



## Southern New Hampshire Planning Commission

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

February 27, 2020

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

**RE: Amendment #3 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 #3 to the SNHPC FY 2019-FY 2022 Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (Plan). Amendment #3 was approved following a public hearing at the February 25, 2020 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 #3 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](mailto: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 #3 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); and

**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; and

**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 #3 do not trigger conformity requirements for the City of Manchester Carbon Monoxide Maintenance Area; and

**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 #3 as guided by the MPO's Public Participation Plan, including a public comment period and a duly noticed public hearing.

#### NOW THEREFORE, BE IT RESOLVED THAT:

1. The Southern New Hampshire Planning Commission, in its capacity as the Metropolitan Planning Organization (MPO), approves Amendment #3 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 February 25, 2020 in the offices of the Commission located at 438 Dubuque Street, Manchester, New Hampshire.

2/25/2020  
Dated

Jeff Moulton  
Jeff Moulton, Chair  
Southern NH Planning Commission

Attest:

2/25/2020  
Dated

Sylvia von Aulock  
Sylvia von Aulock, Executive Director  
Southern NH Planning Commission

**SNHPC FY 2019-2022 TIP Amendment #3 Project Changes**  
**Adopted February 25, 2020**

Approved						
COMMUTER/INTERCITY BUS REPLACEMENT (40284)						
Route/Road/Entity: Various			Total Project Cost: \$14,542,336			
Scope: Replacement of existing state-owned coaches used for commuter/intercity bus.						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$1,126,362		\$0	\$0	\$1,126,362
						Congestion Mitigation and Air Quality Program, Toll Credit
		\$1,126,362		\$0	\$0	\$1,126,362
Regionally Significant:		No	CAA Code:		E-30	
Managed By:		NHDOT				
THIS PROJECT IS BEING REMOVED FROM THE TIP.						
Proposed						
COMMUTER/INTERCITY BUS REPLACEMENT (40284)						
Route/Road/Entity: Various			Total Project Cost: \$14,665,974			
Scope: No change						
Phase	Year	Federal	State	Other	Total	Funding
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Regionally Significant:		No	CAA Code:		E-30	
Managed By:		NHDOT				
THIS PROJECT IS BEING REMOVED FROM THE TIP.						

Proposed (New Project)						
MANCHESTER (42881)						
Route/Road/Entity: Willow Street/Weston Rd.			Total Project Cost: \$1,042,549			
Scope: Construct a northbound right-turn lane and modify lane utilization at Willow St. & Weston Rd intersection.						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$160,000		\$0	\$40,000	\$200,000 Congestion Mitigation and Air Quality Program, Towns
ROW	2022	\$82,240		\$0	\$20,560	\$102,800 Congestion Mitigation and Air Quality Program, Towns
		\$242,240		\$0	\$60,560	\$302,800
Regionally Significant:		No	CAA Code:		E-51	
Managed By:		Muni/Local				

Proposed (New Project)						
MANCHESTER (42886)						
Route/Road/Entity: River Rd/Bicentennial Dr.			Total Project Cost: \$1,907,085			
Scope: Construct a rounabout at entrance to Derryfield School at River Rd./Bicentennial Dr. intersection.						
Phase	Year	Federal	State	Other	Total	Funding
PE	2021	\$81,600	\$0	\$38,400	\$120,000	Congestion Mitigation and Air Quality Program, Non Par Other
		\$81,600	\$0	\$38,400	\$120,000	
Regionally Significant:		No	CAA Code:		E-51	
Managed By:		Muni/Local				

Approved						
PROGRAM (BRDG-HIB-M&P)						
Route/Road/Entity: Various		Total Project Cost: \$43,133,360				
Scope: Maintenance and preservation efforts for High Investment Bridges.						
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				
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 National Highway System, STP-5 to 200K, STP-State Flexible, Toll Credit
Construction	2021	\$2,800,000		\$0	\$0	\$2,800,000 National Highway System, STP-5 to 200K, STP-State Flexible, Toll Credit
Construction	2022	\$2,800,000		\$0	\$0	\$2,800,000 National Highway System, STP-5 to 200K, STP-State Flexible, Toll Credit
		\$9,338,000		\$0	\$0	\$9,338,000
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

