

MINUTES
Rockingham Planning Commission
Metropolitan Planning Organization
February 12, 2020

Kingston Library, Kingston NH

Commissioners/MPO Reps Present: B. Kravitz, Chairman (Hampton); R. McDermott, A. Brubaker (H. Falls); P. Wilson (North Hampton); M. McAndrew (New Castle); A. Davis, S. Hastings (Hampstead); T. Moore, J. Kiszka (Plaistow); G. Davison (NHDOT); G. Coppelman (Kingston); G. English (Exeter); L. Cushman (Stratham); J. Tabor, P. Britz, E. Moreau (Portsmouth); G. Gott (Raymond)

Guests: L. Wilson (North Hampton)

Staff: T. Roache (Executive Director); D. Walker (Assistant Director/Transportation Manager); S. Bogle (Sr. Transportation Planner); A. Pettengill (Business Manager)

- 1. Call to Order: Chairman Kravitz called the meeting to order at 7 p.m.; introductions were made around the room.**
- 2. Minutes of October 9, 2019**

*Coppelman noted his name should be added to the "Present" list. Wilson moved to approve the Minutes of October 9, 2019 as amended; McDermott seconded. **SO VOTED.** 3 abstentions*

- 3. Public Hearing: Transportation Improvement Program Amendment #3 – D.Walker**

Kravitz Opened the Public Hearing at 7:10 p.m.

Roache explained that this MPO has gathered to administer planning rules for the federal transportation process, namely, the Long Range Transportation Plan and the Ten Year Plan.

Walker explained that Amendment #3 to the TIP was noticed for a 15 day public comment period and no comments were filed. The amendment is a net funding change of \$10.8 million. Changes include 4 regional and 14 statewide changes in the form of project additions, adjustments, scope change, or removal of project. Walker reviewed the new projects and cost/funding changes and adjustments. He also explained that the Long Range Transportation Plan is also being updated to maintain consistency between the project lists in the two documents. Fiscal constraint is being maintained and air quality conformity will rely on previous conformity analysis. *The Technical Advisory Committee recommended approval of Amendment*

*#3 on January 23, 2020. Coppelman moved to approve TIP Amendment #3 as presented; English seconded. **SO VOTED.***

Public Hearing closed at 7:20 p.m.

4. 2020 Highway Safety Improvement Program Performance Targets – D. Walker

Walker noted that this is the third time that the HSIP has come before the MPO. It is done annually and it is a mandate for the FHWA to develop a rule for safety planning/performance measures and targets that are to be set annually by the state DOTs and MPOs, thus creating measures that help assess the safety performance of the transportation system. Five areas are measured: Number of Fatalities; Rate of Fatalities; Number of Serious Injuries; Number of non-motorized fatalities and non-motorized serious injuries. Discussion followed regarding removal of the “target” column on Figures 1 & 2 of Attachment 3. *Cushman moved to accept the 2020 HSIP Performance Targets as presented; McDermott seconded. **SO VOTED.***

5. Age Friendly Communities Grant Proposal – S. Bogle

Bogle explained that the RPC made a proposal to Tufts Health Plan Foundation to support an Age Friendly Communities Initiative for the RPC MPO region. The request is for two years of funding to focus on livability to include transportation accessibility, housing options, economic opportunities, and social & recreational opportunities. This project would build on the work that has been started by Southern NH Planning Commission (SNHPC) in the greater Manchester area through the Tufts Health Plan Foundation which also involves previous work done in the Keene and Monadnock region. The goal is to create awareness of potential roadblocks and opportunities for becoming more age-friendly and offer guidance/assistance to towns wishing to improve their age friendliness. This would include a review of local regulations that provide or create barriers for housing and transportation opportunities and then provide a set of recommendations. Discussion followed on logistics and outcomes of the SNHPC’s work.

6. Seacoast Transportation Corridor Vulnerability Study Summary – T. Roache

Roache stated that the RPC does a lot of climate work in the region and at a recent meeting with CAW there was discussion about the transportation network and its vulnerability to sea level rise or storm surge. This happened recently when three northeaster storms left many roads and accessways along the coast untravellable. The objective of the Vulnerability Study would be to figure out where the traffic should go and how to plan for that. It should understand the affects on traffic and planning for the whole corridor from Massachusetts to Maine. A Corridor Advisory Committee will be formed made up of representatives from the NH Dept of Environmental Services, UNH, and the municipalities. The data collected will be used along with our prior sea level rise studies and travel demand models for air quality conformity. This project will help make decisions about the future plans for the Corridor. Roache noted that he has been contacted by NBC channel 10 Boston cable news network to put together a feature story about the corridor and sea level vulnerability. Discussion followed.

