

December 13, 2019

Peter Stamnas
Director of Project Development
NH Department of Transportation
P.O. Box 483
Concord, NH 03302-0483

RE: RPC MPO Approval of FY 2019-2022 TIP Amendment #2

Dear Mr. Stamnas,

This letter is to inform you that on December 11, 2019, the Rockingham Planning Commission Executive Committee, meeting as the MPO Executive Committee, approved Amendment #2 to the 2019-2022 Transportation Improvement Program (TIP). The Amendment was approved following appropriate public notice, a 30-day comment period, and public hearing as required in our Prospectus. The public notice and project information can be found at the RPC website (www.rpc-nh.org), and these documents detail the changes that Amendment #2 has made to the RPC 2019-2022 TIP.

Based on the information provided regarding the movement of projects in time, changes in project scopes and costs, and considering the comments received, it has been determined that:

- The changes proposed by this TIP amendment are primarily the result of programming changes determined to be necessary by the NHDOT and subsequently endorsed by the MPO.
- The fiscal constraint of the TIP/STIP is maintained per the NHDOT documentation included in the informational packet on the RPC website as well as on the NHDOT STIP Amendment page on the NHDOT website.
- The projects listed in first four years of the financially constrained Long Range Transportation Plan (LRTP) are consistent with the project listings in the 2019-2022 TIP, which, by design, is incorporated as the LRTP's short-range project-specific list.
- The projects listed in the TIP are the result of a regional project selection process undertaken by the RPC as part of the development of the 2019-2028 State Ten Year Plan. This process biennially evaluates projects pulled from the Long Range Transportation plan, corridor and other studies, and needs submitted by member communities to establish priorities for the State Ten Year plan. The process uses a common set of selection criteria agreed upon by each MPO and NHDOT and results in a prioritized and constrained list of projects to be implemented that are consistent with the goals of the region's Long Range Transportation Plan.

- The MPO TIP includes an Air Quality Conformity Analysis that meets federal requirements as established in 40 CFR 93.109 and EPA Transportation Conformity Guidance issued by the Environmental Protection Agency in November, 2018. The MPO relies on that existing analysis and documentation, as shown in Section 5 of the MPO TIP and Chapter 5 of the Long Range Transportation Plan, to demonstrate that Amendment #2 meets those requirements.
- 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.

Based on these points the MPO voted to approve Amendment#2 to the 2019-2022 TIP inclusive of the project changes listed on the following pages.

Sincerely,



Tim Roache
Executive Director

cc: Patrick Bauer, Division Administrator, FHWA NH Division Office
Leigh Levine, FHWA NH Division Office
Leah Sirmin, FTA Region 1
Eric Rackauskas, EPA Region 1
Tim White, NH DES Air Resources Division
Bill Watson, NHDOT Planning & Community Assistance
Linda Dusenberry, NHDOT Planning & Community Assistance
MPO TAC/Policy members

Notice of Comment Period and Public Hearing Rockingham Planning Commission 2019-2022 TIP Amendment #2

The FY 2019-2022 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 supporting documentation can be found on the Rockingham Planning Commission website at <http://www.rpc-nh.org>.

A 30-day public comment period for the Amendments begins Monday, November 11, 2019 and concludes on Tuesday, December 10, 2019. A public hearing to consider the changes and any received comments is scheduled for **Wednesday December 11, 2019, beginning at 4:30 PM at the RPC Offices (156 Water St, Exeter)**. The Planning Commission Executive Committee 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 December 10, 2019 and may be addressed to:

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

For more information contact David Walker at (603) 778-0885.