Approved						
PROGRAM (BRDG-T1/2-M&P)						
Route/Road/Entity: Tier 1-2 Bridges			Total Project Cost:		\$132,220,000	
Scope: Maintenance and preservation of Tier 1 & 2 bridges.						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$1,145,000		\$0	\$0	\$1,145,000 STP-State Flexible, Toll Credit
PE	2020	\$700,000		\$0	\$0	\$700,000 STP-State Flexible, Toll Credit
PE	2021	\$200,000		\$0	\$0	\$200,000 STP-State Flexible, Toll Credit
PE	2022	\$200,000		\$0	\$0	\$200,000 STP-State Flexible, Toll Credit
ROW	2019	\$25,000		\$0	\$0	\$25,000 STP-State Flexible, Toll Credit
ROW	2020	\$25,000		\$0	\$0	\$25,000 STP-State Flexible, Toll Credit
ROW	2021	\$25,000		\$0	\$0	\$25,000 STP-State Flexible, Toll Credit
ROW	2022	\$25,000		\$0	\$0	\$25,000 STP-State Flexible, Toll Credit
Construction	2019	\$10,000,000		\$0	\$0	\$10,000,000 STP-State Flexible, Toll Credit
Construction	2020	\$8,000,000		\$0	\$0	\$8,000,000 STP-State Flexible, Toll Credit
Construction	2021	\$7,600,000		\$0	\$0	\$7,600,000 STP-State Flexible, Toll Credit
Construction	2022	\$7,600,000		\$0	\$0	\$7,600,000 STP-State Flexible, Toll Credit
		\$35,545,000		\$0	\$0	\$35,545,000
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				
Proposed						
PROGRAM (BRDG-T1/2-M&P)						
Route/Road/Entity: Tier 1-2 Bridges			Total Project Cost:		\$132,220,000	
Scope: No change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$1,145,000		\$0	\$0	\$1,145,000 STP-State Flexible, Toll Credit
PE	2020	\$700,000		\$0	\$0	\$700,000 National Highway System, STP-State Flexible, Toll Credit
PE	2021	\$200,000		\$0	\$0	\$200,000 National Highway System, STP-State Flexible, Toll Credit
PE	2022	\$200,000		\$0	\$0	\$200,000 National Highway System, STP-State Flexible, Toll Credit
ROW	2019	\$25,000		\$0	\$0	\$25,000 STP-State Flexible, Toll Credit
ROW	2020	\$25,000		\$0	\$0	\$25,000 National Highway System, STP-State Flexible, Toll Credit
ROW	2021	\$25,000		\$0	\$0	\$25,000 National Highway System, STP-State Flexible, Toll Credit
ROW	2022	\$25,000		\$0	\$0	\$25,000 National Highway System, STP-State Flexible, Toll Credit
Construction	2019	\$10,000,000		\$0	\$0	\$10,000,000 STP-State Flexible, Toll Credit
Construction	2020	\$7,600,000	\$400,000	\$0	\$8,000,000	General Fund, National Highway System, STP-5 to 200K, STP-Non Urban Areas Under 5K, STP-State Flexible, Toll Credit
Construction	2021	\$7,220,000	\$380,000	\$0	\$7,600,000	General Fund, National Highway System, STP-5 to 200K, STP-Non Urban Areas Under 5K, STP-State Flexible, Toll Credit
Construction	2022	\$7,220,000	\$380,000	\$0	\$7,600,000	General Fund, National Highway System, STP-5 to 200K, STP-Non Urban Areas Under 5K, STP-State Flexible, Toll Credit
		\$34,385,000	\$1,160,000	\$0	\$35,545,000	
Regionally Significant:		No	CAA Code:		ALL	
Managed By:		NHDOT				

Proposed (New Project)						
PROGRAM (CMAQ-FTA)						
Route/Road/Entity: Various			Total Project Cost:		\$22,000,000	
Scope: Funds transferred from CMAQ to FTA.						
Phase	Year	Federal	State	Other	Total	Funding
Other	2021	\$2,200,000	\$0	\$0	\$2,200,000	Congestion Mitigation and Air Quality Program, Toll Credit
Construction	2022	\$2,200,000	\$0	\$0	\$2,200,000	Congestion Mitigation and Air Quality Program, Toll Credit
		\$4,400,000	\$0	\$0	\$4,400,000	
Regionally Significant:		No	CAA Code:		E-o	
Managed By:		Muni/Local				

**Approved****PROGRAM (CRDR)**Route/Road/Entity: **Various**

Total Project Cost:

**\$46,782,470**Scope: **Culvert replacement/rehabilitation and drainage repairs.**

Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$530,000	\$0	\$0	\$530,000	STP-State Flexible, Toll Credit
PE	2020	\$580,000	\$0	\$0	\$580,000	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	\$16,500	\$0	\$0	\$16,500	STP-State Flexible, Toll Credit
ROW	2020	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2021	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2022	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
Construction	2019	\$1,870,000	\$0	\$0	\$1,870,000	STP-State Flexible, Toll Credit
Construction	2020	\$1,390,000	\$0	\$0	\$1,390,000	STP-State Flexible, Toll Credit
Construction	2021	\$1,740,000	\$0	\$0	\$1,740,000	STP-State Flexible, Toll Credit
Construction	2022	\$1,870,000	\$0	\$0	\$1,870,000	STP-State Flexible, Toll Credit
Other	2020	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
Other	2021	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
Other	2022	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
		<b>\$8,286,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,286,500</b>	

Regionally Significant:

**No**

CAA Code:

**ALL**

Managed By:

**NHDOT****Proposed****PROGRAM (CRDR)**Route/Road/Entity: **Various**

Total Project Cost:

**\$46,782,470**Scope: **No change**

Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$530,000	\$0	\$0	\$530,000	STP-State Flexible, Toll Credit
PE	2020	\$580,000	\$0	\$0	\$580,000	National Highway System, STP-State Flexible, Toll Credit
PE	2021	\$100,000	\$0	\$0	\$100,000	National Highway System, STP-State Flexible, Toll Credit
PE	2022	\$100,000	\$0	\$0	\$100,000	National Highway System, STP-State Flexible, Toll Credit
ROW	2019	\$16,500	\$0	\$0	\$16,500	STP-State Flexible, Toll Credit
ROW	2020	\$25,000	\$0	\$0	\$25,000	National Highway System, STP-State Flexible, Toll Credit
ROW	2021	\$25,000	\$0	\$0	\$25,000	National Highway System, STP-State Flexible, Toll Credit
ROW	2022	\$25,000	\$0	\$0	\$25,000	National Highway System, STP-State Flexible, Toll Credit
Construction	2019	\$1,870,000	\$0	\$0	\$1,870,000	STP-State Flexible, Toll Credit
Construction	2020	\$1,390,000	\$0	\$0	\$1,390,000	National Highway System, STP-State Flexible, Toll Credit
Construction	2021	\$1,740,000	\$0	\$0	\$1,740,000	National Highway System, STP-State Flexible, Toll Credit
Construction	2022	\$1,870,000	\$0	\$0	\$1,870,000	National Highway System, STP-State Flexible, Toll Credit
Other	2020	\$5,000	\$0	\$0	\$5,000	National Highway System, STP-State Flexible, Toll Credit
Other	2021	\$5,000	\$0	\$0	\$5,000	National Highway System, STP-State Flexible, Toll Credit
Other	2022	\$5,000	\$0	\$0	\$5,000	National Highway System, STP-State Flexible, Toll Credit
		<b>\$8,286,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,286,500</b>	

