

Southern New Hampshire Planning Commission

438 Dubuque Street, Manchester, NH 03102-3546, Telephone (603) 669-4664 Fax (603) 669-4350
www.snhpc.org

November 27, 2019

Victoria Sheehan, Commissioner
New Hampshire Department of Transportation
John O. Morton Building
7 Hazen Drive
Concord, NH 03302-0483

RE: Amendment #2 to the SNHPC FY 2019 – FY 2022 Transportation Improvement Program and Metropolitan Transportation Plan

Dear Commissioner Sheehan,

The purpose of this letter is to inform you that the Southern New Hampshire Planning Commission (SNHPC) MPO has approved Amendment #2 to the SNHPC FY 2019-FY 2022 Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (Plan). Amendment #2 was approved following a public hearing at the November 26, 2019 SNHPC MPO meeting, and a copy of the resolution of approval is included with this correspondence for your records.

Please note that the SNHPC, in consultation with the NH Department of Transportation (NHDOT), NH Department of Environmental Services (NHDES), U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the other NH MPOs, has confirmed that the changes made by Amendment #2 do not trigger conformity for the City of Manchester Carbon Monoxide Maintenance Area.

If you have any questions about this correspondence, please do not hesitate to call me at (603) 669-4664 or e-mail me at svonaulock@snhpc.org.

Sincerely,

SOUTHERN NEW HAMPSHIRE
PLANNING COMMISSION

Sylvia von Aulock
Executive Director

Cc: William Watson, NHDOT
William Rose, NHDOT
Linda Dusenberry, NHDOT
Leigh Levine, FHWA NH Division
Leah Sirmin, FTA Region 1
Nathan Miller, SNHPC
Carl Eppich, SNHPC

RESOLUTION

ADOPTION OF AMENDMENT #2 TO THE FY 2019 – FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM AND METROPOLITAN TRANSPORTATION PLAN FOR THE SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION

WHEREAS, the New Hampshire Department of Transportation (NHDOT) has requested that certain changes be made to the Southern New Hampshire Planning Commission (SNHPC) FY 2019-2022 Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (Plan);

WHEREAS, such changes will involve, a) advance/delay in project phases, b) funding breakdown in multiple years, c) change in project cost, and d) addition of new phasing to projects;

WHEREAS, the SNHPC, in consultation with the NHDOT, NH Department of Environmental Services (NHDES), United States Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the other NH Metropolitan Planning Organizations (MPO), has confirmed that the changes made by Amendment #2 do not trigger conformity requirements for the City of Manchester Carbon Monoxide Maintenance Area;

WHEREAS, with the above-referenced changes to the TIP and Plan, the TIP and Plan will remain fiscally-constrained; and

WHEREAS, the SNHPC MPO has involved the public and interested stakeholders in an open and transparent process to review Amendment #2 as guided by the MPO's Public Participation Plan, including a public comment period and a duly noticed public hearing; and

NOW THEREFORE, BE IT RESOLVED THAT:

1. The Southern New Hampshire Planning Commission, in its capacity as the Metropolitan Planning Organization (MPO), approves Amendment #2 to the FY 2019 – FY 2022 Transportation Improvement Program and Metropolitan Transportation Plan.
2. Sylvia von Aulock, Executive Director of the SNHPC MPO, forwards this Resolution to the NHDOT for its action.

The undersigned duly qualified Chair of the Southern New Hampshire Planning Commission hereby certifies that the foregoing is a true and correct copy of the Resolution, adopted at a legally convened meeting of the Southern New Hampshire Planning Commission, acting in its capacity as the Metropolitan Planning Organization, held on November 26, 2019 in the offices of the Commission located at 438 Dubuque Street, Manchester, New Hampshire.

