

Notice of Comment Period and Public Hearing Rockingham Planning Commission 2017-2020 TIP Amendment #1

The FY 2017-2020 Transportation Improvement Program (TIP) is a prioritized list of federal and state funded regional transportation projects developed by NH DOT and representatives from the communities of the Rockingham Planning Commission (RPC) region. The RPC announces its intent to amend the TIP to account for project changes and to maintain consistency with the State Transportation Improvement Program (STIP). To maintain consistency between the TIP and the Long Range Transportation Plan (LRTP), the project list of the LRTP will be updated in conjunction with the changes to the TIP. The project specific changes to the TIP and the supporting documentation can be found on the Rockingham Planning Commission website at <http://www.rpc-nh.org>.

A 10-day public comment period for the Amendments begins Wednesday, February 22nd, 2017 and concludes on Friday, March 3rd, 2017. A public hearing to consider the changes and any received comments is scheduled for **Wednesday March 8th, 2017, beginning at 7:00 PM at the Stratham Town Hall (10 Bunker Hill Avenue, Stratham)**. The Planning Commission will meet after the public hearing to adopt the changes to the TIP.

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.

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.

Copies of all documents are available at the RPC offices, on the website at <http://www.rpc-nh.org>, and will be sent to interested parties by request. Written comments will also be accepted through March 3rd, 2017 and may be addressed to:

Rockingham Planning Commission
156 Water Street
Exeter, NH 03833
Email: transportation@rpc-nh.org with TIP/Plan amendments in the subject line

For more information please contact David Walker at Rockingham Planning Commission at (603) 778-0885.

MEMORANDUM

To: MPO Transportation Advisory Committee
From: Dave Walker, Transportation Program Manager
Date: 2/15/2017
RE: **2017-2020 TIP Amendment #1**

Attached is a report that lists the changes that Amendment #1 proposes to make to the 2017-2020 Transportation Improvement Program (TIP) within the Rockingham Planning Commission region. In addition, the full STIP revision report is available on the RPC website (www.rpc-nh.org) for those interested in additional detail regarding the proposed changes to projects from other parts of the state. Overall, there are 3 Statewide and 5 regional project changes (8 total) proposed that the RPC needs to address in the TIP, and these take the form of additional funding needs, changes in scope, as well as projects being added or removed. At the same time, the Long Range Transportation Plan (LRTP) is also being updated to maintain consistency between the project lists in the two documents. The MPO is conducting a 10 day public comment period on Amendment #1 that will begin on February 21st, 2017 and will conclude on March 3rd, 2017. A final opportunity for comments will be during the public hearing at the **March 8th, 2017 RPC Meeting (7:00 PM) at the Stratham Town Offices**. The MPO will take action on the amendment at the conclusion of the public hearing.

Analysis

This amendment consists of the changes to five regional projects and three statewide programs and results in a net increase in cost of just over \$12.8 million. **Table 1** on the following page provides a brief overview of the cost changes to each project, as well as the general reasoning for that change. There are four projects (13455E, 15904, 10418V, and PAVE-T2-REHAB) that are being added into the TIP. Except for the PAVE-T2-REHAB, these projects were each included in the 2015-2018 TIP and were expected to be completed, however, changes to their schedule have required that they be added into the 2017-2020 TIP. PAVE-T2-REHAB is being added to the TIP to replace the PRRCS program which is being removed as part of the amendment. Two projects (16189 & 29781) have altered scopes of work which have resulted in increased costs. The final project change is a decrease in funding to the PAVE-T2-MAINT program which is moving some resources to the PAVE-T2-REHAB program.

