

ATTACHMENT 1

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RPC TAC MEETING

Minutes
April 27, 2017
RPC Conference Room

Members Present: Art Ditto, Chair, Rye; Richard McDermott, Hampton Falls; Robert Clark, Atkinson; Joan Whitney, Kensington; Steve Gerrato, Greenland; Eric Eby, Portsmouth; Richard Hartung, Hampstead; Dave Baxter, Seabrook; Rad Nichols, COAST; and Elizabeth Strachan.

Others Present: Don Woodward, Exeter Rail Station Committee.

Staff Present: Dave Walker, Scott Bogle, Jenn Rowden, Christian Matthews and Roxanne Rines, RPC.

Meeting Opened at 9:01 a.m.

1. Introductions

Attendees introduced themselves and stated what municipality they were from or the agency they represented.

2. Minutes of March 23, 2017, TAC Meeting

Motion: Woodward made a motion to approve the minutes of March 23, 2017, as written. Gerrato seconded the motion. Motion carried.

3. Volkswagon Diesel Settlement Update

Strachan reviewed how the problem was discovered, gave an overview of the steps taken to correct; the final outcome; and how the settlement will be distributed. Discussion ensued about how NH DOT will spend the money, if transit providers or municipalities will receive any. A memo was distributed and asked to get any comments to Tim White at NH DES.

4. RPC Transportation Related Environmental Activities

a. MS4 Stormwater Management – LaBranche gave a powerpoint presentation reviewing the permit background; the primary elements; the regional stormwater goals; coordination between municipalities and DOT; and permit work in the region to be completed.

She explained how staff will help municipalities with a technical assistance program, which is still being completed. The RPC will hold a MS-4 workshop in early summer. Discussion ensued.

- b. Stream Crossing Vulnerability Assessment Update – Rowden updated the committee on the Regional Stream Crossing Assessment program, only 3 towns remain, which will be completed this summer with interns.

The purpose of the program is to: provide assessment of current conditions; help prioritize crossing retrofits and/or replacements; incorporate the information into regional/local hazard mitigation plans; give vulnerability assessments; and provide site-specific restoration and mitigation projects. Discussion ensued.

- c. Climate Change & Hazardous Mitigation – LaBranche reviewed how the integrating climate change in municipal planning can be achieved using: The Tides to Storms Vulnerability Assessments; and Climate Risk in the Seacoast (C-Rise). She reviewed how the results will be included in Hazard Mitigation Plans and Master Plans. Discussion ensued.

5. CMAQ Funding Round Update

Bogle stated NH DOT will hold a CMAQ funding round in 2017. He reviewed the results of the revised project eligibility criteria and application process. There should be about \$20 million funding for use statewide. A specific timeframe and date of the process has not been released by DOT yet.

6. Seacoast Bike Month& Bike/Walk to Work Day

Bogle reviewed the Bike/Walk to work program and how it has extended from a week to the entire month of May. He encouraged all to participate to some extent: biking, walking, telecommuting, carpooling amongst other ways to keep your vehicle at home. Both Bogle and Nichols reviewed number of companies and individuals who participated.

7. Project Updates

A handout was distributed with other project updates and discussion ensued.

Meeting adjourned at 11:00 a.m.

Respectfully submitted,

Roxanne M. Rines
Recording Secretary

ATTACHMENT #2

MEMORANDUM

To: MPO Policy Committee
From: Dave Walker, Transportation Program Manager
Date: 5/22/2017
RE: **2017-2020 TIP Amendment #2**

Attached is a report that lists the changes that Amendment #2 proposes to make to the 2017-2020 Transportation Improvement Program (TIP) within the Rockingham Planning Commission region. 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 3 Statewide and 18 regional project changes (21 total) proposed that the RPC needs to address in the TIP, and these take the form of additional funding needs, changes in scope, as well as projects being added or removed. At the same time, the Long Range Transportation Plan (LRTP) is also being updated to maintain consistency between the project lists in the two documents. The MPO is conducting a 10 day public comment period on Amendment #2 that will begin on May 25, 2017 and will conclude on June 6th, 2017. A final opportunity for comments will be during the public hearing at the **July 12th, 2017 RPC Meeting (7:00 PM) at a location to be determined**. The MPO will take action on the amendment at the conclusion of the public hearing.

