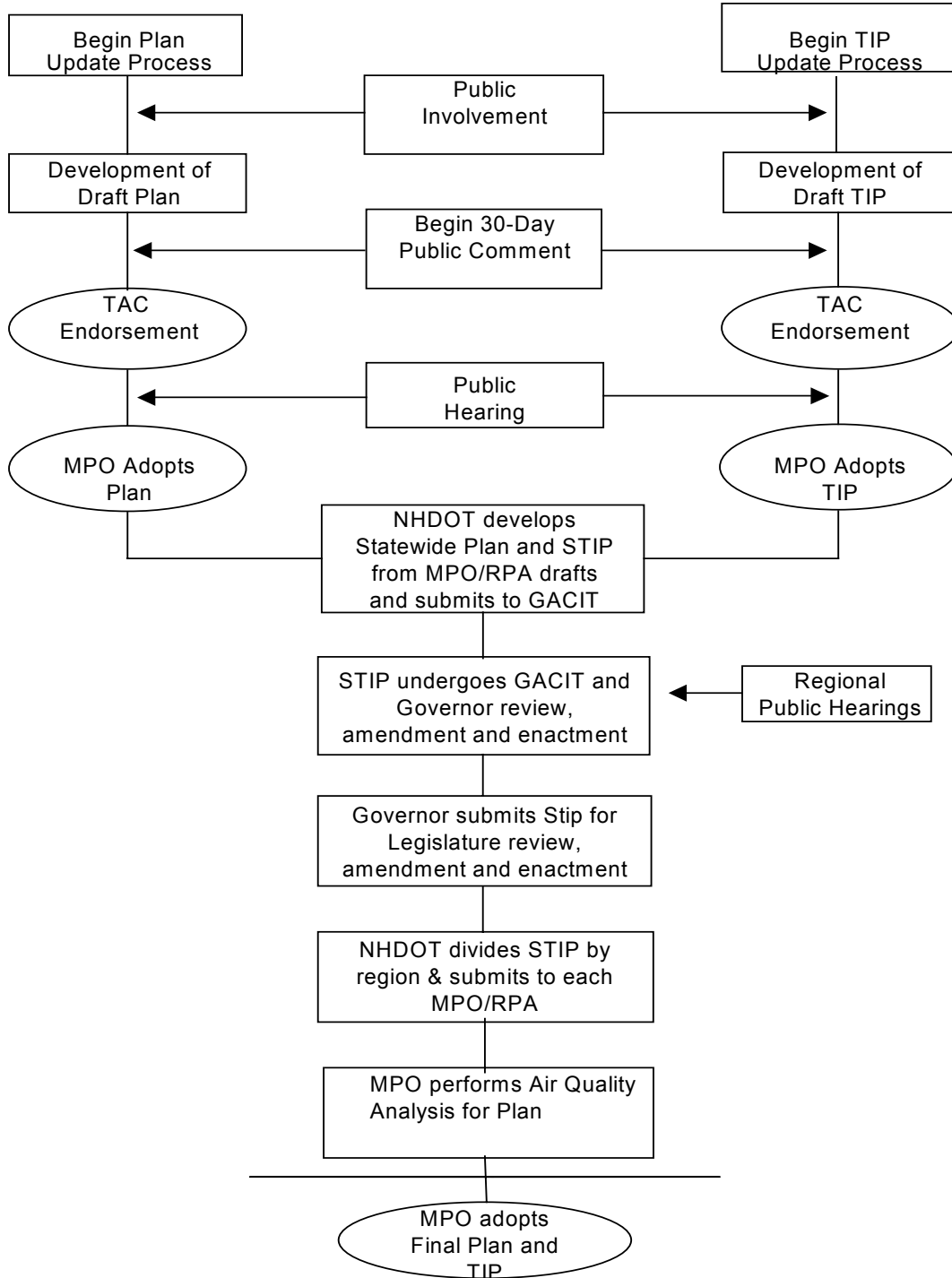
The federal Metropolitan Planning Rules require that the TIP, when adopted by the MPO and approved by the Governor, be included without modification in the STIP. Under the New Hampshire's TIP/STIP development process, the NHDOT receives an adopted draft TIP that becomes subject to revision by the NHDOT, the Governor, Governor's Advisory Commission on Intermodal Transportation (GACIT), and the State Legislature. After final action by the Legislature, the SMPO will be asked to adopt a final TIP, which may include changes to the adopted draft not considered or approved by the SMPO. The SMPO will review the final draft for such changes and determine whether or not the TIP continues to conform to NH SIP; that it remains financially constrained; that it reflects the project specific content of the adopted SMPO Metropolitan Transportation Plan; and that it continues to represent local and regional priorities.

Relationship Between the TIP & the Metropolitan Transportation Plan

The Metropolitan Transportation Plan is the long-range plan for transportation improvements in the region. The 2009–2035 Metropolitan Transportation Plan was adopted in September 2008 by the SMPO Policy Committee, and incorporates the TIP as the short range, project specific component. The 2011-2014 TIP will replace the 2009-2012 TIP currently referenced in the 2009-2035 Metropolitan Transportation Plan when the Final TIP is adopted. An updated Metropolitan Transportation Plan (2011-2035 Plan) that incorporates the new TIP as well as the air quality conformity determination will be proposed for adoption in coordination with the 2011-2014 TIP.

Strafford Metropolitan Planning Organization
 FY 2011-2014 Transportation Improvement Program

Figure 2: Development of the SMPO Metropolitan Transportation Plan and TIP



Financial Analysis

The metropolitan planning rules require that each year of the TIP be financially constrained. For the first two years of the four-year TIP, projects must be limited to those for which funds are committed. Projects for which operating and construction funds cannot be reasonably expected to be available must be omitted. Based upon information supplied by the NHDOT, the MPO has determined that the FY 2011-2014 TIP as presented is financially constrained.

This determination is based upon theoretical funding allocations provided to the MPOs by NHDOT. A percentage of the total federal dollars is allocated to each of the planning regions in the state. The percentage of total funding is derived using a combination of population figures for each region along with a formula that takes into account lane miles and road classification to establish the appropriate funding level. The theoretical percentage of the total federal funding for the Strafford Region based on these formulas is 10.1% of the total federal dollars or \$24,508,296.

In addition to show constraint the TIP must also show the following:

- 1) For all projects requiring state or local match, the SMPO assumes that the match will be made available in a timely manner;
- 2) For all projects including federal funds and programmed by the NHDOT for FY 2011, 2012, 2013, and 2014 the SMPO assumes that the NHDOT has determined that the required funds by year and category will be available.
- 3) An inflation rate of 3.2 percent was used to reflect year of expenditure dollars, as determined by NHDOT and FHWA.

Methodology for Calculating Financial Constraint:

Revenue:

State Totals:

- 1) The Total Federal Revenues, State revenues, and local revenues are tallied for each fiscal year from the “Composite list” provided for use by NHDOT.
- 2) Using the “Theoretical Funding Allocations” provided by NH DOT, the total federal funding was split up by funding category.

Regional Totals:

- 3) The Federal funding programmed for “Statewide” programs is subtracted from the Federal Total Revenues.
- 4) The State funding programmed for “Statewide” programs is subtracted from the state total revenues.
- 5) The local funding programmed for “Statewide” programs is subtracted from the local total revenues.
- 6) Using the “Theoretical Funding Allocations” worksheet provided by NH DOT, the remaining federal funding was split up by funding category.

$$(Fed_{total} - Fed_{Statewide}) * Funding\ Category\ \% = Funding\ Category\ Total$$

- 7) The SRPC portion of the federal, state, and local funding were calculated using the “Theoretical Funding Allocations” provided by NH DOT. The theoretical SRPC allocations are 10.1% of the funding categories applicable to “Both” urban and rural areas, and 19.1% of the “MPO” specific funding categories. To show financial constraint, NH DOT has advised that SRPC assume for each fiscal year our regional allocation of “Turnpike” funding is equal to SRPC’s regional portion of Total Turnpike funding (no theoretical allocation is applied to turnpike funding).

$$Funding\ Category\ (Both) * 10.1\% = SRPC\ Theoretical\ Revenue$$

$$Funding\ Category\ (MPO) * 19.1\% = SRPC\ Theoretical\ Revenue$$

- 8) The remaining State and local funding are multiplied by 10.1% to find the theoretical SRPC allocation of state and local revenues.

$$(State_{total} - State_{Statewide}) * 10.1\% = SRPC \text{ Theoretical State Revenue}$$
$$(Local_{total} - Local_{Statewide}) * 10.1\% = SRPC \text{ Theoretical Local Revenue}$$

Programmed:

- 1) The “SRPC Programmed Funding” sheet shows federal funding programmed from FY 2011 - FY 2014 broken up into funding category. The programmed funding does not include federal dollars for “Statewide” programs, which are subtracted before any calculations were made.
- 2) The programmed funding was derived by tallying up each years committed federal, state, and local funding from the “Composite” worksheet provided by the NHDOT. This is the worksheet MPOs were asked to compile their “Project Lists” from.
- 3) For each year, federal programmed funding was reported by funding category associated with individual regional project.

Balance Sheet:

- 1) The “Revenue” and “Programmed” funding sheets were compared to show the balance. This involved subtracting the programmed expenses from the expected revenues.
- 2) The results obtained are shown on the Balance sheet and tallied for each year.