Attached is a report that provides the details of each project and compares the existing status with the changes proposed in Amendment #1. This report provides full project cost and scheduling details for the TIP projects impacted the amendment and differs from those used in the past in that the existing and amended funding for each project are shown side-by-side. For each project, the report lists the project number, name, location, and scope, as well as the existing and proposed total project costs (includes years beyond the TIP). Below the general information for each project, the phases and accompanying fiscal years are listed on the left, the existing funding itemization in the center, and the proposed amended funding on the right *listed using shaded, italicized text*. Beyond the amended funding amounts

is a listing of the funding sources for each project phase. The bottom of the report includes information regarding the regional significance of the project, the agency it is managed by, and the Clean Air Act Amendment codes.

Table 1: RPC 2017-2020 TIP Amendment #1 Summary

Project #	Existing Funding	Proposed Funding	Net Change	Reason for Change
13455E	\$0	\$1,786,479	\$1,786,479	Newly Added to TIP
15904	\$0	\$849,865	\$849,865	Newly Added to TIP
16189	\$7,976,863	\$23,516,628	\$15,539,765	Refined Scope of Work
29781	\$488,177	\$1,298,000	\$809,823	Expanded Scope of Work
10418V	\$0	\$967,128	\$967,128	Newly Added to TIP
PAVE-T2-MAINT	\$50,860,000	\$44,415,000	-\$6,445,000	Funding moved to PAVE-T2-REHAB
PAVE-T2-REHAB	\$0	\$10,650,000	\$10,650,000	Newly Added to TIP
PRRCS	\$11,350,000	\$0	-\$11,350,000	Removed from TIP
Total	\$70,675,040	\$83,483,100	\$12,808,060	

Recommendation

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

- The fiscal constraint of the TIP/STIP is maintained according to the DOT fiscal constraint documentation which is attached and included in the informational packet on the RPC 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.

Recommend that the TAC endorse TIP Amendment #1 for approval by the MPO Policy Committee.

RPC 2017-2020 TIP - Amendment 1

PROJECT #: 10418V
PROJECT NAME: SALEM TO MANCHESTER
ROUTE/ROAD: I-93

PROJECT SCOPE:
 Final design services for PE & ROW

Existing Project Total: \$0
 Proposed Project Total: \$11,301,696

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
PE	2017	\$0	\$0	\$0	\$0	\$187,525	\$0	\$0	\$187,525	National Highway System, Toll Credit
ROW		\$0	\$0	\$0	\$0	\$360,772	\$418,831	\$0	\$779,603	National Highway System, Non Participating, Toll Credit
		\$0	\$0	\$0	\$0	\$548,297	\$418,831	\$0	\$967,128	

REGIONALLY SIGNIFICANT: N MANAGED BY: DOT CAA CODE: LMP

PROJECT #: 13455E
PROJECT NAME: PORTSMOUTH
ROUTE/ROAD: US Rte. 1 Bypass

PROJECT SCOPE:
 Albacore Access Road reconstruction and intersection improvements with US 1 Bypass and Market Street

Existing Project Total: \$0
 Proposed Project Total: \$1,786,479

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
CON	2017	\$0	\$0	\$0	\$0	\$1,786,479	\$0	\$0	\$1,786,479	STP-Areas Less Than 200K, STP-State Flexible, Toll Credit
		\$0	\$0	\$0	\$0	\$1,786,479	\$0	\$0	\$1,786,479	

REGIONALLY SIGNIFICANT: N MANAGED BY: DOT CAA CODE: ATT

PROJECT #: 15904

PROJECT NAME: SEABROOK - HAMPTON

ROUTE/ROAD: NH 1A

PROJECT SCOPE:

Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)

Existing Project Total: \$0

Proposed Project Total: \$42,964,574

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
PE	2017	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$275,000	STP-5 to 200K, Toll Credit
	2018	\$0	\$0	\$0	\$0	\$340,560	\$0	\$0	\$340,560	STP-5 to 200K, Toll Credit
	2019	\$0	\$0	\$0	\$0	\$234,305	\$0	\$0	\$234,305	STP-5 to 200K, Toll Credit
		\$0	\$0	\$0	\$0	\$849,865	\$0	\$0	\$849,865	