Analysis

This amendment consists of the changes to seventeen regional projects and two statewide programs and results in a net increase in cost of just over \$7.9 million. **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 eight projects (60100C, 60100D, 60100E, 26942, 13455D, 40893, 10418, and 40792) that are being added into the TIP. 26942, 13455D, 10418, and 40792 were each included in previous TIPs however, changes to their schedule have required that they be added into the 2017-2020 TIP. Three projects related to the I-93 expansion are being dropped from the TIP. 10418L is being absorbed into NHDOT's Statewide FTA5307 program, and 14633P and 14633R are being absorbed into another I-93 sub-project (10418). Five projects are changing in scope and or cost. 40284 and 27690 are showing cost reductions to reflect updated scopes while 15731 and 10418T are showing cost increases. PVMRK has a net cost change of zero but is shifting funds from construction to engineering. There are four projects listed as scope only changes. Two of these projects (PAVE-T2-REHAB and 10418V) are currently listed in the MPO TIP as they are currently proposed in this amendment and require no change. The other two projects (14800A and 14800H) have information added to their scope descriptions to improve clarity.

Attached is a report that provides the details of each project and compares the existing status with the changes proposed in Amendment #2. This report provides full project cost and scheduling details for the TIP projects impacted the amendment and differs from those used in the past in that the existing and amended funding for each project are shown side-by-side. For each project, the report lists the project

TABLE 1: AMENDMENT SUMMARY

Project #	Scope	Net Change in Funding	Reason for Change
60100B	CART - Operating Assistance	<i>(\$2,152,920.64)</i>	Annual amounts are reduced & funding shifted to 60100C, 60100D, and 60100E
60100C	CART - Mobility Management	\$827,207.21	Broken out of 60100B
60100D	CART - Capital program	\$438,676.99	Broken out of 60100B
60100E	CART - General & Comprehensive Planning.	\$57,696.77	Broken out of 60100B
40284	Commuter/Intercity Bus Replacement	<i>(\$3,499,554.07)</i>	Revised figures based on April 2016 capital replacement plan
26942	NH 107A over B&M Railroad & Road, Superstructure Replacement and Substructure Rehab, Br No 061/064	\$1,435,914.65	Project is re-entering the TIP due to need to advertise project.
13455D	US 1 Bypass: Replace Woodbury Avenue and Stark Street bridges over Bypass	\$7,616,796.04	Project advanced from 2022 to address red list bridge sooner
27690	Culvert Rehabilitation, US 1 By-Pass over Hodgson Brook Br No 192/106	<i>(\$2,232,228.22)</i>	Change in scope from replacement to rehabilitation
40893	Study the long-term needs of the Portsmouth Transportation Center	\$280,280.00	New Project
15731	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long) (Red List)	\$9,731,570	Updated Project Cost for construction and Right-of-way
PVMRK PROGRAM	Pavement Marking Program	\$0	Added PE phase. Reduced CON
10418	PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only)	\$4,318,349	Funds withdrawn from 14633P and 14633R and moved into this project
10418L	Implement & provide operational support for expanded commuter bus service on I-93	<i>(\$3,710,328)</i>	Funds are moving into the NHDOT Programmatic for transit, FTA5307 and no longer will be listed in the TIP
10418T	I-93 Corridor Service Patrol	\$204,961.90	Increase to account for Service Patrol extending to September 30, 2020.
14633P	CTAP Phase 3: To fund eligible TOD and TDM Planning Projects within the CTAP RPC Regions	<i>(\$1,509,816)</i>	Funds have been moved into 10418
14633R	DES Land Grant Program	<i>(\$4,023,913)</i>	Funds have been moved into 10418
40792	2015 STIC Incentive for 1) Mobile Devices and 2) Design-Build documentation	\$137,500	New Project
PAVE-T2-REHAB	Rehab of Tier 2 Roadway	\$0	Project is listed as scope only change in STIP Report – RPC TIP includes this project as listed already
10418V	Final Design Services for PE & ROW	\$0	Project is listed as scope only change in STIP Report – RPC TIP includes this project as listed already
14800A	MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D	\$0	Scope change to include “DEBT SERV 13933D”
14800H	Final Design Services for PE & ROW - Debt service for 10418V	\$0	Scope change to include “- Debt service for 10418V”
Total		\$7,920,193	