7. Other Business

- a. Project Updates: Walker and Bogle reviewed a handout of project updates
- b. Public Comment: None

Meeting adjourned at 8:20 p.m.

Respectfully submitted,
Annette Pettengill

MEMORANDUM

To: MPO Policy Committee
From: Dave Walker, Assistant Director
Date: 05/07/2020
RE: 2019 TIP Amendment #4

Attached is a report that lists the changes that Amendment #4 proposes to make to the 2019 Transportation Improvement Program (TIP) (covering fiscal years 2019-2022) within the Rockingham Planning Commission region. The full public notice is attached as well and provides a variety of methods for the public to submit comments or other input on the proposed project revisions. This information is also available on the RPC website (www.rpc-nh.org), along with the full statewide revision report for those interested in the proposed changes to projects from other parts of the state.

Overall, there are 3 Regional and 1 Statewide project changes (4 total) that the RPC must address as part of Amendment #4, and these take the form of one project addition, one scope change, and two adjustments to project costs and timing. The project listing in the Long Range Transportation Plan (LRTP) is being updated at the same time to maintain consistency between the two documents. As part of the public engagement process for Amendment #4, the MPO is conducting a 10 day public comment period between May 2, 2020 and May 12, 2020 and a public engagement portal has been established to collect any comments received (see attached public notice). A final opportunity for comments will be during the public hearing at the **May 13, 2020 RPC Commission Meeting at 7:00 PM**. This meeting will be virtual and information on how the public can participate is included in the public notice and the public engagement portal. The MPO will take action on the amendment at the conclusion of the public hearing.

Analysis

This amendment consists of changes to 3 regional projects and 1 statewide project and results in a net increase in cost during the TIP years (2019-2022) of \$10.6 million and \$20.7 million total including all project funds in years beyond 2022. The new project is Stratham 41711 which addresses the intersection of NH 108 with Bunker Hill Avenue and NHDOT is proposing to advance some of the engineering for the project from the Ten Year Plan. The bulk of the increase in funding comes from the adjustment to the rehabilitation of the I-95 bridge between New Hampshire and Maine (Portsmouth-Kittery 16189) to account for the full cost of that project. The other funding change is to Hampton 40797 which is addressing the improvements to Ocean Blvd. Additional engineering funds are being programmed for that project to develop a more comprehensive picture of what is required for that project to be implemented. Finally, the scope change is to Statewide 25198 which is installing Road Weather Information Systems (RWIS) around the state. The scope adjustment drops the "October 2019" advertising date from the description.

Table 1 provides a brief overview of the changes to each project, as well as the general reasoning for that change. There are two cost columns included. The first shows the net change in funding during the TIP

years (2019-2022) while the second shows how the total project cost has changed, including years before and after the current TIP. Attached is the full report that provides the year by year cost and schedule details of each project within the TIP time frame and compares the existing status with the changes proposed in Amendment #4. The report also includes statewide fiscal constraint documentation for the revision.

Table 1: Summary of Amendment #4 Revisions

Project #	Location	Scope	Net Funding Change in TIP	Total Project Cost Change	Reason for Change
40797	Hampton	Improvements to Ocean Blvd	\$476,154	\$771,878	Advancing engineering. Additional engineering required.
16189	Portsmouth, NH – Kittery, ME	Preservation of Bridge Over Piscataqua River (High Level Bridge)	\$9,983,123	\$19,966,246	Changes reflect post-bid expected project cost.
41711	Stratham	Signalization, Turn Lanes and Intersection realignment at the NH 108/ Bunker Hill Road Intersection	\$145,915	\$0	Advancing some engineering work
25198	Statewide	To install Road and Weather Systems around the State	\$0	\$0	Adjusting scope to eliminate October, 2019 advertising date from description.
Total Net Change			\$10,605,192	\$20,738,124	

Recommendation

Based on the information provided regarding the movement of projects in time, and changes in scope and cost, staff concludes that:


- The MPO TAC endorsed the changes included in TIP Amendment #4 at the 4/23/2020 meeting.
- The fiscal constraint of the TIP/STIP is maintained per the DOT fiscal constraint documentation that (attached) and included in the informational packet on the MPO Website.
- As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standards (the 2008 ozone standard) and as of April 6, 2015, the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for all purposes, including transportation conformity purposes in the Boston-Manchester-Portsmouth (SE) NH area. For this reason, no air quality conformity analysis is necessary.
- Consistent with the RPC's Public Participation Process, this notice and comment period is also intended to meet FTA requirements for public comment on the programs of transit projects put forward by NHDOT, UNH and the COAST and CART transit systems.