REGIONALLY SIGNIFICANT: N MANAGED BY: DOT CAA CODE: ATT

PROJECT #: 16189

PROJECT NAME: PORTSMOUTH, NH - KITTERY, ME

ROUTE/ROAD: I-95

PROJECT SCOPE:

REHABILITATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)

Existing Project Total: \$8,104,888

Proposed Project Total: \$23,644,653

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
CON	2018	\$0	\$1,978,389	\$3,956,777	\$5,935,166	\$0	\$1,917,043	\$11,054,949	\$12,971,992	Maine, Turnpike Renewal & Replacement
	2019	\$0	\$2,041,697	\$0	\$2,041,697	\$0	\$6,154,987	\$0	\$6,154,987	Turnpike Renewal & Replacement
	2020	\$0	\$0	\$0	\$0	\$0	\$4,389,649	\$0	\$4,389,649	Turnpike Renewal & Replacement
		\$0	\$4,020,086	\$3,956,777	\$7,976,863	\$0	\$12,461,678	\$11,054,949	\$23,516,628	

REGIONALLY SIGNIFICANT: Y MANAGED BY: DOT CAA CODE: ATT

PROJECT #: 29781

PROJECT NAME: PORTSMOUTH

ROUTE/ROAD: Woodbury Ave. , Market St., Granite St.

PROJECT SCOPE:

Upgrade 5 existing traffic controllers and interconnects on Woodbury Ave. Market St. and Granite St

Existing Project Total: \$645,177

Proposed Project Total: \$1,455,000

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
PE	2017	\$2,400	\$0	\$600	\$3,000	\$2,400	\$0	\$600	\$3,000	Congestion Mitigation and Air Quality Program, Towns
ROW		\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000	Towns
CON		\$388,142	\$0	\$97,035	\$485,177	\$388,142	\$0	\$891,858	\$1,280,000	Congestion Mitigation and Air Quality Program, Towns
		\$390,542	\$0	\$97,635	\$488,177	\$390,542	\$0	\$907,458	\$1,298,000	

REGIONALLY SIGNIFICANT: N MANAGED BY: Muni/Local CAA CODE: ATT

PROJECT #: PAVE-T2-MAINT

PROJECT NAME: PROGRAM

ROUTE/ROAD: Tier 2 Highways

PROJECT SCOPE:
Maintenance paving of the tier 2 system.

Existing Project Total: \$127,210,000

Proposed Project Total: \$119,170,000

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
PE	2017	\$200,000	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
	2018	\$200,000	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
	2019	\$200,000	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
	2020	\$200,000	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
ROW	2017	\$5,000	\$0	\$0	\$5,000	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
	2018	\$5,000	\$0	\$0	\$5,000	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
	2019	\$25,000	\$0	\$0	\$25,000	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
	2020	\$25,000	\$0	\$0	\$25,000	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
CON	2017	\$6,250,000	\$6,250,000	\$0	\$12,500,000	\$1,400,000	\$6,250,000	\$0	\$7,650,000	Betterment, STP-State Flexible, Toll Credit
	2018	\$6,250,000	\$6,250,000	\$0	\$12,500,000	\$6,250,000	\$6,250,000	\$0	\$12,500,000	Betterment, STP-State Flexible, Toll Credit
	2019	\$6,250,000	\$6,250,000	\$0	\$12,500,000	\$6,250,000	\$6,250,000	\$0	\$12,500,000	Betterment, STP-State Flexible, Toll Credit
	2020	\$6,250,000	\$6,250,000	\$0	\$12,500,000	\$4,655,000	\$6,250,000	\$0	\$10,905,000	Betterment, STP-State Flexible, Toll Credit
		\$25,860,000	\$25,000,000	\$0	\$50,860,000	\$19,415,000	\$25,000,000	\$0	\$44,415,000	

REGIONALLY SIGNIFICANT: N MANAGED BY: DOT CAA CODE: E-10

PROJECT #: PAVE-T2-REHAB

PROJECT NAME: PAVE-T2-REHAB

ROUTE/ROAD: Various

PROJECT SCOPE:

Rehab of Tier 2 roads.

