

Rockingham Planning Commission

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2011-2014

Adopted: October 13, 2010

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This Plan has been prepared by the Rockingham 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, the New Hampshire Department of Transportation, or the Federal Transit Administration. This report does not constitute a standard, specification, or regulation.

SELF-CERTIFICATION RESOLUTION

Rockingham Planning Commission 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,

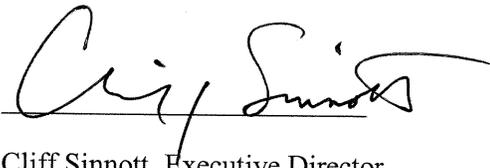
WHEREAS the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR, parts 27, 37 and 38, and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities have been met; and,

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 **Rockingham Planning Commission**, the Metropolitan Planning Organization (MPO) for **Atkinson, Brentwood, Danville, East Kingston, Epping, Exeter, Fremont, Greenland, Hampstead, Hampton, Hampton Falls, Kensington, Kingston, New Castle, Newfields, Newington, Newton, North Hampton, Plaistow, Portsmouth, Rye, Salem, Sandown, Seabrook, South Hampton, Stratham, and Windham, New Hampshire**, 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 the **Rockingham Planning Commission 2011-2014 Transportation Improvement Program** and **2009-2035 Long Range Transportation Plan** were adopted by the Commission at its meeting on **October 13th, 2010**, along with the accompanying Air Quality Conformity Analysis and this Self-Certification Resolution.



Cliff Sinnott, Executive Director

Rockingham Planning Commission

George N. Campbell, Jr., Commissioner

New Hampshire Department of Transportation

Date: 11/30/10

Date: _____

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
ROCKINGHAM PLANNING COMMISSION
FISCAL YEARS 2011-2014

INTRODUCTION

The *Transportation Improvement Program* (TIP) is a staged multi-year program of regional transportation improvement projects scheduled for implementation in the Metropolitan Planning Organization (MPO) area over the next four succeeding Federal fiscal years (FY 2011, 2012, 2013, and 2014). This program of projects is represented in **Table 5** of this document. It is prepared by the MPO 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 MPO and the NHDOT.

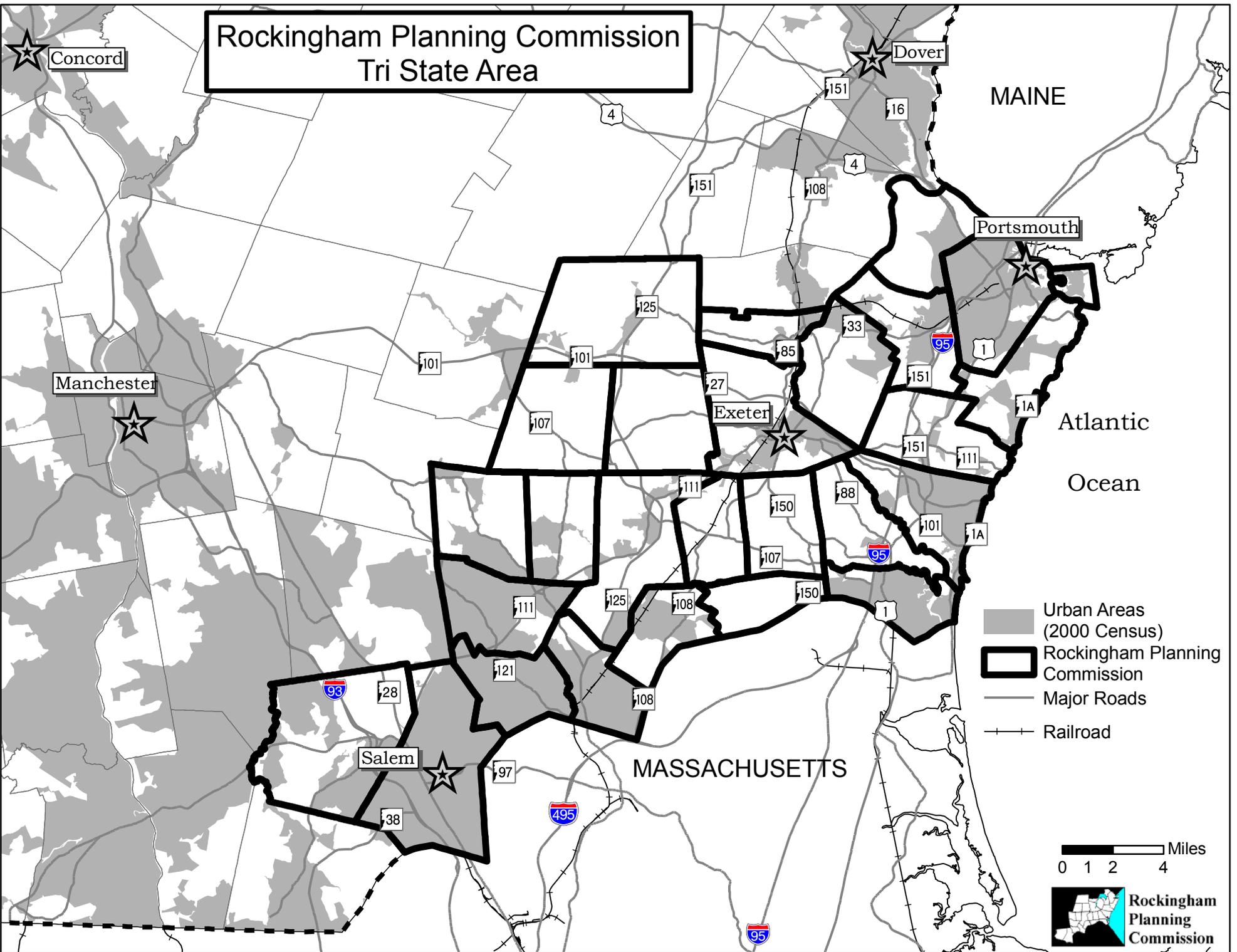
The TIP must include all transportation projects within the MPO area proposed for federal funding under Title 23 or the Federal Transit Act, as well as any regionally significant project that will require a federal action. Federally funded transportation projects that do not appear on the TIP may not 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 TIP is prepared by staff of the Rockingham Planning Commission and is reviewed and endorsed by the Technical Advisory (TAC). Final TIP endorsement is received from the Planning Commission acting as the MPO Policy Committee which is the designated MPO for the Portsmouth urbanized area and much of the New Hampshire portion of the Greater Boston urbanized area. The metropolitan area (study area) is shown in **Figure 1** of this document.

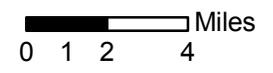
The MPO's TIP development process substantially changed over the past decade in response to the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA), the 1990 Clean Air Act Amendments (CAAA), the Transportation Equity Act for the 21st Century (TEA 21), and most recently the Safe, 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.

Rockingham Planning Commission Tri State Area



- Urban Areas (2000 Census)
- Rockingham Planning Commission
- Major Roads
- Railroad



DEVELOPMENT OF THE TIP

Every two years, the MPO solicits project proposals from communities and other local & 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 Rockingham Planning Commission began the current two-year cyclic process of updating its Transportation Improvement Program (TIP) and Long-Range Transportation Plan in the fall of 2008. As part of this process, the MPO verified priorities of the projects already in the plan and solicited project proposals to consider transportation improvements not included in the current 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 , Accountable, Flexible, Efficient Transportation Equity Act : A Legacy for Users (SAFETEA-LU), and the 1990 Clean Air Act Amendments, the RPC 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 to (2) guide the MPO in prioritizing transportation improvements to be included in the Long-Range Transportation Plan and Transportation Improvement Program (TIP). Since their adoption in 1995, the procedures have been modified to incorporate improvements identified in subsequent TIP/Plan development cycles.

The MPO, according to federal rules, is also required to meet specified minimum standards for public involvement in transportation planning. The Planning Commission, 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 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 Plan are distributed to and made available at City and Town Halls, Public Libraries, and the Rockingham Planning Commission offices.

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 Technical Advisory Committee representatives to the MPO 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.

Specific Process for the FY 2011-2014 TIP

In adopting the 2011-2020 Ten Year Plan, New Hampshire Department of Transportation, the Governor, and the Legislature recognized that the revenue projected for the plan period was inadequate to fund all necessary projects. To address this issue, a large number of projects were removed from the Ten Year Plan across the state. Acknowledging this situation, it was determined

that it was not an effective use of time and resources to solicit new projects from communities as no projects would be added to the TIP or Ten Year Plan. Therefore the MPO began its TIP and Plan update process in January of 2009 with a review of existing projects listed in the MPO Long Range Plan and projects suggested by communities during the previous two years. Any projects not currently in the MPO TIP or the State 10 Year Plan would be included in the MPO Long Range Plan.