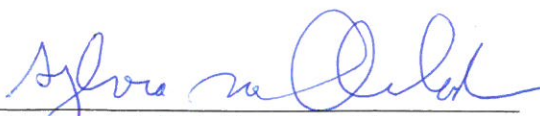
11/26/2019
Dated



Jeff Moulton, Chair
Southern NH Planning Commission

Attest:

11/26/2019
Dated



Sylvia von Aulock, Executive Director
Southern NH Planning Commission

SNHPC FY 2019-2022 TIP Amendment #2 Project Changes
Adopted November 26, 2019

Proposed (New Project)						
CANDIA (41592)						
Route/Road/Entity: NH 43/NH 27/Raymond Rd.			Total Project Cost: \$5,868,122			
Scope: Safety & operational improvements on NH 27; NH 43 & Raymond Road						
Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$174,369		\$0	\$0	\$174,369 STP-State Flexible, Toll Credit
		\$174,369		\$0	\$0	\$174,369
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				

Approved						
NASHUA-MERRIMACK-BEDFORD (13761)						
Route/Road/Entity: F.E. Everett Turnpike			Total Project Cost:		\$156,604,196	
Scope: F.E.E.Turnpike widening of 2-lane sections from Exit 8 (Nashua) to I-293 (Bedford).						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019		\$0	\$3,500,000	\$0	\$3,500,000 Turnpike Capital
PE	2020		\$0	\$3,000,000	\$0	\$3,000,000 Turnpike Capital
PE	2021		\$0	\$1,028,000	\$0	\$1,028,000 Turnpike Capital
ROW	2019		\$0	\$300,000	\$0	\$300,000 Turnpike Capital
ROW	2020		\$0	\$2,500,000	\$0	\$2,500,000 Turnpike Capital
ROW	2021		\$0	\$4,112,000	\$0	\$4,112,000 Turnpike Capital
Construction	2021		\$0	\$10,963,826	\$0	\$10,963,826 Turnpike Capital
Construction	2022		\$0	\$30,673,734	\$0	\$30,673,734 Turnpike Capital
			\$0	\$56,077,560	\$0	\$56,077,560
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				
Proposed						
NASHUA-MERRIMACK-BEDFORD (13761)						
Route/Road/Entity: F.E. Everett Turnpike			Total Project Cost:		\$19,940,000	
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019		\$0	\$3,500,000	\$0	\$3,500,000 Turnpike Capital
PE	2020		\$0	\$3,000,000	\$0	\$3,000,000 Turnpike Capital
PE	2021		\$0	\$1,028,000	\$0	\$1,028,000 Turnpike Capital
ROW	2019		\$0	\$300,000	\$0	\$300,000 Turnpike Capital
ROW	2020		\$0	\$2,500,000	\$0	\$2,500,000 Turnpike Capital
ROW	2021		\$0	\$4,112,000	\$0	\$4,112,000 Turnpike Capital
			\$0	\$14,440,000	\$0	\$14,440,000
Regionally Significant:		Yes	CAA Code:		N/E	
Managed By:		NHDOT				

Proposed (New Project)						
NASHUA-MERRIMACK-BEDFORD (13761D)						
Route/Road/Entity: F.E. Everett Turnpike			Total Project Cost: \$18,298,095			
Scope: FE Everett Turnpike widening of a 2-lane section from north of Exit 13 to north of I-293 diverge.						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2021	\$0	\$11,586,396	\$0	\$11,586,396	Turnpike Capital
Construction	2022	\$0	\$6,711,700	\$0	\$6,711,700	Turnpike Capital
		\$0	\$18,298,096	\$0	\$18,298,096	
Regionally Significant:	Yes	CAA Code:		N/E		
Managed By:	NHDOT					