Proposed Motion:

Motion to approve TIP Amendment #4

Reading the TIP Revision Report

1. Revision Docket – **A##** = Amendment. **A##M##Y##** = Administrative Adjustment.
2. Description of Revision
3. Approval Date
4. Project Location – Will list “Program”, “Statewide”, or the community name(s)
5. State Project Number
6. Project Route/Location – specific roadway or facility where the project is occurring
7. Project Scope – Short description of project
8. Project phases – Can consist of “PE”, “ROW”, “CON”, or “OTHER”
9. Total Project Cost. Includes costs for years before and after TIP years.
10. Currently approved version of project
11. Proposed project as revised. If project is new, “New Project” will be listed directly under “PENDING”
12. Cost and phase breakout by TIP year
13. Cost and phase breakout by general source of funds
14. TIP Total – Total funding for project in the TIP by phase
15. Funding Programs – Specific Federal, state, and other funding programs used
16. Regionally Significant – Is project considered “Regionally Significant”
17. CAA Code – Clean Air Act Exemption Code



1 Revision: A03

2 Docket Detail: 2019 TIP Amendment 3

3 Approval Date: 2/12/2020

4 **COMMUTER/INTERCITY BUS REPLACEMENT (40284)** **5**

6 Project Route/Location: Various

7 **Scope:** Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

	Fiscal Year			Funding Source			
	2019	2020	2021	2022	FEDERAL	STATE	OTHER
OTHER	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0
	\$0	\$0	\$1,126,362	\$0	\$1,126,362	\$0	\$0

9 Total Project Cost: \$1,542,386

8 **COMMUTER/INTERCITY BUS REPLACEMENT (40284)** **10**

11 Project Route/Location: Various

12 **Scope:** Replacement of existing state-owned coaches used for commuter/intercity bus. CMAQ-to-FTA transfers.

	Fiscal Year			Funding Source			
	2019	2020	2021	2022	FEDERAL	STATE	OTHER
OTHER	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0

13 Total Project Cost: \$1,415,974

16 Regionally Significant: N

17 CAA Code: E-30



Revision: A04
 Docket Detail: 2019 TIP Amendment 4
 Approval Date: 5/13/2020

HAMPTON (40797)

Project Route/Location: **Ocean Boulevard**

APPROVED

Scope: Improvements to Ocean Boulevard.

	Fiscal Year			Funding Source					
	2019	2020	2021	2022	FEDERAL	STATE	OTHER	TIPTotal	Funding Programs
PE	\$121,890	\$565,610	\$113,080	\$319,677	\$1,120,257	\$0	\$0	\$1,120,257	REF, Toll Credit, STP-5to200K
ROW	\$0	\$0	\$113,080	\$205,165	\$318,245	\$0	\$0	\$318,245	STP-5to200K, Toll Credit
	\$121,890	\$565,610	\$226,160	\$524,842	\$1,438,502	\$0	\$0	\$1,438,502	
Regionally Significant:	N	CAA Code: E-38							Total Project Cost: \$8,062,834

HAMPTON (40797)

Project Route/Location: **Ocean Boulevard**

PENDING

Scope: Improvements to Ocean Boulevard.

	Fiscal Year			Funding Source					
	2019	2020	2021	2022	FEDERAL	STATE	OTHER	TIPTotal	Funding Programs
PE	\$121,890	\$565,610	\$1,082,763	\$310,970	\$2,081,233	\$0	\$0	\$2,081,233	REF, Toll Credit, STP-5to200K
ROW	\$0	\$0	\$110,000	\$199,577	\$309,577	\$0	\$0	\$309,577	STP-5to200K, Toll Credit
	\$121,890	\$565,610	\$1,192,763	\$510,547	\$2,390,810	\$0	\$0	\$2,390,810	
Regionally Significant:	N	CAA Code: E-38							Total Project Cost: \$8,834,713

PORTSMOUTH, NH - KITTERY, ME (16189)Project Route/Location: **I-95****APPROVED****Scope:** REHABILITATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)

	Fiscal Year			Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE		
PE	\$1,060,000	\$0	\$0	\$0	\$0	\$530,000	\$1,060,000	Maine, TRR
CON	\$20,800,000	\$5,900,000	\$6,153,000	\$0	\$0	\$13,343,350	\$32,853,000	Maine, TRR
	\$21,860,000	\$5,900,000	\$6,153,000	\$0	\$0	\$13,873,350	\$33,913,000	

Regionally Significant: Y CAA Code: E-19 Total Project Cost: \$33,913,000

PORTSMOUTH, NH - KITTERY, ME (16189)Project Route/Location: **I-95****PENDING****Scope:** PRESERVATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)

	Fiscal Year			Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE		
PE	\$983,252					\$568,252	\$983,252	Maine, TRR
CON	\$29,881,837	\$12,000,000	\$10,300,000	\$714,157		\$28,714,157	\$52,895,994	Maine, TRR
	\$30,865,089	\$12,000,000	\$10,300,000	\$714,157		\$29,282,409	\$53,879,246	