Regionally Significant:

**No**

CAA Code:

**ALL**

Managed By:

**NHDOT**

Approved						
PROGRAM (FTA5310)						
Route/Road/Entity: Various		Total Project Cost: \$36,761,698				
Scope: Capital, Mobility Mgmt, and Operating for Senior & Individuals w/Disabilities - FTA 5310 Program						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$1,974,826		\$0 \$493,706	\$2,468,532	FTA 5310 Capital Program, Other, STP-State Flexible
Other	2020	\$1,082,039		\$0 \$270,510	\$1,352,549	FTA 5310 Capital Program, Other, STP-State Flexible
Other	2021	\$1,119,680		\$0 \$279,920	\$1,399,600	FTA 5310 Capital Program, Other, STP-State Flexible
Other	2022	\$1,158,073		\$0 \$289,518	\$1,447,592	FTA 5310 Capital Program, Other, STP-State Flexible
		\$5,334,618		\$0 \$1,333,654	\$6,668,272	
Regionally Significant:		No	CAA Code:		E-30	
Managed By:		NHDOT				
Proposed						
PROGRAM (FTA5310)						
Route/Road/Entity: Various		Total Project Cost: \$48,279,249				
Scope: No change						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$1,974,826		\$0 \$493,706	\$2,468,532	FTA 5310 Capital Program, Other, STP-State Flexible
Other	2020	\$2,011,734		\$0 \$502,934	\$2,514,668	FTA 5310 Capital Program, Other, STP-State Flexible
Other	2021	\$2,049,139		\$0 \$512,285	\$2,561,424	FTA 5310 Capital Program, Other, STP-State Flexible
Other	2022	\$2,087,292		\$0 \$521,823	\$2,609,115	FTA 5310 Capital Program, Other, STP-State Flexible
		\$8,122,991		\$0 \$2,030,748	\$10,153,739	
Regionally Significant:		No	CAA Code:		E-30	
Managed By:		NHDOT				

Approved						
PROGRAM (FTA5339)						
Route/Road/Entity: Various		Total Project Cost: \$90,525,692				
Scope: Capital bus and bus facilities - FTA 5339 Program for statewide public transportation.						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$4,370,848	\$546,356	\$546,356	\$5,463,560	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2020	\$4,350,207	\$543,776	\$543,776	\$5,437,759	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2021	\$4,437,211	\$554,651	\$554,651	\$5,546,514	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2022	\$4,525,955	\$565,744	\$565,744	\$5,657,444	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
		\$17,684,221	\$2,210,528	\$2,210,528	\$22,105,277	
Regionally Significant:		No	CAA Code:		E-30	
Managed By:		NHDOT				
Proposed						
PROGRAM (FTA5339)						
Route/Road/Entity: Various		Total Project Cost: \$92,387,523				
Scope: No change						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$4,370,848	\$546,356	\$546,356	\$5,463,560	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2020	\$5,301,630	\$662,704	\$662,704	\$6,627,037	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2021	\$5,385,657	\$673,207	\$673,207	\$6,732,071	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
Other	2022	\$5,471,364	\$683,921	\$683,921	\$6,839,206	FTA 5339 Bus and Bus Facilities, Other, State of New Hampshire
		\$20,529,499	\$2,566,187	\$2,566,187	\$25,661,874	
Regionally Significant:		No	CAA Code:		E-30	
Managed By:		NHDOT				



*Approved*

Route/Road/Entity: <b>Various</b>	Total Project Cost:	<b>\$29,320,909</b>
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Total Project Cost: **\$29,320,900**

**\$29,320,909**

	\$8,135,000	\$0	\$0	\$8,135,000
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NHDOT

	<i>Proposed</i>
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Route/Road/Entity: <b>Various</b>	Total Project Cost:	<b>\$29,320,909</b>
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**Total Project Cost: \$29,320,909**

**\$29,320,909**

	\$8,135,000	\$0	\$0	\$8,135,000
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NHDOT



**Approved****PROGRAM (PAVE-T1-RESURF)**

Route/Road/Entity: **Tier 1 Highways**  
 Scope: **Resurface Tier 1 Highways**

Total Project Cost: **\$161,050,000**

Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$525,000	\$0	\$0	\$525,000	STP-State Flexible, Toll Credit
PE	2020	\$375,000	\$0	\$0	\$375,000	STP-State Flexible, Toll Credit
PE	2021	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
PE	2022	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
Construction	2019	\$17,000,000	\$0	\$0	\$17,000,000	STP-State Flexible, Toll Credit
Construction	2020	\$12,250,000	\$0	\$0	\$12,250,000	STP-State Flexible, Toll Credit
Construction	2021	\$12,000,000	\$0	\$0	\$12,000,000	STP-State Flexible, Toll Credit
Construction	2022	\$10,000,000	\$0	\$0	\$10,000,000	STP-State Flexible, Toll Credit
		<b>\$52,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,750,000</b>	