Revision: A02
 Docket Detail: 2019 TIP Amendment 2
 Approval Date: 12/11/2019

EPPING

Project Number: **29608** Project Route/Location: **NH 125**

APPROVED

Scope: NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$676,830	\$121,829	\$0	\$0	\$798,659	\$0	\$0	\$798,659	National Highway System, Toll Credit
ROW	\$451,220	\$82,500	\$257,968	\$0	\$791,688	\$0	\$0	\$791,688	National Highway System, Toll Credit
CON	\$0	\$0	\$0	\$9,380,290	\$9,380,290	\$0	\$0	\$9,380,290	National Highway System, Toll Credit
	\$1,128,050	\$204,329	\$257,968	\$9,380,290	\$10,970,637	\$0	\$0	\$10,970,637	

Regionally Significant: N CAA Code: N/E Total Project Cost: \$11,520,637

Project Number: **29608** Project Route/Location: **NH 125**

PENDING

Scope: NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$676,830	\$0	\$904,640	\$1,162,462	\$2,743,932	\$0	\$0	\$2,743,932	National Highway System, Toll Credit
ROW	\$0	\$0	\$0	\$476,842	\$476,842	\$0	\$0	\$476,842	National Highway System, Toll Credit
	\$676,830	\$0	\$904,640	\$1,639,304	\$3,220,774	\$0	\$0	\$3,220,774	

Regionally Significant: N CAA Code: N/E Total Project Cost: \$14,284,304

EXETERProject Number:
40436Project Route/Location:
NH Route 111 (Kingston Road)**APPROVED****Scope:** Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$24,541	\$0	\$0	\$0	\$19,633	\$0	\$4,908	\$24,541	TAP - Transportation Alternatives, Towns
ROW	\$5,500	\$0	\$0	\$0	\$4,400	\$0	\$1,100	\$5,500	TAP - Transportation Alternatives, Towns, STP-Enhancement
CON	\$943,600	\$0	\$0	\$0	\$630,880	\$0	\$312,720	\$943,600	Towns, TAP - Transportation Alternatives
	\$973,641	\$0	\$0	\$0	\$654,913	\$0	\$318,728	\$973,641	
Regionally Significant:	N	CAA Code:	E-4					Total Project Cost:	\$1,102,049

Project Number:
40436Project Route/Location:
NH Route 111 (Kingston Road)**PENDING****Scope:** Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$24,541	\$0	\$0	\$0	\$19,633	\$0	\$4,908	\$24,541	TAP - Transportation Alternatives, Towns
ROW	\$5,500	\$0	\$0	\$0	\$4,400	\$0	\$1,100	\$5,500	TAP - Transportation Alternatives, Towns, STP-Enhancement
	\$30,041	\$0	\$0	\$0	\$24,033	\$0	\$6,008	\$30,041	
Regionally Significant:	N	CAA Code:	E-4					Total Project Cost:	\$1,183,551

HAMPTON

Project Number:
42573

Project Route/Location:
US Route 1

PENDING

Scope: Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$0	\$0	\$282,700	\$290,616	\$573,316	\$0	\$0	\$573,316	STP-State Flexible, Toll Credit
	\$0	\$0	\$282,700	\$290,616	\$573,316	\$0	\$0	\$573,316	
Regionally Significant:	N	CAA Code:	ATT					Total Project Cost:	\$7,711,913

NEWFIELDS - NEWMARKET

Project Number: **28393** Project Route/Location: **NH 108**

APPROVED

Scope: Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$220,000	\$220,000	\$56,403	\$0	\$496,403	\$0	\$0	\$496,403	STP-5 to 200K, Toll Credit, STP-State Flexible
CON	\$0	\$0	\$0	\$2,313,631	\$2,313,631	\$0	\$0	\$2,313,631	STP-State Flexible, Toll Credit
	\$220,000	\$220,000	\$56,403	\$2,313,631	\$2,810,033	\$0	\$0	\$2,810,033	

Regionally Significant: N CAA Code: E-19 Total Project Cost: \$6,489,975

Project Number: **28393** Project Route/Location: **NH 108**

PENDING

Scope: Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$220,000	\$220,000	\$56,540	\$0	\$496,540	\$0	\$0	\$496,540	STP-5 to 200K, Toll Credit, Equity Bonus, STP-State Flexible
CON	\$0	\$0	\$0	\$5,812,312	\$5,812,312	\$0	\$0	\$5,812,312	STP-State Flexible, Toll Credit
	\$220,000	\$220,000	\$56,540	\$5,812,312	\$6,308,852	\$0	\$0	\$6,308,852	