Existing Project Total: \$0

Proposed Project Total: \$20,650,000

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
PE	2017	\$0	\$0	\$0	\$0	\$650,000	\$0	\$0	\$650,000	STP-State Flexible, Toll Credit
CON		\$0	\$0	\$0	\$0	\$6,933,988	\$566,012	\$0	\$7,500,000	Betterment, STP-State Flexible, Toll Credit
	2020	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$2,500,000	Betterment
		\$0	\$0	\$0	\$0	\$7,583,988	\$3,066,012	\$0	\$10,650,000	

REGIONALLY SIGNIFICANT: N MANAGED BY: DOT CAA CODE: ATT

PROJECT #: PRRCS

PROJECT NAME: PROGRAM

ROUTE/ROAD: Various

PROJECT SCOPE:

PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Fed Res Prog)

Existing Project Total: \$131,535,000

Proposed Project Total: \$0

Phase	FY	EXISTING FUNDING				AMENDED FUNDING				FUNDING SOURCE
		FEDERAL	STATE	OTHER	TOTAL	FEDERAL	STATE	OTHER	TOTAL	
CON	2017	\$11,350,000	\$0	\$0	\$11,350,000	\$0	\$0	\$0	\$0	STP-State Flexible, Toll Credit
		\$11,350,000	\$0	\$0	\$11,350,000	\$0	\$0	\$0	\$0	