The Rockingham Planning Commission has used this opportunity to review, redefine, and if appropriate re-prioritize existing projects in the Ten Year and Long Range Plans with the goal of developing a comprehensive flow of projects from the Long Range Plan to the Ten Year Plan and TIP. To that end data was gathered to improve the project planning and development process. We have contacted many communities to discuss projects in the State Ten Year Plan and ***the response received was that the existing projects continue to be priorities.***

Comments on the draft State Ten Year Plan document were submitted to NH DOT in June, 2009 that included a prioritized list of projects recommended for addition to the Plan. In addition, this information was conveyed the Governor’s Advisory Council on Intermodal Transportation (GACIT) in written form as well as via testimony at GACIT hearings in September and October, 2009. **Table 1** – Important Dates in the Project Selection Process, and **Figure 2** - Timeline of Actions and Milestones for a flowchart outline of the Plan and TIP update process.

TABLE 1: Important Dates in the TIP Development Process

January, 2009	MPO notifies communities and interested parties that project proposals are being requested.
June 9 th , 2009	Adopted Draft TIP submitted to NHDOT
August, 2009	NH DOT submits Draft Ten Year Plan to GACIT
Sept-Oct, 2009	GACIT Public Hearings on the Draft Ten Year Plan
December 1 st , 2009	GACIT Submits Draft Ten Year Plan to Governor
January, 2010	Governor Submits Ten Year Plan to Legislature
June 2 nd , 2010	Legislature Approves 2011-2020 Ten Year Plan
June 28 th , 2010	Governor Signs 2011-2010 Ten Year Plan
July 9 th , 2010	NH DOT Releases 2011-2014 STIP Project list
September 13 th , 2010	Start of 30 Day Public Comment period on TIP and Plan
September 23 rd , 2010	RPC TAC Meeting
October 13 th , 2010	RPC Policy Committee Meeting

RELATIONSHIP BETWEEN THE MPO TIP & THE STATE TIP (STIP)

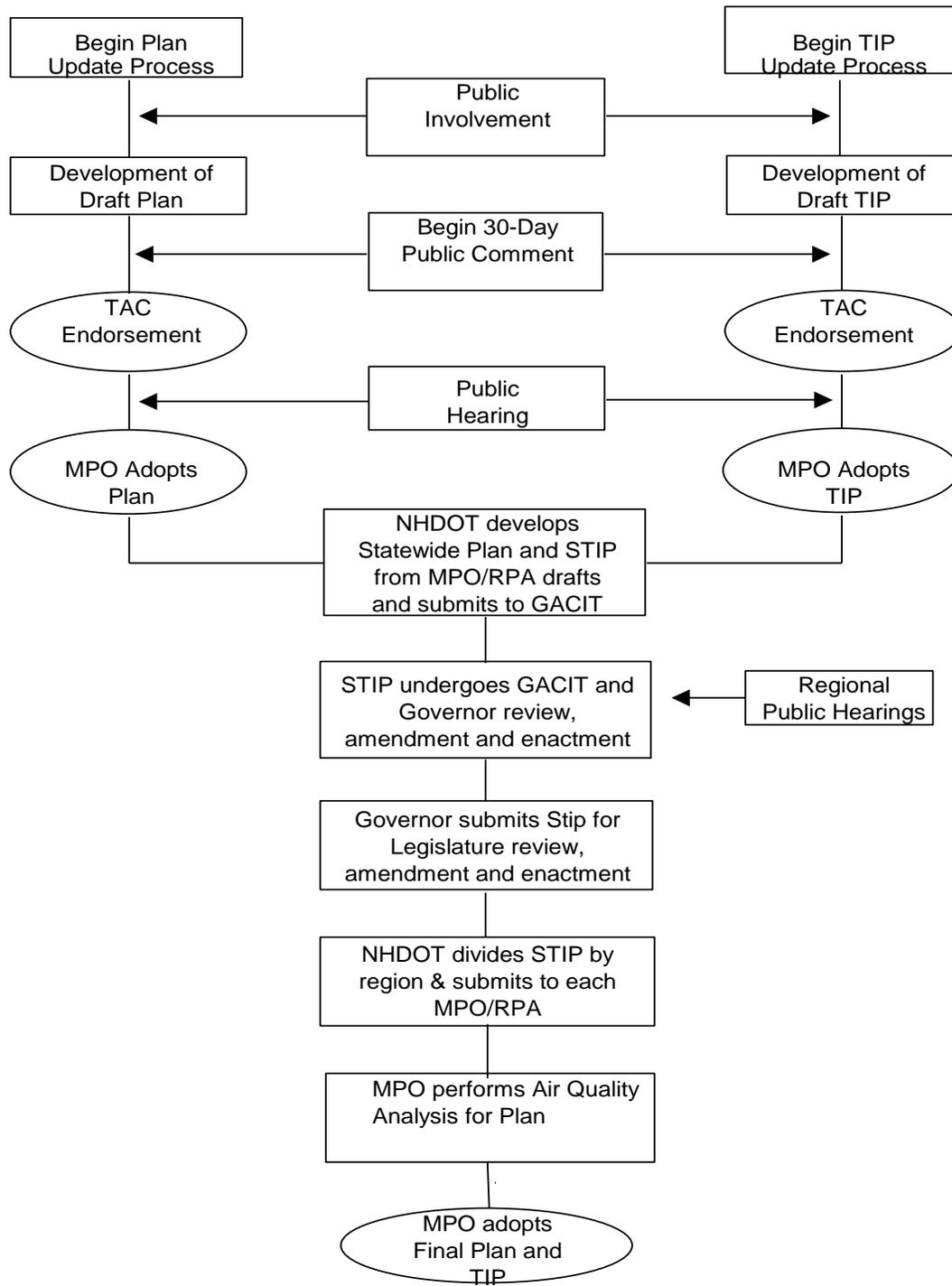
The Federal Metropolitan Planning Rules require that the TIP, when adopted by the MPO and approved by the Governor, be included without modification in the State TIP (known as the 'STIP'). Under the New Hampshire’s TIP/STIP development process, the NHDOT receives an adopted draft TIP that becomes subject 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 MPO will be asked to adopt a final TIP, which may include changes not previously considered or approved by the MPO. The MPO will review the final draft for such

changes and determine whether or not the TIP continues to conform to NH SIP for air quality; that it remains financially constrained; that it reflects the project specific content of the adopted MPO Transportation Plan and that it continues to represent local and regional priorities.

RELATIONSHIP BETWEEN THE TIP & THE TRANSPORTATION PLAN

The Transportation Plan is the long-range plan for transportation improvements in the region. The Plan, which was last adopted in October 2008 (last amended in March 2010), incorporates the TIP as the short range, project specific component. The 2011-2014 TIP will replace the 2009-2012 TIP currently referenced in the Long Range Plan when the Final TIP is adopted. An amended Transportation Plan that will incorporate the new TIP as well as any air quality conformity determination will be proposed for adoption in coordination with the 2011-2014 TIP.

FIGURE 2: Development of the Rockingham Planning Commission Transportation Plan & 2011-2014 Transportation Improvement Program



FINANCIAL ANALYSIS

The metropolitan planning rules require that a TIP must be determined to be financially constrained, by year. For the first three 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 the following:

- 1) For all projects requiring state or local match, the MPO 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 MPO assumes that the NHDOT has determined that the required funds by year and category will be available.

It should be noted that the MPO has insufficient direct knowledge of the fiscal resources and obligations to be able to independently verify that the 2011-2014 TIP/STIP as proposed is fiscally constrained. Projects which were proposed by the MPO in the draft TIP but which are not included in the NHDOT STIP were determined to have no reasonable expectation of funding and have been omitted from the TIP. Table 2 below shows the funds programmed in the 2011-2014 TIP by fiscal year for each project phase. Extensive additional information regarding fiscal constraint is included in Chapter 3 of the MPO 2009-2035 Long Range Plan.

Table 2: MPO TIP Funding Summary by FY and Source

	2011	2012	2013	2014
Transit*	\$12,798,350	\$14,445,561	\$13,847,686	\$13,132,987
Highways**	\$75,182,104	\$115,681,091	\$126,269,782	\$107,357,493
Statewide Programs***	\$74,341,930	\$73,665,533	\$71,821,300	\$72,321,300

	Federal	State	Local/Other	Total
Transit	\$33,489,049	\$ 645,500	\$20,074,736	\$54,209,284
Highways*	\$219,327,793	\$175,366,153	\$29,796,524	\$424,490,470
Statewide Programs**	\$242,644,660	\$32,000,403	\$17,505,000	\$292,150,063
Total	\$495,461,502	\$208,012,055	\$67,376,260	\$770,849,817

* Includes all FTA funded projects/programs, including those labeled as "statewide"
 ** Includes some projects that cross MPO boundaries (I-93, Newington-Dover, Portsmouth-Kittery)
 ***Includes projects and programs that are implemented statewide except for FTA funded projects. Portions of these funds are spent within the MPO region; however NHDOT does not provide MPO based totals.

AIR QUALITY CONFORMITY ANALYSIS & DETERMINATION

Federal regulations require that the Metropolitan Planning Organizations in areas designated as non-attainment or maintenance under the Clean Air Act (Section 107) prepare Air Quality Conformity Determinations on their Transportation Plans and Transportation Improvement

Programs. The purpose of the conformity determination is to ensure that the plans and programs that are developed conform to all applicable federal air quality requirements.

