

MINUTES

Rockingham Planning Commission Executive Committee

October 23, 2019
RPC Office, Exeter, NH

Committee Members Present: B. Kravitz (Chairman); R. McDermott (Vice Chair); G. Coppelman (Secretary); P. Wilson (Past Chair); L. Plumer, A. Davis, M. McAndrew (Members at Large)

Staff: T. Roache (Executive Director); A. Pettengill (Business Manager)

1. Call to Order: Chairman Kravitz called the meeting to order at 12:00 p.m.

2. Minutes of August 28, 2019

*Wilson moved to approve the Minutes of August 28, 2019 as presented; McDermott seconded.
SO VOTED.*

3. Financial Report – September 2019

Roached noted that revenue is lower and cash flow is lower, but not unusual for this time of the year and expenses are on track. He also distributed a Dashboard for Sept/Oct and noted bank balances are typical; staff visited Plaistow and Epping, and staff is setting up Water Protection workshops around the region. He also noted that he presented to a Senate Committee the Barriers to Housing Density program and the ABC's of RPC's as well. He reviewed the details of the Household Hazardous Waste collection that was organized by the RPC and held in Exeter for the towns of Exeter, Stratham, Newfields, East Kingston, Epping, Seabrook and South Hampton. Over 400 households attended and the RPC social media viewing was up due to the targeted advertising for the Collection.

4. New Business – to be addressed later in the Agenda

5. Old Business

a) Legislative Forum Update: Unutil, November 13; invitations were sent. Kravitz suggested the event be submitted as a press release to local newspapers.

- b) Staffing Update: resumes have been received for the Public Outreach/Administrator position; interviews will be scheduled soon.
- c) December meeting: Wednesday December 11th; TIP amendment

4. New Business

- a) SB306 Roundtable: Kravitz noted that Martha Fuller Clark met with RPC staff and suggested this Committee discuss the SB306 language and what changes they would like to see. M. Clark stated she would like to know what is the incentive to support workforce housing. She also stated she may establish another Study Committee to rewrite or incentivize workforce housing. She is supportive of filing a Bill to eliminate the current wording in SB306 but needs the feedback from RPC and other agencies like NH Housing Finance and NHMA to support that effort. Salem and Exeter Planning staff are also willing to provide feedback in that regard. Discussion followed. Wilson put forth his changes to the language in the current Bill and explained his focus was more specifically on workforce housing issues. Kravitz asked Roache to communicate with Clark that the RPC's first preference would be to kill the Bill, and second preference would be to amend the amended language. She also asked him to submit Wilson's amended language to Clark. Wilson stated that there needs to be a scientific analysis of workforce housing in NH to support what the real needs are and not what the perceived needs are. Kravitz noted that NHMA was not in favor of this Bill and never endorsed it.

Meeting adjourned at 1 p.m.

Respectfully submitted,

Annette Pettengill, Recording Secretary

Rockingham Planning Commission
Financial Statement
Budget vs. Actual
October, 2019