REGIONALLY SIGNIFICANT: N MANAGED BY: DOT CAA CODE: ALL

Grand Total

	2017					2018				
	Improvement Program					Improvement Program				
	*Federal Resources Available	State Resource Available	Local/Other Resource Available	Total Resource Available	Total Programmed Inflated	*Federal Resources Available	State Resource Available	Local/Other Resource Available	Total Resource Available	Total Programmed Inflated
FHWA (Federal-Aid with Match)										
Bridge Off System	\$ -	\$ -	\$ 930,000	\$ 930,000	\$ 4,516,083	\$ -	\$ -	\$ 930,000	\$ 930,000	\$ 3,720,000
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 713,856	\$ -	\$ -	\$ -	\$ -	\$ 3,933,479
Congestion Mitigation and Air Quality Program	\$ 10,260,480	\$ -	\$ 599,645	\$ 10,860,125	\$ 7,718,682	\$ 10,683,212	\$ -	\$ -	\$ 10,683,212	\$ 2,594,099
Highway Safety Improvement Program (HSIP)	\$ 9,111,694	\$ -	\$ -	\$ 9,111,694	\$ 6,166,800	\$ 9,487,096	\$ -	\$ -	\$ 9,487,096	\$ 5,436,651
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 4,417,003	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 4,475,320	\$ -	\$ -	\$ 4,475,320	\$ -	\$ 4,659,703	\$ -	\$ -	\$ 4,659,703	\$ -
National Highway System	\$ 90,637,503	\$ -	\$ 316,517	\$ 90,954,020	\$ 55,706,369	\$ 94,371,768	\$ -	\$ 169,920	\$ 94,541,688	\$ 55,781,418
NSTI National Summer Transportation Institut	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
RL - Rail Highway	\$ 1,150,000	\$ -	\$ -	\$ 1,150,000	\$ 1,044,000	\$ 1,197,380	\$ -	\$ -	\$ 1,197,380	\$ 1,044,000
Recreational Trails	\$ 1,267,944	\$ -	\$ 312,500	\$ 1,580,444	\$ 1,250,000	\$ 1,320,183	\$ -	\$ 312,500	\$ 1,632,683	\$ 1,250,000
Redistribution	\$ 553,516	\$ -	\$ -	\$ 553,516	\$ 68,112	\$ 576,321	\$ -	\$ -	\$ 576,321	\$ -
Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 2,746,721	\$ -	\$ -	\$ -	\$ -	\$ 269,000
TAP - Transportation Alternatives	\$ 2,623,489	\$ -	\$ 638,400	\$ 3,261,889	\$ 2,553,600	\$ 2,731,577	\$ -	\$ 638,400	\$ 3,369,977	\$ 2,553,600
Transportation and Community and System Pr	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-S to 200K	\$ 7,545,578	\$ -	\$ 59,370	\$ 7,604,948	\$ 7,162,643	\$ 7,856,456	\$ -	\$ -	\$ 7,856,456	\$ 6,337,841
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 3,778,701	\$ -	\$ -	\$ -	\$ -	\$ 37,489
STP-Areas Over 200K	\$ 5,279,308	\$ -	\$ 175,440	\$ 5,454,748	\$ 721,956	\$ 5,496,815	\$ -	\$ 468,611	\$ 5,965,426	\$ 1,894,698
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 9,442,354	\$ -	\$ 201	\$ 9,442,555	\$ 5,001,024	\$ 9,831,379	\$ -	\$ -	\$ 9,831,379	\$ 10,886,398
STP-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 54,490	\$ 3,824,163	\$ -	\$ -	\$ 3,824,163	\$ -
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 187,444	\$ -	\$ -	\$ -	\$ -	\$ 193,442
STP-State Flexible	\$ 16,881,533	\$ -	\$ 251,808	\$ 17,133,341	\$ 43,049,105	\$ 17,577,052	\$ -	\$ 21,300	\$ 17,598,353	\$ 42,448,248
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ (14,658,636)	\$ -	\$ -	\$ -	\$ -	\$ -