An Air Quality Conformity Determination is required for the Rockingham Planning Commission 2011-2014 TIP because of the instatement of the eight-hour Ozone standard, and of the designation of non-attainment status of the Southern New Hampshire area, by the US EPA in April of 2004. As the RPC shares the Southern New Hampshire Non-Attainment area with other MPO's, there is a joint responsibility to make the final Air Quality Conformity Determination based on the analysis provided by each agency for its portion of the area. The complete Air Quality Analysis for the region is included in a separate document and a summary of the emissions is shown in **Table 3**. The results of the analysis show that the Southern NH Moderate 8-hour Non-Attainment areas 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).

Table 3: Emissions Summary for the Non-attainment Area

	2012 Emissions Estimate (kg/day)			2017 Emissions Estimate (kg/day)		
	VOC	NOX	VMT	VOC	NOX	VMT
NRPC	2,464	3,998	5,115,567	1,873	2,360	5,425,094
RPC	3,772	6,666	8,006,112	2,764	3,848	8,356,444
SNHRPC	3,941	6,204	7,777,452	2,990	3,665	8,168,594
SRPC	1,083	1,810	2,317,505	821	1,091	2,474,925
Total	11,260	18,678	23,216,636	8,432	10,963	24,363,110
Budget	13,891	25,879		13,891	25,879	
Remaining	2,631	7201		5,459	14,916	

	2026 Emissions Estimate (kg/day)			2035 Emissions Estimate (kg/day)		
	VOC	NOX	VMT	VOC	NOX	VMT
NRPC	1,415	1,377	6,100,411	1,521	1,210	6,641,973
RPC	1,956	1,975	8,898,462	2,028	1,674	9,469,786
SNHRPC	2,221	2,111	9,181,581	2,423	1,869	10,046,581
SRPC	586	588	2,643,221	603	502	2,796,250
Total	6,166	6,041	26,751,282	6,561	5,243	28,869,717
Budget	13,891	25,879		13,891	25,879	
Remaining	7,725	19,838		7,330	20,636	

PROGRESS MADE DURING THE 2009-2012 TIP

In the Rockingham Planning Commission Transportation Improvement Program 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 4** along with their status.

Table 4: Projects completed or delayed from the 2009-2012 TIP

State#	Town	Route/Road	Scope of Work	Year Complete
15619	Brentwood	NH 125	Install traffic signals at NH 125 and NH 111A (Middle Road) [HSIP]	Completed
15620	Brentwood	NH 125	Install traffic signals at NH 125 and North Road [HSIP]	Completed
13712	Epping	NH 125	Reconstruction from NH 27 north to NH 87	Rescheduled for 2020
	Exeter	Epping Road	Implementation of Access Management plan developed by Exeter to likely include ROW acquisitions and driveway consolidation	Delayed indefinitely
13871	Exeter	Lincoln St.	Expand existing passenger railroad station parking area from 78 to 140 spaces	Delayed to 2011
14090A	Exeter	Park St.	Bridge Replacement over B&M Railroad 088/076	Delayed to 2015
	Greenland	NH 33/ Ocean Road	Intersection improvements at NH 33/ Ocean Road, adding turn lanes and through lanes	Completed
14813	Greenland	NH 33/ Ocean Road	Truckstop Electrification at Exit 3 on I-95	Project Cancelled
15618	Greenland	NH 33	Install Traffic Signals at intersection of NH 33 and Bayside Road/Winnicut Road [HSIP]	Completed
14188	Hampton	NH 1A	Bridge Rehabilitation replacing deck and fender system over Hampton River 235/025	Completed
14827	New Castle	NH 1B	Construct sidewalk between residential neighborhoods and the elementary school (300 lf) and between the great common (library/park/beach) and the Wentworth hotel (1,150 lf) (TE Program [06-35TE])	Delayed to 2011
10044F	Plaistow	NH 125	Reconstruct intersections of Danville Road, Jesse George Road, and NH 121A, as well as construct jug handles at East Road and opposite Walton Road (Parent = Plaistow-Kingston 10044B)	Under Agreement
10044E	Plaistow-Kingston	NH 125	Reconstruct intersection of Roadstone Drive and construct extension of Kingston Road	Delayed beyond TIP
13516	Portsmouth	Market St	Signal coordination along Market Street from I-95 to Kearsarge Street	Delayed to 2011
13903	Portsmouth	Bow St	Piscataqua Riverwalk: construct 400LF of pedestrian facility and pier along the Piscataqua River paralleling Bow St [02-53TE]	Delayed to 2011
13880	Rochester-Somersworth-Dover-Newington-Portsmouth	Spaulding Turnpike	Express bus service for general public between Rochester and Portsmouth to have timely connections with inter-city and local transportation services [02-29CM]	Delayed to 2011
14430A	Salem	Transit	Transit Service for employees in the region connecting Salem to other communities with the goal of fixed route transit [part of 04-20CM]	Delayed to 2011

Table 4: Projects completed or delayed from the 2009-2012 TIP

State#	Town	Route/Road	Scope of Work	Year Complete
13933G	Salem to Manchester	I-93	I-93 Exit 3 area, NB mainline construction from Salem town line to mile marker 6.3, including interim transitions, and approximately 3700 l.f. of SB mainline reconstruction north of Exit 3 (Windham) [ARRA]	Under Agreement
10418Z	Salem to Manchester to Concord	I-93	I-93, Implementation of Incident Management and ITS for overall corridor, to improve efficiency before, during & after I-93 construction. Includes CMAQ App [06-22CM] (CMAQ Program)[ARRA]	Under Agreement
11151E/ F	Seabrook To Portsmouth	Blue Star TPK (I-95)	ITS Deployment; ITS initiative allowing for deployment of variable message boards and highway advisory radio to improve motorist safety	Completed
14631	Seacoast	I-95	Congestion mitigation project to include the installation of various ITS devices	Completed
14830	Windham	Windham Depot	Rehabilitate Windham Depot as visitor’s center/ museum/ way station on Salem-Concord Bikeway/ Rail Trail. Also make improvements to parking areas (TE Program) [06-59TE] [ARRA]	Under agreement
10075K	Windham-Salem	NH 111	Landscaping (Parent = Win-Sal 10075)	Under Agreement

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 5 Rockingham Planning Commission 2011-2014 Transportation Improvement Program**. The listing is sorted by community and/or project area. Project description contains the following information: state project number (if applicable); facility or route; community or area; project description; clean air exempt status; source of funds; estimated costs by year; summary of costs for three years; agency responsible for implementation; project start date, and any notes or comments. NOTE: Only those projects shown to include funding in FY 2011, 2012, 2013 or 2014 and which are either Federally funded or regionally significant requiring Federal action are part of this TIP. **Table 2**, Rockingham Planning Commission 2011-2014 TIP Funding Summary, shows categorical totals for the projects included in Table 5. Totals are detailed by fiscal year for each phase [Preliminary Engineering (PE), Right-of-Way (R), and Construction (C)]. In addition, the projects have been totaled for each fiscal year based on funding source and the various established state and federal project funding categories.

**TABLE 5: RPC 2011-2014 Transportation Improvement Program
Projects Listing**

Table 5: RPC 2011-2014 TIP Projects

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
CART - TRANSIT: OPERATING ASSISTANCE - [CAA CODE: E-21]									
Project#:									
Total Cost: \$8,227,975									
	FTA 5307 Capital and Operating Program	\$690,100	\$712,183	\$734,957	\$758,489	\$1,447,864	\$0	\$1,447,864	\$2,895,729
		\$690,100	\$712,183	\$734,957	\$758,489	\$1,447,864	\$0	\$1,447,864	\$2,895,729
CART - TRANSIT: PREVENTATIVE MAINTENANCE - [CAA CODE: E-23]									
Project#:									
Total Cost: \$320,000									
	FTA 5307 Capital and Operating Program	\$85,000	\$87,720	\$90,525	\$93,424	\$285,335	\$0	\$56,034	\$341,369
		\$85,000	\$87,720	\$90,525	\$93,424	\$285,335	\$0	\$56,034	\$341,369
COAST - COAST: ADA OPERATIONS - [CAA CODE: E-21]									
Project#:									
Total Cost: \$1,509,875									
	FTA 5307 Capital and Operating Program	\$74,000	\$76,000	\$101,000	\$104,000	\$284,000	\$0	\$71,000	\$355,000
		\$74,000	\$76,000	\$101,000	\$104,000	\$284,000	\$0	\$71,000	\$355,000
COAST - COAST: CAPITAL PROGRAM [ARRA] - [CAA CODE: E-22]									
Project#:									
Total Cost: \$10,972,188									
	FTA 5307 Capital and Operating Program	\$536,000	\$553,000	\$981,438	\$157,250	\$1,782,150	\$0	\$445,538	\$2,227,688
		\$536,000	\$553,000	\$981,438	\$157,250	\$1,782,150	\$0	\$445,538	\$2,227,688
COAST - COAST: GENERAL & COMPREHENSIVE PLANNING - [CAA CODE: E-36]									