NH Total Revenues		Fy 11	FY 12	FY 13	FY 14
FHWA Funding Category	% of Total Fed \$				
Bridge Off System	2.09%	\$4,839,056	\$4,819,428	\$4,185,577	\$3,390,735
Bridge On/Off System	11.65%	\$26,904,666	\$26,795,534	\$23,271,387	\$18,852,145
Forest Highways	0.00%	\$0	\$0	\$0	\$0
Congestion Mitigation and Air Quality Program	5.62%	\$12,992,802	\$12,940,100	\$11,238,219	\$9,104,079
Coordinated Border Infrastructure Program - Formula	0.18%	\$408,605	\$406,948	\$353,426	\$286,310
Equity Bonus (Flexible)	4.07%	\$9,411,876	\$9,373,699	\$8,140,870	\$6,594,917
Earmarks	6.74%	\$15,567,472	\$15,504,327	\$13,465,199	\$10,908,155
Highway Safety Improvement Program (HSIP)	3.45%	\$7,966,114	\$7,933,802	\$6,890,348	\$5,581,870
Interstate Maintenance	11.98%	\$27,683,847	\$27,571,555	\$23,945,345	\$19,398,119
Local Tech Assistance Program	0.07%	\$166,582	\$165,906	\$144,086	\$116,724
National Highway System	23.85%	\$55,096,406	\$54,872,923	\$47,656,038	\$38,606,146
National Scenic Byways Program	0.15%	\$356,961	\$355,513	\$308,756	\$250,123
Recreational Trails	0.78%	\$1,793,122	\$1,785,849	\$1,550,974	\$1,256,444
Safe Routes to School	0.53%	\$1,227,946	\$1,222,966	\$1,062,121	\$860,424
STP-Areas Less Than 200K	8.53%	\$19,706,973	\$19,627,038	\$17,045,690	\$13,808,710
STP-Areas Over 200K	0.91%	\$2,096,901	\$2,088,396	\$1,813,730	\$1,469,302
STP-Enhancement	2.12%	\$4,907,861	\$4,887,953	\$4,245,090	\$3,438,946
STP-Non Urban Areas Under 5K	1.70%	\$3,929,097	\$3,913,160	\$3,398,501	\$2,753,125
STP-Rail	0.58%	\$1,350,741	\$1,345,262	\$1,168,333	\$946,467
STP-Safety	0.08%	\$178,699	\$177,974	\$154,567	\$125,214
STP-State Flexible	7.00%	\$16,176,551	\$16,110,936	\$13,992,026	\$11,334,937
Subtotal FHWA Revenues:		\$212,762,279	\$211,899,268	\$184,030,284	\$149,082,893

FTA Funding Category	% of Total Fed \$	Fy 11	FY 12	FY 13	FY 14
FTA Section 5307 Capital and Subsidy (Operating) Program	4.07%	\$9,408,660	\$9,370,496	\$8,138,089	\$6,592,664
FTA Section 5309 Capital Funding Program - Formula	0.24%	\$560,032	\$557,761	\$484,404	\$392,416
FTA Section 5310 Capital Program	0.33%	\$768,839	\$765,720	\$665,013	\$538,727
FTA Section 5311 Capital & Operating Program	2.4%	\$5,515,759	\$5,493,386	\$4,770,896	\$3,864,902
FTA Section 5313/5314 Planning & Tech Studies	0.04%	\$96,750	\$96,358	\$83,685	\$67,793
FTA Section 5316 JARC	0.33%	\$767,834	\$764,720	\$664,144	\$538,023
FTA Section 5317 New Freedoms	0.32%	\$748,737	\$745,700	\$647,625	\$524,641
FTA Section 5303 Metro Planning	0.16%	\$370,517	\$369,014	\$320,481	\$259,622
Subtotal FTA Revenues:		\$18,237,128	\$18,163,154	\$15,774,337	\$12,778,787
Subtotal Federal (FHWA & FTA) Revenue:		\$230,999,407	\$230,062,423	\$199,804,621	\$161,861,680

State Revenues		Fy 11	FY 12	FY 13	FY 14
State Revenues Sources:		\$117,860,015	164,580,055	\$147,553,446	\$137,650,867
Subtotal State Revenue:		\$117,860,015	\$164,580,055	\$147,553,446	\$137,650,867

Local & Other Revenues		Fy 11	FY 12	FY 13	FY 14
Local Revenue Sources:		\$19,833,090	\$29,829,678	\$27,289,598	\$14,209,037
Subtotal Local Revenue:		\$19,833,090	\$29,829,678	\$27,289,598	\$14,209,037

Total Transportation Revenue:		\$368,692,513	\$424,472,156	\$374,647,665	\$313,721,585
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SRPC Revenues	Fy 11	FY 12	FY 13	FY 14
FHWA Funding Category				
Bridge Off System	\$346,287	\$362,523	\$302,308	\$221,178
Bridge On/Off System	\$1,925,321	\$2,015,592	\$1,680,801	\$1,229,728
Forest Highways	\$0	\$0	\$0	\$0
Congestion Mitigation and Air Quality Program	\$1,758,289	\$1,840,729	\$1,534,983	\$1,123,043
Coordinated Border Infrastructure Program - Formula	\$0	\$0	\$0	\$0
Equity Bonus (Flexible)	\$673,522	\$705,101	\$587,983	\$430,187
Earmarks	\$1,114,021	\$1,166,254	\$972,539	\$711,541
Highway Safety Improvement Program (HSIP)	\$570,062	\$596,790	\$497,663	\$364,106
Interstate Maintenance	\$1,981,079	\$2,073,965	\$1,729,479	\$1,265,342
Local Tech Assistance Program	\$11,921	\$12,480	\$10,407	\$7,614
National Highway System	\$3,942,745	\$4,127,607	\$3,442,009	\$2,518,285
National Scenic Byways Program	\$25,544	\$26,742	\$22,300	\$16,316
Recreational Trails	\$128,317	\$134,334	\$112,021	\$81,958
Safe Routes to School	\$87,873	\$91,993	\$76,713	\$56,126
STP-Areas Less Than 200K	\$1,410,248	\$1,476,369	\$1,231,144	\$900,744
STP-Areas Over 200K	\$283,769	\$297,074	\$247,730	\$181,247
STP-Enhancement	\$351,211	\$367,678	\$306,606	\$224,323
STP-Non Urban Areas Under 5K	\$281,169	\$294,353	\$245,460	\$179,587
STP-Rail	\$96,660	\$101,192	\$84,384	\$61,738
STP-Safety	\$12,788	\$13,387	\$11,164	\$8,168
STP-State Flexible	\$1,157,608	\$1,211,884	\$1,010,589	\$739,380
Subtotal SPRC Portion of FHWA Revenue:	\$16,158,435	\$16,916,048	\$14,106,284	\$10,320,611

FTA Funding Category	Fy 11	FY 12	FY 13	FY 14
FTA Section 5307 Capital and Subsidy (Operating) Program	\$1,273,255	\$1,332,953	\$1,111,549	\$813,245
FTA Section 5309 Capital Funding Program - Formula	\$75,788	\$79,341	\$66,163	\$48,407
FTA Section 5310 Capital Program	\$104,045	\$108,924	\$90,831	\$66,455
FTA Section 5311 Capital & Operating Program	\$0	\$0	\$0	\$0
FTA Section 5313/5314 Planning & Tech Studies	\$6,924	\$7,248	\$6,044	\$4,422
FTA Section 5316 JARC	\$54,947	\$57,523	\$47,969	\$35,095
FTA Section 5317 New Freedoms	\$53,580	\$56,092	\$46,775	\$34,222
FTA Section 5303 Metro Planning	\$50,141	\$52,492	\$43,773	\$32,026
Subtotal SPRC Portion of FTA Revenue:	\$1,618,680	\$1,694,574	\$1,413,105	\$1,033,873
Subtotal SRPC Portion of Federal (FHWA & FTA) Revenue:	\$17,777,114	\$18,610,622	\$15,519,388	\$11,354,484

State Revenues	Fy 11	FY 12	FY 13	FY 14
SPRC Portion of State Revenue:	\$8,628,906	\$14,701,728	\$13,994,508	\$11,022,833
SPRC Turnpike Funding Allocation	\$32,425,302	\$19,018,394	\$8,993,964	\$28,513,904
Subtotal SRPC Portion of State Revenue:	\$41,054,208	\$33,720,122	\$22,988,472	\$39,536,737
Local & Other Revenues	Fy 11	FY 12	FY 13	FY 14
SPRC Portion of Local Revenue:	\$1,603,344	\$2,558,883	\$2,299,103	\$977,967
Subtotal SRPC Portion of Local Revenue:	\$1,603,344	\$2,558,883	\$2,299,103	\$977,967
Total SRPC Portion of Transportation Revenue:	\$60,434,666	\$54,889,627	\$40,806,963	\$51,869,187

Programmed Regional Expenditures	SRPC Regional Total of Programmed Expenditures FY 2011	SRPC Regional Total of Programmed Expenditures FY 2012	SRPC Regional Total of Programmed Expenditures FY 2013	SRPC Regional Total of Programmed Expenditures FY 2014	Total FHWA Funding by Category
FHWA Funding Category:					
Bridge Off System	\$320,000	\$0	\$0	\$0	\$320,000
Bridge On/Off System	\$0	\$1,816,320	\$0	\$0	\$1,816,320
Forest Highways	\$0	\$0	\$0	\$0	\$0
Congestion Mitigation and Air Quality Program	\$543,776	\$0	\$0	\$0	\$543,776
Coordinated Border Infrastructure Program - Formula	\$0	\$0	\$0	\$0	\$0
Equity Bonus (Flexible)	\$8,000	\$1,150,336	\$0	\$0	\$1,158,336
Earmarks	\$0	\$0	\$0	\$0	\$0
Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
Interstate Maintenance	\$0	\$0	\$0	\$0	\$0
Local Tech Assistance Program	\$0	\$0	\$0	\$0	\$0
National Highway System	\$16,000	\$0	\$24,000	\$439,640	\$479,640
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
Recreational Trails	\$0	\$0	\$0	\$0	\$0
Safe Routes to School	\$0	\$0	\$0	\$0	\$0
STP-Areas Less Than 200K	\$8,000	\$1,150,336	\$0	\$0	\$1,158,336
STP-Areas Over 200K	\$0	\$0	\$0	\$0	\$0
STP-Enhancement	\$138,400	\$1,237,891	\$782,388	\$0	\$2,158,679
STP-Non Urban Areas Under 5K	\$0	\$0	\$0	\$0	\$0
STP-Rail	\$0	\$0	\$0	\$0	\$0
STP-Safety	\$0	\$0	\$0	\$0	\$0
STP-State Flexible	\$294,000	\$0	\$0	\$0	\$294,000
Subtotal FHWA Programmed:	\$1,328,176	\$5,354,883	\$806,388	\$439,640	\$7,929,087