TIFIA	\$ -	\$ -	\$ 35,537,519.84	\$ 35,537,520	\$ 35,537,519.84	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 48,000	\$ -	\$ 2,477	\$ 50,477	\$ 321,984	\$ 49,037	\$ -	\$ 64,997	\$ 114,034	\$ 3,174,389
National Scenic Byways	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Earmarks	\$ 11,715,142	\$ -	\$ 465,808	\$ 12,180,950	\$ 12,180,950	\$ 3,079,763	\$ -	\$ 769,941	\$ 3,849,704	\$ 3,849,704
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
National Highway (NHPP) Exempt	\$ 2,480,907	\$ -	\$ -	\$ 2,480,907	\$ -	\$ 2,583,120	\$ -	\$ -	\$ 2,583,120	\$ -
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 31,582,867	\$ -	\$ -	\$ -	\$ -	\$ 29,556,715
Total	\$ 177,325,610	\$ -	\$ 39,289,685	\$ 216,615,295	\$ 212,096,273	\$ 175,505,025	\$ -	\$ 3,375,669	\$ 178,880,695	\$ 175,236,171
FY 2017 Estimated Obligational Limit**	\$ 159,902,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Funds Not Subject to Obligational Limit	\$ 14,394,049	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Adjusted Total	\$ 174,296,658	\$ -	\$ 39,289,685	\$ 213,586,343	\$ 212,096,273	\$ 175,505,025	\$ -	\$ 3,375,669	\$ 178,880,695	\$ 175,236,171
FTA (Federal-Aid with Match)***										
FTA5307	\$ 7,924,317	\$ -	\$ 2,944,097	\$ 10,868,414	\$ 10,868,414.00	\$ 7,515,662	\$ -	\$ 3,120,540	\$ 10,636,202	\$ 10,516,919
FTA5307_NHDOT	\$ 3,037,943	\$ -	\$ 759,486	\$ 3,797,429	\$ 3,797,428.83	\$ 3,094,710	\$ -	\$ 773,678	\$ 3,868,388	\$ 3,868,388
FTA5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5310	\$ 2,158,426	\$ -	\$ 573,759	\$ 2,732,185	\$ 2,732,185.00	\$ 2,255,692	\$ -	\$ 563,923	\$ 2,819,615	\$ 2,819,615
FTA5311	\$ 4,441,976	\$ -	\$ 4,441,976	\$ 8,883,952	\$ 8,883,951.00	\$ 4,584,119	\$ -	\$ 4,584,119	\$ 9,168,238	\$ 9,168,238
FTA5339	\$ 2,462,957	\$ -	\$ 615,739	\$ 3,078,696	\$ 2,899,746.00	\$ 2,470,640	\$ -	\$ 617,660	\$ 3,088,300	\$ 3,088,300
Total	\$ 20,025,619	\$ -	\$ 9,335,057	\$ 29,360,676	\$ 29,181,725	\$ 19,920,823	\$ -	\$ 9,659,920	\$ 29,580,743	\$ 29,461,460.00
FHWA/FTA Total	\$ 194,322,277	\$ -	\$ 48,624,742	\$ 242,947,019	\$ 241,277,998	\$ 195,425,848	\$ -	\$ 13,035,589	\$ 208,461,438	\$ 204,697,631
Innovated Financing										
GARVEE Bond Funds ****	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Fund Sources										
Turnpike Capital	\$ -	\$ 27,684,096	\$ -	\$ 27,684,096	\$ 27,684,096	\$ -	\$ 28,384,611	\$ -	\$ 28,384,611	\$ 28,384,611
Turnpike Program	\$ -	\$ 28,084	\$ -	\$ 28,084	\$ 28,084	\$ -	\$ 28,320	\$ -	\$ 28,320	\$ 28,320
Turnpike Renewal & Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,917,043	\$ -	\$ -	\$ 1,917,043	\$ 1,917,043
Total	\$ -	\$ 27,712,180	\$ -	\$ 27,712,180	\$ 27,712,180	\$ -	\$ 30,329,974	\$ -	\$ 30,329,974	\$ 30,329,974
ALL SOURCES Total	\$ 194,322,277	\$ 27,712,180	\$ 48,624,742	\$ 270,659,199	\$ 268,990,178	\$ 195,425,848	\$ 30,329,974	\$ 13,035,589	\$ 238,791,412	\$ 235,027,606