Regionally Significant: Y CAA Code: E-19 Total Project Cost: \$53,879,246

STATEWIDE-RWIS (25198)Project Route/Location: **Various****APPROVED****Scope:** To install Road and Weather systems around the State. Ad date set for October 29, 2019

	Fiscal Year			Funding Source					
	2019	2020	2021	2022	FEDERAL	STATE	OTHER	TIPTotal	Funding Programs
CON	\$0	\$823,200	\$0	\$0	\$431,200	\$392,000	\$0	\$823,200	STP-State Flex, Toll Credit, TPK-CAP
	\$0	\$823,200	\$0	\$0	\$431,200	\$392,000	\$0	\$823,200	

Regionally Significant: N CAA Code: ATT Total Project Cost: \$935,155

STATEWIDE-RWIS (25198)Project Route/Location: **Various****PENDING****Scope:** To install Road and Weather systems around the State.

	Fiscal Year			Funding Source					
	2019	2020	2021	2022	FEDERAL	STATE	OTHER	TIPTotal	Funding Programs
CON	\$823,200	\$823,200	\$0	\$0	\$431,200	\$392,000	\$0	\$823,200	STP-State Flex, Toll Credit, TPK-CAP
	\$823,200	\$823,200	\$0	\$0	\$431,200	\$392,000	\$0	\$823,200	

Regionally Significant: N CAA Code: ATT Total Project Cost: \$935,155

STRATHAM (41711)Project Route/Location: **NH108/Bunker Hill Avenue****PENDING**
New Project**Scope:** Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.

	Fiscal Year			Funding Source					
	2019	2020	2021	2022	FEDERAL	STATE	OTHER	TIPTotal	Funding Programs
PE			\$145,915		\$145,915			\$145,915	STP-State Flex, Toll Credit
			\$145,915		\$145,915			\$145,915	

Regionally Significant: N CAA Code: ATT Total Project Cost: \$1,364,916

Funding Program	Abbreviation	Funding Program	Abbreviation	Funding Program	Abbreviation
Betterment	BET	NSTI National Summer Transportation Institute	NSTI	State of New Hampshire	NH
Bridge Off System	Bridge Off	National Highway System	NHS	TAP - Transportation Alternatives	TAP
Bridge On System	Bridge On	Non Par DOT	NonPar-DOT	TIFIA	TIFIA
Bridge On/Off System	Bridge On/Off	Non Par Other	NonPar-Other	Tiger Grants	TIGER
Bridge Special	Bridge Special	Non Participating	NonPar	Toll Credit	Toll Credit
Congestion Mitigation and Air Quality Program	CMAQ	Other	Other	Towns	Towns
DNCR	DNCR	Other Fed	Other Fed	Turnpike Capital	TPK-CAP
Equity Bonus	Equity Bonus	RL - Rail Highway	RL	Turnpike Program	TPK
FHWA Earmarks	FHWA Earmarks	RZED Subsidy	RZED	Turnpike Renewal & Replacement	TRR
FTA 5307 Capital and Operating Program	FTA5307	Recreational Trails	Rec Trails	Vermont	Vermont
FTA 5310 Capital Program	FTA5310	Redistribution	Redistribution		
FTA 5311 Capital and Operating Program	FTA5311	Repurposed Earmarks Formula	REF		
FTA 5339 Bus and Bus Facilities	FTA5339	Repurposed Earmarks Non-Fed-Aid	RENFA		
Federal Transportation Agency	FedTrans	SB367-4-Cents	SP367-4-Cents		
Forest Highways	Forest Highways	STIC Funding	STIC		
GARVEE Bond Future	GARVEE	STP-5 to 200K	STP-5to200K		
General Fund	General Fund	STP-Areas Less Than 200K	STP<200K		
Highway Safety Improvement Program (HSIP)	HSIP	STP-Areas Over 200K	STP>200K		
Interstate Maintenance	IM	STP-DBE	DBE		
Local Tech Assistance Program	LTAP	STP-Enhancement	TE		
Maine	Maine	STP-Hazard Elimination	HE		
Minimum Guarantee	Min Guar	STP-Non Urban Areas Under 5K	STP-Rural		
NH Highway Fund	NHHF	STP-Off System Bridge	STP-OSB		
NHDOT Operating Budget	NHDOT Op	STP-Safety	STP-Safety		
		STP-State Flexible	STP-State Flex		
		Safe Routes to School	SRTS		