FTA Funding Category:	SRPC Regional Total of Programmed Expenditures FY 2011	SRPC Regional Total of Programmed Expenditures FY 2012	SRPC Regional Total of Programmed Expenditures FY 2013	SRPC Regional Total of Programmed Expenditures FY 2014	Total FTA Funding by Category
FTA Section 5307 Capital and Subsidy (Operating) Program	\$1,966,800	\$2,026,800	\$2,072,950	\$1,452,300	\$7,518,850
FTA Section 5309 Capital Funding Program - Formula	\$0	\$0	\$0	\$0	\$0
FTA Section 5310 Capital Program	\$0	\$0	\$0	\$0	\$0
FTA Section 5311 Capital & Operating Program	\$0	\$0	\$0	\$0	\$0
FTA Section 5313/5314 Planning & Tech Studies	\$0	\$0	\$0	\$0	\$0
FTA Section 5316 JARC	\$0	\$0	\$0	\$0	\$0
FTA Section 5317 New Freedoms	\$0	\$0	\$0	\$0	\$0
FTA Section 5303 Metro Planning	\$0	\$0	\$0	\$0	\$0
Subtotal FTA Programmed:	\$1,966,800	\$2,026,800	\$2,072,950	\$1,452,300	\$7,518,850
Subtotal Federal (FHWA & FTA) Programmed:	\$3,294,976	\$7,381,683	\$2,879,338	\$1,891,940	\$15,447,937

State Programmed Funding:	SRPC Regional Total of Programmed Expenditures FY 2011	SRPC Regional Total of Programmed Expenditures FY 2012	SRPC Regional Total of Programmed Expenditures FY 2013	SRPC Regional Total of Programmed Expenditures FY 2014	Total State Funding by Category
State Match for FHWA/FTA Funding	\$50,000	\$1,316,832	\$6,000	\$109,910	\$1,482,742
Turnpike Funding:	\$32,425,302	\$19,018,394	\$8,993,964	\$28,513,904	\$88,951,564
State Programmed:	\$32,475,302	\$20,335,226	\$8,999,964	\$28,623,814	\$90,434,306

Local & Other Programmed Funding:	SRPC Regional Total of Programmed Expenditures FY 2011	SRPC Regional Total of Programmed Expenditures FY 2012	SRPC Regional Total of Programmed Expenditures FY 2013	SRPC Regional Total of Programmed Expenditures FY 2014	Total Local Funding by Category
Local Match for FHWA/FTA Funding	\$1,811,744	\$1,215,950	\$1,301,085	\$967,950	\$5,296,729
Local Programmed Sources:	\$1,811,744	\$1,215,950	\$1,301,085	\$967,950	\$5,296,729

Total Transportation Revenue Per Year:	\$368,692,513	\$424,472,156	\$374,647,665	\$313,721,585	\$1,481,533,918
Total Annual "Statewide" Programs funding:	\$72,946,458	\$72,880,167	\$71,039,215	\$71,541,786	\$288,407,626
Total Annual Transportation Revenue without "Statewide Programs" funding:	\$295,746,055	\$351,591,989	\$303,608,450	\$242,179,799	\$1,193,126,292
Total Annual SRPC Transportation Funding Programmed:	\$37,582,022	\$28,932,859	\$13,180,387	\$31,483,704	\$111,178,972

Balance	SRPC Balance FY 2011	SRPC Balance FY 2012	SRPC Balance FY 2013	SRPC Balance FY 2014	Totals
FHWA Funding Category:					
Bridge Off System	\$26,287	\$362,523	\$302,308	\$221,178	\$912,296
Bridge On/Off System	\$1,925,321	\$199,272	\$1,680,801	\$1,229,728	\$5,035,122
Forest Highways	\$0	\$0	\$0	\$0	\$0
Congestion Mitigation and Air Quality	\$1,214,513	\$1,840,729	\$1,534,983	\$1,123,043	\$5,713,268
Coordinated Border Infrastructure Program - Formula	\$0	\$0	\$0	\$0	\$0
Equity Bonus (Flexible)	\$665,522	-\$445,235	\$587,983	\$430,187	\$1,238,457
Earmarks	\$1,114,021	\$1,166,254	\$972,539	\$711,541	\$3,964,355
Highway Safety Improvement Program (HSIP)	\$570,062	\$596,790	\$497,663	\$364,106	\$2,028,621
Interstate Maintenance	\$1,981,079	\$2,073,965	\$1,729,479	\$1,265,342	\$7,049,866
Local Tech Assistance Program	\$11,921	\$12,480	\$10,407	\$7,614	\$42,421
National Highway System	\$3,926,745	\$4,127,607	\$3,418,009	\$2,078,645	\$13,551,007
National Scenic Byways Program	\$25,544	\$26,742	\$22,300	\$16,316	\$90,902
Recreational Trails	\$128,317	\$134,334	\$112,021	\$81,958	\$456,630
Safe Routes to School	\$87,873	\$91,993	\$76,713	\$56,126	\$312,704
STP-Areas Less Than 200K	\$1,402,248	\$326,033	\$1,231,144	\$900,744	\$3,860,169
STP-Areas Over 200K	\$283,769	\$297,074	\$247,730	\$181,247	\$1,009,821
STP-Enhancement	\$212,811	-\$870,213	-\$475,782	\$224,323	-\$908,861
STP-Non Urban Areas Under 5K	\$281,169	\$294,353	\$245,460	\$179,587	\$1,000,569
STP-Rail	\$96,660	\$101,192	\$84,384	\$61,738	\$343,975
STP-Safety	\$12,788	\$13,387	\$11,164	\$8,168	\$45,507
STP-State Flexible	\$863,608	\$1,211,884	\$1,010,589	\$739,380	\$3,825,461
FHWA Balance:	\$14,830,259	\$11,561,165	\$13,299,896	\$9,880,971	\$49,572,290

FTA Funding Category:	SRPC Balance FY 2011	SRPC Balance FY 2012	SRPC Balance FY 2013	SRPC Balance FY 2014	Totals
FTA Section 5307 Capital and Subsidy (Operating) Program	-\$693,545	-\$693,847	-\$961,402	-\$639,055	-\$2,987,849
FTA Section 5309 Capital Funding Program - Formula	\$75,788	\$79,341	\$66,163	\$48,407	\$269,699
FTA Section 5310 Capital Program	\$104,045	\$108,924	\$90,831	\$66,455	\$370,256
FTA Section 5311 Capital & Operating Program	\$0	\$0	\$0	\$0	\$0
FTA Section 5313/5314 Planning & Tech Studies	\$6,924	\$7,248	\$6,044	\$4,422	\$24,638
FTA Section 5316 JARC	\$54,947	\$57,523	\$47,969	\$35,095	\$195,534
FTA Section 5317 New Freedoms	\$53,580	\$56,092	\$46,775	\$34,222	\$190,671
FTA Section 5303 Metro Planning	\$50,141	\$52,492	\$43,773	\$32,026	\$178,433
FTA Balance:	-\$348,120	-\$332,226	-\$659,846	-\$418,427	-\$1,758,619
Subtotal of FHWA & FTA Balance:	\$14,482,138	\$11,228,939	\$12,640,050	\$9,462,544	\$47,813,671

State:	SRPC Balance FY 2011	SRPC Balance FY 2012	SRPC Balance FY 2013	SRPC Balance FY 2014	Totals
State Balance without Turnpike Funding:	\$8,578,906	\$13,384,896	\$13,988,508	\$10,912,923	\$46,865,233
State Balance:	\$8,578,906	\$13,384,896	\$13,988,508	\$10,912,923	\$46,865,233

Local & Other:	SRPC Balance FY 2011	SRPC Balance FY 2012	SRPC Balance FY 2013	SRPC Balance FY 2014	Totals
Local Balance:	-\$208,400	\$1,342,933	\$998,019	\$10,017	\$2,142,568

Subtotal of FHWA & FTA Balance:	\$12,314,959	\$6,612,003	\$9,799,640	\$6,840,443	\$35,567,044
Subtotal of Balance without Turnpike Funding:	\$22,852,644	\$25,956,768	\$27,626,576	\$20,385,484	\$96,821,472
Total Balance:	\$20,685,464	\$21,339,832	\$24,786,167	\$17,763,382	\$84,574,845

Maintenance and Operations

NH DOT provided cost estimates for the maintenance and operations (M&O) of state roads for Fiscal Years 2007-2010. Historical state total M&O estimates were used to project funding to 2014. Funding per lane mile was derived by dividing the yearly total M&O funding by total state lane miles. This value was then multiplied by the miles of state roadway in the SRPC region and extrapolated to obtain an estimate of funding available for maintenance and operations activities on State highways within the region for FY2011 - 2014. Table 4 details the anticipated funding levels for the operation and maintenance of the regional state roads.