Regionally Significant: **No** CAA Code: **E-10**  
 Managed By: **NHDOT**

**Proposed****PROGRAM (PAVE-T1-RESURF)**

Route/Road/Entity: **Tier 1 Highways**  
 Scope: **No change**

Total Project Cost: **\$161,050,000**

Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$525,000	\$0	\$0	\$525,000	STP-State Flexible, Toll Credit
PE	2020	\$375,000	\$0	\$0	\$375,000	National Highway System, STP-State Flexible, Toll Credit
PE	2021	\$300,000	\$0	\$0	\$300,000	National Highway System, STP-State Flexible, Toll Credit
PE	2022	\$300,000	\$0	\$0	\$300,000	National Highway System, STP-State Flexible, Toll Credit
Construction	2019	\$17,000,000	\$0	\$0	\$17,000,000	STP-State Flexible, Toll Credit
Construction	2020	\$12,250,000	\$0	\$0	\$12,250,000	National Highway System, STP-State Flexible, Toll Credit
Construction	2021	\$12,000,000	\$0	\$0	\$12,000,000	National Highway System, STP-State Flexible, Toll Credit
Construction	2022	\$10,000,000	\$0	\$0	\$10,000,000	National Highway System, STP-State Flexible, Toll Credit
		<b>\$52,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,750,000</b>	

Regionally Significant: **No** CAA Code: **E-10**  
 Managed By: **NHDOT**

**Approved****PROGRAM (PAVE-T2-REHAB)**

Route/Road/Entity: **Tier 2 Highways**  
 Scope: **Rehabilitation of Tier 2 roads.**

Total Project Cost: **\$63,155,179**

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**

**Proposed****PROGRAM (PAVE-T2-REHAB)**

Route/Road/Entity: **Tier 2 Highways**  
 Scope: **No change**

Total Project Cost: **\$63,155,179**

Phase	Year	Federal	State	Other	Total	Funding
PE	2020	\$125,000		\$0	\$0	\$125,000 National Highway System, STP-State Flexible, Toll Credit
PE	2021	\$125,000		\$0	\$0	\$125,000 National Highway System, STP-State Flexible, Toll Credit
PE	2022	\$125,000		\$0	\$0	\$125,000 National Highway System, STP-State Flexible, Toll Credit
ROW	2020	\$30,000		\$0	\$0	\$30,000 National Highway System, STP-State Flexible, Toll Credit
ROW	2021	\$30,000		\$0	\$0	\$30,000 National Highway System, STP-State Flexible, Toll Credit
ROW	2022	\$30,000		\$0	\$0	\$30,000 National Highway System, 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						
PROGRAM (PVMRK)						
Route/Road/Entity: Various		Total Project Cost:		\$58,900,000		
Scope: Statewide Pavement Marking Annual Project						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$5,000		\$0	\$0	\$5,000 STP-State Flexible, Toll Credit
PE	2020	\$5,000		\$0	\$0	\$5,000 STP-State Flexible, Toll Credit
PE	2021	\$5,000		\$0	\$0	\$5,000 STP-State Flexible, Toll Credit
PE	2022	\$5,000		\$0	\$0	\$5,000 STP-State Flexible, Toll Credit
Construction	2019	\$3,095,000		\$0	\$0	\$3,095,000 STP-State Flexible, Toll Credit
Construction	2020	\$3,095,000		\$0	\$0	\$3,095,000 STP-State Flexible, Toll Credit
Construction	2021	\$3,095,000		\$0	\$0	\$3,095,000 STP-State Flexible, Toll Credit
Construction	2022	\$3,095,000		\$0	\$0	\$3,095,000 STP-State Flexible, Toll Credit
		\$12,400,000		\$0	\$0	\$12,400,000
Regionally Significant:		No	CAA Code:		E-11	
Managed By:		NHDOT				
Proposed						
PROGRAM (PVMRK)						
Route/Road/Entity: Various		Total Project Cost:		\$58,900,000		
Scope: Statewide Pavement Marking Annual Project						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$5,000		\$0	\$0	\$5,000 National Highway System, STP-State Flexible, Toll Credit
PE	2020	\$5,000		\$0	\$0	\$5,000 National Highway System, STP-State Flexible, Toll Credit
PE	2021	\$5,000		\$0	\$0	\$5,000 National Highway System, STP-State Flexible, Toll Credit
PE	2022	\$5,000		\$0	\$0	\$5,000 National Highway System, STP-State Flexible, Toll Credit
Construction	2019	\$3,095,000		\$0	\$0	\$3,095,000 National Highway System, STP-State Flexible, Toll Credit
Construction	2020	\$3,095,000		\$0	\$0	\$3,095,000 National Highway System, STP-State Flexible, Toll Credit
Construction	2021	\$3,095,000		\$0	\$0	\$3,095,000 National Highway System, STP-State Flexible, Toll Credit
Construction	2022	\$3,095,000		\$0	\$0	\$3,095,000 National Highway System, STP-State Flexible, Toll Credit
		\$12,400,000		\$0	\$0	\$12,400,000
Regionally Significant:		No	CAA Code:		E-11	
Managed By:		NHDOT				

Approved						
PROGRAM (TSMO)						
Route/Road/Entity:		Trans. Systems Mgmt. and Operat		Total Project Cost:		\$6,675,000
Scope: Statewide Trans. Systems Mgmt. and Operations, ITS Technologies, Traveler Info						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$350,000		\$0	\$0	\$350,000 STP-State Flexible, Toll Credit
Other	2020	\$350,000		\$0	\$0	\$350,000 STP-State Flexible, Toll Credit
Other	2021	\$350,000		\$0	\$0	\$350,000 STP-State Flexible, Toll Credit
Other	2022	\$350,000		\$0	\$0	\$350,000 STP-State Flexible, Toll Credit
		\$1,400,000		\$0	\$0	\$1,400,000
Regionally Significant:		No	CAA Code:		E-7	
Managed By:		NHDOT				
Proposed						
PROGRAM (TSMO)						
Route/Road/Entity:		Trans. Systems Mgmt. and Operat		Total Project Cost:		\$6,675,000
Scope: No change						
Phase	Year	Federal	State	Other	Total	Funding
Other	2019	\$350,000		\$0	\$0	\$350,000 STP-State Flexible, Toll Credit
Other	2020	\$350,000		\$0	\$0	\$350,000 National Highway System, STP-State Flexible, Toll Credit
Other	2021	\$350,000		\$0	\$0	\$350,000 National Highway System, STP-State Flexible, Toll Credit
Other	2022	\$350,000		\$0	\$0	\$350,000 National Highway System, STP-State Flexible, Toll Credit
		\$1,400,000		\$0	\$0	\$1,400,000
Regionally Significant:		No	CAA Code:		E-7	
Managed By:		NHDOT				