	October 2019	YTD FY 20	FY 20 Budget Amendment #1	Balance	% Budget
RESOURCES					
Federal Contracts	\$ -	\$ -	\$ -	\$ -	
Grants	\$ -	\$ -	\$ -	\$ -	
Local Dues	\$ -	\$ 166,181	\$ 166,181	\$ -	100.0%
Other Income	\$ -	\$ -	\$ 2,000	\$ 2,000	0.0%
Local Planning Contracts	\$ 6,889	\$ 81,553	\$ 182,882	\$ 101,329	44.6%
State Contracts	\$ 47,143	\$ 143,324	\$ 837,238	\$ 693,914	17.1%
Total RESOURCES	\$ 54,032	\$ 391,058	\$ 1,188,301	\$ 797,243	32.9%
EXPENSES					
Newspaper/Media	\$ -	\$ -	\$ 1,000	\$ 1,000	0.0%
Contracted Printing	\$ -	\$ -	\$ 2,000	\$ 2,000	0.0%
Contracted Services	\$ 27,157	\$ 78,011	\$ 199,300	\$ 121,289	39.1%
Total Salaries	\$ 47,415	\$ 220,199	\$ 626,818	\$ 406,619	35.1%
Travel	\$ 1,211	\$ 2,176	\$ 10,000	\$ 7,824	21.8%
Reconciliation Discrepancies	\$ -	\$ -	\$ -	\$ -	
Payroll Processing Fees	\$ 30	\$ 153	\$ 500	\$ 347	30.6%
Janitorial	\$ 360	\$ 720	\$ 2,000	\$ 1,280	36.0%
Accounting	\$ -	\$ -	\$ 300	\$ 300	0.0%
Audit	\$ -	\$ 500	\$ 12,000	\$ 11,500	4.2%
Bank & Service Charges	\$ 0	\$ 250	\$ 350	\$ 100	71.4%
**Dues & Subscriptions	\$ 6,318	\$ 8,301	\$ 18,000	\$ 9,699	46.1%
Employee Co Contrib of Benefits	\$ -	\$ -	\$ -	\$ -	
C Deferred Comp 457	\$ 2,246	\$ 9,126	\$ 26,890	\$ 17,764	33.9%
C Dental Insurance	\$ 550	\$ 2,551	\$ 7,210	\$ 4,659	35.4%
C Health Ins.	\$ 3,443	\$ 15,933	\$ 45,188	\$ 29,255	35.3%
C Life Insurance	\$ 69	\$ 311	\$ 1,180	\$ 869	26.4%
C LTD Insurance	\$ 104	\$ 468	\$ 1,540	\$ 1,072	30.4%
C NH Retirement 414E	\$ 3,047	\$ 10,644	\$ 39,612	\$ 28,968	26.9%
C STD Insurance	\$ 69	\$ 310	\$ 1,080	\$ 770	28.7%
**Equipment	\$ 211	\$ 2,670	\$ 5,000	\$ 2,330	53.4%
**Equipment & Software Maint.	\$ 751	\$ 3,258	\$ 17,500	\$ 14,242	18.6%
General Insurance	\$ 294	\$ 1,999	\$ 4,000	\$ 2,001	50.0%
Misc	\$ (2,332)	\$ (2,661)	\$ 2,000	\$ 4,661	-133.1%
**Office Supplies	\$ 524	\$ 2,563	\$ 10,000	\$ 7,437	25.6%
Payroll Expenses (C Portion)	\$ -	\$ -	\$ -	\$ -	
P/R Taxes - Other	\$ 3,572	\$ 16,580	\$ 47,034	\$ 30,455	35.3%
SUTA	\$ -	\$ -	\$ 500	\$ 500	0.0%
**Postage	\$ -	\$ 153	\$ 1,000	\$ 847	15.3%
Rent	\$ 4,243	\$ 16,972	\$ 51,000	\$ 34,028	33.3%
Telephone & Internet	\$ 324	\$ 1,370	\$ 4,100	\$ 2,730	33.4%
**Training & Workshops	\$ 60	\$ 1,072	\$ 5,000	\$ 3,928	21.4%
Utilities	\$ 566	\$ 1,738	\$ 7,100	\$ 5,362	24.5%
Total EXPENSES	\$ 100,231	\$ 395,365	\$ 1,149,202	\$ 753,837	34.4%
	\$ (46,199)	\$ (4,307)	\$ -	\$ -	
Unobligated Funds	\$ -	\$ -	\$ 39,099	\$ 39,099	
Fund Balance Accrual	\$ -	\$ -	\$ -	\$ -	
Balance	\$ (46,199)	\$ (4,307)	\$ 1,188,301	\$ 792,936	

NOTE: Oct 31st is 33% through the fiscal year

** Direct & Indirect

Rockingham Planning Commission
Financial Statement
Budget vs. Actual
November, 2019