number, name, location, and scope, as well as the existing and proposed total project costs (includes years beyond the TIP). Below the general information for each project, the phases and accompanying fiscal years are listed on the left, the existing funding itemization in the center, and the proposed amended funding on the right *listed using shaded, italicized text*. Beyond the amended funding amounts is a listing of the funding sources for each project phase. The bottom of the report includes information regarding the regional significance of the project, the agency it is managed by, and the Clean Air Act

Amendment codes. There is one project where some of the information in this report is listed inaccurately. These errors are being tracked down but for now the following project isn't listed the same as what is included in the statewide amendment report:

- 15731 (Page 7) – The existing funding on the project is not listing correctly nor is the currently approved total cost as the funding for ROW is not propagating. Current costs should be \$46,420,546, including \$12,256,970 in ROW, and the project total should be \$208,345,546. The Proposed funding information is listed correctly.

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 which (attached) and included in the informational packet on the RPC website.
- As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standards (the 2008 ozone standard) and as of April 6, 2015, the 1997 8-Hour Ozone National Ambient Air Quality Standard (the 1997 ozone standard) is revoked for all purposes, including transportation conformity purposes in the Boston-Manchester-Portsmouth (SE) NH area. For this reason no air quality conformity analysis is necessary.
- Consistent with the RPC's Public Participation Process, this notice and comment period is also intended to meet FTA requirements for public comment on the programs of transit projects put forward by NHDOT, UNH and the COAST and CART transit systems.

Recommend that the Transportation Advisory Committee endorse TIP Amendment #2 for approval by the MPO Policy Committee.

Project#: 60100B

PROJECT NAME: CART

Existing Project Total: \$10,285,946

Amended Project#: No Change

ROUTE/ROAD: Cooperative Alliance for Regional Transportation (CART)

Proposed Project Total: \$4,327,590

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Coop. Alliance for Reg. Transportation - Operating Assistance (Derry-Salem region)

Proposed Scope:

Coop. Alliance for Reg. Transportation - Operating Assistance

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$367,487	\$0	\$367,487	\$734,973	FTA 5307 Capital and Operating Program, Other	\$110,950	\$0	\$110,950	\$221,900	No Change
	2018	\$379,246	\$0	\$379,246	\$758,492	FTA 5307 Capital and Operating Program, Other	\$114,500	\$0	\$114,500	\$229,001	No Change
	2019	\$391,382	\$0	\$391,382	\$782,764	FTA 5307 Capital and Operating Program, Other	\$118,164	\$0	\$118,164	\$236,329	No Change
	2020	\$403,906	\$0	\$403,906	\$807,812	FTA 5307 Capital and Operating Program, Other	\$121,946	\$0	\$121,946	\$243,891	No Change
		\$1,542,021	\$0	\$1,542,021	\$3,084,042		\$465,560	\$0	\$465,560	\$931,121	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Other

CLEAN AIR ACT CODE: E-21

Project#: 60100C

PROJECT NAME: CART

Existing Project Total:

Amended Project#: No Change

ROUTE/ROAD: Cooperative Alliance for Regional Transportation (CART)

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Placeholder

Proposed Scope:

Coop. Alliance for Reg. Transportation - Mobility Mgmt

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$0	\$0	\$0	\$0	None	\$220,700	\$0	\$55,175	\$275,875	FTA 5307 Capital and Operating Program, FTA 5310 Capital Program, Other
	2018	\$0	\$0	\$0	\$0		\$142,416	\$0	\$35,604	\$178,020	FTA 5307 Capital and Operating Program, FTA 5310 Capital Program, Other
	2019	\$0	\$0	\$0	\$0		\$146,973	\$0	\$36,743	\$183,717	FTA 5307 Capital and Operating Program, FTA 5310 Capital Program, Other
	2020	\$0	\$0	\$0	\$0		\$151,676	\$0	\$37,919	\$189,596	FTA 5307 Capital and Operating Program, FTA 5310 Capital Program, Other
		\$0	\$0	\$0	\$0		\$661,766	\$0	\$165,441	\$827,207	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Other

CLEAN AIR ACT CODE: E-21

Project#: 60100D

PROJECT NAME: CART

Existing Project Total:

Amended Project#:

ROUTE/ROAD: Cooperative Alliance for Regional Transportation (CART)

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Placeholder

Proposed Scope:

Coop. Alliance for Reg. Transportation - General & Comprehensive Planning.

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$0	\$0	\$0	\$0	None	\$11,000	\$0	\$2,750	\$13,750	FTA 5307 Capital and Operating Program, Other
	2018	\$0	\$0	\$0	\$0		\$11,352	\$0	\$2,838	\$14,190	FTA 5307 Capital and Operating Program, Other
	2019	\$0	\$0	\$0	\$0		\$11,715	\$0	\$2,929	\$14,644	FTA 5307 Capital and Operating Program, Other
	2020	\$0	\$0	\$0	\$0		\$12,090	\$0	\$3,023	\$15,113	FTA 5307 Capital and Operating Program, Other
		\$0	\$0	\$0	\$0		\$46,157	\$0	\$11,539	\$57,697	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Other

CLEAN AIR ACT CODE: E-34

Project#: 60100E

PROJECT NAME: CART

Existing Project Total:

Amended Project#: No Change

ROUTE/ROAD: Cooperative Alliance for Regional Transportation (CART)

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Placeholder

Proposed Scope:

Coop. Alliance for Reg. Transportation - Capital program

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$0	\$0	\$0	\$0	None	\$161,500	\$14,250	\$14,250	\$190,000	FTA 5307 Capital and Operating Program, FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
	2018	\$0	\$0	\$0	\$0		\$83,334	\$7,353	\$7,353	\$98,040	FTA 5307 Capital and Operating Program, FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
	2019	\$0	\$0	\$0	\$0		\$86,001	\$7,588	\$7,588	\$101,177	FTA 5307 Capital and Operating Program, FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
	2020	\$0	\$0	\$0	\$0		\$42,041	\$3,709	\$3,709	\$49,460	FTA 5307 Capital and Operating Program, FTA 5339 Bus and Bus Facilities, NH Highway Fund, Other
		\$0	\$0	\$0	\$0		\$372,875	\$32,901	\$32,901	\$438,677	

REGIONALLY SIGNIFICANT: N

MANAGED BY: Other

CLEAN AIR ACT CODE: E-30

Project#: 40284

PROJECT NAME: COMMUTER/INTERCITY BUS REPLACEMENT

Existing Project Total: \$18,693,725

Amended Project#: No Change

ROUTE/ROAD: Various

Proposed Project Total: \$15,032,290

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Replacement of existing state-owned coaches used for commuter and intercity bus.

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$3,096,000	\$0	\$0	\$3,096,000	Congestion Mitigation and Air Quality Program, Toll Credit	\$3,096,000	\$0	\$0	\$3,096,000	FTA 5307 Capital and Operating Program
	2018	\$3,195,072	\$0	\$0	\$3,195,072	Congestion Mitigation and Air Quality Program, Toll Credit	\$3,201,997	\$0	\$0	\$3,201,997	No Change
	2019	\$5,275,703	\$0	\$0	\$5,275,703	Congestion Mitigation and Air Quality Program, Toll Credit	\$4,491,486	\$0	\$0	\$4,491,486	No Change
	2020	\$2,722,263	\$0	\$0	\$2,722,263	Congestion Mitigation and Air Quality Program, Toll Credit	\$0	\$0	\$0	\$0	
		\$14,289,038	\$0	\$0	\$14,289,038		\$10,789,484	\$0	\$0	\$10,789,484	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-30