Approved						
PROGRAM (USSS)						
Route/Road/Entity: Various		Total Project Cost:		\$8,540,000		
Scope: Project to update signing on the state system.						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$30,000	\$0	\$0	\$30,000	STP-State Flexible, Toll Credit
PE	2020	\$30,000	\$0	\$0	\$30,000	STP-State Flexible, Toll Credit
PE	2021	\$30,000	\$0	\$0	\$30,000	STP-State Flexible, Toll Credit
PE	2022	\$30,000	\$0	\$0	\$30,000	STP-State Flexible, Toll Credit
Construction	2019	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit
Construction	2020	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit
Construction	2021	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit
Construction	2022	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit
		\$2,120,000	\$0	\$0	\$2,120,000	
Regionally Significant:		No	CAA Code:		E-44	
Managed By:		NHDOT				
Proposed						
PROGRAM (USSS)						
Route/Road/Entity: Various		Total Project Cost:		\$8,540,000		
Scope: No change						
Phase	Year	Federal	State	Other	Total	Funding
PE	2019	\$30,000	\$0	\$0	\$30,000	STP-State Flexible, Toll Credit
PE	2020	\$30,000	\$0	\$0	\$30,000	National Highway System, STP-State Flexible, Toll Credit
PE	2021	\$30,000	\$0	\$0	\$30,000	National Highway System, STP-State Flexible, Toll Credit
PE	2022	\$30,000	\$0	\$0	\$30,000	National Highway System, STP-State Flexible, Toll Credit
Construction	2019	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit
Construction	2020	\$500,000	\$0	\$0	\$500,000	National Highway System, STP-State Flexible, Toll Credit
Construction	2021	\$500,000	\$0	\$0	\$500,000	National Highway System, STP-State Flexible, Toll Credit
Construction	2022	\$500,000	\$0	\$0	\$500,000	National Highway System, STP-State Flexible, Toll Credit
		\$2,120,000	\$0	\$0	\$2,120,000	
Regionally Significant:		No	CAA Code:		E-44	
Managed By:		NHDOT				

Proposed (New Project)						
<b>STATEWIDE (42878)</b>						
Route/Road/Entity: <b>Various</b>			Total Project Cost: <b>\$565,400</b>			
Scope: <b>Upgrades to 10 locations statewide that may include flashing yellow arrow &amp; optimized signal timing.</b>						
Phase	Year	Federal	State	Other	Total	Funding
PE	2022	\$67,848	\$0	\$0	\$67,848	Congestion Mitigation and Air Quality Program, Toll Credit
Construction	2022	\$497,552	\$0	\$0	\$497,552	Congestion Mitigation and Air Quality Program, Toll Credit
		<b>\$565,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$565,400</b>	
Regionally Significant:	<b>No</b>	CAA Code:		<b>E-52</b>		
Managed By:	<b>NHDOT</b>					