	November 2019	YTD FY 20	FY 20 Budget Amendment #1	Balance	% Budget
RESOURCES					
Federal Contracts	\$ -	\$ -	\$ -	\$ -	
Grants	\$ -	\$ -	\$ -	\$ -	
Local Dues	\$ -	\$ 166,181	\$ 166,181	\$ -	100.0%
Other Income	\$ -	\$ -	\$ 2,000	\$ 2,000	0.0%
Local Planning Contracts	\$ 26,651	\$ 108,204	\$ 182,882	\$ 74,678	59.2%
State Contracts	\$ 59,645	\$ 202,969	\$ 837,238	\$ 634,269	24.2%
Total RESOURCES	\$ 86,296	\$ 477,354	\$ 1,188,301	\$ 710,947	40.2%
EXPENSES					
Newspaper/Media	\$ -	\$ -	\$ 1,000	\$ 1,000	0.0%
Contracted Printing	\$ 171	\$ 171	\$ 2,000	\$ 1,829	8.6%
Contracted Services	\$ 7,348	\$ 85,359	\$ 199,300	\$ 113,941	42.8%
Total Salaries	\$ 46,173	\$ 266,372	\$ 626,818	\$ 360,446	42.5%
Travel	\$ 111	\$ 2,287	\$ 10,000	\$ 7,713	22.9%
Reconciliation Discrepancies			\$ -	\$ -	
Payroll Processing Fees	\$ 28	\$ 181	\$ 500	\$ 319	36.2%
Janitorial	\$ -	\$ 720	\$ 2,000	\$ 1,280	36.0%
Accounting	\$ -	\$ -	\$ 300	\$ 300	0.0%
Audit	\$ -	\$ 500	\$ 12,000	\$ 11,500	4.2%
Bank & Service Charges	\$ 0	\$ 250	\$ 350	\$ 100	71.4%
**Dues & Subscriptions	\$ 345	\$ 8,646	\$ 18,000	\$ 9,354	48.0%
Employee Co Contrib of Benefits	\$ -	\$ -	\$ -	\$ -	
C Deferred Comp 457	\$ 1,976	\$ 11,102	\$ 26,890	\$ 15,788	41.3%
C Dental Insurance	\$ 550	\$ 3,101	\$ 7,210	\$ 4,109	43.0%
C Health Ins.	\$ 3,443	\$ 19,376	\$ 45,188	\$ 25,812	42.9%
C Life Insurance	\$ 69	\$ 380	\$ 1,180	\$ 800	32.2%
C LTD Insurance	\$ 104	\$ 572	\$ 1,540	\$ 968	37.1%
C NH Retirement 414E	\$ 3,047	\$ 13,691	\$ 39,612	\$ 25,921	34.6%
C STD Insurance	\$ 69	\$ 379	\$ 1,080	\$ 701	35.1%
**Equipment	\$ -	\$ 2,670	\$ 5,000	\$ 2,330	53.4%
**Equipment & Software Maint.	\$ 590	\$ 3,848	\$ 17,500	\$ 13,652	22.0%
General Insurance	\$ -	\$ 1,999	\$ 4,000	\$ 2,001	50.0%
Misc	\$ 6	\$ (2,655)	\$ 2,000	\$ 4,655	-132.8%
**Office Supplies	\$ 255	\$ 2,818	\$ 10,000	\$ 7,182	28.2%
Payroll Expenses (C Portion)					
P/R Taxes - Other	\$ 3,477	\$ 20,057	\$ 47,034	\$ 26,978	42.6%
SUTA	\$ -	\$ -	\$ 500	\$ 500	0.0%
**Postage	\$ -	\$ 153	\$ 1,000	\$ 847	15.3%
Rent	\$ 4,243	\$ 21,215	\$ 51,000	\$ 29,785	41.6%
Telephone & Internet	\$ 324	\$ 1,694	\$ 4,100	\$ 2,406	41.3%
**Training & Workshops	\$ 25	\$ 1,097	\$ 5,000	\$ 3,903	21.9%
Utilities	\$ 375	\$ 2,113	\$ 7,100	\$ 4,987	29.8%
Total EXPENSES	\$ 72,729	\$ 468,094	\$ 1,149,202	\$ 681,108	40.7%
	\$ 13,567	\$ 9,260			
Unobligated Funds			\$ 39,099	\$ 39,099	
Fund Balance Accrual	\$ -		\$ -	\$ -	
			\$ -	\$ -	
Balance	\$ 13,567	\$ 9,260	\$ 1,188,301	\$ 720,207	