Approved						
PROGRAM (BRDG-HIB-M&P)						
Route/Road/Entity: Various		Total Project Cost:		\$45,475,360		
Scope: Maintenance and preservation efforts for High Investment Bridges.						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$800,000		\$0	\$0	\$800,000 STP-State Flexible, Toll Credit
PE	2020	\$100,000		\$0	\$0	\$100,000 STP-State Flexible, Toll Credit
PE	2021	\$100,000		\$0	\$0	\$100,000 STP-State Flexible, Toll Credit
PE	2022	\$100,000		\$0	\$0	\$100,000 STP-State Flexible, Toll Credit
ROW	2019	\$20,000		\$0	\$0	\$20,000 STP-State Flexible, Toll Credit
ROW	2020	\$20,000		\$0	\$0	\$20,000 STP-State Flexible, Toll Credit
ROW	2021	\$20,000		\$0	\$0	\$20,000 STP-State Flexible, Toll Credit
ROW	2022	\$20,000		\$0	\$0	\$20,000 STP-State Flexible, Toll Credit
Construction	2019	\$2,100,000		\$0	\$0	\$2,100,000 STP-State Flexible, Toll Credit
Construction	2020	\$2,800,000		\$0	\$0	\$2,800,000 STP-State Flexible, Toll Credit
Construction	2021	\$2,800,000		\$0	\$0	\$2,800,000 STP-State Flexible, Toll Credit
Construction	2022	\$2,800,000		\$0	\$0	\$2,800,000 STP-State Flexible, Toll Credit
		\$11,680,000		\$0	\$0	\$11,680,000
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				
Proposed						
PROGRAM (BRDG-HIB-M&P)						
Route/Road/Entity: Various		Total Project Cost:		\$43,133,360		
Scope: No change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$558,000		\$0	\$0	\$558,000 STP-State Flexible, Toll Credit
PE	2020	\$100,000		\$0	\$0	\$100,000 STP-State Flexible, Toll Credit
PE	2021	\$100,000		\$0	\$0	\$100,000 STP-State Flexible, Toll Credit
PE	2022	\$100,000		\$0	\$0	\$100,000 STP-State Flexible, Toll Credit
ROW	2019	\$20,000		\$0	\$0	\$20,000 STP-State Flexible, Toll Credit
ROW	2020	\$20,000		\$0	\$0	\$20,000 STP-State Flexible, Toll Credit
ROW	2021	\$20,000		\$0	\$0	\$20,000 STP-State Flexible, Toll Credit
ROW	2022	\$20,000		\$0	\$0	\$20,000 STP-State Flexible, Toll Credit
Construction	2020	\$2,800,000		\$0	\$0	\$2,800,000 STP-State Flexible, Toll Credit
Construction	2021	\$2,800,000		\$0	\$0	\$2,800,000 STP-State Flexible, Toll Credit
Construction	2022	\$2,800,000		\$0	\$0	\$2,800,000 STP-State Flexible, Toll Credit
		\$9,338,000		\$0	\$0	\$9,338,000
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

Approved						
PROGRAM (PAVE-T2-REHAB)						
Route/Road/Entity: Tier 2 Highways			Total Project Cost:		\$63,155,179	
Scope: Rehab of Tier 2 roads.						
Phase	Year	Federal	State	Other	Total	Funding
Construction	2019	\$3,300,000		\$0	\$0	\$3,300,000 STP-State Flexible, Toll Credit
Construction	2020	\$2,500,000		\$0	\$0	\$2,500,000 STP-State Flexible, Toll Credit
Construction	2021	\$2,500,000		\$0	\$0	\$2,500,000 STP-State Flexible, Toll Credit
Construction	2022	\$2,500,000		\$0	\$0	\$2,500,000 STP-State Flexible, Toll Credit
		\$10,800,000		\$0	\$0	\$10,800,000
Regionally Significant:		No	CAA Code:		E-10	
Managed By:		NHDOT				
Proposed						
PROGRAM (PAVE-T2-REHAB)						
Route/Road/Entity: Tier 2 Highways			Total Project Cost:		\$63,155,179	
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2020	\$125,000		\$0	\$0	\$125,000 STP-State Flexible, Toll Credit
PE	2021	\$125,000		\$0	\$0	\$125,000 STP-State Flexible, Toll Credit
PE	2022	\$125,000		\$0	\$0	\$125,000 STP-State Flexible, Toll Credit
ROW	2020	\$30,000		\$0	\$0	\$30,000 STP-State Flexible, Toll Credit
ROW	2021	\$30,000		\$0	\$0	\$30,000 STP-State Flexible, Toll Credit
ROW	2022	\$30,000		\$0	\$0	\$30,000 STP-State Flexible, Toll Credit
Construction	2019	\$3,300,000		\$0	\$0	\$3,300,000 STP-State Flexible, Toll Credit
Construction	2020	\$2,345,000		\$0	\$0	\$2,345,000 STP-State Flexible, Toll Credit
Construction	2021	\$2,345,000		\$0	\$0	\$2,345,000 STP-State Flexible, Toll Credit
Construction	2022	\$2,345,000		\$0	\$0	\$2,345,000 STP-State Flexible, Toll Credit
		\$10,800,000		\$0	\$0	\$10,800,000
Regionally Significant:		No	CAA Code:		E-10	
Managed By:		NHDOT				