* Federal Resources: Apportioned Funds from Status of Funds
** Constraint Limits
FY 2017 Estimated Obligational Limit is based on the FY2016 Ob Limit multiplied by FAST Act Escalation of 1.02065
FY 18 Program Funds Based on FY 17 Current Status of Funds Multiplied by 1.0412 to Equal FY Estimated FAST Act Amounts
FY 19 Based on FY 18 Multiplied by FAST Act Escalation of 1.0226
FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239
*** FTA Available funds = includes prior grant funds.
**** Anticipated GARVEE Bonds

	2019						2020					
	Improvement Program						Improvement Program					
	Federal Resources Available	State Resource Available	Local/Other Resource Available	Total Resource Available	Total Programmed Inflated	Federal Resources Available	State Resource Available	Local/Other Resource Available	Total Resource Available	Total Programmed Inflated		
FHWA (Federal-Aid with Match)												
Bridge Off System	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 5,411,966	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 3,779,853		
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 7,184,373	\$ -	\$ -	\$ -	\$ -	\$ 6,219,676		
Congestion Mitigation and Air Quality Program	\$ 10,924,652	\$ -	\$ -	\$ 10,924,652	\$ 4,220,562	\$ 11,186,844	\$ -	\$ -	\$ 11,186,844	\$ 2,177,810		
Highway Safety Improvement Program (HSIP)	\$ 9,701,504	\$ -	\$ -	\$ 9,701,504	\$ 8,740,936	\$ -	\$ -	\$ -	\$ 9,934,340	\$ 8,918,173		
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
National Highway Freight	\$ 4,765,012	\$ -	\$ -	\$ 4,765,012	\$ -	\$ 4,879,373	\$ -	\$ -	\$ 4,879,373	\$ -		
National Highway System	\$ 96,504,570	\$ -	\$ 318,346	\$ 96,822,916	\$ 35,776,657	\$ 98,820,680	\$ -	\$ -	\$ 98,820,680	\$ 27,184,172		
NSTI National Summer Transportation Institute	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000		
RL - Rail Highway	\$ 1,224,441	\$ -	\$ -	\$ 1,224,441	\$ 1,044,000	\$ 1,253,827	\$ -	\$ -	\$ 1,253,827	\$ 1,044,000		
Recreational Trails	\$ 1,350,019	\$ -	\$ 312,500	\$ 1,662,519	\$ 1,250,000	\$ 1,382,420	\$ -	\$ 312,500	\$ 1,694,920	\$ 1,250,000		
Redistribution	\$ 589,346	\$ -	\$ -	\$ 589,346	\$ -	\$ 603,490	\$ -	\$ -	\$ 603,490	\$ -		
Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
TAP - Transportation Alternatives	\$ 2,793,310	\$ -	\$ 638,420	\$ 3,431,730	\$ 2,553,680	\$ 2,860,350	\$ -	\$ 638,420	\$ 3,498,770	\$ 2,553,680		
Transportation and Community and System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
STP-5 to 200K	\$ 8,034,012	\$ -	\$ 603,336	\$ 8,637,348	\$ 8,566,388	\$ 8,226,828	\$ -	\$ 525,680	\$ 8,752,508	\$ 7,190,418		
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 48,361	\$ -	\$ -	\$ -	\$ -	\$ -		
STP-Areas Over 200K	\$ 5,621,044	\$ -	\$ 549,552	\$ 6,170,596	\$ 2,221,370	\$ 5,755,949	\$ -	\$ -	\$ 5,755,949	\$ 1,859,523		
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000		
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
STP-Non Urban Areas Under 5K	\$ 10,053,568	\$ -	\$ -	\$ 10,053,568	\$ 4,999,210	\$ 10,294,854	\$ -	\$ -	\$ 10,294,854	\$ 13,437,194		
STP-Off System Bridge	\$ 3,910,589	\$ -	\$ -	\$ 3,910,589	\$ -	\$ 4,004,443	\$ -	\$ -	\$ 4,004,443	\$ 74,862		
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 199,633	\$ -	\$ -	\$ -	\$ -	\$ 206,021		
STP-State Flexible	\$ 17,974,294	\$ -	\$ 527,570	\$ 18,501,864	\$ 65,895,347	\$ 18,405,677	\$ -	\$ -	\$ 18,405,677	\$ 70,478,691		