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
Project#:									
Total Cost:	\$1,089,407								
	FTA 5307 Capital and Operating Program	\$109,000	\$113,000	\$52,000	\$54,000	\$262,400	\$0	\$65,600	\$328,000
		\$109,000	\$113,000	\$52,000	\$54,000	\$262,400	\$0	\$65,600	\$328,000
COAST - COAST: MISC. BUS STATION EQUIPMENT [ARRA] - [CAA CODE: E-28]									
Project#:									
Total Cost:	\$1,084,000								
	FTA 5307 Capital and Operating Program	\$65,000	\$66,000	\$65,000	\$67,000	\$210,400	\$0	\$52,600	\$263,000
		\$65,000	\$66,000	\$65,000	\$67,000	\$210,400	\$0	\$52,600	\$263,000
COAST - COAST: MISC. SUPPORT EQUIPMENT - [CAA CODE: E-24]									
Project#:									
Total Cost:	\$467,000								
	FTA 5307 Capital and Operating Program	\$34,000	\$35,000	\$33,000	\$34,000	\$108,800	\$0	\$27,200	\$136,000
		\$34,000	\$35,000	\$33,000	\$34,000	\$108,800	\$0	\$27,200	\$136,000
COAST - COAST: OPERATING ASSISTANCE - [CAA CODE: E-21]									
Project#:									
Total Cost:	\$26,569,782								
	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
		\$1,788,000	\$1,844,000	\$1,566,000	\$1,613,000	\$3,405,500	\$0	\$3,405,500	\$6,811,000
COAST - COAST: PREVENTIVE MAINTENANCE - [CAA CODE: E-21]									
Project#:									
Total Cost:	\$6,797,875								
	FTA 5307 Capital and Operating Program	\$523,000	\$538,000	\$380,000	\$391,000	\$1,465,600	\$0	\$366,400	\$1,832,000

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
		\$523,000	\$538,000	\$380,000	\$391,000	\$1,465,600	\$0	\$366,400	\$1,832,000

EXETER - LINCOLN STREET: EXPAND EXISTING PASSENGER RAILROAD STATION PARKING AREA (PROJECT #10025A) FROM 78 TO 140 PARKING SPACES (CMAQ Program) [02-13CM] - [CAA CODE: N/E]

Project#: 13871

Total Cost:

C	Congestion Mitigation and Air Quality Program	\$125,000				\$100,000	\$0	\$25,000	\$125,000
		\$125,000				\$100,000	\$0	\$25,000	\$125,000

EXETER - LINCOLN STREET: RESTORATION OF BAGGAGE BUILDING [09-14TE] - [CAA CODE: E-45]

Project#: 16045

Total Cost:

P	STP-Enhancement		\$29,257			\$20,480	\$0	\$8,777	\$29,257
R	STP-Enhancement		\$281,736			\$197,215	\$0	\$84,521	\$281,736
C	STP-Enhancement		\$105,109			\$73,576	\$0	\$31,533	\$105,109
			\$416,102			\$291,272	\$0	\$124,831	\$416,102

HAMPTON - NH 1A: ELECTRICAL UPGRADES / REPAIRS TO BRIDGE CONTROL PANEL ON BRIDGE OVER HAMPTON RIVER - 235/025 - [CAA CODE: E-19]

Project#: 14188C

Total Cost: \$612,830

P	Bridge On System	\$2,100				\$1,680	\$420	\$0	\$2,100
C	STP-Areas Less Than 200K	\$1,650,000				\$1,320,000	\$330,000	\$0	\$1,650,000
		\$1,652,100				\$1,321,680	\$330,420	\$0	\$1,652,100

HAMPTON - NORTH HAMPTON - I-95 (BLUE STAR TPK): IMPROVEMENT TO EXISTING HAMPTON TOLL PLAZA & FACILITY AS RESULT OF THE OPEN ROAD TOLLING PROJECTS (PE & ROW ARE IN 15678) {Turnpike} - [CAA CODE: E-2]

Project#: 15678D

Total Cost:

C	Turnpike Program	\$2,000,000				\$0	\$2,000,000	\$0	\$2,000,000
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Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
		\$2,000,000				\$0	\$2,000,000	\$0	\$2,000,000

LONDONDERRY - SALEM - TRANSIT: CAPITAL - [CAA CODE: E-30]

Project#:

Total Cost: \$2,766,000

FTA 5307 Capital and Operating Program	\$219,000	\$226,008	\$233,235	\$240,703	\$735,157	\$183,789	\$0	\$918,946
	\$219,000	\$226,008	\$233,235	\$240,703	\$735,157	\$183,789	\$0	\$918,946

LONDONDERRY - SALEM - TRANSIT: COMMUTER BUS PREVENTATIVE MAINTENANCE - [CAA CODE: E-21]

Project#:

Total Cost: \$3,468,750

FTA 5307 Capital and Operating Program	\$281,250	\$290,250	\$299,531	\$309,122	\$944,123	\$236,031	\$0	\$1,180,153
	\$281,250	\$290,250	\$299,531	\$309,122	\$944,123	\$236,031	\$0	\$1,180,153

NEW CASTLE - RYE - NH 1B: REHABILITATE SINGLE LEAF BASCULE MOVEABLE BRIDGE OVER LITTLE HARBOR - 066/071 {Red List} - [CAA CODE: E-19]

Project#:

Total Cost: \$4,750,000

C Bridge On/Off System			\$5,058,750		\$4,047,000	\$1,011,750	\$0	\$5,058,750
			\$5,058,750		\$4,047,000	\$1,011,750	\$0	\$5,058,750

NEWINGTON - DOVER - NH 16 / US 4 / SPLDG TPK: CONSTRUCTION OF LITTLE BAY BRIDGE, INDEPENDENT SISTER STRUCTURE (FROM N-D 11238) [INCLUDES DEMO IDS (NH036), (NH053), (NH070), (NH080), TCSP, AND TURNPIKE FUNDED REMAINDER] - [CAA CODE: N/E]

Project#: 11238L

Total Cost:

C Turnpike Program			\$11,171,928	\$11,529,640	\$0	\$22,701,568	\$0	\$22,701,568
			\$11,171,928	\$11,529,640	\$0	\$22,701,568	\$0	\$22,701,568

NEWINGTON - DOVER - NH 16 / US 4 / SPLDG TPK: REHABILITATION OF EXISTING LITTLE BAY BRIDGE & BRIDGE APPROACH CONSTRUCTION [PARENT N-D 11238] - [CAA CODE: N/E]

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
Project#:	112380								
Total Cost:	\$33,433,000								
C	Turnpike Program				\$10,717,324	\$0	\$10,717,324	\$0	\$10,717,324
					\$10,717,324	\$0	\$10,717,324	\$0	\$10,717,324

NEWINGTON - DOVER - NH 16 / US 4 / SPLDG TPK: WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL - [CAA CODE: N/E]

Project#:	11238								
Total Cost:	\$36,549,000								
P	Turnpike Program	\$3,400,000	\$3,508,800	\$3,408,000		\$0	\$10,316,800	\$0	\$10,316,800
R	Turnpike Program	\$2,200,000	\$1,489,176			\$0	\$3,689,176	\$0	\$3,689,176
C	Turnpike Program	\$3,713,000				\$0	\$3,713,000	\$0	\$3,713,000
		\$9,313,000	\$4,997,976	\$3,408,000		\$0	\$17,718,976	\$0	\$17,718,976

NEWINGTON - DOVER - NH16, US4 & SPAULDING TURNPIKE: EXIT 6 INTERCHANGE AND MAINLINE TURNPIKE CONSTRUCTION, INCLUDING SOUNDWALLS (PARENT N-D 11238) - [CAA CODE: N/E]

Project#:	11238Q								
Total Cost:									
C	Turnpike Program				\$17,390,422	\$0	\$17,390,422	\$0	\$17,390,422
					\$17,390,422	\$0	\$17,390,422	\$0	\$17,390,422

NEWINGTON - NH 16 / US 4 / SPLDG TPK: EXIT 3 & 4 INTERCHANGE CONSTRUCTION AND MAINLINE TURNPIKE CONSTRUCTION [PARENT = N-D 11238] - [CAA CODE: N/E]

Project#:	11238M								
Total Cost:	\$41,644,000								
C	Turnpike Program	\$8,834,000	\$20,229,264	\$22,196,730	\$5,498,797	\$0	\$56,758,791	\$0	\$56,758,791
		\$8,834,000	\$20,229,264	\$22,196,730	\$5,498,797	\$0	\$56,758,791	\$0	\$56,758,791

NEWMARKET - NH 108: CONSTRUCT 4' BIKE SHOULDERS FROM THE SOUTHERLY LIMIT OF PROJECT 13107 IN NEWMARKET TO NEWFIELDS T/L (CMAQ Program) [02-25CM] - [CAA CODE: E-33]

Project#: 13878
Total Cost: \$809,292

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
C	Congestion Mitigation and Air Quality Program	\$679,720				\$543,776	\$0	\$135,944	\$679,720
		\$679,720				\$543,776	\$0	\$135,944	\$679,720

PLAISTOW - NH 125: RECONSTRUCT EAST RD TO OLD RD (Parent = Plaistow-Kingston 10044B) - [CAA CODE: N/E]