Approved							
STATEWIDE (41756)							
Route/Road/Entity: Various			Total Project Cost:		\$330,000		
Scope: Evaluate 61+ traffic control signals and develop & implement signal timings to improve traffic flow.							
Phase	Year	Federal	State	Other	Total	Funding	
PE	2019	\$132,000		\$0	\$0	\$132,000	Congestion Mitigation and Air Quality Program, Toll Credit
PE	2020	\$88,000		\$0	\$0	\$88,000	Congestion Mitigation and Air Quality Program, Toll Credit
Construction	2020	\$110,000		\$0	\$0	\$110,000	Congestion Mitigation and Air Quality Program, Toll Credit
		\$330,000		\$0	\$0	\$330,000	
Regionally Significant:		No	CAA Code:		ATT		
Managed By:		NHDOT					
Proposed							
STATEWIDE (41756)							
Route/Road/Entity: Various			Total Project Cost:		\$339,305		
Scope: No Change							
Phase	Year	Federal	State	Other	Total	Funding	
Other	2020	\$82,500		\$0	\$0	\$82,500	Congestion Mitigation and Air Quality Program, Toll Credit
Other	2021	\$169,620		\$0	\$0	\$169,620	Congestion Mitigation and Air Quality Program, Toll Credit
Other	2022	\$87,185		\$0	\$0	\$87,185	Congestion Mitigation and Air Quality Program, Toll Credit
		\$339,305		\$0	\$0	\$339,305	
Regionally Significant:		No	CAA Code:		ALL		
Managed By:		NHDOT					

Approved						
WILTON-MILFORD-AMHERST-BEDFORD (13692D)						
Route/Road/Entity: NH 101			Total Project Cost:		\$8,699,419	
Scope: Traffic and safety improvements consistent with the intent of the 2002 corridor study.						
Phase	Year	Federal	State	Other	Total	Funding
PE	2020	\$685,567		\$0	\$0	\$685,567 STP-State Flexible, Toll Credit
ROW	2020	\$275,000		\$0	\$0	\$275,000 STP-State Flexible, Toll Credit
Construction	2021	\$2,809,998		\$0	\$0	\$2,809,998 STP-State Flexible, Toll Credit
Construction	2022	\$4,048,853		\$0	\$0	\$4,048,853 STP-State Flexible, Toll Credit
		\$7,819,418		\$0	\$0	\$7,819,418
Regionally Significant:		No	CAA Code:		E-51	
Managed By:		NHDOT				
Proposed						
WILTON-MILFORD-AMHERST-BEDFORD (13692D)						
Route/Road/Entity: NH 101			Total Project Cost:		\$8,931,863	
Scope: No Change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2020	\$220,000		\$0	\$0	\$220,000 STP-State Flexible, Toll Credit
PE	2021	\$478,603		\$0	\$0	\$478,603 STP-State Flexible, Toll Credit
ROW	2020	\$275,000		\$0	\$0	\$275,000 STP-State Flexible, Toll Credit
Construction	2022	\$2,895,720		\$0	\$0	\$2,895,720 STP-State Flexible, Toll Credit
		\$3,869,323		\$0	\$0	\$3,869,323
Regionally Significant:		No	CAA Code:		E-51	
Managed By:		NHDOT				