NOTE: Nov 30th is 42% through the fiscal year

** Direct & Indirect

Last Statement - October 31, 2019	
Bank Checking	
Beginning Balance	\$76,401.36
Deposits	24,933.02
Payments	86,986.66
Ending Balance	\$14,347.72
Other Accounts	
Line of credit (\$30,000) activated?	\$0.00
Holding Account Beginning	\$31,650.00
Holding Account Ending	\$31,650.00
Performance targets	
Operating Expenses In Reserve	3 months
rpc-nh.org -- Sessions	1500
rpc-nh.org -- Users	1000
Twitter Followers	300
Facebook Likes	250

September October	
Staff Presentations / Activities	
Route 33 Congestion Meeting	
Commission on Seacoast Drinking Water	
GACIT Hearings	
Portsmouth Climate in the Classroom presentation	
New Hampshire Climate Summit	
COAST and ACT Board Meetings	
Current Performance (August - September)	
Operating Expenses In Reserve	< 1 month
theRPC.org -- Sessions	975 (-20%)
theRPC.org -- Users	795 (-20%)
Twitter Impressions	4,140 Tweet impressions (+13%)
Facebook Engagement	3,270 people reached (+37%) 170 engagements (+62%)
Social Media Narrative: King Tide photo contest, Legislative Forum, Hampton Master Plan survey, Route 33 traffic information/meeting. Highest traffic was from Hampton Master Plan survey via paid Facebook ad. Best organic engagement from King Tide videos and information posting regarding Route 33 traffic data.	

Budget Narrative	
Bank Balance/Cash on hand:	Cash reserves remain at a minimum level. We have less than one month of operating expenses on hand. Cash on hand is in low due to delayed payments from NHDOT.
Payables and Receivables:	Remains current to be paid/received within 30 days. (SWP Education Past 30 days)
FY20 Working Budget:	Current working budget has a potential net revenue of \$30,100 with additional potential revenue of \$64,500.

FY20 Working Budget			
Funding Sources		Expenses	
Local Dues	\$ 166,181.00	Salaries	\$ 614,818.00
State and Federal Contracts	\$ 828,238.00	Contracted Services	\$ 198,300.00
Grants	\$ -	Legal Services	\$ 1,000.00
Local Planning Contracts	\$ 191,882.00	Travel & Expenses	\$ 10,000.00
Other Income	\$ 2,000.00	Bank Service Charge	\$ 350.00
Total	\$ 1,188,301.00	Taxes-Payroll	\$ 47,034.00
Potential New Revenue		Unemployment Insurance	\$ 500.00
Stratham GIS Service	\$ 6,500.00	Health Insurance	\$ 45,187.00
Coastal Resilience Exeter	\$ 10,000.00	Health Stipend	\$ 12,000.00
Coastal Resilience North Hampton	\$ 15,000.00	Dental Insurance	\$ 7,210.00
North Hampton 604b	\$ 18,000.00	Life & Disability Insurance	\$ 3,800.00
Hampstead Circuit Rider	\$ 10,000.00	Retirement - 457 Plan	\$ 26,890.00
Newington CIP	\$ 5,000.00	Retirement - NHRS	\$ 39,612.00
		General Insurance	\$ 4,000.00
		Rent	\$ 51,000.00
		Janitorial	\$ 2,000.00
		Telephone & Internet	\$ 4,100.00
		Office Supply and Events	\$ 10,000.00
		Postage	\$ 1,000.00
		Audit	\$ 12,000.00
		Utilities	\$ 7,100.00
		Contract Printing	\$ 2,000.00
		Newspaper and Media	\$ 1,000.00
		Equipment and Software Maintenance	\$ 17,500.00
		Dues & Subscriptions	\$ 18,000.00
		Training, Workshops, Conf.	\$ 5,000.00
		Accounting	\$ 300.00
		Payroll Processing	\$ 500.00
		Miscellaneous	\$ 2,000.00
		Equipment Purchases	\$ 5,000.00
Total Revenue	\$1,188,301.00	Total Expenses	\$1,149,201.00
		Potential Reserve	\$39,100.00
		Delta	\$0.00

MEMORANDUM

To: MPO Executive Committee
From: Dave Walker, Assistant Director
Date: 12/06/2019
RE: **2019 TIP Amendment #2**