### Amendment 3 Financial Constraint

	2019					2020				
	Federal Resources <sup>(1)</sup>	State Resource	Local/Other Resource	Total Resource	Total Programmed	Federal Resources <sup>(1)</sup>	State Resource	Local/Other Resource	Total Resource	Total Programmed
FUNDING SOURCES	Available	Available	Available	Available		Available	Available	Available	Available	
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	\$ 14,754,006	\$ -	\$ 1,009,074	\$ 15,763,080	\$ 5,390,789
Highway Safety Improvement Program (HSIP)	\$ 13,513,852	\$ -	\$ 137,349	\$ 13,651,201	\$ 11,085,640	\$ 14,782,093	\$ -	\$ 108,434	\$ 14,890,527	\$ 9,894,077
National Highway System & Freight	\$ 73,481,357	\$ -	\$ 60,200	\$ 73,541,557	\$ 61,882,400	\$ 102,617,037	\$ -	\$ -	\$ 102,617,037	\$ 91,291,772
OP Mot Veh/Intox	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -
Research Devt and Tec	\$ 1,382,094	\$ -	\$ -	\$ 1,382,094	\$ -	\$ 1,669,547	\$ -	\$ -	\$ 1,669,547	\$ -
Recreational Trails	\$ 3,584,031	\$ -	\$ 312,500	\$ 3,896,531	\$ 1,562,500	\$ 4,212,714	\$ -	\$ 312,500	\$ 4,525,214	\$ 1,250,000
Redistribution	\$ 1,597,248	\$ -	\$ -	\$ 1,597,248	\$ -	\$ 1,890,894	\$ -	\$ -	\$ 1,890,894	\$ -
RL - Rail Highway	\$ 5,070,692	\$ -	\$ -	\$ 5,070,692	\$ 1,194,646	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	\$ 1,066,500
Safe Routes to School	\$ 588,392	\$ -	\$ -	\$ 588,392	\$ 793,633	\$ 206,949	\$ -	\$ -	\$ 206,949	\$ 206,949
STP-5 to 200K	\$ 8,205,751	\$ -	\$ 174,000.00	\$ 8,379,751	\$ 6,079,392	\$ 8,603,516	\$ -	\$ 120,388	\$ 8,723,904	\$ 6,095,562
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894	\$ -	\$ -	\$ 1,894	\$ -
STP-Areas Over 200K	\$ 5,998,986	\$ -	\$ 530,000	\$ 6,528,986	\$ 2,258,690	\$ 10,792,501	\$ -	\$ 500,000	\$ 11,292,501	\$ 7,106,740
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Enhancement	\$ 212,612	\$ -	\$ 36,089	\$ 248,701	\$ 180,447	\$ 410,594	\$ -	\$ -	\$ 410,594	\$ -
STP-Non Urban Areas Under 5K	\$ 10,268,477	\$ -	\$ 15,000	\$ 10,283,477	\$ 10,321,670	\$ 11,764,146	\$ -	\$ 19,234	\$ 11,783,380	\$ 9,964,335
STP-Off System Bridge	\$ 10,501,549	\$ -	\$ -	\$ 10,501,549	\$ 440,000	\$ 9,716,750	\$ -	\$ -	\$ 9,716,750	\$ 822,800
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 614,028	\$ -	\$ -	\$ 614,028	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 200,000	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 62,543
STP-State Flexible	\$ 52,930,628	\$ -	\$ 1,566,068	\$ 54,496,696	\$ 74,163,913	\$ 23,040,877	\$ -	\$ 2,915,463	\$ 25,956,340	\$ 25,334,063
TAP - Transportation Alternatives	\$ 6,628,627	\$ -	\$ 846,627	\$ 7,475,254	\$ 4,233,134	\$ 6,698,532	\$ -	\$ 827,192	\$ 7,525,725	\$ 3,308,769
<b>GRAND TOTAL</b>	<b>\$ 209,942,694</b>	<b>\$ -</b>	<b>\$ 4,140,664</b>	<b>\$ 214,083,359</b>	<b>\$ 183,402,740</b>	<b>\$ 216,923,749</b>	<b>\$ -</b>	<b>\$ 5,812,286</b>	<b>\$ 222,736,035</b>	<b>\$ 161,794,898</b>
<b>ADJUSTMENTS</b>										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,510,616	\$ -	\$ -	\$ 2,510,616	\$ -
Highway Infra Bridge Replace	\$ 4,420,000	\$ -	\$ -	\$ 4,420,000	\$ -	\$ 13,221,522	\$ -	\$ -	\$ 13,221,522	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment Total Resource <sup>1st</sup> - FAST ACT Apportionment	\$ (35,364,512)	\$ -	\$ -	\$ (35,364,512)	\$ -	\$ (34,910,873)	\$ -	\$ -	\$ (34,910,873)	\$ -