2019 TIP - Amendment #4 Fiscal Constraint

FUNDING SOURCES	2019					2020				
	Federal Resources (1)	State Resources Available	Local/Other Resources	Total Resources Available	Total Programmed	Federal Resources (1)	State Resources Available	Local/Other Resources	Total Resources Available	Total Programmed
FHWA (Federal-Aid)										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 244,399	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 15,580,728	\$ -	\$ 462,831	\$ 16,043,559	\$ 8,667,277	\$ 9,425,419	\$ 5,414	\$ 226,489	\$ 9,657,322	\$ 1,245,297
Highway Safety Improvement Program (HSIP)	\$ 13,513,852	\$ -	\$ 137,349	\$ 13,651,201	\$ 11,085,640	\$ 14,958,245	\$ -	\$ -	\$ 14,958,245	\$ 9,909,081
National Highway System & Freight	\$ 73,481,357	\$ -	\$ 60,200	\$ 73,541,557	\$ 61,882,400	\$ 102,617,037	\$ -	\$ 64,099	\$ 102,681,136	\$ 69,414,280
OP Mot Veh/Intox	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -
Research Devt and Tec	\$ 1,382,094	\$ -	\$ -	\$ 1,382,094	\$ -	\$ 1,504,547	\$ -	\$ -	\$ 1,504,547	\$ -
Recreational Trails	\$ 3,584,031	\$ -	\$ 312,500	\$ 3,896,531	\$ 1,562,500	\$ 4,200,035	\$ -	\$ 312,500	\$ 4,512,535	\$ 1,562,500
Redistribution	\$ 1,597,248	\$ -	\$ -	\$ 1,597,248	\$ -	\$ 2,628,072	\$ -	\$ -	\$ 2,628,072	\$ 2,628,072
RL - Rail Highway	\$ 5,070,692	\$ -	\$ -	\$ 5,070,692	\$ 1,194,646	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	\$ 1,185,000
Safe Routes to School	\$ 588,392	\$ -	\$ -	\$ 588,392	\$ 793,633	\$ 206,949	\$ -	\$ -	\$ 206,949	\$ 235,601
STP-5 to 200K	\$ 8,205,751	\$ -	\$ 174,000	\$ 8,379,751	\$ 6,079,392	\$ 8,603,516	\$ -	\$ 32,388	\$ 8,635,904	\$ 10,824,768
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 5,998,986	\$ -	\$ 530,000	\$ 6,528,986	\$ 2,258,690	\$ 10,792,501	\$ -	\$ 790,931	\$ 11,583,432	\$ 16,657,215
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Enhancement	\$ 212,612	\$ -	\$ 36,089	\$ 248,701	\$ 180,447	\$ 482,488	\$ -	\$ -	\$ 482,488	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 10,268,477	\$ -	\$ 15,000	\$ 10,283,477	\$ 10,321,670	\$ 11,764,146	\$ -	\$ -	\$ 11,764,146	\$ 21,332,659
STP-Off System Bridge	\$ 10,501,549	\$ -	\$ -	\$ 10,501,549	\$ 440,000	\$ 9,716,750	\$ -	\$ -	\$ 9,716,750	\$ 496,678
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 200,000	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 120,000
STP-State Flexible	\$ 52,930,628	\$ -	\$ 1,566,068	\$ 54,496,696	\$ 74,163,913	\$ 28,478,947	\$ -	\$ 2,656,577	\$ 31,135,524	\$ 46,748,386
TAP - Transportation Alternatives	\$ 6,628,627	\$ -	\$ 846,627	\$ 7,475,254	\$ 4,233,134	\$ 6,698,533	\$ -	\$ 763,400	\$ 7,461,933	\$ 3,817,000
GRAND TOTAL	\$ 209,942,696	\$ -	\$ 4,140,664	\$ 214,083,360	\$ 183,402,741	\$ 217,224,857	\$ 5,414	\$ 4,846,384	\$ 222,076,655	\$ 186,176,537
ADJUSTMENTS										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,510,616	\$ -	\$ -	\$ 2,510,616	\$ -
Highway Infra Bridge Replace	\$ 4,420,000	\$ -	\$ -	\$ 4,420,000	\$ -	\$ 30,208,616	\$ -	\$ -	\$ 30,208,616	\$ 30,208,616
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment ⁽²⁾ (Total Resource- FAST ACT Apportionment)	\$ (35,364,512)	\$ -	\$ -	\$ (35,364,512)	\$ -	\$ (37,026,866)	\$ -	\$ -	\$ (37,026,866)	\$ -