Regionally Significant: N CAA Code: E-19 Total Project Cost: \$6,429,852

NEWINGTON - DOVER

Project Number:
11238S

Project Route/Location:
SPAULDING TURNPIKE / LITTLE BAY BRIDGES

APPROVED

Scope: Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection

	Fiscal Year				Funding Source			TIPTotal	Funding Programs	
	2019	2020	2021	2022	FEDERAL	STATE	OTHER			
CON	\$0	\$12,740,000	\$13,405,120	\$6,890,232	\$0	\$33,035,352	\$0	\$33,035,352	Turnpike Capital	
	\$0	\$12,740,000	\$13,405,120	\$6,890,232	\$0	\$33,035,352	\$0	\$33,035,352		
Regionally Significant:	Y	CAA Code: E-19						Total Project Cost:	\$33,035,352	

Project Number:
11238S

Project Route/Location:
SPAULDING TURNPIKE / LITTLE BAY BRIDGES

PENDING

Scope: Remove the superstructure General Sullivan Br & provide the most cost effective bike/ped connection

	Fiscal Year				Funding Source			TIPTotal	Funding Programs	
	2019	2020	2021	2022	FEDERAL	STATE	OTHER			
CON	\$0	\$0	\$0	\$14,388,114	\$0	\$14,388,114	\$0	\$14,388,114	Turnpike Capital	
	\$0	\$0	\$0	\$14,388,114	\$0	\$14,388,114	\$0	\$14,388,114		
Regionally Significant:	Y	CAA Code: E-19						Total Project Cost:	\$32,643,977	

PROGRAM

Project Number: **BRDG-HIB-M&P** Project Route/Location: **Various**

APPROVED

Scope: Maintenance and preservation efforts for High Investment Bridges

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$800,000	\$100,000	\$100,000	\$100,000	\$1,100,000	\$0	\$0	\$1,100,000	STP-State Flexible, Toll Credit
ROW	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$0	\$0	\$80,000	STP-State Flexible, Toll Credit
CON	\$2,100,000	\$2,800,000	\$2,800,000	\$2,800,000	\$10,500,000	\$0	\$0	\$10,500,000	STP-State Flexible, Toll Credit
	\$2,920,000	\$2,920,000	\$2,920,000	\$2,920,000	\$11,680,000	\$0	\$0	\$11,680,000	

Regionally Significant: N CAA Code: ALL Total Project Cost: \$45,475,360

Project Number: **BRDG-HIB-M&P** Project Route/Location: **Various**

PENDING

Scope: Maintenance and preservation efforts for High Investment Bridges

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$558,000	\$100,000	\$100,000	\$100,000	\$858,000	\$0	\$0	\$858,000	STP-State Flexible, Toll Credit
ROW	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$0	\$0	\$80,000	STP-State Flexible, Toll Credit
CON	\$0	\$2,800,000	\$2,800,000	\$2,800,000	\$8,400,000	\$0	\$0	\$8,400,000	STP-State Flexible, Toll Credit
	\$578,000	\$2,920,000	\$2,920,000	\$2,920,000	\$9,338,000	\$0	\$0	\$9,338,000	

Regionally Significant: N CAA Code: ALL Total Project Cost: \$43,133,360

PROGRAM

Project Number: **PAVE-T2-REHAB** Project Route/Location: **Tier 2 Highways**

APPROVED

Scope: Rehab of Tier 2 roads.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
CON	\$3,300,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,800,000	\$0	\$0	\$10,800,000	Betterment, STP-State Flexible, Toll Credit
	\$3,300,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,800,000	\$0	\$0	\$10,800,000	
Regionally Significant:	N	CAA Code: E-10						Total Project Cost:	\$63,155,179

Project Number: **PAVE-T2-REHAB** Project Route/Location: **Tier 2 Highways**

PENDING

Scope: Rehab of Tier 2 roads.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$0	\$125,000	\$125,000	\$125,000	\$375,000	\$0	\$0	\$375,000	STP-State Flexible, Toll Credit
ROW	\$0	\$30,000	\$30,000	\$30,000	\$90,000	\$0	\$0	\$90,000	STP-State Flexible, Toll Credit
CON	\$3,300,000	\$2,345,000	\$2,345,000	\$2,345,000	\$10,335,000	\$0	\$0	\$10,335,000	Betterment, STP-State Flexible, Toll Credit
	\$3,300,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,800,000	\$0	\$0	\$10,800,000	
Regionally Significant:	N	CAA Code: E-10						Total Project Cost:	\$63,155,179