<b>ADJUSTED TOTAL</b>	<b>\$ 181,510,481</b>	<b>\$ -</b>	<b>\$ 4,140,664</b>	<b>\$ 185,651,146</b>	<b>\$ 183,402,740</b>	<b>\$ 197,745,015</b>	<b>\$ -</b>	<b>\$ 5,812,286</b>	<b>\$ 203,557,300</b>	<b>\$ 161,794,898</b>
<b>FHWA (Other Funds)</b>										
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	\$ -	\$ 9,783,143	\$ -	\$ -	\$ 9,783,143	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Earmarks	\$ 1,116,383.27	\$ 188,808	\$ 74,413	\$ 1,379,604	\$ 1,379,604	\$ 277,321	\$ -	\$ 40,000	\$ 317,321	\$ 30,879
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 619,600	\$ 25,000	\$ 129,900	\$ 774,500	\$ 774,500	\$ -	\$ -	\$ -	\$ -	\$ -
<b>GRAND TOTAL</b>	<b>\$ 8,769,811</b>	<b>\$ 14,186,794</b>	<b>\$ 265,342</b>	<b>\$ 23,221,948</b>	<b>\$ 22,578,700</b>	<b>\$ 10,060,464</b>	<b>\$ 4,490,558</b>	<b>\$ 40,000</b>	<b>\$ 14,591,022</b>	<b>\$ 4,521,437</b>
<b>All FHWA FUNDS TOTAL</b>	<b>\$ 190,280,293</b>	<b>\$ 14,186,794</b>	<b>\$ 4,406,006</b>	<b>\$ 208,873,093</b>	<b>\$ 205,981,440</b>	<b>\$ 207,805,479</b>	<b>\$ 4,490,558</b>	<b>\$ 5,852,286</b>	<b>\$ 218,148,323</b>	<b>\$ 166,316,335</b>
<b>Federal Transit Administration <sup>(3)</sup></b>										
FTAS307	\$ 6,086,655	\$ -	\$ 194,800	\$ 6,281,455	\$ 521,246	\$ 6,592,109	\$ -	\$ 2,976,947	\$ 9,569,055	\$ 9,569,055
FTAS307_NHDOT	\$ 2,822,625	\$ -	\$ 293,706	\$ 3,116,331	\$ 3,556,817	\$ 4,928,319	\$ -	\$ -	\$ 4,928,319	\$ 4,928,319
FTAS310 (includes future STP-Flex transfers)	\$ 1,828,400	\$ -	\$ -	\$ 1,828,400	\$ 668,532	\$ 3,124,942	\$ -	\$ 538,999	\$ 3,663,941	\$ 3,663,941
FTAS311	\$ 4,551,832	\$ -	\$ 4,421,634	\$ 8,973,466	\$ 8,843,270	\$ 4,380,931	\$ -	\$ 4,380,931	\$ 8,761,862	\$ 8,761,862
FTAS339	\$ 6,109,952	\$ 171,977	\$ 1,443,110	\$ 7,725,039	\$ 8,088,860	\$ 5,575,478	\$ -	\$ 1,347,611	\$ 6,923,089	\$ 6,923,089
FTA Prior Year Carry Over	\$ 2,083,551	\$ -	\$ -	\$ 2,083,551	\$ -	\$ 2,087,132	\$ -	\$ -	\$ 2,087,132	\$ -
<b>GRAND TOTAL</b>	<b>\$ 23,483,015</b>	<b>\$ 171,977</b>	<b>\$ 6,353,250</b>	<b>\$ 30,008,242</b>	<b>\$ 21,678,725</b>	<b>\$ 26,688,910</b>	<b>\$ -</b>	<b>\$ 9,244,488</b>	<b>\$ 35,933,398</b>	<b>\$ 33,846,266</b>
<b>FHWA/FTA FUNDS TOTAL</b>	<b>\$ 213,763,308</b>	<b>\$ 14,358,771</b>	<b>\$ 10,759,256</b>	<b>\$ 238,881,335</b>	<b>\$ 227,660,165</b>	<b>\$ 234,494,389</b>	<b>\$ 4,490,558</b>	<b>\$ 15,096,773</b>	<b>\$ 254,081,721</b>	<b>\$ 200,162,601</b>
<b>INNOVATIVE FINANCING</b>										
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	\$ -	\$ -	\$ -	\$ -	\$ -
<b>State Fund Sources</b>										
Turnpike Capital	\$ -	\$ 26,297,250	\$ -	\$ 26,297,250	\$ 26,297,250	\$ -	\$ 34,646,517	\$ -	\$ 34,646,517	\$ 34,646,517
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
<b>GRAND TOTAL</b>	<b>\$ -</b>	<b>\$ 36,832,342</b>	<b>\$ -</b>	<b>\$ 36,832,342</b>	<b>\$ 36,832,342</b>	<b>\$ -</b>	<b>\$ 67,912,917</b>	<b>\$ -</b>	<b>\$ 67,912,917</b>	<b>\$ 67,912,917</b>
<b>ALL FUNDING SOURCES TOTAL</b>	<b>\$ 213,763,308</b>	<b>\$ 51,191,113</b>	<b>\$ 10,759,256</b>	<b>\$ 275,713,677</b>	<b>\$ 264,492,507</b>	<b>\$ 234,494,389</b>	<b>\$ 72,403,475</b>	<b>\$ 15,096,773</b>	<b>\$ 321,994,638</b>	<b>\$ 268,075,518</b>