ADJUSTED TOTAL	\$ 181,510,483	\$ -	\$ 4,140,664	\$ 185,651,147	\$ 183,402,741	\$ 212,917,223	\$ 5,414	\$ 4,846,384	\$ 217,769,021	\$ 216,385,153
FHWA (Other Funds)										
TIFIA	\$ -	\$ 13,728,870	\$ -	\$ 13,728,870	\$ 13,728,870	\$ -	\$ 4,490,558	\$ -	\$ 4,490,558	\$ 4,490,558
STP-Old App Codes (Q,H & L)	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -	\$ 644,134	\$ -	\$ -	\$ 644,134	\$ -
FAST Lane Grant	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 1,220,580	\$ 244,116	\$ 61,029	\$ 1,525,725	\$ 1,525,725	\$ 3,190,960	\$ 244,116	\$ 63,499	\$ 3,498,575	\$ 3,562,074
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 45,000	\$ -	\$ -	\$ 45,000	\$ 45,000
FHWA Earmarks	\$ 1,116,383	\$ 188,808	\$ 74,413	\$ 1,379,604	\$ 1,379,604	\$ 1,323,844	\$ -	\$ 81,823	\$ 1,405,667	\$ 1,405,668
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ 250,000
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 619,600	\$ 25,000	\$ 129,900	\$ 774,500	\$ 774,500	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
GRAND TOTAL	\$ 8,769,811	\$ 14,186,794	\$ 265,342	\$ 23,221,947	\$ 22,578,699	\$ 5,553,938	\$ 4,759,674	\$ 145,322	\$ 10,458,934	\$ 9,878,300
All FHWA FUNDS TOTAL	\$ 190,280,294	\$ 14,186,794	\$ 4,406,006	\$ 208,873,094	\$ 205,981,440	\$ 218,471,161	\$ 4,765,088	\$ 4,991,706	\$ 228,227,955	\$ 226,263,453
FTA (Federal-Aid with Match)⁽³⁾										
FTA5307	\$ 6,086,655	\$ -	\$ 194,800	\$ 6,281,455	\$ 521,246	\$ 7,491,833	\$ 50,276	\$ 2,976,946	\$ 10,519,055	\$ 10,519,055
FTA5307_NHDOT	\$ 2,822,625	\$ -	\$ 293,706	\$ 3,116,331	\$ 3,556,817	\$ 3,678,319	\$ -	\$ -	\$ 3,678,319	\$ 3,678,319
FTA5310 (includes future STP-Flex transfers)	\$ 1,828,400	\$ -	\$ -	\$ 1,828,400	\$ 668,532	\$ 2,203,762	\$ 6,513	\$ 538,998	\$ 2,749,273	\$ 2,749,273
FTA5311	\$ 4,551,832	\$ -	\$ 4,421,634	\$ 8,973,466	\$ 8,843,270	\$ 4,642,868	\$ -	\$ 4,380,931	\$ 9,023,799	\$ 8,761,862
FTA5339	\$ 6,109,952	\$ 171,977	\$ 1,443,110	\$ 7,725,039	\$ 8,088,860	\$ 5,553,275	\$ 22,203	\$ 1,347,611	\$ 6,923,089	\$ 6,923,089
Prior Year Carry Over	\$ 2,083,551	\$ -	\$ -	\$ 2,083,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTAL	\$ 23,483,015	\$ 171,977	\$ 6,353,250	\$ 30,008,242	\$ 21,678,725	\$ 23,570,057	\$ 78,992	\$ 9,244,486	\$ 32,893,535	\$ 32,631,598
FHWA/FTA FUNDS TOTAL	\$ 213,763,309	\$ 14,358,771	\$ 10,759,256	\$ 238,881,336	\$ 227,660,165	\$ 242,041,218	\$ 4,844,080	\$ 14,236,192	\$ 261,121,490	\$ 258,895,051
INNOVATIVE FINANCING										
GARVEE Bond Future Funds (Est)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ 4,400,000	\$ -	\$ 4,400,000	\$ 4,400,000	\$ -	\$ -	\$ -	\$ -	\$ -
State Fund Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Capital	\$ -	\$ 26,297,250	\$ -	\$ 26,297,250	\$ 26,297,250	\$ -	\$ 40,888,357	\$ -	\$ 40,888,357	\$ 40,888,357
Turnpike Program	\$ -	\$ 2,242	\$ -	\$ 2,242	\$ 2,242	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 6,132,850	\$ -	\$ 6,132,850	\$ 6,132,850	\$ -	\$ 50,360,839	\$ -	\$ 50,360,839	\$ 50,360,839
GRAND TOTAL	\$ -	\$ 36,832,342	\$ -	\$ 36,832,342	\$ 36,832,342	\$ -	\$ 91,249,196	\$ -	\$ 91,249,196	\$ 91,249,196
All FUNDING SOURCES TOTAL	\$ 213,763,309	\$ 51,191,113	\$ 10,759,256	\$ 275,713,678	\$ 264,492,507	\$ 242,041,218	\$ 96,093,276	\$ 14,236,192	\$ 352,370,686	\$ 350,144,247