Proposed						
WINDHAM (40665)						
Route/Road/Entity: NH 28 and Roulston Road			Total Project Cost: \$1,540,752			
Scope: Intersection Improvements, Roulston Road and NH Route 28 (Rockingham Road)						
Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$87,185	\$0	\$0	\$87,185	STP-State Flexible, Toll Credit
		\$87,185	\$0	\$0	\$87,185	
Regionally Significant:		No	CAA Code:		ATT	
Managed By:		NHDOT				

Amendment 2 Financial Constraint

	2019					2020				
	Federal Resources ⁽¹⁾	State Resource	Local/Other Resource	Total Resource	Total Programmed	Federal Resources ⁽¹⁾	State Resource	Local/Other Resource	Total Resource	Total Programmed
FUNDING SOURCES	Available	Available	Available	Available		Available	Available	Available	Available	
FWHA (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	\$ -	\$ 174,000.00	\$ 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-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	\$ 7,629,702	\$ 4,077,370
GRAND TOTAL	\$ 209,942,694	\$ -	\$ 4,140,664	\$ 214,083,359	\$ 183,402,740	\$ 215,916,090	\$ 392,832	\$ 6,663,886	\$ 222,972,807	\$ 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 Total Resource ⁽²⁾ - FAST ACT	\$ (35,364,512)	\$ -	\$ -	\$ (35,364,512)	\$ -	\$ (33,903,214)	\$ -	\$ -	\$ (33,903,214)	\$ -
ADJUSTED TOTAL	\$ 181,510,481	\$ -	\$ 4,140,664	\$ 185,651,146	\$ 183,402,740	\$ 189,693,492	\$ 392,832	\$ 6,663,886	\$ 196,750,209	\$ 196,478,706
FWHA (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
NTSI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 45,000	\$ -	\$ -	\$ 45,000	\$ 45,000
FWHA Earmarks	\$ 1,116,383.27	\$ 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	\$ 23,221,948	\$ 22,578,700	\$ 3,360,257	\$ 4,599,237	\$ 81,823	\$ 8,041,317	\$ 7,398,069
ALL FWHA FUNDS TOTAL	\$ 190,280,293	\$ 14,186,794	\$ 4,406,006	\$ 208,873,093	\$ 205,981,440	\$ 193,053,749	\$ 4,992,069	\$ 6,745,709	\$ 204,791,527	\$ 203,876,775
Federal Transit Administration ⁽³⁾										
FTA5307	\$ 6,086,655	\$ -	\$ 194,800	\$ 6,281,455	\$ 521,246	\$ 6,208,388	\$ 50,277	\$ -	\$ 6,258,665	\$ 251,383
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
FTA Prior Year Carry Over	\$ 2,083,551	\$ -	\$ -	\$ -	\$ -	\$ 1,945,632	\$ -	\$ -	\$ 1,945,632	\$ -
GRAND TOTAL	\$ 23,483,015	\$ -	\$ 6,353,250	\$ 27,924,691	\$ 21,678,725	\$ 21,726,286	\$ 1,329,717	\$ 5,195,217	\$ 28,251,220	\$ 19,481,871
FWHA/FTA FUNDS TOTAL	\$ 213,763,308	\$ 14,186,794	\$ 10,759,256	\$ 236,797,784	\$ 227,660,165	\$ 214,780,035	\$ 6,321,786	\$ 11,940,926	\$ 233,042,746	\$ 223,358,646
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	\$ 213,763,308	\$ 51,019,136	\$ 10,759,256	\$ 273,630,126	\$ 264,492,507	\$ 214,780,035	\$ 73,842,703	\$ 11,940,926	\$ 300,563,663	\$ 290,879,562