SEABROOK

Project Number: **41712** Project Route/Location: **US 1**

APPROVED

Scope: Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$300,000	\$0	\$0	\$0	\$150,000	\$150,000	\$0	\$300,000	Non Participating, STP-5 to 200K, Toll Credit
ROW	\$0	\$195,027	\$0	\$0	\$97,513	\$97,513	\$0	\$195,027	Non Participating, STP-5 to 200K, Toll Credit
CON	\$0	\$0	\$2,329,325	\$0	\$1,150,000	\$1,179,325	\$0	\$2,329,325	Non Participating, STP-5 to 200K, Toll Credit
	\$300,000	\$195,027	\$2,329,325	\$0	\$1,397,513	\$1,426,838	\$0	\$2,824,351	

Regionally Significant: N

CAA Code: N/E

Total Project Cost: \$2,824,351

Project Number: **41712** Project Route/Location: **US 1**

PENDING

Scope: Capacity Improvements on US 1 between New Zealand Road and the Hampton Falls Town Line.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$0	\$300,000	\$0	\$0	\$150,000	\$0	\$150,000	\$300,000	Non Par Other, STP-5 to 200K, Toll Credit
ROW	\$0	\$0	\$200,488	\$0	\$100,244	\$0	\$100,244	\$200,488	Non Par Other, STP-5 to 200K, Toll Credit
	\$0	\$300,000	\$200,488	\$0	\$250,244	\$0	\$250,244	\$500,488	

Regionally Significant: N

CAA Code: N/E

Total Project Cost: \$2,968,081

STATEWIDE

Project Number: **41756** Project Route/Location: **Various**

APPROVED

Scope: Evaluate 61+ traffic control signals and develop&implement signal timings to improve traffic flow

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$132,000	\$88,000	\$0	\$0	\$220,000	\$0	\$0	\$220,000	Congestion Mitigation and Air Quality Program, Toll Credit
CON	\$0	\$110,000	\$0	\$0	\$110,000	\$0	\$0	\$110,000	Congestion Mitigation and Air Quality Program, Toll Credit
	\$132,000	\$198,000	\$0	\$0	\$330,000	\$0	\$0	\$330,000	

Regionally Significant: N CAA Code: ATT Total Project Cost: \$330,000

Project Number: **41756** Project Route/Location: **Various**

PENDING

Scope: Evaluate 61+ traffic control signals and develop&implement signal timings to improve traffic flow

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$0	\$82,500	\$169,620	\$87,185	\$339,305	\$0	\$0	\$339,305	Congestion Mitigation and Air Quality Program, Toll Credit
	\$0	\$82,500	\$169,620	\$87,185	\$339,305	\$0	\$0	\$339,305	