Table 4: Theoretical Maintenance and Operations Funding Levels

Year	State Operation and Maintenance	State Cost/Mile	SRPC Operation and Maintenance Needs
2009	\$110,336,296	\$12,163.63	\$9,098,395.24
2010	\$111,000,000	\$12,236.80	\$9,153,126.40
2011	\$113,035,423	\$12,461.19	\$9,320,970.12
2012	\$114,552,028	\$12,628.38	\$9,446,028.24
2013	\$116,068,632	\$12,795.57	\$9,571,086.36
2014	\$117,585,237	\$12,962.76	\$9,696,144.48

Note- Funding levels for M&O were established using figures provided by the NHDOT for the 2009-2011 TIP

Air Quality Conformity Analysis & Determination

An MPO that falls within an air quality non-attainment area may not adopt a TIP unless it conforms with the State's adopted plan for reaching air quality attainment called -- the *State Implementation Plan* (SIP). In general, to be conforming, the Metropolitan Transportation Plan and TIP must not cause new air quality violations, worsen existing violations, or delay attainment of federal air quality standards, and meet emissions budgets for the area as determined by the SIP.

An Air Quality Conformity Determination is required for SMPO's 2011-2014 TIP because the SMPO is part of the designated Boston-Manchester-Portsmouth (Southeast) 8-Hour Moderate Non-Attainment Region in New Hampshire. As the SMPO shares the Southeast New Hampshire Non-Attainment area with the other three MPOs in New Hampshire, it is the four MPOs and the State responsibility to make the final Air Quality Conformity Determination based on the analysis provided by each MPO for its portion of the area. The results of the analysis show that the New Hampshire 8-Hour Non-Attainment Region and the Manchester Marginal Non-Attainment area will meet the requirements of the Transportation Conformity sections of the Clean Air Act Amendments and will be in conformity with the State Implementation Plan (SIP).

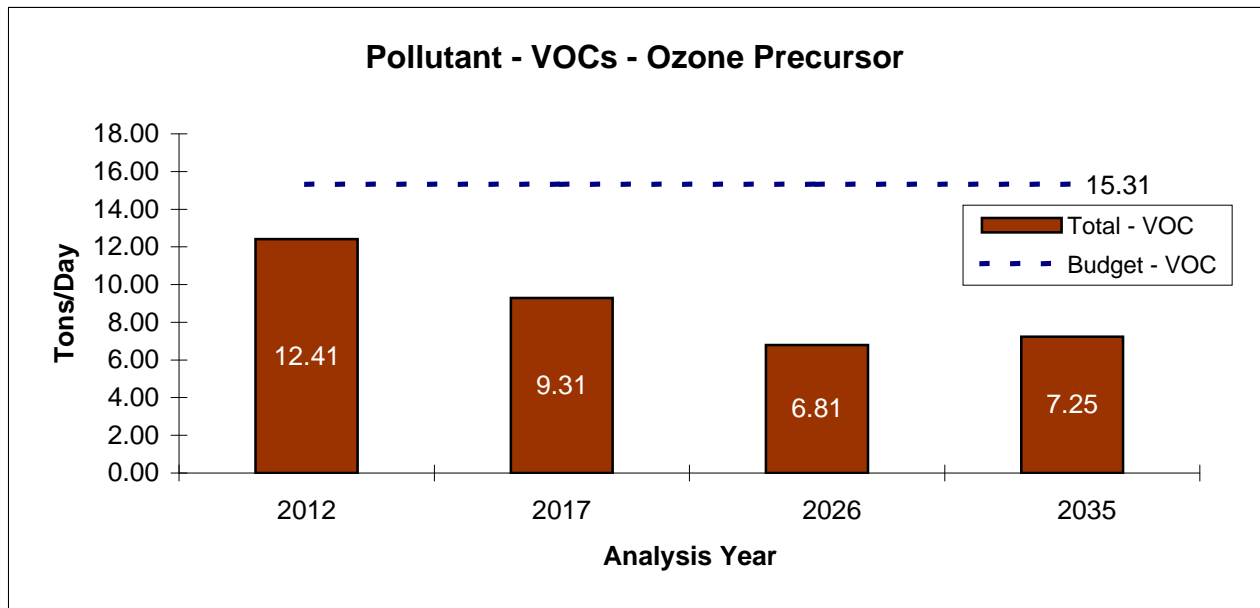
Boston-Manchester-Portsmouth (Southeast), New Hampshire 8-Hour Ozone Area

Summary of Conformity Tests

August 12, 2010

Table S-1: Volatile Organic Compounds (VOCs)

MPO	Analysis Year			
	2012	2017	2026	2035
Nashua Regional Planning Commission	2,464	1,873	1,415	1,521
Rockingham Planning Commission	3,772	2,764	1,956	2,028
Southern NH Planning Commission	3,941	2,990	2,221	2,423
Strafford Regional Planning Commission	1,083	821	586	603
Total (Kg/Day)	11,260	8,448	6,178	6,575
Total* (Ton/Day)	12.41	9.31	6.81	7.25
Budget** (Ton/Day)	15.31	15.31	15.31	15.31



* Conversion Factor for Kilograms (Kg) to Tons = 907.18486 (Source: EPA)

** Motor Vehicle Emissions Budget posted as Adequate: Federal Register, Vol. 73, No. 145 - July 28, 2008

Prepared by: New Hampshire Department of Transportation

Data provided by:

- Nashua Regional Planning Commission
- Rockingham Planning Commission
- Southern NH Planning Commission
- Strafford Regional Planning Commission

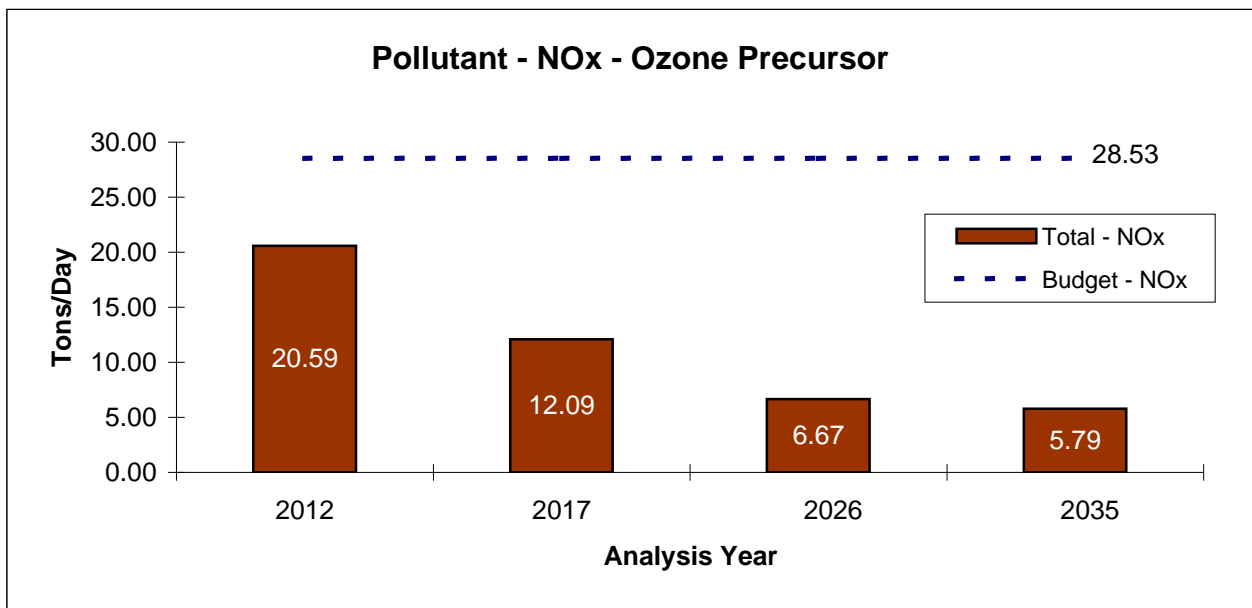
Boston-Manchester-Portsmouth (Southeast), New Hampshire 8-Hour Ozone Area

Summary of Conformity Tests

August 12, 2010

Table S-2: Nitrogen Oxides (NOx)

MPO	Analysis Year			
	2012	2017	2026	2035
Nashua Regional Planning Commission	3,998	2,359	1,377	1,210
Rockingham Planning Commission	6,666	3,848	1,975	1,674
Southern NH Planning Commission	6,204	3,665	2,111	1,869
Strafford Regional Planning Commission	1,810	1,091	588	502
Total (Kg/Day)	18,678	10,963	6,051	5,255
Total* (Ton/Day)	20.59	12.09	6.67	5.79
Budget** (Ton/Day)	28.53	28.53	28.53	28.53



* Conversion Factor for Kilograms (Kg) to Tons = 907.18486 (Source: EPA)

** Motor Vehicle Emissions Budget posted as Adequate: Federal Register, Vol. 73, No. 145 - July 28, 2008

Prepared by: New Hampshire Department of Transportation

Data provided by:

- Nashua Regional Planning Commission
- Rockingham Planning Commission
- Southern NH Planning Commission
- Strafford Regional Planning Commission

**Manchester and Nashua, New Hampshire
Carbon Monoxide Maintenance Areas**

Summary of Conformity Tests

August 12, 2010

**Table S-3: Carbon Monoxide (CO)
City of Manchester, NH**

Year	Daily VMT	CO (Kg/day)	CO (ton/day*)	CO Budget** (ton/day)	
2012	1,905,721	25,873	28.52	55.83	PASS
2017	1,987,107	23,006	25.36	55.83	PASS
2026	2,277,158	23,741	26.17	55.83	PASS
2035	2,426,062	24,866	27.41	55.83	PASS

**Table S-4: Carbon Monoxide (CO)
City of Nashua, NH**

Year	Daily VMT	CO (Kg/day)	CO (ton/day*)	CO Budget** (ton/day)	
2012	1,908,540	26,063	28.73	60.13	PASS
2017	2,038,442	23,687	26.11	60.13	PASS
2026	2,241,605	23,144	25.51	60.13	PASS
2035	2,398,626	24,168	26.64	60.13	PASS

* Conversion Factor for Kilograms (Kg) to Tons = 907.18486 (Source: EPA)

** Carbon Monoxide Emissions Budget from Maintenance Plans

Note- Carbon Monoxide tests have been adjusted to travel on a typical winter day

Prepared by: New Hampshire Department of Transportation

Data provided by:

- Nashua Regional Planning Commission
- Southern NH Planning Commission

Progress Made During the 2009-2012 TIP

In the SMPO's TIP for the fiscal years 2009-2012 there are a number of projects that have been developed and constructed as scheduled. In addition some projects have incurred delay either in development or construction. These projects are listed in **Table 6** along with their status.