Project#: 26942

PROJECT NAME: EAST KINGSTON

Existing Project Total: \$0

Amended Project#: 26942

ROUTE/ROAD: NH Route 107A

Proposed Project Total: \$1,826,415

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

NH 107A over B&M Railroad & Road, Superstructure Replacement and Substructure Rehab, Br No 061/064

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2017	\$0	\$0	\$0	\$0		\$1,435,915	\$0	\$0	\$1,435,915	Bridge Off System, STP-Off System Bridge, Toll Credit
		\$0	\$0	\$0	\$0		\$1,435,915	\$0	\$0	\$1,435,915	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 13455D

PROJECT NAME: PORTSMOUTH

Existing Project Total:

Amended Project#: 13455D

ROUTE/ROAD: US 1 BYPASS

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

US 1 Bypass: Replace Woodbury Avenue and Stark Street bridges over Bypass

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2020	\$0	\$0	\$0	\$0		\$7,616,796	\$0	\$0	\$7,616,796	STP-State Flexible, Toll Credit
		\$0	\$0	\$0	\$0		\$7,616,796	\$0	\$0	\$7,616,796	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 27690

PROJECT NAME: PORTSMOUTH

Existing Project Total:

Amended Project#: No Change

ROUTE/ROAD: US 1 By-Pass

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

Culvert Replacement, US 1 By-Pass over Hodgson Brook Br No 192/106

Culvert Rehabilitation, US 1 By-Pass over Hodgson Brook Br No 192/106

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2018	\$234,305	\$0	\$0	\$234,305	STP-State Flexible, Toll Credit	\$227,040	\$0	\$0	\$227,040	No Change
	2019	\$241,803	\$0	\$0	\$241,803	STP-State Flexible, Toll Credit	\$234,305	\$0	\$0	\$234,305	No Change
ROW	2019	\$120,902	\$0	\$0	\$120,902	STP-State Flexible, Toll Credit	\$117,153	\$0	\$0	\$117,153	No Change
CON	2019	\$3,385,243	\$0	\$0	\$3,385,243	Bridge On/Off System, Toll Credit	\$1,171,526	\$0	\$0	\$1,171,526	No Change
		\$3,982,253	\$0	\$0	\$3,982,253		\$1,750,024	\$0	\$0	\$1,750,024	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 40893

PROJECT NAME: PORTSMOUTH

Existing Project Total:

Amended Project#: 40893

ROUTE/ROAD: Grafton Road

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

Study the long-term needs of the Portsmouth Transportation Center

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$0	\$0	\$0	\$0		\$110,000	\$0	\$0	\$110,000	STP-5 to 200K, Toll Credit
	2018	\$0	\$0	\$0	\$0		\$170,280	\$0	\$0	\$170,280	STP-5 to 200K, Toll Credit
		\$0	\$0	\$0	\$0		\$280,280	\$0	\$0	\$280,280	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 15731

PROJECT NAME: PORTSMOUTH, NH - KITTEERY, ME

Existing Project Total:

Amended Project#: No Change

ROUTE/ROAD: US 1 Bypass

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

No Change

Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
ROW	2017	\$0	\$0	\$0	\$0		\$2,649,900	\$0	\$0	\$2,649,900	National Highway System, Toll Credit
	2018	\$0	\$0	\$0	\$0		\$6,811,303	\$0	\$0	\$6,811,303	STP-State Flexible, Toll Credit
	2019	\$0	\$0	\$0	\$0		\$6,443,395	\$0	\$0	\$6,443,395	STP-State Flexible, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$6,045,076	\$0	\$0	\$6,045,076	STP-State Flexible, Toll Credit
CON	2017	\$0	\$0	\$12,000,000	\$12,000,000	Maine	\$0	\$0	\$12,000,000	\$12,000,000	No Change
	2018	\$19,251,293	\$0	\$2,912,284	\$22,163,577	Maine, National Highway System, Toll Credit	\$19,290,158	\$0	\$2,912,284	\$22,202,442	Maine, National Highway System, STP-State Flexible, Toll Credit
		\$19,251,293	\$0	\$14,912,284	\$34,163,577		\$41,239,832	\$0	\$14,912,284	\$56,152,116	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: PVMRK