(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

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

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

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

Amendment 2 Financial Constraint

	2021					2022				
	Federal Resources ⁽¹⁾	State Resource	Local/Other Resource	Total Resource	Total Programmed	Federal Resources ⁽¹⁾	State Resource	Local/Other Resource	Total Resource	Total Programmed
FUNDING SOURCES	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
FHWA (Federal-Aid)	\$ -	\$ -	\$ -	\$ -	\$ 2,313,631	\$ -	\$ -	\$ -	\$ -	\$ 121,657
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 16,016,988	\$ -	\$ 1,196,395.52	\$ 17,213,383	\$ 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 7 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	\$ -	\$ 1,426,724	\$ -	\$ 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	\$ -	\$ 36,092.64	\$ 8,471,605	\$ 14,777,168	\$ 8,435,512	\$ -	\$ 115,992	\$ 8,551,504	\$ 9,090,089
STP-Areas Less Than 200K	\$ -	\$ -	\$ 307,650.00	\$ 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-Non Urban Areas Under 5K	\$ 10,555,994	\$ -	\$ 306,020.55	\$ 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	\$ -	\$ 1,161,302.63	\$ 55,573,988	\$ 71,098,094	\$ 54,412,686	\$ -	\$ 638,400	\$ 55,051,086	\$ 73,645,144
TAP - Transportation Alternatives	\$ 6,814,229	\$ -	\$ 946,954.18	\$ 7,761,183	\$ 4,865,322	\$ 6,814,229	\$ -	\$ -	\$ 6,814,229	\$ 4,091,161
GRAND TOTAL	\$ 215,916,090	\$ 5,932	\$ 4,266,916	\$ 220,188,937	\$ 200,985,927	\$ 215,916,090	\$ 42,690	\$ 2,191,892	\$ 218,150,673	\$ 180,449,324
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 Total Resource ⁽²⁾ - FAST	\$ (33,903,214)	\$ -	\$ -	\$ (33,903,214)	\$ -	\$ (33,903,214)	\$ -	\$ -	\$ (33,903,214)	\$ -
ADJUSTED TOTAL	\$ 197,225,175	\$ 5,932	\$ 4,266,916	\$ 201,498,022	\$ 200,985,927	\$ 188,765,175	\$ 42,690	\$ 2,191,892	\$ 190,999,758	\$ 180,449,324
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	\$ 198,806,792	\$ 30,932	\$ 4,434,008	\$ 203,271,731	\$ 202,116,388	\$ 192,734,358	\$ 67,690	\$ 2,955,876	\$ 195,757,924	\$ 184,564,243
Federal Transit Administration ⁽³⁾										
FTAS307	\$ 6,332,556	\$ -	\$ -	\$ 6,332,556	\$ -	\$ 6,459,207	\$ -	\$ -	\$ 6,459,207	\$ -
FTAS307_NHDOT	\$ 2,936,659	\$ 750,250	\$ -	\$ 3,686,909	\$ 3,751,252	\$ 2,995,392	\$ 765,129	\$ -	\$ 3,760,521	\$ 3,825,643
FTAS310 (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
FTAS311	\$ 4,735,726	\$ -	\$ 4,468,550	\$ 9,204,276	\$ 8,937,099	\$ 4,830,440	\$ -	\$ 4,557,921	\$ 9,388,361	\$ 9,115,841
FTAS339	\$ 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	\$ 220,912,691	\$ 1,335,833	\$ 9,737,129	\$ 231,985,652	\$ 221,750,813	\$ 215,227,462	\$ 1,398,564	\$ 8,369,060	\$ 224,995,086	\$ 204,610,763
INNOVATIVE FINANCING										
GARVEE Bond Future Funds (Est)	\$ -	\$ 14,839,488	\$ -	\$ 14,839,488	\$ 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	\$ -	\$ 75,437,642	\$ -	\$ 75,437,642	\$ 75,437,642	\$ -	\$ 31,694,417	\$ -	\$ 31,694,417	\$ 31,694,417
ALL FUNDING SOURCES TOTAL	\$ 220,912,691	\$ 76,773,474	\$ 9,737,129	\$ 307,423,294	\$ 297,188,455	\$ 215,227,462	\$ 33,092,981	\$ 8,369,060	\$ 256,689,503	\$ 236,305,180

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

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

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