Attached is a report that lists the changes that Amendment #2 proposes to make to the 2019 Transportation Improvement Program (TIP) within the Rockingham Planning Commission region covering fiscal years 2019-2022. The full STIP revision report is also available on the RPC website (www.rpc-nh.org) for those interested in the proposed changes to projects from other parts of the state. Overall, there are 6 Regional and 3 Statewide project changes (9 total) proposed that the RPC needs to address in the TIP, and these take the form of one project addition, five construction timing changes and funding revisions, and three adjustments to statewide programs. 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 30 day public comment period on Amendment #2 that began on November 11, 2019 and will conclude on December 10, 2019. A final opportunity for comments will be during the public hearing at the **November 11, 2019 RPC Executive Committee Meeting at the RPC Offices at 4:30 PM**. The MPO will take action on the amendment at the conclusion of the public hearing.

Analysis

This amendment consists of the changes to 6 regional projects, 2 statewide programs, and one statewide project and results in a net decrease in cost during the TIP years of \$27.925 million. The bulk of the decrease in funding comes from the delay of construction for four projects to 2023 which is beyond the current TIP. While this revision decreases funding in the TIP, the total costs of those projects that are delayed are generally increasing to accommodate both updated estimates and additional inflation related to the delay. The addition of Hampton 42573 to address a red list bridge on US 1 and the advancement of construction on the Newfields-Newmarket 28393 bridge rehabilitations increase funding in the TIP, offsetting some of the decreases from the delayed projects.

Table 1 on the following page 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 cost and schedule details of each project and compares the existing status with the changes proposed in Amendment #2. The report also includes statewide fiscal constraint documentation for the revision.

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 per the DOT fiscal constraint documentation that (attached) and included in the informational packet on the MPO Website.
- The MPO Technical Advisory Committee reviewed and discussed TIP Amendment #2 at the 12/05/19 meeting. While the meeting was sparsely attended, there were no concerns raised about the amendment and the TAC recommended that the MPO approve Amendment #2.
- 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 #2.

TABLE 1: AMENDMENT SUMMARY

	Project #	Location	Scope	Net Funding Change in TIP	Total Project Cost Change	Reason for Change
Construction Timing Changes	29608	Epping NH 125	NH 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87 (Epping)	(\$7,749,813)	\$2,763,667	Increased PE costs. ROW costs decreased, CON delayed to 2023 (Beyond scope of TIP)
	40436	Exeter NH 111	Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles (14-26TAP)(Exeter)	(\$943,600)	\$81,502	Construction delayed to 2023 (Beyond scope of TIP)
	28393	Newfields- Newmarket NH 108	Bridge Rehabilitations, address bridges carrying NH108 over BMRR	\$3,498,819	(\$60,123)	Construction advanced
	11238S	Newington- Dover Spaulding TPK	Remove the superstructure of the General Sullivan Bridge & provide the most cost effective bike/ped connection	(\$18,647,238)	(\$391,375)	Construction delayed to 2023 (Beyond scope of TIP)
	41712	Seabrook US 1	Capacity improvements on US 1 between New Zealand Road and the Hampton Falls Town Line	(\$2,323,864)	\$143,730	Construction delayed to 2023 (Beyond scope of TIP)
Statewide Programs	BRDG- HIB-M&P	Statewide Various	Maintenance and Preservation efforts for High Investment Bridges	(\$2,342,000)	(\$2,342,000)	Funding adjusted to meet needs of child projects
	PAVE-T2- REHAB	Statewide Tier 2 Roads	Rehabilitation of Tier 2 Roadways	\$0	\$0	PE and ROW phases added. Funds shifted from CON. No net change in cost
	41756	Statewide Various	Evaluate 61+ traffic control signals and develop and implement signal timings to improve traffic flow	\$9,305	\$9,305	Change in phases. PE and CON are shifting to "OTHER". Inflation recalculated with current rate.
New Projects	42573	Hampton US 1	Address Red List Bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton	\$573,316	\$7,711,913	New Project
Total Net Change				(\$27,925,075)	\$7,916,619	



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

(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.

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

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.