(1) Federal Resources for FY 2019 based on Apportioned Funds from Status of Funds 5/13/2019.

FY 20 Based on 4/3/2020 Status of Funds

FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation plan

	FAST ACT	FY2019	FY2020
	Apportionment	\$174,578,182	\$182,012,876
			Actual Amount

(2) Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 (\$174,578,182 -\$209,942,694) = -\$35,364,512

2019 TIP - Amendment #4 Fiscal Constraint

FUNDING SOURCES	2021					2022				
	Federal Resources (1)	State Resources Available	Local/Other Resources	Total Resources Available	Total Programmed	Federal Resources (1)	State Resources Available	Local/Other Resources	Total Resources Available	Total Programmed
FHWA (Federal-Aid)										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 9,425,419	\$ -	\$ 2,411,568	\$ 11,836,987	\$ 16,029,060	\$ 9,425,419	\$ -	\$ 1,068,010	\$ 10,493,429	\$ 10,050,572
Highway Safety Improvement Program (HSIP)	\$ 14,958,245	\$ -	\$ -	\$ 14,958,245	\$ 9,251,232	\$ 14,958,245	\$ -	\$ -	\$ 14,958,245	\$ 9,909,081
National Highway System & Freight	\$ 102,617,037	\$ -	\$ -	\$ 102,617,037	\$ 64,042,078	\$ 102,617,037	\$ -	\$ -	\$ 102,617,037	\$ 58,940,339
OP Mot Veh/Intox	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -
Research Devt and Tec	\$ 1,504,547	\$ -	\$ -	\$ 1,504,547	\$ -	\$ 1,504,547	\$ -	\$ -	\$ 1,504,547	\$ -
Recreational Trails	\$ 4,200,035	\$ -	\$ 312,500	\$ 4,512,535	\$ 1,562,500	\$ 4,200,035	\$ -	\$ 312,500	\$ 4,512,535	\$ 1,562,500
Redistribution	\$ 2,628,072	\$ -	\$ -	\$ 2,628,072	\$ -	\$ 2,628,072	\$ -	\$ -	\$ 2,628,072	\$ -
RL - Rail Highway	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	\$ 1,185,000	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	\$ 1,185,000
Safe Routes to School	\$ 206,949	\$ -	\$ -	\$ 206,949	\$ 25,000	\$ 206,949	\$ -	\$ -	\$ 206,949	\$ -
STP-5 to 200K	\$ 8,603,516	\$ -	\$ 208,261	\$ 8,811,777	\$ 19,671,784	\$ 8,603,516	\$ -	\$ 116,630	\$ 8,720,146	\$ 13,039,991
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 10,792,501	\$ -	\$ 300,000	\$ 11,092,501	\$ 6,106,962	\$ 10,792,501	\$ -	\$ 804,507	\$ 11,597,008	\$ 6,784,373
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Enhancement	\$ 482,488	\$ -	\$ -	\$ 482,488	\$ -	\$ 482,488	\$ -	\$ -	\$ 482,488	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 11,764,146	\$ -	\$ 290,991	\$ 12,055,137	\$ 9,315,336	\$ 11,764,146	\$ -	\$ -	\$ 11,764,146	\$ 25,209,283
STP-Off System Bridge	\$ 9,716,750	\$ -	\$ -	\$ 9,716,750	\$ 1,645,471	\$ 9,716,750	\$ -	\$ -	\$ 9,716,750	\$ -
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ -	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 340,000
STP-State Flexible	\$ 28,478,947	\$ -	\$ 1,513,256	\$ 29,992,203	\$ 56,219,060	\$ 28,478,947	\$ -	\$ 1,637,646	\$ 30,116,593	\$ 56,387,894
TAP - Transportation Alternatives	\$ 6,698,532	\$ -	\$ 638,400	\$ 7,336,932	\$ 3,192,000	\$ 6,698,532	\$ -	\$ 638,400	\$ 7,336,932	\$ 3,192,000
GRAND TOTAL	\$ 217,224,856	\$ -	\$ 5,674,976	\$ 222,899,832	\$ 188,245,483	\$ 217,224,856	\$ -	\$ 4,577,693	\$ 221,802,549	\$ 186,601,033
ADJUSTMENTS										
NHPP Exempt	\$ 2,510,616	\$ -	\$ -	\$ 2,510,616	\$ -	\$ 2,510,616	\$ -	\$ -	\$ 2,510,616	\$ -
Highway Infra Bridge Replace	\$ 19,893,018	\$ -	\$ -	\$ 19,893,018	\$ 19,893,018	\$ 9,111,009	\$ -	\$ -	\$ 9,111,009	\$ 9,111,009