Regionally Significant: N CAA Code: ATT Total Project Cost: \$339,305

FUNDING SOURCES	2019					2020				
	Federal Resources (1) Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated	Federal Resources (1) Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated
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	\$ 16,016,988	\$ 392,832	\$ 1,515,042	\$ 17,924,862	\$ 7,679,933
Highway Safety Improvement Program (HSIP)	\$ 13,513,852	\$ -	\$ 137,349	\$ 13,651,201	\$ 11,085,640	\$ 13,892,240	\$ -	\$ 96,649	\$ 13,988,889	\$ 10,875,570
National Highway System & Freight	\$ 73,481,357	\$ -	\$ 60,200	\$ 73,541,557	\$ 61,882,400	\$ 75,538,835	\$ -	\$ -	\$ 75,538,835	\$ 64,978,762
OP Mot Veh/Intox	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -	\$ 344,513	\$ -	\$ -	\$ 344,513	\$ -
Research Devt and Tec	\$ 1,382,094	\$ -	\$ -	\$ 1,382,094	\$ -	\$ 1,420,793	\$ -	\$ -	\$ 1,420,793	\$ -
Recreational Trails	\$ 3,584,031	\$ -	\$ 312,500	\$ 3,896,531	\$ 1,562,500	\$ 3,684,384	\$ -	\$ 312,500	\$ 3,996,884	\$ 1,562,500
Redistribution	\$ 1,597,248	\$ -	\$ -	\$ 1,597,248	\$ -	\$ 1,641,971	\$ -	\$ -	\$ 1,641,971	\$ -
RL - Rail Highway	\$ 5,070,692	\$ -	\$ -	\$ 5,070,692	\$ 1,194,646	\$ 5,212,671	\$ -	\$ -	\$ 5,212,671	\$ 1,185,000
Safe Routes to School	\$ 588,392	\$ -	\$ -	\$ 588,392	\$ 793,633	\$ 604,867	\$ -	\$ -	\$ 604,867	\$ -
STP-5 to 200K	\$ 8,205,751	\$ -	\$ 174,000	\$ 8,379,751	\$ 6,079,392	\$ 8,435,512	\$ -	\$ 29,740	\$ 8,465,252	\$ 8,960,211
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 5,998,986	\$ -	\$ 530,000	\$ 6,528,986	\$ 2,258,690	\$ 6,166,958	\$ -	\$ 500,000	\$ 6,666,958	\$ 9,048,926
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ 95,000	\$ -	\$ -	\$ 95,000	\$ 95,000
STP-Enhancement	\$ 212,612	\$ -	\$ 36,089	\$ 248,701	\$ 180,447	\$ 218,565	\$ -	\$ -	\$ 218,565	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 10,268,477	\$ -	\$ 15,000	\$ 10,283,477	\$ 10,321,670	\$ 10,555,994	\$ -	\$ 19,234	\$ 10,575,228	\$ 10,067,427
STP-Off System Bridge	\$ 10,501,549	\$ -	\$ -	\$ 10,501,549	\$ 440,000	\$ 10,795,592	\$ -	\$ -	\$ 10,795,592	\$ 918,500
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 200,000	\$ 64,294	\$ -	\$ -	\$ 64,294	\$ 120,000
STP-State Flexible	\$ 52,930,628	\$ -	\$ 1,566,068	\$ 54,496,696	\$ 74,163,913	\$ 54,412,686	\$ -	\$ 3,375,247	\$ 57,787,933	\$ 76,909,507
TAP - Transportation Alternatives	\$ 6,628,627	\$ -	\$ 846,627	\$ 7,475,254	\$ 4,233,134	\$ 6,814,229	\$ -	\$ 815,474	\$ 7,629,703	\$ 4,077,370
GRAND TOTAL	\$ 209,942,696	\$ -	\$ 4,140,664	\$ 214,083,360	\$ 183,402,741	\$ 215,916,092	\$ 392,832	\$ 6,663,886	\$ 222,972,810	\$ 196,478,706
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	\$ -	\$ 5,170,000	\$ -	\$ -	\$ 5,170,000	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment ⁽²⁾ (Total Resource- FAST ACT Apportionment)	\$ (35,364,512)	\$ -	\$ -	\$ (35,364,512)	\$ -	\$ (33,903,214)	\$ -	\$ -	\$ (33,903,214)	\$ -