Project#: 10044G
Total Cost: \$5,975,200

C	National Highway System			\$6,363,588		\$5,090,870	\$1,272,718	\$0	\$6,363,588
				\$6,363,588		\$5,090,870	\$1,272,718	\$0	\$6,363,588

PLAISTOW - NH 125: RECONSTRUCT INTERSECTIONS OF DANVILLE ROAD, JESSE GEORGE ROAD & NH 121A, AS WELL AS CONSTRUCT JUG HANDLES AT EAST ROAD & OPPOSITE WALTON ROAD (Parent = Plaistow-Kingston 10044B) - [CAA CODE: N/E]

Project#: 10044F
Total Cost: \$9,236,395

C	National Highway System	\$6,400,000	\$2,242,775			\$8,194,220	\$448,555	\$0	\$8,642,775
C	Non Participating	\$493,620				\$0	\$0	\$493,620	\$493,620
		\$6,893,620	\$2,242,775			\$8,194,220	\$448,555	\$493,620	\$9,136,395

PORTSMOUTH - BOW STREET: PISCATAQUA RIVERWALK: CONSTRUCT 400 LF OF PEDESTRIAN FACILITY AND PIER ALONG THE PISCATAQUA RIVER PARALLELING BOW STREET (TE Program) [02-53TE] - [CAA CODE: E-33]

Project#: 13903
Total Cost:

P	Non Participating	\$175,000				\$0	\$0	\$175,000	\$175,000
R	Non Participating	\$1,000				\$0	\$0	\$1,000	\$1,000
C	Non Participating	\$817,830				\$0	\$0	\$817,830	\$817,830
C	STP-Enhancement	\$625,000				\$500,000	\$0	\$125,000	\$625,000
		\$1,618,830				\$500,000	\$0	\$1,118,830	\$1,618,830

PORTSMOUTH - I-95: PAINT BRIDGE APPROACHES TO BRIDGE OVER PISCATAQUA RIVER - 258/128 - [CAA CODE: E-19]

Project#: 14376
Total Cost: \$6,420,267

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
C	Bridge On/Off System	\$4,417,034				\$4,417,034	\$0	\$0	\$4,417,034
		\$4,417,034				\$4,417,034	\$0	\$0	\$4,417,034

PORTSMOUTH - US 1 BYPASS: REMOVE US 1 SOUTH BOUND BRIDGE OVER US 1 BYPASS -173/071 (Red List) (Pe & Row in Parent 13455) - [CAA CODE: E-19]

Project#: 13455A
Total Cost: \$3,200,000

C	STP-Areas Less Than 200K		\$3,302,400			\$2,641,920	\$660,480	\$0	\$3,302,400
			\$3,302,400			\$2,641,920	\$660,480	\$0	\$3,302,400

PORTSMOUTH - US 1 BYPASS: REPLACE BRIDGES OVER THE BYPASS: PE & ROW FOR BRIDGES 173/071,183/087, 188/097, 205/116, 211/114, AND 227/112 {Red List} - [CAA CODE: E-19]

Project#: 13455
Total Cost: \$5,742,500

R	Bridge On/Off System	\$310,000				\$248,000	\$62,000	\$0	\$310,000
		\$310,000				\$248,000	\$62,000	\$0	\$310,000

PORTSMOUTH - US 1 BYPASS: REPLACE MAPLEWOOD AVENUE BRIDGE OVER US 1 BYPASS - 227/112 {Red List} (Pe & Row in Parent 13455) - [CAA CODE: E-19]

Project#: 13455C
Total Cost:

C	STP-Areas Less Than 200K			\$4,792,500		\$3,834,000	\$958,500	\$0	\$4,792,500
				\$4,792,500		\$3,834,000	\$958,500	\$0	\$4,792,500

PORTSMOUTH - US 1 BYPASS: REPLACE MIDDLE ROAD BRIDGE (183/087) {Red List} & ISLINGTON STREET BRIDGE (188/097) {Red List} OVER US 1 BYPASS (Pe & Row in Parent 13455) - [CAA CODE: E-19]

Project#: 13455B
Total Cost: \$4,900,000

C	STP-Areas Less Than 200K		\$5,056,800			\$4,045,440	\$1,011,360	\$0	\$5,056,800
			\$5,056,800			\$4,045,440	\$1,011,360	\$0	\$5,056,800

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
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PORTSMOUTH, NH - KITTERY, ME - US 1 BYPASS: REHABILITATE & PAINT BRIDGE OVER PISCATAQUA RIVER - 251/108 (Sarah Mildred Long Bridge) (Red List) - [CAA CODE: E-19]

Project#:	15731								
Total Cost:	\$34,160,000								
P	Bridge On/Off System		\$77,400	\$1,000,000	\$1,000,000	\$1,661,920	\$415,480	\$0	\$2,077,400
P	Non Participating		\$77,400	\$1,065,000	\$1,099,100	\$0	\$0	\$2,241,500	\$2,241,500
R	Bridge On/Off System			\$5,325		\$4,260	\$1,065	\$0	\$5,325
R	Non Participating			\$5,325		\$0	\$0	\$5,325	\$5,325
			\$154,800	\$2,075,650	\$2,099,100	\$1,666,180	\$416,545	\$2,246,825	\$4,329,550

PORTSMOUTH, NH - KITTERY, ME - US 1: MEMORIAL BRIDGE OVER PISCATAQUA RIVER BASED ON CONNECTION STUDY. REPLACEMENT OF SCOTT AVENUE BRIDGE AND REHABILITATION OF THE KITTERY APPROACH SPANS (Red List) - [CAA CODE: E-19]

Project#:	13678F								
Total Cost:	\$71,160,000								
P	Bridge On/Off System	\$1,750,000				\$1,400,000	\$350,000	\$0	\$1,750,000
P	Non Participating	\$1,750,000				\$0	\$0	\$1,750,000	\$1,750,000
R	Bridge On/Off System	\$5,000				\$5,000	\$0	\$0	\$5,000
R	Non Participating	\$5,000				\$0	\$0	\$5,000	\$5,000
C	Non Participating	\$3,000,000	\$15,480,000	\$14,910,000		\$0	\$0	\$33,390,000	\$33,390,000
C	Bridge On/Off System	\$3,000,000	\$18,000,000	\$14,000,000		\$28,600,000	\$5,600,000	\$800,000	\$35,000,000
		\$9,510,000	\$33,480,000	\$28,910,000		\$30,005,000	\$5,950,000	\$35,945,000	\$71,900,000

SALEM - MANCHESTER & LAWRENCE RAIL CORRIDOR: MULTI-USE TRAIL IMPROVEMENTS IN SALEM, WINDHAM & DERRY [09-47TE] - [CAA CODE: E-33]

Project#:	16031								
Total Cost:	\$1,711,000								
P	STP-Enhancement	\$82,000	\$136,524			\$174,819	\$0	\$43,705	\$218,524
R	STP-Enhancement	\$1,000				\$800	\$0	\$200	\$1,000
C	STP-Enhancement		\$740,976	\$828,260		\$1,255,389	\$0	\$313,847	\$1,569,236
		\$83,000	\$877,500	\$828,260		\$1,431,008	\$0	\$357,752	\$1,788,760

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
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SALEM - NH 28: RECONSTRUCT INTERSECTION, MAIN STREET @ DEPOT STREET, INCLUDING SIGNALS, LEFT TURN LANES & APPROACHES - [CAA CODE: NE]

Project#:		12334							
Total Cost:		\$3,785,000							
P	STP-Areas Over 200K	\$392,561				\$314,048	\$0	\$78,513	\$392,561
		\$392,561				\$314,048	\$0	\$78,513	\$392,561

SALEM TO MANCHESTER - I-93: "DEBT SERVICE PROJECT" FOR: RECONSTRUCTION & WIDENING FROM S/L TO MANCHESTER [Garvee Bonded Projects - 2005 NH Legislature Approved] - [CAA CODE: N/E]

Project#:		14800 *							
Total Cost:		\$146,648,750							
C	National Highway System		\$2,093,670	\$6,673,750	\$11,891,250	\$16,526,936	\$4,131,734	\$0	\$20,658,670
			\$2,093,670	\$6,673,750	\$11,891,250	\$16,526,936	\$4,131,734	\$0	\$20,658,670

SALEM TO MANCHESTER - I-93: CORRIDOR SERVICE PATROL (Salem to Manchester) - [CAA CODE: E-7]

Project#:		10418T							
Total Cost:		\$350,000							
P	National Highway System	\$75,000	\$77,400	\$79,875	\$82,433	\$251,766	\$62,942	\$0	\$314,708
		\$75,000	\$77,400	\$79,875	\$82,433	\$251,766	\$62,942	\$0	\$314,708

SALEM TO MANCHESTER - I-93: EXIT 2 INTERCHANGE RECONSTRUCTION, INCLUDING I-93 MAINLINE & NH97, INCLUDES BRIDGES 068/078 & 070/079 {Both Red List} (Salem) (Parent = Salem to Manchester) - [CAA CODE: N/E]