Table 6: Projects Completed or Delayed from the 2009-2012 TIP

Town	Project #	Route/Road	Project Description	Scheduled Year of Construction	Status
Dover	13024	NH 9	Replace Bridge Over B&M Railroad - 109/106	2010	On Schedule
Dover	13796	Washington Street	Bridge Rehabilitation Over B&M Railroad - 120/118	2010	Delayed until 2011
Dover	13509	Various	Dover Fastrans (00-05CM)	2009	Completed
Durham		US 4 - NH 108	Interchange Improvements and Reconfiguration Including the Installation of Traffic Signals, Dedicated Turning Lanes, Signage, Etc. (PHASE 2)	2014	On Schedule
Durham	14405	NH155 A - Main Street	NH 155A Main Street improvements - construct sidewalks, multi-use paths & bicycle shoulders along NH 155A for approximately 1.1 miles approaching the UNH campus and downtown Durham [04-13TE]	2009	Completed 2010
Durham - Various	13870		Funding For Non-Transit (Fleet) Vehicle Infrastructure Share of Regional CNG Fueling Station for marginal cost of "CNG" Engines of New Fleet Vehicles (Police, Service, etc.) [CMAQ Program]	2011	On Schedule
Durham-Newmarket	13080	NH 108	Construct 4' Bike Shoulders From Oyster River Bridge To Dame Road and Sanborn Ave in Newmarket (3.4MI) STP & [98-17TE] (Partial TE Program)	2011	Delayed until 2012
Newmarket	13878	NH 108	Construct 4' Bike Shoulders From the Southerly Limit of Project 13107 in Newmarket to the Northerly Limit of Project P4386 in Newfields (CMAQ Program [02-25CM])	2009	Delayed until 2011
Newington - Dover	11238 J	NH 16 - US 4 - Spaulding Turnpike	Widen Turnpike Including Little Bay Bridges From Gosling Road to Dover Toll (ROW Only)	2009	On Schedule

Strafford Metropolitan Planning Organization
FY 2011-2014 Transportation Improvement Program

Newington - Dover	11238	NH 16 - US 4 - Spaulding Turnpike	Widen Turnpike Including Little Bay Bridges From Gosling Road to Dover Toll [Section 117 - Designated Project; Demo ID NH036, NH035 & NH 070] [Parent]	2012	On Schedule
Rochester	14350	NH 202A (Walnut Street)	Intersection Improvements To Improve Safety Through Strafford Square, North Main & Washington Streets	2015	On Schedule
Rochester	10620 D	Spaulding Turnpike	Construct 4 Lane TPK From Exit 11/12 (NH 125) to Exit 16 (US 202) (Preliminary Engineering and Right Of Way Acquisition)	2009	On Schedule
Rochester	10620 H	Spaulding Turnpike	Construction of 2nd Barrel Through Exit 13 - Phase 2 - 139/094	2011	On Schedule
Rochester	10620 I	Spaulding Turnpike	Construction of 2nd Barrel Through Exit 14 and Exit 15 - Phase 3	2009	On Schedule
Rochester	10620 J	Spaulding Turnpike	Construction of 2nd Barrel Through Exit 16 (Chestnut Hill Connector Road) - Phase 4	2012	On Schedule
Rochester	10620 K	Spaulding Turnpike	Exit 11 & 12 (NH 125) Bridge - 157/110, And 2nd Barrel - Phase 2	2012	On Schedule
Rochester	10620 L	Spaulding Turnpike	Construction of 2nd Barrel Through Exit 14 & 15 - Phase 3, Part B	2012	On Schedule
Rochester - Newington - Dover - Portsmouth	13880	Spaulding Turnpike	Express Bus Service For General Public Between Rochester & Portsmouth To Have Timely Connections With Inter-City & Local Transportation Services [02-29cm]	2010	Delayed Federal Funding Available, No Local Match
Seacoast Commuter Options	14818		Seacoast Commuter Options- Program Expansion/ Accelerated Implementation [06-25CM]	2009	Delayed until 2011
Somersworth	14419		Renovate the Historic B&M Railroad Station 319 in Downtown Somersworth Creating a Publicly Accessible Area & Multi-Modal Focal Point in Downtown [04-59TE]	2009	Dropped
Somersworth - Berwick, ME	12228	NH 9	Rehab Bridge Over Salmon Falls River - 101/114	2011	On Schedule
Wakefield - Sanbornville	14824	Paul School Sidewalk Project	Sanbornville/Paul School Sidewalk Project: Construct 3,740 LF of 5' Wide Pedestrian/Bicycle Ways That Link the Elementary/Middle School With the Adjacent Neighborhoods And Town Center (TE Program) [06-57TE]	2010	Delayed until 2011

Projects Included In The TIP

The heart of the TIP is the listing of projects to be implemented over the next four years as shown in **Table 7 SMPO 2011-2014 TIP**. The listing is sorted by community and/or project area.

- NOTE: Only those projects shown to include funding in FY 2011, 2012, 2013, or 2014 and which are either Federally funded, regionally significant, or require federal approval are part of this TIP.

Additional Resources:

1. Information about the regionally significant projects for the Strafford region are available at the NH DOT websites:

Rochester Spaulding Turnpike:

<http://www.nh.gov/dot/projects/rochester10620d/index.htm>

Newington-Dover Little Bay Bridge:

<http://www.newington-dover.com>

Durham-Newmarket, Route 108 Bike Lane and Safety Improvements

<http://www.nh.gov/dot/projects/durham13080/index.htm>

2. All other projects locations in the Strafford region can be viewed on Google Earth by downloading the .KML and .KMZ Google Earth layers. These are available on the Strafford Regional Planning Commission website www.Strafford.org
3. Google Earth can be downloaded for free at: <http://earth.google.com/>

* To view KML and KMZ files first download and install Google Earth. Next, download the KML or KMZ files from the Strafford website. Then, double click the KML or KMZ files to view on Google Earth.

Scope of Work	CAA Code	Route/Road	Funding Category	Project #	Phase	2011	2012	2013	2014	Federal	State	Local	Total
COAST													
ADA OPERATIONS: Total project cost: \$1,509,875	E-21		FTA 5307 Capital and Operating Program			\$74,000	\$76,000	\$101,000	\$104,000	\$284,000	\$0	\$71,000	\$355,000
CAPITAL PROGRAM [ARRA]: Total project cost: \$10,972,188	E-22		FTA 5307 Capital and Operating Program			\$536,000	\$553,000	\$981,438	\$157,250	\$1,782,150	\$0	\$445,538	\$2,227,688
GENERAL & COMPREHENSIVE PLANNING: Total project cost: \$1,089,407	E-36		FTA 5307 Capital and Operating Program			\$109,000	\$113,000	\$52,000	\$54,000	\$262,400	\$0	\$65,600	\$328,000
MISC. BUS STATION EQUIPMENT [ARRA]: Total project cost: \$1,084,000	E-28		FTA 5307 Capital and Operating Program			\$65,000	\$66,000	\$65,000	\$67,000	\$210,400	\$0	\$52,600	\$263,000
MISC. SUPPORT EQUIPMENT: Total project cost: \$467,000	E-24		FTA 5307 Capital and Operating Program			\$34,000	\$35,000	\$33,000	\$34,000	\$108,800	\$0	\$27,200	\$136,000
OPERATING ASSISTANCE: Total project cost: \$26,569,782	E-21		FTA 5307 Capital and Operating Program			\$1,788,000	\$1,844,000	\$1,566,000	\$1,613,000	\$3,405,500	\$0	\$3,405,500	\$6,811,000
PREVENTIVE MAINTENANCE: Total project cost: \$6,797,875	E-21		FTA 5307 Capital and Operating Program			\$523,000	\$538,000	\$380,000	\$391,000	\$1,465,600	\$0	\$366,400	\$1,832,000
Totals						\$3,129,000	\$3,225,000	\$3,178,438	\$2,420,250	\$7,518,850	\$0	\$4,433,838	\$11,952,688
Dover: Municipal bridge, Municipal Managed, City pays 20% match. RPC comment.													
BRIDGE REHABILITATION OVER B&M RAILROAD - 120/118 (Municipal Bridge Program)	E-19	WASHINGTON STREET	Bridge Off System	13796	P C	\$50,000 \$413,000	\$0	\$0	\$0	\$50,000 \$330,000	\$0 \$41,500	\$0 \$41,500	\$50,000 \$413,000
Totals						\$463,000	\$0	\$0	\$0	\$380,000	\$41,500	\$41,500	\$463,000
Durham: From Route 4 Safety Study. Total project cost: \$550,000													
INTERCHANGE IMPROVEMENTS AND RECONFIGURATION INCLUDING THE INSTALLATION OF TRAFFIC SIGNALS, DEDICATED TURNING LANES, SIGNAGE, ETC. - PHASE 2	E-53	US 4 / NH 108	National Highway System		P C	\$20,000 \$0	\$0	\$30,000	\$0 \$549,550	\$40,000 \$439,640	\$10,000 \$109,910	\$0	\$50,000 \$549,550
Totals						\$20,000	\$0	\$30,000	\$549,550	\$479,640	\$119,910	\$0	\$599,550
Durham-Newmarket: RPC request to advance. Total project cost: \$5,156,466													
CONSTRUCT 4' BIKE SHOULDERS FROM OYSTER RIVER BRIDGE TO DAME ROAD AND SANBORN AVE IN NEWMARKET (3.4MI) STP & [98-17TE] (TE Program)	E-33	NH 108	STP-Enhancement, STP-Areas Under 200K, Equity Bonus (Flexible)	13080	P C	\$30,000 \$0	\$0	\$0	\$0 \$4,313,760	\$24,000 \$3,451,008	\$6,000 \$862,752	\$0	\$30,000 \$4,313,760
Totals						\$30,000	\$4,313,760	\$0	\$0	\$3,475,008	\$868,752	\$0	\$4,343,760
Milton:													
BRIDGE REHABILITATION / DECK REPLACEMENT OVER RR - 212/128 (Red List)	ATT	NH 125	Bridge On/Off System	15905	C	\$0	\$2,270,400	\$0	\$0	\$1,816,320	\$454,080	\$0	\$2,270,400
Totals						\$0	\$2,270,400	\$0	\$0	\$1,816,320	\$454,080	\$0	\$2,270,400
Newington-Dover: Turnpike Capital Program - overall project for Little Bay bridge and Newington interchange construction, pe, & row. Specific Construction projects broken out separately and include earmark federal funding. Total project cost: \$36,549,000													
WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL	N/E	NH 16 / US 4 / SPLDG TPK	Turnpike Program	11238	P R C	\$3,400,000 \$2,200,000 \$3,713,000	\$3,508,800 \$1,489,176 \$0	\$3,408,000 \$0 \$0	\$0	\$0 \$0 \$0	\$3,713,000 \$10,316,800 \$3,689,176	\$0 \$0 \$0	\$3,713,000 \$10,316,800 \$3,689,176
Totals						\$9,313,000	\$4,997,976	\$3,408,000	\$0	\$0	\$17,718,976	\$0	\$17,718,976