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

FY 20 Based on 12/24/2019 Status of Funds.

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

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

### Amendment 3 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
FWHA (Federal-Aid)										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 14,754,006	\$ -	\$ 1,721,237	\$ 16,475,243	\$ 8,108,204	\$ 14,754,006	\$ -	\$ -	\$ 14,754,006	\$ 7,238,330
Highway Safety Improvement Program (HSIP)	\$ 14,782,093	\$ -	\$ -	\$ 14,782,093	\$ 8,146,109	\$ 14,782,093	\$ -	\$ -	\$ 14,782,093	\$ 8,918,173
National Highway System & Freight	\$ 102,617,037	\$ -	\$ -	\$ 102,617,037	\$ 102,281,455	\$ 102,617,037	\$ -	\$ -	\$ 102,617,037	\$ 62,604,532
OP Mot Veh/Intox	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -
Research Devt and Tec	\$ 1,669,547	\$ -	\$ -	\$ 1,669,547	\$ -	\$ 1,669,547	\$ -	\$ -	\$ 1,669,547	\$ -
Recreational Trails	\$ 4,212,714	\$ -	\$ 312,500	\$ 4,525,214	\$ 1,250,000	\$ 4,212,714	\$ -	\$ -	\$ 4,212,714	\$ 1,250,000
Redistribution	\$ 1,890,894	\$ -	\$ -	\$ 1,890,894	\$ -	\$ 1,890,894	\$ -	\$ -	\$ 1,890,894	\$ -
RL - Rail Highway	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	\$ 1,066,500	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	\$ 1,066,500
Safe Routes to School	\$ 206,949	\$ -	\$ -	\$ 206,949	\$ 25,000	\$ 206,949	\$ -	\$ -	\$ 206,949	\$ -
STP-5 to 200K	\$ 8,603,516	\$ -	\$ 157,269	\$ 8,760,785	\$ 4,584,097	\$ 8,603,516	\$ -	\$ -	\$ 8,603,516	\$ 8,603,516
STP-Areas Less Than 200K	\$ 1,894	\$ -	\$ -	\$ 1,894	\$ -	\$ 1,894	\$ -	\$ -	\$ 1,894	\$ -
STP-Areas Over 200K	\$ 10,792,501	\$ -	\$ 300,000	\$ 11,092,501	\$ 9,046,201	\$ 10,792,501	\$ -	\$ -	\$ 10,792,501	\$ 4,256,217
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Enhancement	\$ 410,594	\$ -	\$ -	\$ 410,594	\$ -	\$ 410,594	\$ -	\$ -	\$ 410,594	\$ -
STP-Non Urban Areas Under 5K	\$ 11,764,146	\$ -	\$ 299,139	\$ 12,063,284	\$ 3,943,193	\$ 11,764,146	\$ -	\$ -	\$ 11,764,146	\$ 11,335,395
STP-Off System Bridge	\$ 9,716,750	\$ -	\$ -	\$ 9,716,750	\$ 807,918	\$ 9,716,750	\$ -	\$ -	\$ 9,716,750	\$ -
STP-Rail	\$ 614,028	\$ -	\$ -	\$ 614,028	\$ -	\$ 614,028	\$ -	\$ -	\$ 614,028	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ -	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 272,000
STP-State Flexible	\$ 23,040,877	\$ -	\$ 1,479,660	\$ 24,520,537	\$ 23,499,013	\$ 23,040,877	\$ -	\$ -	\$ 23,040,877	\$ 20,410,628
TAP - Transportation Alternatives	\$ 6,698,532	\$ -	\$ 893,019	\$ 7,591,551	\$ 3,572,075	\$ 6,698,532	\$ -	\$ -	\$ 6,698,532	\$ 3,997,518
<b>GRAND TOTAL</b>	<b>\$ 216,923,749</b>	<b>\$ -</b>	<b>\$ 5,162,823</b>	<b>\$ 222,086,572</b>	<b>\$ 166,329,766</b>	<b>\$ 216,923,749</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 216,923,749</b>	<b>\$ 129,952,808</b>
<b>ADJUSTMENTS</b>										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -
Highway Infra Bridge Replace	\$ 4,420,000	\$ -	\$ -	\$ 4,420,000	\$ -	\$ 4,420,000	\$ -	\$ -	\$ 4,420,000	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment Total Resource <sup>(2)</sup> - FAST ACT Apportionment)	\$ (34,910,873)	\$ -	\$ -	\$ (34,910,873)	\$ -	\$ (34,910,873)	\$ -	\$ -	\$ (34,910,873)	\$ -
<b>ADJUSTED TOTAL</b>	<b>\$ 188,945,175</b>	<b>\$ -</b>	<b>\$ 5,162,823</b>	<b>\$ 194,107,998</b>	<b>\$ 166,329,766</b>	<b>\$ 188,945,175</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 188,945,175</b>	<b>\$ 129,952,808</b>
<b>FWHA (Other Funds)</b>										
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Old App Codes (Q,H & L)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FAST Lane Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NSTI National Summer Transportation Institute	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FWHA Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Training and Education	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>GRAND TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>All FWHA FUNDS TOTAL</b>	<b>\$ 188,945,175</b>	<b>\$ -</b>	<b>\$ 5,162,823</b>	<b>\$ 194,107,998</b>	<b>\$ 166,329,766</b>	<b>\$ 188,945,175</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 188,945,175</b>	<b>\$ 129,952,808</b>
<b>Federal Transit Administration <sup>(3)</sup></b>										
FTAS307	\$ 6,356,198	\$ -	\$ 2,959,382	\$ 9,315,580	\$ 9,315,580	\$ 6,481,823	\$ -	\$ 3,017,797	\$ 9,499,620	\$ 9,499,620
FTAS307_NHDOT	\$ 3,751,252	\$ -	\$ -	\$ 3,751,252	\$ 3,751,252	\$ 3,825,643	\$ -	\$ -	\$ 3,825,643	\$ 3,825,643
FTAS310 (includes future STP-Flex transfers)	\$ 2,000,721	\$ -	\$ -	\$ 2,000,721	\$ 2,000,721	\$ 1,493,853	\$ -	\$ 559,345	\$ 2,053,198	\$ 2,053,198
FTAS311	\$ 4,468,550	\$ -	\$ 4,468,550	\$ 8,937,099	\$ 8,937,099	\$ 4,557,920	\$ -	\$ 4,557,920	\$ 9,115,841	\$ 9,115,841
FTAS339	\$ 5,606,348	\$ -	\$ 1,364,308	\$ 6,970,656	\$ 6,970,656	\$ 5,696,471	\$ -	\$ 1,386,093	\$ 7,082,564	\$ 7,082,564
Prior Year Carry Over	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,087,132	\$ -
<b>GRAND TOTAL</b>	<b>\$ 22,183,068</b>	<b>\$ -</b>	<b>\$ 8,792,240</b>	<b>\$ 30,975,308</b>	<b>\$ 30,975,308</b>	<b>\$ 22,055,709</b>	<b>\$ -</b>	<b>\$ 9,521,156</b>	<b>\$ 33,663,997</b>	<b>\$ 31,576,865</b>
<b>FWHA/FTA FUNDS TOTAL</b>	<b>\$ 211,128,243</b>	<b>\$ -</b>	<b>\$ 13,955,063</b>	<b>\$ 225,083,306</b>	<b>\$ 197,305,073</b>	<b>\$ 211,000,884</b>	<b>\$ -</b>	<b>\$ 9,521,156</b>	<b>\$ 222,609,172</b>	<b>\$ 161,529,673</b>
<b>INNOVATIVE FINANCING</b>										
GARVEE Bond Future Funds (Est)	\$ -	\$ 14,435,300	\$ -	\$ 14,435,300	\$ 14,435,300	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>State Fund Sources</b>										
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
<b>GRAND TOTAL</b>	<b>\$ -</b>	<b>\$ 75,033,453</b>	<b>\$ -</b>	<b>\$ 75,033,453</b>	<b>\$ 75,033,453</b>	<b>\$ -</b>	<b>\$ 31,694,417</b>	<b>\$ -</b>	<b>\$ 31,694,417</b>	<b>\$ 31,694,417</b>
<b>All FUNDING SOURCES TOTAL</b>	<b>\$ 211,128,243</b>	<b>\$ 75,033,453</b>	<b>\$ 13,955,063</b>	<b>\$ 300,116,759</b>	<b>\$ 272,338,526</b>	<b>\$ 211,000,884</b>	<b>\$ 31,694,417</b>	<b>\$ 9,521,156</b>	<b>\$ 254,303,589</b>	<b>\$ 193,224,090</b>

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

FY 20 Based on 12/24/2019 Status of Funds.

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

Apportionment

FY2019

\$174,578,182

FY2020

\$182,012,876

Actual Amount

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