Project#:		13933E							
Total Cost:		\$46,900,000							
C	Bridge On/Off System		\$9,000,000			\$7,200,000	\$1,800,000	\$0	\$9,000,000
C	Interstate Maintenance			\$7,645,600	\$6,782,056	\$12,984,890	\$1,442,766	\$0	\$14,427,656
C	National Highway System		\$4,509,144	\$6,000,000	\$7,000,000	\$14,007,315	\$3,501,829	\$0	\$17,509,144
			\$13,509,144	\$13,645,600	\$13,782,056	\$34,192,206	\$6,744,594	\$0	\$40,936,800

SALEM TO MANCHESTER - I-93: EXIT 3 AREA (SEGMENT III CONSTRUCTION) [Garvee Bonded Project] (Parent = Salem to Manchester 13933*) - [CAA CODE: N/E]

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
Project#: 13933H									
Total Cost:									
C	Interstate Maintenance			\$2,000,000	\$6,000,000	\$7,200,000	\$800,000	\$0	\$8,000,000
C	National Highway System m			\$2,919,960	\$6,163,633	\$7,266,874	\$1,816,719	\$0	\$9,083,593
				\$4,919,960	\$12,163,633	\$14,466,874	\$2,616,719	\$0	\$17,083,593

SALEM TO MANCHESTER - I-93: EXIT 3 AREA, RECONSTRUCT SOUTHBOUND BARREL FROM BROOKDALE ROAD TO NORTH OF NH111, INCLUDING THE SOUTHBOUND ON RAMP AND THE NORTH BOUND ON RAMP (WINDHAM) [Parent = Sal-Man 13933*] - [CAA CODE: N/E]

Project#: 13933I									
Total Cost: \$87,800,000									
C	National Highway System		\$7,447,887	\$9,413,436	\$10,000,000	\$21,489,058	\$5,372,265	\$0	\$26,861,323
C	Interstate Maintenance se			\$9,000,000	\$9,542,562	\$16,688,306	\$1,854,256	\$0	\$18,542,562
			\$7,447,887	\$18,413,436	\$19,542,562	\$38,177,364	\$7,226,521	\$0	\$45,403,885

SALEM TO MANCHESTER - I-93: MAINLINE RECONSTRUCTION (NB & SB) NEAR WEIGH STATION (Windham) (Parent = Salem to Manchester 13933*) - [CAA CODE: N/E]

Project#: 13933J									
Total Cost:									
C	National Highway System			\$727,478	\$1,798,546	\$2,020,819	\$505,205	\$0	\$2,526,024
				\$727,478	\$1,798,546	\$2,020,819	\$505,205	\$0	\$2,526,024

SALEM TO MANCHESTER - I-93: MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List} [Partial Garvee Bonded Project] (Parent = Salem to Manchester 13933*) - [CAA CODE: N/E]

Project#: 13933D									
Total Cost: \$35,524,000									
C	Bridge On/Off System	\$7,385,777				\$5,908,622	\$1,477,155	\$0	\$7,385,777
C	National Highway System m	\$7,000,000	\$17,151,653	\$3,407,777		\$22,047,544	\$5,511,886	\$0	\$27,559,430
		\$14,385,777	\$17,151,653	\$3,407,777		\$27,956,166	\$6,989,041	\$0	\$34,945,207

SALEM TO MANCHESTER - I-93: PARK & RIDE @ EXIT 3 (Windham) (CMAQ Program) [Part of 04-33CM] - [CAA CODE: N/E]

Project#: 10418H
Total Cost: \$8,330,000

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
C	Interstate Maintenance				\$1,157,187	\$1,041,469	\$115,719	\$0	\$1,157,187
C	Congestion Mitigation and Air Quality Program				\$400,402	\$320,322	\$80,080	\$0	\$400,402
C	STP-State Flexible				\$4,505,431	\$3,604,345	\$901,086	\$0	\$4,505,431
					\$6,063,020	\$4,966,135	\$1,096,885	\$0	\$6,063,020

SALEM TO MANCHESTER - I-93: PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only) [Section 117 - Designated Project; Demo Id NH032] - [CAA CODE: N/E]

Project#: 10418

Total Cost: \$7,090,000

P	National Highway System	\$1,477,000				\$1,181,600	\$295,400	\$0	\$1,477,000
R	National Highway System	\$3,000,000				\$2,400,000	\$600,000	\$0	\$3,000,000
		\$4,477,000				\$3,581,600	\$895,400	\$0	\$4,477,000

SALEM TO MANCHESTER - I-93: RECONSTRUCT & WIDEN MAINLINE, ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER (PE & ROW Only) [Section 1602 - Designated Project; Demo Id NH014] - [CAA CODE: N/E]

Project#: 10418C

Total Cost: \$162,813,653

P	Interstate Maintenance	\$7,396,962	\$3,182,869			\$9,521,848	\$1,057,983	\$0	\$10,579,831
R	Interstate Maintenance	\$10,670,000	\$10,591,500			\$19,135,350	\$2,126,150	\$0	\$21,261,500
		\$18,066,962	\$13,774,369			\$28,657,198	\$3,184,133	\$0	\$31,841,331

SALEM TO MANCHESTER - I-93: WATER QUALITY STUDY [Section 1702 - Designated Project; Demo Id NH054] - [CAA CODE: E-34]

Project#: 10418W

Total Cost: \$5,040,000

P	High Priority Projects (SAFETEA-LU 2005)	\$742,500	\$773,750	\$777,500	\$702,500	\$2,397,000	\$599,250	\$0	\$2,996,250
		\$742,500	\$773,750	\$777,500	\$702,500	\$2,397,000	\$599,250	\$0	\$2,996,250

SEABROOK - NH 107: BRIDGE WIDENING OVER I-95 {Turnpike} - [CAA CODE: N/E]

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
Project#:	15769								
Total Cost:									
C	Turnpike Program			\$2,130,000	\$3,407,210	\$0	\$2,130,000	\$3,407,210	\$5,537,210
				\$2,130,000	\$3,407,210	\$0	\$2,130,000	\$3,407,210	\$5,537,210

STATEWIDE - : CREATION OF A TRANSPORTATION MANAGEMENT CENTER (WITH EMERGENCY OPERATIONS CENTER, EMERGENCY COMMUNICATION CENTER, & STATE POLICE DISPATCH) [04-34CM] - [CAA CODE: N/E]

Project#:	14265								
Total Cost:									
C	Congestion Mitigation and Air Quality Program	\$164,658				\$131,726	\$32,932	\$0	\$164,658
		\$164,658				\$131,726	\$32,932	\$0	\$164,658

STATEWIDE - ENG & ROW: COMPLEX BRIDGE INSPECTION (PARENT=CBI*7237) - [CAA CODE: E-19]

Project#:	15263A								
Total Cost:									
P	Bridge On/Off System	\$750,000				\$750,000	\$0	\$0	\$750,000
		\$750,000				\$750,000	\$0	\$0	\$750,000

STATEWIDE - ENG & ROW: CORRIDOR STUDIES [Parent] {Long Range Transportation Plan} - [CAA CODE: ATT]

Project#:	CS-LRTP *								
Total Cost:									
P	STP-State Flexible	\$1,500,000	\$1,500,000	\$1,500,000	\$2,000,000	\$5,500,000	\$1,000,000	\$0	\$6,500,000
		\$1,500,000	\$1,500,000	\$1,500,000	\$2,000,000	\$5,500,000	\$1,000,000	\$0	\$6,500,000

STATEWIDE - ENG & ROW: UNDERWATER BRIDGE INSPECTION (Annual Project) - [CAA CODE: E-38]

Project#:	UBI *								
Total Cost:	\$360,000								
P	Bridge On/Off System	\$30,000	\$30,000	\$30,000	\$30,000	\$102,000	\$18,000	\$0	\$120,000
		\$30,000	\$30,000	\$30,000	\$30,000	\$102,000	\$18,000	\$0	\$120,000

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
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STATEWIDE - LOW VOLUME CORRIDORS: RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY - [CAA CODE: E-33]

Project#: P8903 *

Total Cost: \$7,810,000

P	Recreational Trails	\$125,000	\$125,000	\$137,500	\$137,500	\$420,000	\$105,000	\$0	\$525,000
R	Recreational Trails	\$40,000	\$40,000	\$40,000	\$40,000	\$120,000	\$40,000	\$0	\$160,000
C	Recreational Trails	\$2,290,472	\$1,693,333	\$1,680,000	\$1,680,000	\$5,507,854	\$1,835,951	\$0	\$7,343,805
		\$2,455,472	\$1,858,333	\$1,857,500	\$1,857,500	\$6,047,854	\$1,980,951	\$0	\$8,028,805

STATEWIDE - LOW VOLUME CORRIDORS: SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) - [CAA CODE: E-34]