Scope of Work	CAA Code	Route/Road	Funding Category	Project #	Phase	2011	2012	2013	2014	Federal	State	Local	Total
Newington-Dover: Turnpike Capital Program. Total project cost: \$52,511,681													
CONSTRUCTION OF LITTLE BAY BRIDGE, INDEPENDENT SISTER STRUCTURE (FROM N-D 11238) [INCLUDES DEMO IDS (NH036), (NH053), (NH070), (NH080), TCSP, AND TURNPIKE FUNDED REMAINDER]	N/E	NH 16 / US 4 / SPLDG TPK	Turnpike Program	11238L	C	\$0	\$0	\$11,171,928	\$11,529,640	\$0	\$22,701,568	\$0	\$22,701,568
Totals						\$0	\$0	\$11,171,928	\$11,529,640	\$0	\$22,701,568	\$0	\$22,701,568
Newington-Dover: Specific project from HB 391, Turnpike Capital Program. Total project cost: \$42,179,262													
EXIT 6 INTERCHANGE AND MAINLINE TURNPIKE CONSTRUCTION, INCLUDING SOUNDWALLS (PARENT N-D 11238)	N/E	NH 16 / US 4 / SPLDG TPK	Turnpike Program	11238Q	C	\$0	\$0	\$0	\$17,390,422	\$0	\$17,390,422	\$0	\$17,390,422
Totals						\$0	\$0	\$0	\$17,390,422	\$0	\$17,390,422	\$0	\$17,390,422
Newington-Dover: Specific Project Breakout from Newington-Dover 11238. Total project cost: \$33,433,000													
REHABILITATION OF EXISTING LITTLE BAY BRIDGE & BRIDGE APPROACH CONSTRUCTION [PARENT N-D 11238]	N/E	NH 16 / US 4 / SPLDG TPK	Turnpike Program	11238O	C	\$0	\$0	\$0	\$10,717,324	\$0	\$10,717,324	\$0	\$10,717,324
Totals						\$0	\$0	\$0	\$10,717,324	\$0	\$68,528,290	\$0	\$68,528,290
Newmarket: Total project cost: \$809,292													
CONSTRUCT 4' BIKE SHOULDERS FROM THE SOUTHERLY LIMIT OF PROJECT 13107 IN NEWMARKET TO NEWFIELDS T/L (CMAQ Program) [02-25CM]	E-33	NH 108	Congestion Mitigation and Air Quality Program	13878	C	\$679,720	\$0	\$0	\$0	\$543,776	\$0	\$135,944	\$679,720
Totals						\$679,720	\$0	\$0	\$0	\$543,776	\$0	\$135,944	\$679,720
Newmarket:													
ELEVATOR AND SKY BRIDGE CONNECTION WITH HISTORIC MILL BUILDING [09-35TE]	E-33	NH 108	STP- Enhancement	16048	P R C	\$0 \$0 \$0	\$19,660 \$1,032 \$0	\$0 \$0 \$564,397	\$0 \$0 \$0	\$15,728 \$826 \$451,517	\$0 \$0 \$0	\$3,932 \$206 \$112,879	\$19,660 \$1,032 \$564,397
Totals						\$0	\$20,692	\$564,397	\$0	\$1,011,847	\$0	\$252,962	\$1,264,808
Rochester: Turnpike Priority Capital Program. Total project cost: \$17,484,000													
CONSTRUCTION OF 2nd BARREL THROUGH EXIT 16 (Chestnut Hill Connector) - PHASE 4 (Turnpike)	N/E	SPAULDING TPK	Turnpike Program	10620J	C	\$13,112,302	\$3,700,418	\$0	\$0	\$0	\$16,812,720	\$0	\$16,812,720
Totals						\$13,112,302	\$3,700,418	\$0	\$0	\$0	\$16,812,720	\$0	\$16,812,720
Rochester: Turnpike Priority Capital Program, Bridge Priority #55 (Red List). Total project cost: \$23,764,115													
SPAULDING TURNPIKE EXPANSION FROM EXIT 14, INCLUDING BRIDGE 117/088 (Bridge Priority #55 (Red List).), TO EXIT 15, INCLUDING TEN ROD ROAD, FARMINGTON ROAD AND PHASE 2 MITIGATION (Red List) (Turnpike)	N/E	SPAULDING TPK	Turnpike Program	10620L	C	\$10,000,000	\$10,320,000	\$0	\$0	\$0	\$20,320,000	\$0	\$20,320,000
Totals						\$10,000,000	\$10,320,000	\$0	\$0	\$0	\$20,320,000	\$0	\$20,320,000
ROCHESTER: Strafford Square Municipal Managed, 20% city match.													
INTERSECTION IMPROVEMENTS TO IMPROVE SAFETY THROUGH STRAFFORD SQUARE, NORTH MAIN, & WASHINGTON STREETS	E-53	NH 202A (WALNUT STREET)	STP	14350	R	\$0	\$542,000	\$0	\$0	\$542,000	\$0	\$0	\$542,000
Total						\$0	\$542,000	\$0	\$0	\$542,000	\$0	\$0	\$542,000