ADJUSTED TOTAL	\$ 181,510,483	\$ -	\$ 4,140,664	\$ 185,651,147	\$ 183,402,741	\$ 189,693,494	\$ 392,832	\$ 6,663,886	\$ 196,750,212	\$ 196,478,706
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	\$ -	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -
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	\$ 1,971,200	\$ 52,800	\$ -	\$ 2,024,000	\$ 2,024,000
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	\$ 450,809	\$ 30,879	\$ 81,823	\$ 563,511	\$ 563,511
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
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	\$ 3,360,257	\$ 4,599,237	\$ 81,823	\$ 8,041,317	\$ 7,398,069
All FHWA FUNDS TOTAL	\$ 190,280,294	\$ 14,186,794	\$ 4,406,006	\$ 208,873,094	\$ 205,981,440	\$ 193,053,751	\$ 4,992,069	\$ 6,745,709	\$ 204,791,529	\$ 203,876,775
FTA (Federal-Aid with Match)⁽³⁾										
FTA5307	\$ 6,086,655	\$ -	\$ 194,800	\$ 6,281,455	\$ 521,246	\$ 6,208,388	\$ 50,277	\$ -	\$ 6,258,665	\$ 257,794
FTA5307_NHDOT	\$ 2,822,625	\$ -	\$ 293,706	\$ 3,116,331	\$ 3,556,817	\$ 2,879,077	\$ 735,664	\$ -	\$ 3,614,741	\$ 3,678,319
FTA5310 (includes future STP-Flex transfers)	\$ 1,828,400	\$ -	\$ -	\$ 1,828,400	\$ 668,532	\$ 1,848,968	\$ -	\$ 270,510	\$ 2,119,478	\$ 1,352,549
FTA5311	\$ 4,551,832	\$ -	\$ 4,421,634	\$ 8,973,466	\$ 8,843,270	\$ 4,642,869	\$ -	\$ 4,380,931	\$ 9,023,800	\$ 8,761,862
FTA5339	\$ 6,109,952	\$ 171,977	\$ 1,443,110	\$ 7,725,039	\$ 8,088,860	\$ 4,201,352	\$ 543,776	\$ 543,776	\$ 5,288,904	\$ 5,437,759
Prior Year Carry Over	\$ 2,083,551	\$ -	\$ -	\$ 2,083,551	\$ -	\$ 1,945,632	\$ -	\$ -	\$ 1,945,632	\$ -
GRAND TOTAL	\$ 23,483,015	\$ 171,977	\$ 6,353,250	\$ 30,008,242	\$ 21,678,725	\$ 21,726,286	\$ 1,329,717	\$ 5,195,217	\$ 28,251,220	\$ 19,488,283
FHWA/FTA FUNDS TOTAL	\$ 213,763,309	\$ 14,358,771	\$ 10,759,256	\$ 238,881,336	\$ 227,660,165	\$ 214,780,037	\$ 6,321,786	\$ 11,940,926	\$ 233,042,749	\$ 223,365,058
INNOVATIVE FINANCING										
GARVEE Bond Future Funds (Est)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,256,400	\$ -	\$ 21,256,400	\$ 21,256,400
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	\$ -	\$ 34,254,517	\$ -	\$ 34,254,517	\$ 34,254,517
Turnpike Program	\$ -	\$ 2,242	\$ -	\$ 2,242	\$ 2,242	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 6,132,850	\$ -	\$ 6,132,850	\$ 6,132,850	\$ -	\$ 12,010,000	\$ -	\$ 12,010,000	\$ 12,010,000
GRAND TOTAL	\$ -	\$ 36,832,342	\$ -	\$ 36,832,342	\$ 36,832,342	\$ -	\$ 67,520,917	\$ -	\$ 67,520,917	\$ 67,520,917
ALL FUNDING SOURCES TOTAL	\$ 213,763,309	\$ 51,191,113	\$ 10,759,256	\$ 275,713,678	\$ 264,492,507	\$ 214,780,037	\$ 73,842,703	\$ 11,940,926	\$ 300,563,666	\$ 290,885,975