Project#: SBCM *

Total Cost: \$2,921,915

P	National Scenic Byways Program	\$100,000	\$100,000	\$100,000	\$100,000	\$340,000	\$60,000	\$0	\$400,000
R	National Scenic Byways Program	\$100,000	\$100,000	\$100,000	\$100,000	\$340,000	\$60,000	\$0	\$400,000
C	National Scenic Byways Program	\$100,000	\$100,000	\$100,000	\$100,000	\$340,000	\$60,000	\$0	\$400,000
		\$300,000	\$300,000	\$300,000	\$300,000	\$1,020,000	\$180,000	\$0	\$1,200,000

STATEWIDE - MISCELLANEOUS: MAINTENANCE AND UPGRADES FOR REST AREAS (Annually) - [CAA CODE: E-15]

Project#: 14899

Total Cost: \$3,600,000

P	STP-State Flexible	\$15,000	\$15,000	\$15,000	\$15,000	\$48,000	\$12,000	\$0	\$60,000
C	STP-State Flexible	\$135,000	\$135,000	\$135,000	\$135,000	\$459,000	\$81,000	\$0	\$540,000
		\$150,000	\$150,000	\$150,000	\$150,000	\$507,000	\$93,000	\$0	\$600,000

STATEWIDE - MUNICIPAL: MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (Federal, State, Local Funds) (Annual Project) - [CAA CODE: E-19]

Project#: MOBRR *

Total Cost: \$51,450,000

P	Bridge Off System	\$320,000	\$320,000	\$320,000	\$320,000	\$1,024,000	\$0	\$256,000	\$1,280,000
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Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
R	Bridge Off System	\$160,000	\$160,000	\$160,000	\$160,000	\$512,000	\$32,000	\$96,000	\$640,000
C	Bridge Off System	\$3,770,000	\$3,770,000	\$3,770,000	\$3,770,000	\$12,064,000	\$0	\$3,016,000	\$15,080,000
		\$4,250,000	\$4,250,000	\$4,250,000	\$4,250,000	\$13,600,000	\$32,000	\$3,368,000	\$17,000,000

STATEWIDE - MUNICIPAL: MUNICIPAL URBAN PROJECTS - COMPACT AREAS [Annual Project] - [CAA CODE: E-10]

Project#: MUPCA

Total Cost:

C	STP-Areas Over 200K	\$6,600,000	\$6,600,000	\$6,600,000	\$6,600,000	\$21,120,000	\$5,280,000	\$0	\$26,400,000
		\$6,600,000	\$6,600,000	\$6,600,000	\$6,600,000	\$21,120,000	\$5,280,000	\$0	\$26,400,000

STATEWIDE - PAVEMENT: INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Program) - [CAA CODE: E-10]

Project#: IPPP *

Total Cost: \$91,986,795

P	Interstate Maintenance	\$100,000	\$100,000	\$100,000	\$100,000	\$370,000	\$30,000	\$0	\$400,000
C	Interstate Maintenance	\$5,920,000	\$5,920,000	\$5,920,000	\$5,920,000	\$21,904,000	\$1,776,000	\$0	\$23,680,000
		\$6,020,000	\$6,020,000	\$6,020,000	\$6,020,000	\$22,274,000	\$1,806,000	\$0	\$24,080,000

STATEWIDE - PAVEMENT: PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Resurfacing Program) - [CAA CODE: E-10]

Project#: PRRCS *

Total Cost: \$180,950,000

P	STP-State Flexible	\$375,000	\$375,000	\$375,000	\$375,000	\$1,350,000	\$150,000	\$0	\$1,500,000
R	STP-State Flexible	\$25,000	\$25,000	\$25,000	\$25,000	\$85,000	\$15,000	\$0	\$100,000
C	STP-State Flexible	\$15,775,000	\$15,775,000	\$15,775,000	\$15,775,000	\$53,635,000	\$9,465,000	\$0	\$63,100,000
		\$16,175,000	\$16,175,000	\$16,175,000	\$16,175,000	\$55,070,000	\$9,630,000	\$0	\$64,700,000

STATEWIDE - PAVEMENT: SECONDARY SYSTEM RECLAMATION / REHAB WITH VARIOUS PAVEMENT TREATMENTS [Parent] - [CAA CODE: E-10]

Project#: SSRR *

Total Cost: \$42,270,000

P	STP-State Flexible	\$100,000	\$100,000	\$100,000	\$100,000	\$340,000	\$60,000	\$0	\$400,000
R	STP-State Flexible	\$5,000	\$5,000	\$5,000	\$5,000	\$17,000	\$3,000	\$0	\$20,000

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
C	STP-State Flexible	\$2,895,000	\$2,895,000	\$2,895,000	\$2,895,000	\$9,843,000	\$1,737,000	\$0	\$11,580,000
		\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$10,200,000	\$1,800,000	\$0	\$12,000,000

STATEWIDE - PRESERVATION: BRIDGE REHABILITATION, PAINTING, PRESERVATION & IMPROVEMENT PROJECTS (Federal Program) - [CAA CODE: E-19]

Project#: BRPPI *
Total Cost: \$99,160,000

P	Bridge On/Off System	\$100,000	\$100,000	\$100,000	\$100,000	\$340,000	\$60,000	\$0	\$400,000
R	Bridge On/Off System	\$20,000	\$20,000	\$20,000	\$20,000	\$68,000	\$12,000	\$0	\$80,000
C	Bridge On/Off System	\$7,880,000	\$7,880,000	\$7,880,000	\$7,880,000	\$26,792,000	\$4,728,000	\$0	\$31,520,000
		\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$27,200,000	\$4,800,000	\$0	\$32,000,000

STATEWIDE - PRESERVATION: GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) - [CAA CODE: E-9]

Project#: GRR *
Total Cost: \$24,152,500

P	STP-Hazard Elimination	\$150,000	\$150,000	\$150,000	\$150,000	\$510,000	\$90,000	\$0	\$600,000
R	STP-Hazard Elimination	\$5,000	\$5,000	\$5,000	\$5,000	\$17,000	\$3,000	\$0	\$20,000
C	STP-Hazard Elimination	\$1,880,000	\$1,880,000	\$1,880,000	\$1,880,000	\$6,392,000	\$1,128,000	\$0	\$7,520,000
		\$2,035,000	\$2,035,000	\$2,035,000	\$2,035,000	\$6,919,000	\$1,221,000	\$0	\$8,140,000

STATEWIDE - PRESERVATION: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) [PARENT] - [CAA CODE: E-6]

Project#: HSIP *
Total Cost: \$39,365,000

P	Highway Safety Improvement Program (HSIP)	\$900,000	\$900,000	\$900,000	\$900,000	\$3,330,000	\$270,000	\$0	\$3,600,000
R	Highway Safety Improvement Program (HSIP)	\$50,000	\$50,000	\$50,000	\$50,000	\$185,000	\$15,000	\$0	\$200,000
C	Highway Safety Improvement Program (HSIP)	\$5,200,000	\$5,200,000	\$5,200,000	\$5,200,000	\$19,240,000	\$1,560,000	\$0	\$20,800,000

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
		\$6,150,000	\$6,150,000	\$6,150,000	\$6,150,000	\$22,755,000	\$1,845,000	\$0	\$24,600,000

STATEWIDE - RAIL: RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) - [CAA CODE: E-1]

Project#:	RR-RCS *								
Total Cost:	\$9,341,000								
P	STP-Rail	\$30,000	\$30,000	\$30,000	\$30,000	\$111,000	\$9,000	\$0	\$120,000
R	STP-Rail	\$10,000	\$10,000	\$10,000	\$10,000	\$37,000	\$3,000	\$0	\$40,000
C	STP-Rail	\$800,000	\$800,000	\$800,000	\$800,000	\$2,920,000	\$280,000	\$0	\$3,200,000
		\$840,000	\$840,000	\$840,000	\$840,000	\$3,068,000	\$292,000	\$0	\$3,360,000

STATEWIDE - RAIL: REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) - [CAA CODE: E-8]

Project#:	RR-REPD *								
Total Cost:	\$1,830,000								
P	STP-Rail	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$0	\$0	\$80,000
R	STP-Rail	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000	\$0	\$0	\$40,000
C	STP-Rail	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000	\$0	\$0	\$600,000
		\$180,000	\$180,000	\$180,000	\$180,000	\$720,000	\$0	\$0	\$720,000

STATEWIDE - TRAFFIC: PAVEMENT MARKING (Annual Project) - [CAA CODE: E-11]

Project#:	12223 *								
Total Cost:	\$31,770,000								
C	STP-State Flexible	\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$12,400,000	\$0	\$0	\$12,400,000
		\$3,100,000	\$3,100,000	\$3,100,000	\$3,100,000	\$12,400,000	\$0	\$0	\$12,400,000

STATEWIDE - TRAFFIC: TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (ITS, CARS-511) - [CAA CODE: N/E]

Project#:	TMC *								
Total Cost:	\$2,750,000								
P	STP-State Flexible	\$250,000	\$250,000	\$250,000	\$250,000	\$850,000	\$150,000	\$0	\$1,000,000
		\$250,000	\$250,000	\$250,000	\$250,000	\$850,000	\$150,000	\$0	\$1,000,000

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
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STATEWIDE - TRAFFIC: UPDATE SIGNING ON STATE SYSTEM (Annual Project) - [CAA CODE: E-44]