Scope of Work	CAA Code	Route/Road	Funding Category	Project #	Phase	2011	2012	2013	2014	Federal	State	Local	Total
Somersworth:													
PEDESTRIAN / BICYCLE IMPROVEMENT [09-48TE]	E-33	HIGH, MARKET, & MAIN STREETS	STP- Enhancement	16049	P C	\$0 \$0	\$88,752 \$0	\$0 \$413,589	\$0 \$0	\$71,002 \$330,871	\$0 \$0	\$17,750 \$82,718	\$88,752 \$413,589
Totals						\$0	\$88,752	\$413,589	\$0	\$401,873	\$0	\$100,468	\$502,341
Somersworth, NH - Berwick, ME: Maine DOT Managed. 50% contribution from ME DOT for total project cost. Total project cost: \$795,000													
REHAB BRIDGE OVER SALMON FALLS RIVER - 1017114	E-19	Route 9	STP-State Flexible	12228	C	\$735,000	\$0	\$0	\$0	\$294,000	\$0	\$73,500	\$367,500
Totals						\$735,000	\$0	\$0	\$0	\$294,000	\$0	\$73,500	\$367,500
Wakefield: Specific project from Statewide program. RPC comment. Municipal managed.													
SANBORNVILLE / PAUL SCHOOL SIDEWALK PROJECT: CONSTRUCT 3,740 LF OF 5' WIDE PEDESTRIAN / BICYCLE WAYS THAT LINK THE ELEMENTARY / MIDDLE SCHOOL WITH THE ADJACENT NEIGHBORHOODS AND TOWN CENTER (TE Program) [06-57TE]	ATT		STP- Enhancement	14824	C	\$163,000	\$0	\$0	\$0	\$130,400	\$0	\$32,600	\$163,000
Totals						\$163,000	\$0	\$0	\$0	\$130,400	\$0	\$32,600	\$163,000
Statewide: Bridge preservation program \$8 million annually for preservation needs.													
BRIDGE REHABILITATION, PAINTING, PRESERVATION & IMPROVEMENT PROJECTS (Federal Program)	E-19		Bridge Program - On/Off System	BRPPI *	P R C	\$100,000 \$20,000 \$7,880,000	\$100,000 \$20,000 \$7,880,000	\$100,000 \$20,000 \$7,880,000	\$100,000 \$20,000 \$7,880,000	\$340,000 \$68,000 \$26,792,000	\$60,000 \$12,000 \$4,728,000	\$0 \$0 \$0	\$400,000 \$80,000 \$31,520,000
Totals						\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$27,200,000	\$4,800,000	\$0	\$32,000,000
Statewide: Consultant Services to Provide Periodic Specialized Inspection Needs.													
COMPLEX BRIDGE INSPECTION (PARENT=CBI*7237)	E-19		Bridge On/Off System	15263A	P	\$750,000	\$0	\$0	\$0	\$750,000	\$0	\$0	\$750,000
Totals						\$750,000	\$0	\$0	\$0	\$750,000	\$0	\$0	\$750,000
Statewide: Implement strategic inter-regional corridor studies.													
CORRIDOR STUDIES [Parent] (Long Range Transportation Plan)	ATT		STP-State Flexible	CS-LRTP *	P	\$1,500,000	\$1,500,000	\$1,500,000	\$2,000,000	\$5,500,000	\$1,000,000	\$0	\$6,500,000
Totals						\$1,500,000	\$1,500,000	\$1,500,000	\$2,000,000	\$5,500,000	\$1,000,000	\$0	\$6,500,000
Statewide:													
CREATION OF A TRANSPORTATION MANAGEMENT CENTER (WITH EMERGENCY OPERATIONS CENTER, EMERGENCY COMMUNICATION CENTER, & STATE POLICE DISPATCH) [04-34CM]	N/E		Congestion Mitigation and Air Quality Program	14265	C	\$170,000	\$0	\$0	\$0	\$136,000	\$34,000	\$0	\$170,000
Totals						\$170,000	\$0	\$0	\$0	\$136,000	\$34,000	\$0	\$170,000
Statewide: Culvert replacement program \$1 million annually for preservation needs.													
CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project)	E-19		STP-State Flexible	CRDR *	P R C	\$100,000 \$30,000 \$870,000	\$100,000 \$30,000 \$870,000	\$100,000 \$30,000 \$870,000	\$100,000 \$30,000 \$870,000	\$340,000 \$102,000 \$2,958,000	\$60,000 \$18,000 \$522,000	\$0 \$0 \$0	\$400,000 \$120,000 \$3,480,000
Totals						\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,400,000	\$600,000	\$0	\$4,000,000
Statewide: Replaces deficient vehicles serving elderly and disabled people. Uses local match. Cost decrease reflects anticipated federal revenue.													
ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM	E-21		FTA-5310			\$866,000	\$931,000	\$931,000	\$931,000	\$2,927,200	\$0	\$731,800	\$3,659,000
Totals						\$866,000	\$931,000	\$931,000	\$931,000	\$2,927,200	\$0	\$731,800	\$3,659,000

Scope of Work	CAA Code	Route/Road	Funding Category	Project #	Phase	2011	2012	2013	2014	Federal	State	Local	Total
Statewide: Guardrail Replacement program, \$2 million annually for preservation needs.													
GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project)	E-9		STP-Hazard Elimination	GRR *	P R C	\$150,000 \$5,000 \$1,880,000	\$150,000 \$5,000 \$1,880,000	\$150,000 \$5,000 \$1,880,000	\$150,000 \$5,000 \$1,880,000	\$510,000 \$17,000 \$6,392,000	\$90,000 \$3,000 \$1,128,000	\$0 \$0 \$0	\$600,000 \$20,000 \$7,520,000
Totals						\$2,035,000	\$2,035,000	\$2,035,000	\$2,035,000	\$6,919,000	\$1,221,000	\$0	\$8,140,000
Statewide: Federal specified funding for safety projects in accordance with the Highway Safety Improvement Program.													
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) (PARENT)	E-6		Highway Safety Improvement Program (HSIP)	HSIP *	P R C	\$900,000 \$50,000 \$5,200,000	\$900,000 \$50,000 \$5,200,000	\$900,000 \$50,000 \$5,200,000	\$900,000 \$50,000 \$5,200,000	\$3,330,000 \$185,000 \$19,240,000	\$270,000 \$15,000 \$1,560,000	\$0 \$0 \$0	\$3,600,000 \$200,000 \$20,800,000
Totals						\$6,150,000	\$6,150,000	\$6,150,000	\$6,150,000	\$22,755,000	\$1,845,000	\$0	\$24,600,000
Statewide:													
INSTALL RWIS STATIONS AROUND THE STATE	E-7		Equity Bonus (Flexible)	15610	C	\$625,000	\$0	\$0	\$0	\$625,000	\$0	\$0	\$625,000
Totals						\$625,000	\$0	\$0	\$0	\$625,000	\$0	\$0	\$625,000
Statewide: Supports transportation services providing access to employment.													
JOB ACCESS & REVERSE COMMUTE	E-21		FTA-5316-JARC	JARC		\$700,000	\$700,000	\$700,000	\$700,000	\$1,400,000	\$0	\$1,400,000	\$2,800,000
Totals						\$700,000	\$700,000	\$700,000	\$700,000	\$1,400,000	\$0	\$1,400,000	\$2,800,000
Statewide: \$0.15 million annual program.													
MAINTENANCE AND UPGRADES FOR REST AREAS (Annually)	E-15		STP - State Flexible	14899	P C	\$15,000 \$135,000	\$15,000 \$135,000	\$15,000 \$135,000	\$15,000 \$135,000	\$48,000 \$459,000	\$12,000 \$81,000	\$0 \$0	\$60,000 \$540,000
Totals						\$150,000	\$150,000	\$150,000	\$150,000	\$507,000	\$93,000	\$0	\$600,000
Statewide: Special Municipal Projects Occupy the Vacant FYs & Below Normal FY Funding.													
MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (Federal, State, Local Funds) (Annual Project)	E-19		Bridge Off System	MOBRR *	P R C	\$320,000 \$160,000 \$3,770,000	\$320,000 \$160,000 \$3,770,000	\$320,000 \$160,000 \$3,770,000	\$320,000 \$160,000 \$3,770,000	\$1,024,000 \$512,000 \$12,064,000	\$0 \$32,000 \$0	\$256,000 \$96,000 \$3,016,000	\$1,280,000 \$640,000 \$15,080,000
Totals						\$4,250,000	\$4,250,000	\$4,250,000	\$4,250,000	\$13,600,000	\$32,000	\$3,368,000	\$17,000,000
Statewide: Supports transportation services for persons with disabilities.													
NEW FREEDOMS INITIATIVE	E-21		FTA-5317			\$680,000	\$680,000	\$680,000	\$680,000	\$1,360,000	\$0	\$1,360,000	\$2,720,000
Totals						\$680,000	\$680,000	\$680,000	\$680,000	\$1,360,000	\$0	\$1,360,000	\$2,720,000
Statewide: Annual pavement striping program funding.													
PAVEMENT MARKING (Annual Project)	E-11		STP - State Flexible	12223 *	C	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$12,400,000	\$0	\$0	\$12,400,000
Totals						\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$12,400,000	\$0	\$0	\$12,400,000
Statewide: Federal Resurfacing program. \$16 million annually for preservation needs.													
PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Resurfacing Program)	E-10		STP - State Flexible	PRRCS *	P R C	\$375,000 \$25,000 \$15,775,000	\$375,000 \$25,000 \$15,775,000	\$375,000 \$25,000 \$15,775,000	\$375,000 \$25,000 \$15,775,000	\$1,350,000 \$85,000 \$53,635,000	\$150,000 \$15,000 \$9,465,000	\$0 \$0 \$0	\$1,500,000 \$100,000 \$63,100,000
Totals						\$16,175,000	\$16,175,000	\$16,175,000	\$16,175,000	\$55,070,000	\$9,630,000	\$0	\$64,700,000
Statewide: Force Account with Railroad to improve safety of railroad crossings.													
RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project)	E-1		STP - Rail	RR-RCS *	P R C	\$30,000 \$10,000 \$800,000	\$30,000 \$10,000 \$800,000	\$30,000 \$10,000 \$800,000	\$30,000 \$10,000 \$800,000	\$111,000 \$37,000 \$2,920,000	\$9,000 \$3,000 \$280,000	\$0 \$0 \$0	\$120,000 \$40,000 \$3,200,000
Totals						\$840,000	\$840,000	\$840,000	\$840,000	\$3,068,000	\$292,000	\$0	\$3,360,000