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

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.028

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

**Constraint Limits

	FAST ACT Apportionment	FY2019	FY2020	FY2021	FY2022
	\$174,578,182	\$182,012,876	\$182,977,330	\$182,977,330	

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

(3) FTA Current Year Available funds and prior grant funds.

FUNDING SOURCES	2021					2022				
	Federal Resources (1) Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated	Federal Resources (1) Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated
FHWA (Federal-Aid)										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 2,313,631	\$ -	\$ -	\$ -	\$ -	\$ 121,657
Congestion Mitigation and Air Quality Program	\$ 16,016,988	\$ -	\$ 1,196,396	\$ 17,213,384	\$ 7,642,296	\$ 16,016,988	\$ -	\$ -	\$ 16,016,988	\$ 787,185
Highway Safety Improvement Program (HSIP)	\$ 13,892,240	\$ -	\$ -	\$ 13,892,240	\$ 9,909,081	\$ 13,892,240	\$ 24,442	\$ -	\$ 13,916,682	\$ 9,909,081
National Highway System & Freight	\$ 75,538,835	\$ -	\$ -	\$ 75,538,835	\$ 76,157,693	\$ 75,538,835	\$ -	\$ -	\$ 75,538,835	\$ 51,256,628
OP Mot Veh/Intox	\$ 344,513	\$ -	\$ -	\$ 344,513	\$ -	\$ 344,513	\$ 18,248	\$ -	\$ 362,761	\$ -
Research Devt and Tec	\$ 1,420,793	\$ 5,932	\$ -	\$ 1,426,725	\$ -	\$ 1,420,793	\$ -	\$ 312,500	\$ 1,733,293	\$ -
Recreational Trails	\$ 3,684,384	\$ -	\$ 312,500	\$ 3,996,884	\$ 1,562,500	\$ 3,684,384	\$ -	\$ -	\$ 3,684,384	\$ 1,562,500
Redistribution	\$ 1,641,971	\$ -	\$ -	\$ 1,641,971	\$ -	\$ 1,641,971	\$ -	\$ -	\$ 1,641,971	\$ -
RL - Rail Highway	\$ 5,212,671	\$ -	\$ -	\$ 5,212,671	\$ 1,185,000	\$ 5,212,671	\$ -	\$ -	\$ 5,212,671	\$ 1,185,000
Safe Routes to School	\$ 604,867	\$ -	\$ -	\$ 604,867	\$ -	\$ 604,867	\$ -	\$ -	\$ 604,867	\$ -
STP-5 to 200K	\$ 8,435,512	\$ -	\$ 36,093	\$ 8,471,605	\$ 14,777,168	\$ 8,435,512	\$ -	\$ 115,992	\$ 8,551,504	\$ 9,090,089
STP-Areas Less Than 200K	\$ -	\$ -	\$ 307,650	\$ 307,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 6,166,958	\$ -	\$ -	\$ 6,166,958	\$ 6,224,408	\$ 6,166,958	\$ -	\$ -	\$ 6,166,958	\$ -
STP-DBE	\$ 95,000	\$ -	\$ -	\$ 95,000	\$ 95,000	\$ 95,000	\$ -	\$ -	\$ 95,000	\$ 95,000
STP-Enhancement	\$ 218,565	\$ -	\$ -	\$ 218,565	\$ -	\$ 218,565	\$ -	\$ -	\$ 218,565	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 10,555,994	\$ -	\$ 306,021	\$ 10,862,015	\$ 4,138,015	\$ 10,555,994	\$ -	\$ -	\$ 10,555,994	\$ 28,365,880
STP-Off System Bridge	\$ 10,795,592	\$ -	\$ -	\$ 10,795,592	\$ 1,017,720	\$ 10,795,592	\$ -	\$ -	\$ 10,795,592	\$ -
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 64,294	\$ -	\$ -	\$ 64,294	\$ -	\$ 64,294	\$ -	\$ 1,125,000	\$ 1,189,294	\$ 340,000
STP-State Flexible	\$ 54,412,686	\$ -	\$ 1,161,303	\$ 55,573,989	\$ 71,098,094	\$ 54,412,686	\$ -	\$ 638,400	\$ 55,051,086	\$ 73,645,144
TAP - Transportation Alternatives	\$ 6,814,229	\$ -	\$ 946,954	\$ 7,761,183	\$ 4,865,322	\$ 6,814,229	\$ -	\$ -	\$ 6,814,229	\$ 4,091,161
GRAND TOTAL	\$ 215,916,092	\$ 5,932	\$ 4,266,916	\$ 220,188,940	\$ 200,985,928	\$ 215,916,092	\$ 42,690	\$ 2,191,892	\$ 218,150,674	\$ 180,449,325
ADJUSTMENTS										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -
Highway Infra Bridge Replace	\$ 12,700,000	\$ -	\$ -	\$ 12,700,000	\$ -	\$ 4,240,000	\$ -	\$ -	\$ 4,240,000	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment ⁽²⁾ (Total Resource- FAST ACT Apportionment)	\$ (33,903,214)	\$ -	\$ -	\$ (33,903,214)	\$ -	\$ (33,903,214)	\$ -	\$ -	\$ (33,903,214)	\$ -
ADJUSTED TOTAL	\$ 197,225,177	\$ 5,932	\$ 4,266,916	\$ 201,498,025	\$ 200,985,928	\$ 188,765,177	\$ 42,690	\$ 2,191,892	\$ 190,999,759	\$ 180,449,325
FHWA (Other Funds)										
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Old App Codes (Q,H & L)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FAST Lane Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -
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	\$ 3,055,935	\$ -	\$ 763,984	\$ 3,819,919	\$ 3,819,919
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
GRAND TOTAL	\$ 1,581,617	\$ 25,000	\$ 167,092	\$ 1,773,709	\$ 1,130,461	\$ 3,969,183	\$ 25,000	\$ 763,984	\$ 4,758,167	\$ 4,114,919
All FHWA FUNDS TOTAL	\$ 198,806,794	\$ 30,932	\$ 4,434,008	\$ 203,271,734	\$ 202,116,389	\$ 192,734,360	\$ 67,690	\$ 2,955,876	\$ 195,757,926	\$ 184,564,244
FTA (Federal-Aid with Match)⁽³⁾										
FTA5307	\$ 6,332,556	\$ -	\$ -	\$ 6,332,556	\$ -	\$ 6,459,207	\$ -	\$ -	\$ 6,459,207	\$ -
FTA5307_NHDOT	\$ 2,936,659	\$ 750,250	\$ -	\$ 3,686,909	\$ 3,751,252	\$ 2,995,392	\$ 765,129	\$ -	\$ 3,760,521	\$ 3,825,643
FTA5310 (includes future STP-Flex transfers)	\$ 1,869,947	\$ -	\$ 279,920	\$ 2,149,867	\$ 1,399,560	\$ 1,891,346	\$ -	\$ 289,518	\$ 2,180,864	\$ 1,447,592
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	\$ 4,285,379	\$ 554,651	\$ 554,651	\$ 5,394,681	\$ 5,546,514	\$ 4,371,087	\$ 565,745	\$ 565,745	\$ 5,502,577	\$ 5,657,444
Prior Year Carry Over	\$ 1,945,632	\$ -	\$ -	\$ 1,945,632	\$ -	\$ 1,945,632	\$ -	\$ -	\$ 1,945,632	\$ -
GRAND TOTAL	\$ 22,105,899	\$ 1,304,901	\$ 5,303,121	\$ 28,713,921	\$ 19,634,425	\$ 22,493,104	\$ 1,330,874	\$ 5,413,184	\$ 29,237,162	\$ 20,046,520
FHWA/FTA FUNDS TOTAL	\$ 220,912,693	\$ 1,335,833	\$ 9,737,129	\$ 231,985,655	\$ 221,750,814	\$ 215,227,464	\$ 1,398,564	\$ 8,369,060	\$ 224,995,088	\$ 204,610,764
INNOVATIVE FINANCING										
GARVEE Bond Future Funds (Est)	\$ -	\$ 14,893,488	\$ -	\$ 14,893,488	\$ 14,839,488	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Fund Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Capital	\$ -	\$ 50,298,153	\$ -	\$ 50,298,153	\$ 50,298,153	\$ -	\$ 30,980,260	\$ -	\$ 30,980,260	\$ 30,980,260
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 10,300,000	\$ -	\$ 10,300,000	\$ 10,300,000	\$ -	\$ 714,157	\$ -	\$ 714,157	\$ 714,157
GRAND TOTAL	\$ -	\$ 75,491,641	\$ -	\$ 75,491,641	\$ 75,437,641	\$ -	\$ 31,694,417	\$ -	\$ 31,694,417	\$ 31,694,417
ALL FUNDING SOURCES TOTAL	\$ 220,912,693	\$ 76,827,474	\$ 9,737,129	\$ 307,477,296	\$ 297,188,455	\$ 215,227,464	\$ 33,092,981	\$ 8,369,060	\$ 256,689,505	\$ 236,305,181

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

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.02

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

**Constraint Limits

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

(3) FTA Current Year Available funds and prior grant funds.