Project#: USSS *

Total Cost: \$5,600,000

P	STP-State Flexible	\$10,000	\$10,000	\$10,000	\$10,000	\$34,000	\$6,000	\$0	\$40,000
C	STP-State Flexible	\$500,000	\$500,000	\$500,000	\$500,000	\$1,700,000	\$300,000	\$0	\$2,000,000
		\$510,000	\$510,000	\$510,000	\$510,000	\$1,734,000	\$306,000	\$0	\$2,040,000

STATEWIDE - TRANSIT: CAPITAL EQUIPMENT FOR I-93 AND I-95 [ARRA] - [CAA CODE: E-30]

Project#:

Total Cost: \$2,072,000

	FTA 5307 Capital and Operating Program	\$535,000	\$593,400			\$902,720	\$225,680	\$0	\$1,128,400
		\$535,000	\$593,400			\$902,720	\$225,680	\$0	\$1,128,400

STATEWIDE - TRANSIT: ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM - [CAA CODE: E-21]

Project#:

Total Cost: \$9,406,000

	FTA 5310 Capital Program	\$866,000	\$931,000	\$931,000	\$931,000	\$2,927,200	\$0	\$731,800	\$3,659,000
		\$866,000	\$931,000	\$931,000	\$931,000	\$2,927,200	\$0	\$731,800	\$3,659,000

STATEWIDE - TRANSIT: JOB ACCESS & REVERSE COMMUTE - [CAA CODE: E-21]

Project#:

Total Cost: \$5,135,882

	FTA 5316 JARC	\$700,000	\$700,000	\$700,000	\$700,000	\$1,400,000	\$0	\$1,400,000	\$2,800,000
		\$700,000	\$700,000	\$700,000	\$700,000	\$1,400,000	\$0	\$1,400,000	\$2,800,000

STATEWIDE - TRANSIT: NEW FREEDOMS INITIATIVE - [CAA CODE: E-21]

Project#:

Total Cost: \$5,005,376

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
	FTA 5317 New Freedom Program	\$680,000	\$680,000	\$680,000	\$680,000	\$1,360,000	\$0	\$1,360,000	\$2,720,000
		\$680,000	\$680,000	\$680,000	\$680,000	\$1,360,000	\$0	\$1,360,000	\$2,720,000

STATEWIDE - TRANSIT: RURAL PUBLIC TRANSIT [ARRA] - [CAA CODE: E-21]

Project#:

Total Cost: \$61,576,000

	FTA 5311 Capital & Operating Program	\$5,613,000	\$7,000,000	\$7,000,000	\$7,000,000	\$15,967,800	\$0	\$10,645,200	\$26,613,000
		\$5,613,000	\$7,000,000	\$7,000,000	\$7,000,000	\$15,967,800	\$0	\$10,645,200	\$26,613,000

STATEWIDE - VARIOUS LOCATIONS: INSTALL RWIS STATIONS AROUND THE STATE - [CAA CODE: E-7]

Project#: 15610

Total Cost:

C	Equity Bonus (Flexible)	\$625,000				\$625,000	\$0	\$0	\$625,000
		\$625,000				\$625,000	\$0	\$0	\$625,000

STATEWIDE - VARIOUS: CULVERT REPLACEMENT/REHABILITATION & DRAINAGE REPAIRS (Annual Project) - [CAA CODE: E-19]

Project#: CRDR *

Total Cost: \$8,652,500

P	STP-State Flexible	\$100,000	\$100,000	\$100,000	\$100,000	\$340,000	\$60,000	\$0	\$400,000
R	STP-State Flexible	\$30,000	\$30,000	\$30,000	\$30,000	\$102,000	\$18,000	\$0	\$120,000
C	STP-State Flexible	\$870,000	\$870,000	\$870,000	\$870,000	\$2,958,000	\$522,000	\$0	\$3,480,000
		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,400,000	\$600,000	\$0	\$4,000,000

STATEWIDE - VARIOUS: SAFE ROUTES TO SCHOOL PROGRAM [Parent] [SRTS 14932*] {Safe Routes To School Program} - [CAA CODE: E-6]

Project#: 14932 *

Total Cost: \$5,692,710

P	Safe Routes to School	\$300,000	\$300,000			\$600,000	\$0	\$0	\$600,000
R	Safe Routes to School	\$50,000	\$50,000			\$100,000	\$0	\$0	\$100,000
C	Safe Routes to School	\$900,000	\$900,000			\$1,800,000	\$0	\$0	\$1,800,000

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
		\$1,250,000	\$1,250,000			\$2,500,000	\$0	\$0	\$2,500,000

STATEWIDE - VARIOUS: SCOUR & HYDRAULIC ANALYSIS ON 130 BRIDGES & WATERWAYS; FOUNDATION & HYDRAULIC ANALYSIS ON 48 BRIDGES WITH UNKNOWN FOUNDATIONS; DEVELOP SCOUR MANUAL & POA - [CAA CODE: E-19]

Project#:	14744								
Total Cost:	\$2,400,000								
C	Bridge On/Off System	\$50,000				\$50,000	\$0	\$0	\$50,000
		\$50,000				\$50,000	\$0	\$0	\$50,000

STATEWIDE M & R ACTIVITIES - ENG & ROW: EQUIPMENT SERVICE & CALIBRATION AGREEMENTS AND PROJECT RELATED CONSUMABLES (Annual Project) - [CAA CODE: E-34]

Project#:	13921 *								
Total Cost:	\$570,000								
P	STP-Areas Less Than 200K	\$45,000	\$45,000	\$45,000	\$45,000	\$153,000	\$27,000	\$0	\$180,000
C	STP-Areas Less Than 200K	\$50,000	\$50,000	\$50,000	\$50,000	\$170,000	\$30,000	\$0	\$200,000
		\$95,000	\$95,000	\$95,000	\$95,000	\$323,000	\$57,000	\$0	\$380,000

STATEWIDE SPECIAL - ADMINISTRATION: IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE SERVICES PROGRAM: "DBE" COMPLIANCE MONITORING (Annual Program) - [CAA CODE: E-34]

Project#:	10336 *								
Total Cost:	\$810,000								
P	STP-DBE	\$90,000	\$90,000	\$90,000	\$90,000	\$360,000	\$0	\$0	\$360,000
		\$90,000	\$90,000	\$90,000	\$90,000	\$360,000	\$0	\$0	\$360,000

STATEWIDE SPECIAL - MUNICIPAL: TECHNICAL ASSISTANCE PROGRAM TO RURAL COMMUNITIES AND ORGANIZATIONS THROUGH-OUT THE STATE - (LTAP) (Annual Project) - [CAA CODE: E-35]

Project#:	10344 *								
Total Cost:	\$3,160,000								
P	Transportation Assistance	\$300,000	\$300,000	\$300,000	\$300,000	\$600,000	\$600,000	\$0	\$1,200,000
		\$300,000	\$300,000	\$300,000	\$300,000	\$600,000	\$600,000	\$0	\$1,200,000

Phase	Funding	2011	2012	2013	2014	Fed\$	DOT\$	Other\$	Total
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STATEWIDE-TRAC - ADMINISTRATION: IMPLEMENT AND PARTICIPATE IN AASHTO TRAC PROGRAM IN LOCAL HIGH SCHOOLS TO ENCOURAGE STUDENTS TO EXPLORE OPPORTUNITIES IN TRANSPORTATION CAREERS (Annual Program) - [CAA CODE: E-34]

Project#: 13668
 Total Cost: \$332,800

P	STP-State Flexible	\$20,800	\$20,800	\$20,800	\$20,800	\$66,560	\$16,640	\$0	\$83,200
		\$20,800	\$20,800	\$20,800	\$20,800	\$66,560	\$16,640	\$0	\$83,200

SUMMER YOUTH LANDSCAPE PROGRAM - ADMINISTRATION: ESTABLISHMENT OF SUMMER LANDSCAPING YOUTH PROGRAM TO PERFORM MAINTENANCE & OTHER RELATED WORK STATEWIDE [Annual Project] - [CAA CODE: E-42]

Project#: 12500 *
 Total Cost: \$627,000

C	STP-State Flexible	\$57,000	\$57,000	\$57,000	\$57,000	\$193,800	\$34,200	\$0	\$228,000
		\$57,000	\$57,000	\$57,000	\$57,000	\$193,800	\$34,200	\$0	\$228,000

Total Funds:	\$162,322,384	\$203,792,185	\$211,938,768	\$192,811,780	\$495,461,502	\$208,012,055	\$67,376,260	\$770,849,817
Statewide Projects Subtotal:	\$74,341,930	\$73,665,533	\$71,821,300	\$72,321,300	\$242,644,660	\$32,000,403	\$17,505,000	\$292,150,063
Transit Projects Subtotal:	\$12,798,350	\$14,445,561	\$13,847,686	\$13,132,987	\$33,489,049	\$645,500	\$20,074,736	\$54,209,284
Highway Projects Subtotal:	\$75,182,104	\$115,681,091	\$126,269,782	\$107,357,493	\$219,327,793	\$175,366,153	\$29,796,524	\$424,490,470