TIFIA	\$ -	\$ -	\$ 3,791,911.45	\$ 3,791,911	\$ 3,791,911	\$ -	\$ -	\$ 3,913,253	\$ 3,913,253	\$ 3,913,253		
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
TIGER Grants (Maine)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Bridge Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
National Scenic Byways	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
FHWA Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000		
National Highway (NHPP) Exempt	\$ 2,641,499	\$ -	\$ -	\$ 2,641,499	\$ -	\$ 2,704,895	\$ -	\$ -	\$ 2,704,895	\$ -		
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 31,713,496	\$ -	\$ -	\$ -	\$ -	\$ 32,640,860		
Total	\$ 176,267,860	\$ -	\$ 7,666,636	\$ 183,934,496	\$ 183,892,889	\$ 180,493,969	\$ -	\$ 6,314,852	\$ 186,808,821	\$ 183,203,186		
FY 2017 Estimated Obligational Limit**	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Funds Not Subject to Obligational Limit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
ADJUSTED AVAILABLE	\$ 176,267,860	\$ -	\$ 7,666,636	\$ 183,934,496	\$ 183,892,889	\$ 180,493,969	\$ -	\$ 6,314,852	\$ 186,808,821	\$ 183,203,186		
FTA (Federal-Aid with Match)												
FTA5307	\$ 4,043,284	\$ -	\$ 2,824,931	\$ 6,868,215	\$ 6,868,215	\$ 5,013,798	\$ -	\$ 3,503,002	\$ 8,516,800	\$ 8,516,800		
FTA5307_NHDOT	\$ 3,045,862	\$ -	\$ 761,466	\$ 3,807,328	\$ 3,807,328	\$ 3,116,499	\$ -	\$ 779,125	\$ 3,895,624	\$ 3,895,624		
FTA5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
FTA5310	\$ 2,224,932	\$ -	\$ 556,233	\$ 2,781,165	\$ 2,781,165	\$ 2,294,016	\$ -	\$ 573,504	\$ 2,867,520	\$ 2,867,520		
FTA5311	\$ 4,446,481	\$ -	\$ 4,446,481	\$ 8,892,962	\$ 8,892,962	\$ 4,586,108	\$ -	\$ 4,586,108	\$ 9,172,216	\$ 9,172,216		
FTA5339	\$ 2,321,397	\$ -	\$ 580,349	\$ 2,901,746	\$ 2,901,746	\$ 2,529,792	\$ -	\$ 632,448	\$ 3,162,240	\$ 3,162,240		
Total	\$ 16,081,956	\$ -	\$ 9,169,460	\$ 25,251,416	\$ 25,251,416	\$ 17,540,213	\$ -	\$ 10,074,187	\$ 27,614,400	\$ 27,614,400		
FHWA/FTA	\$ 192,349,816	\$ -	\$ 16,836,096	\$ 209,185,912	\$ 209,144,305	\$ 198,034,182	\$ -	\$ 16,389,039	\$ 214,423,221	\$ 210,817,586		
Innovated Financing												
GARVEE Bond Funds ****	\$ -	\$ 12,529,794	\$ -	\$ 12,529,794	\$ 12,529,794	\$ -	\$ -	\$ -	\$ -	\$ 12,930,748		
Total	\$ -	\$ 12,529,794	\$ -	\$ 12,529,794	\$ 12,529,794	\$ -	\$ -	\$ -	\$ -	\$ 12,930,748		
State Fund Sources												
Turnpike Capital	\$ -	\$ 27,497,499	\$ -	\$ 27,497,499	\$ 27,497,499	\$ -	\$ 34,880,120	\$ -	\$ 34,880,120	\$ 34,880,120		
Turnpike Program	\$ -	\$ 2,388	\$ -	\$ 2,388	\$ 2,388	\$ -	\$ -	\$ -	\$ -	\$ -		
Turnpike Renewal & Repl.	\$ -	\$ 6,154,987	\$ -	\$ 6,154,987	\$ 6,154,987	\$ -	\$ 4,389,649	\$ -	\$ 4,389,649	\$ 4,389,649		
Total	\$ -	\$ 33,654,874	\$ -	\$ 33,654,874	\$ 33,654,874	\$ -	\$ 39,269,768	\$ -	\$ 39,269,768	\$ 39,269,768		
ALL SOURCES	\$ 192,349,816	\$ 46,184,668	\$ 16,836,096	\$ 255,370,580	\$ 255,328,973	\$ 198,034,182	\$ 39,269,768	\$ 16,389,039	\$ 253,692,990	\$ 263,018,102		

* Federal Resources: Apportioned Funds from Status of Funds

** Constraint Limits

FY 2017 Estimated Obligational Limit is based on the FY2016 Ob Limit multiplied by FAST Act Escalation of 1.02065

FY 18 Program Funds Based on FY 17 Current Status of Funds Multiplied by 1.0412 to Equal FY Estimated FAST Act Amounts

FY 19 Based on FY 18 Multiplied by FAST Act Escalation of 1.0226

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239

*** FTA Available funds = includes prior grant funds.

**** Anticipated GARVEE Bonds