Scope of Work	CAA Code	Route/Road	Funding Category	Project #	Phase	2011	2012	2013	2014	Federal	State	Local	Total
Statewide: Specified Funding for Recreational Trail Program Administered by DRED.													
RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY	E-33		Recreational Trails	P8903 *	P R C	\$125,000 \$40,000 \$2,290,472	\$125,000 \$40,000 \$1,693,333	\$137,500 \$40,000 \$1,680,000	\$137,500 \$40,000 \$1,680,000	\$420,000 \$3,961,854 \$2,635,000	\$105,000 \$40,000 \$3,252,322	\$0 \$0 \$0	\$525,000 \$4,001,854 \$5,887,322
Totals						\$2,455,472	\$1,858,333	\$1,857,500	\$1,857,500	\$7,016,854	\$3,397,322	\$0	\$10,414,176
Statewide: Force Account with Railroad. To improve safety of railroad crossings.													
REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project)	E-8		STP - Rail	RR-REPD *	P R C	\$20,000 \$10,000 \$150,000	\$20,000 \$10,000 \$150,000	\$20,000 \$10,000 \$150,000	\$20,000 \$10,000 \$150,000	\$80,000 \$40,000 \$600,000	\$0 \$0 \$0	\$0 \$0 \$0	\$80,000 \$40,000 \$600,000
Totals						\$180,000	\$180,000	\$180,000	\$180,000	\$720,000	\$0	\$0	\$720,000
Statewide: Continues transit service in communities outside urbanized areas. Uses local match.													
RURAL PUBLIC TRANSIT [ARRA]	E-21		American Recovery Reinvestment Act	5311-0		\$5,613,000	\$7,000,000	\$7,000,000	\$7,000,000	\$15,967,800	\$0	\$10,645,200	\$26,613,000
Totals						\$5,613,000	\$7,000,000	\$7,000,000	\$7,000,000	\$15,967,800	\$0	\$10,645,200	\$26,613,000
Statewide: Federal program under SAFETEA-LU.													
SAFE ROUTES TO SCHOOL PROGRAM [Parent] [SRTS 14932*] (Safe Routes To School Program)	E-6		Safe Routes to School	14932 *	P R C	\$300,000 \$50,000 \$900,000	\$300,000 \$50,000 \$900,000	\$0 \$0 \$0	\$0 \$0 \$0	\$600,000 \$100,000 \$1,800,000	\$0 \$0 \$0	\$0 \$0 \$0	\$600,000 \$100,000 \$1,800,000
Totals						\$1,250,000	\$1,250,000	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
Statewide: Federal specified funding for Highways designated as scenic byways.													
SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project)	E-34		National Scenic Byways Program	SBCM *	P R C	\$100,000 \$100,000 \$100,000	\$100,000 \$100,000 \$100,000	\$100,000 \$100,000 \$100,000	\$100,000 \$100,000 \$100,000	\$340,000 \$340,000 \$340,000	\$60,000 \$60,000 \$60,000	\$0 \$0 \$0	\$400,000 \$400,000 \$400,000
Totals						\$300,000	\$300,000	\$300,000	\$300,000	\$1,020,000	\$180,000	\$0	\$1,200,000
Statewide:													
SCOUR & HYDRAULIC ANALYSIS ON 130 BRIDGES & WATERWAYS; FOUNDATION & HYDRAULIC ANALYSIS ON 48 BRIDGES WITH UNKNOWN FOUNDATIONS; DEVELOP SCOUR MANUAL & POA	E-19		Bridge On/Off System	14744	C	\$50,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Totals						\$50,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Statewide: Secondary road rehabilitation program, \$3 million annually for preservation needs.													
SECONDARY SYSTEM RECLAMATION / REHAB WITH VARIOUS PAVEMENT TREATMENTS (Parent)	E-10		STP - Flexible	SSRR *	P R C	\$100,000 \$5,000 \$2,895,000	\$100,000 \$5,000 \$2,895,000	\$100,000 \$5,000 \$2,895,000	\$100,000 \$5,000 \$2,895,000	\$340,000 \$17,000 \$9,843,000	\$60,000 \$3,000 \$1,737,000	\$0 \$0 \$0	\$400,000 \$20,000 \$11,580,000
Totals						\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$10,200,000	\$1,800,000	\$0	\$12,000,000
Statewide: Programmatic operational funding support for TMC & ITS.													
TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (ITS, CARS-511)	N/E		STP - Flexible	TMC *	P	\$250,000	\$250,000	\$250,000	\$250,000	\$850,000	\$150,000	\$0	\$1,000,000
Totals						\$250,000	\$250,000	\$250,000	\$250,000	\$850,000	\$150,000	\$0	\$1,000,000

Scope of Work	CAA Code	Route/Road	Funding Category	Project #	Phase	2011	2012	2013	2014	Federal	State	Local	Total
Statewide: Consultant services for underwater bridge inspections.													
UNDERWATER BRIDGE INSPECTION (Annual Project)	E-38		Bridge On/Off System	UBI *	P	\$30,000	\$30,000	\$30,000	\$30,000	\$102,000	\$18,000	\$0	\$120,000
Totals						\$30,000	\$30,000	\$30,000	\$30,000	\$102,000	\$18,000	\$0	\$120,000
Statewide: Signing Replacement / Upgrade Program. \$0.5M annually for preservation needs.													
UPDATE SIGNING ON STATE SYSTEM (Annual Project)	E-44		STP - Flexible	USSS *	P C	\$10,000 \$500,000	\$10,000 \$500,000	\$10,000 \$500,000	\$10,000 \$500,000	\$34,000 \$1,700,000	\$6,000 \$300,000	\$0 \$0	\$40,000 \$2,000,000
Totals						\$510,000	\$510,000	\$510,000	\$510,000	\$1,734,000	\$306,000	\$0	\$2,040,000
Statewide M & R Activities: Means of Servicing Sophisticated Electronic Lab & Materials Equipment used on Federal Aid Highway & Bridge Projects													
EQUIPMENT SERVICE & CALIBRATION AGREEMENTS AND PROJECT RELATED CONSUMABLES (Annual Project)	E-34		STP- Areas Less Than 200K	13921 *	P C	\$45,000 \$50,000	\$45,000 \$50,000	\$45,000 \$50,000	\$45,000 \$50,000	\$153,000 \$170,000	\$27,000 \$30,000	\$0 \$0	\$180,000 \$200,000
Totals						\$95,000	\$95,000	\$95,000	\$95,000	\$323,000	\$57,000	\$0	\$380,000
Statewide Special: Federal specified funding for disadvantaged business enterprises													
IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE SERVICES PROGRAM: "DBE" COMPLIANCE MONITORING (Annual Program)	E-34		STP - DBE	10336 *	P	\$90,000	\$90,000	\$90,000	\$90,000	\$360,000	\$0	\$0	\$360,000
Totals						\$90,000	\$90,000	\$90,000	\$90,000	\$360,000	\$0	\$0	\$360,000
Statewide Special: Federal specified funding for providing technical assistance on transportation issues to municipalities (10344 *).													
TECHNICAL ASSISTANCE PROGRAM TO RURAL COMMUNITIES AND ORGANIZATIONS THROUGH-OUT THE STATE - (LTAP) (Annual Project)	E-35		Transportation Assistance	10344 *	P	\$300,000	\$300,000	\$300,000	\$300,000	\$600,000	\$600,000	\$0	\$1,200,000
Totals						\$300,000	\$300,000	\$300,000	\$300,000	\$600,000	\$600,000	\$0	\$1,200,000
Statewide - Trac: Program Funding for 'Education Outreach' Working with Local High Schools.													
IMPLEMENT AND PARTICIPATE IN AASHTO TRAC PROGRAM IN LOCAL HIGH SCHOOLS TO ENCOURAGE STUDENTS TO EXPLORE OPPORTUNITIES IN TRANSPORTATION CAREERS (Annual Program)	E-34		STP-State Flexible	13668	P	\$20,800	\$20,800	\$20,800	\$20,800	\$66,560	\$16,640	\$0	\$83,200
Totals						\$20,800	\$20,800	\$20,800	\$20,800	\$66,560	\$16,640	\$0	\$83,200
Summer Youth Landscaping Program: Program Funding for Summer Landscaping Youth Program.													
ESTABLISHMENT OF SUMMER LANDSCAPING YOUTH PROGRAM TO PERFORM MAINTENANCE & OTHER RELATED WORK STATEWIDE [Annual Project]	E-42		STP-State Flexible	12500 *	C	\$57,000	\$57,000	\$57,000	\$57,000	\$193,800	\$34,200	\$0	\$228,000
Totals						\$57,000	\$57,000	\$57,000	\$57,000	\$193,800	\$34,200	\$0	\$228,000
Statewide - Consultant													
Inspection of sign structures on state maintained highways	E-7	Various	STP-State Flexible	16055	P	\$50,000	\$50,000	\$50,000	\$50,000	\$160,000	\$40,000	\$0	\$200,000
Totals						\$50,000	\$50,000	\$50,000	\$50,000	\$160,000	\$40,000	\$0	\$200,000

SELF-CERTIFICATION RESOLUTION
Strafford MPO

WHEREAS the USDOT Safe, Accountable, Flexible, Efficient Transportation Equity Act : A Legacy for Users (SAFETEA-LU) legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; and,

WHEREAS the Federal regulations specify that the transportation planning process be in conformance with Title 23 U.S.C. Section 134, 49 U.S.C. Section 5303 and 23 CFR part 450.306 which require that a continuing, cooperative and comprehensive planning process be carried out by the state and local officials; and,

WHEREAS the requirements of 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 have been met for nonattainment and maintenance areas; and,

WHEREAS the requirements of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 have been met, and 23 CFR part 450.316 which requires the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households be sought out and considered, and Indian Tribal government(s) be appropriately involved; and,

WHEREAS the requirements of 49 U.S.C. 5332, the Older Americans Act (42 U.S.C. 6101), as amended and Section 324 of title 23 U.S.C., prohibiting discrimination in programs or activities receiving Federal financial assistance on the basis of race, color, creed, national origin, sex, gender, or age in employment or business opportunity have been met; and,

WHEREAS the requirements of Section 1101(b) of SAFETEA-LU (Public Law 109-59) regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects (49 CFR Part 26), and the requirements of 23 CFR part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contract have been met; and,

WHEREAS 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, and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities have been met; and,

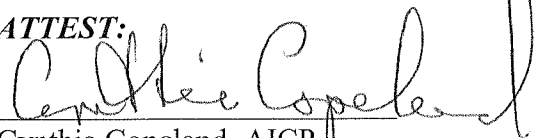
WHEREAS the Transportation Improvement Program (TIP) continues to be financially constrained as required by Section 450.324 of 23 CFR, and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circulars; and,

WHEREAS the provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities have been met.

NOW, THEREFORE, BE IT RESOLVED THAT the [enter organization here], the Metropolitan Planning Organization (MPO) for [enter member towns here] certifies that the planning process is being carried out in conformance with all of the applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

I hereby certify that this resolution was adopted by the [enter organization here] at its meeting on [enter date here].

ATTEST:


Cynthia Copeland, AICP
Strafford Metropolitan Planning Organization

George N. Campbell, Jr.
New Hampshire Department of Transportation

October 15, 2010