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment ⁽²⁾ (Total Resource- FAST ACT Apportionment)	\$ (37,026,866)	\$ -	\$ -	\$ (37,026,866)	\$ -	\$ (37,026,866)	\$ -	\$ -	\$ (37,026,866)	\$ -
ADJUSTED TOTAL	\$ 202,601,624	\$ -	\$ 5,674,976	\$ 208,276,600	\$ 208,138,501	\$ 191,819,615	\$ -	\$ 4,577,693	\$ 196,397,308	\$ 195,712,042
FHWA (Other Funds)										
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Old App Codes (Q,H & L)	\$ 644,134	\$ -	\$ -	\$ 644,134	\$ -	\$ 644,134	\$ -	\$ -	\$ 644,134	\$ -
FAST Lane Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
FHWA Earmarks	\$ 668,369	\$ -	\$ 167,092	\$ 835,461	\$ 835,461	\$ 2,972,699	\$ -	\$ 743,175	\$ 3,715,874	\$ 3,715,874
Training and Education	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ 250,000
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
GRAND TOTAL	\$ 1,682,503	\$ 25,000	\$ 167,092	\$ 1,874,595	\$ 1,230,461	\$ 3,986,833	\$ 25,000	\$ 743,175	\$ 4,755,008	\$ 4,110,874
All FHWA FUNDS TOTAL	\$ 204,284,127	\$ 25,000	\$ 5,842,068	\$ 210,151,195	\$ 209,368,962	\$ 195,806,448	\$ 25,000	\$ 5,320,868	\$ 201,152,316	\$ 199,822,916
FTA (Federal-Aid with Match)⁽³⁾										
FTA5307	\$ 6,395,537	\$ -	\$ 2,979,648	\$ 9,375,185	\$ 9,375,185	\$ 6,556,822	\$ -	\$ 3,056,434	\$ 9,613,256	\$ 9,613,256
FTA5307_NHDOT	\$ 3,751,252	\$ -	\$ -	\$ 3,751,252	\$ 3,751,252	\$ 3,825,643	\$ -	\$ -	\$ 3,825,643	\$ 3,825,643
FTA5310 (includes future STP-Flex transfers)	\$ 2,245,007	\$ 6,643	\$ 549,071	\$ 2,800,721	\$ 2,800,721	\$ 2,287,077	\$ 6,776	\$ 559,345	\$ 2,853,198	\$ 2,853,198
FTA5311	\$ 4,735,726	\$ -	\$ 4,468,550	\$ 9,204,276	\$ 8,937,099	\$ 4,830,440	\$ -	\$ 4,557,921	\$ 9,388,361	\$ 9,115,841
FTA5339	\$ 5,588,455	\$ 17,893	\$ 1,364,308	\$ 6,970,656	\$ 6,970,656	\$ 5,678,220	\$ 18,251	\$ 1,386,092	\$ 7,082,563	\$ 7,082,563
Prior Year Carry Over	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTAL	\$ 22,715,977	\$ 24,536	\$ 9,361,577	\$ 32,102,090	\$ 31,834,913	\$ 23,178,202	\$ 25,027	\$ 9,559,792	\$ 32,763,021	\$ 32,490,501
FHWA/FTA FUNDS TOTAL	\$ 227,000,104	\$ 49,536	\$ 15,203,645	\$ 242,253,285	\$ 241,203,875	\$ 218,984,650	\$ 50,027	\$ 14,880,660	\$ 233,915,337	\$ 232,313,417
INNOVATIVE FINANCING										
GARVEE Bond Future Funds (Est)	\$ -	\$ 28,941,000	\$ -	\$ 28,941,000	\$ 28,941,000	\$ -	\$ 9,042,185	\$ -	\$ 9,042,185	\$ 9,042,185
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Fund Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Capital	\$ -	\$ 80,783,884	\$ -	\$ 80,783,884	\$ 80,783,884	\$ -	\$ 43,625,475	\$ -	\$ 43,625,475	\$ 43,625,475
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 43,401,696	\$ -	\$ 43,401,696	\$ 43,401,696	\$ -	\$ 22,410,514	\$ -	\$ 22,410,514	\$ 22,410,514
GRAND TOTAL	\$ -	\$ 153,126,580	\$ -	\$ 153,126,580	\$ 153,126,580	\$ -	\$ 75,078,174	\$ -	\$ 75,078,174	\$ 75,078,174
ALL FUNDING SOURCES TOTAL	\$ 227,000,104	\$ 153,176,116	\$ 15,203,645	\$ 395,379,865	\$ 394,330,455	\$ 218,984,650	\$ 75,128,201	\$ 14,880,660	\$ 308,993,511	\$ 307,391,591

(1) Federal Resources for FY 2019 based on Apportioned Funds for

FY 20 Based on 4/3/2020 Status of Funds

FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH

(2) Resource Adjustment (Total Resource- FAST ACT Apportionment)