PROJECT NAME: PROGRAM

Existing Project Total: \$49,600,000

Amended Project#: No Change

ROUTE/ROAD: Various

Proposed Project Total: \$52,700,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Statewide Pavement Marking Annual Project

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2018	\$0	\$0	\$0	\$0		\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
	2019	\$0	\$0	\$0	\$0		\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
CON	2017	\$3,100,000	\$0	\$0	\$3,100,000	STP-State Flexible, Toll Credit	\$3,100,000	\$0	\$0	\$3,100,000	No Change
	2018	\$3,100,000	\$0	\$0	\$3,100,000	STP-State Flexible, Toll Credit	\$3,095,000	\$0	\$0	\$3,095,000	No Change
	2019	\$3,100,000	\$0	\$0	\$3,100,000	STP-State Flexible, Toll Credit	\$3,095,000	\$0	\$0	\$3,095,000	No Change
	2020	\$3,100,000	\$0	\$0	\$3,100,000	STP-State Flexible, Toll Credit	\$3,095,000	\$0	\$0	\$3,095,000	No Change
		\$12,400,000	\$0	\$0	\$12,400,000		\$12,400,000	\$0	\$0	\$12,400,000	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-11

Project#: 10418

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$0

Amended Project#: 10418

ROUTE/ROAD: I-93

Proposed Project Total: \$8,620,778

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Proposed Scope:

PROGRAMMATIC MITIGATION (CTAP, NHDES Land Protection Program) (PE & ROW Only)

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$0	\$0	\$0	\$0		\$1,166,894	\$100,000	\$0	\$1,266,894	Interstate Maintenance, NH Highway Fund, National Highway System, Toll Credit
ROW	2017	\$0	\$0	\$0	\$0		\$1,620,000	\$30,000	\$0	\$1,650,000	Interstate Maintenance, NH Highway Fund, Toll Credit
	2018	\$0	\$0	\$0	\$0		\$1,150,940	\$250,516	\$0	\$1,401,455	Interstate Maintenance, NH Highway Fund, Toll Credit
		\$0	\$0	\$0	\$0		\$3,937,833	\$380,516	\$0	\$4,318,349	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: LMP

Project#: 10418L

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$19,127,243

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total:

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Implement and provide operational support for expanded commuter bus service

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2017	\$1,535,328	\$0	\$0	\$1,535,328	FTA 5307 Capital and Operating Program, National Highway System, Toll Credit	\$0	\$0	\$0	\$0	
	2018	\$725,000	\$0	\$0	\$725,000	National Highway System, Toll Credit	\$0	\$0	\$0	\$0	
	2019	\$725,000	\$0	\$0	\$725,000	National Highway System, Toll Credit	\$0	\$0	\$0	\$0	
	2020	\$725,000	\$0	\$0	\$725,000	National Highway System, Toll Credit	\$0	\$0	\$0	\$0	
OTHER	2017	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	FTA 5307 Capital and Operating Program, Toll Credit
	2018	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	FTA 5307 Capital and Operating Program, Toll Credit
	2019	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	FTA 5307 Capital and Operating Program, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	FTA 5307 Capital and Operating Program, Toll Credit
		\$3,710,328	\$0	\$0	\$3,710,328		\$0	\$0	\$0	\$0	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-21

Project#: 10418T

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$902,552

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total: \$1,107,514

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

CORRIDOR SERVICE PATROL (Salem to Manchester)

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$103,200	\$0	\$0	\$103,200	National Highway System, Toll Credit	\$0	\$0	\$0	\$0	
OTHER	2017	\$0	\$0	\$0	\$0		\$100,000	\$0	\$0	\$100,000	National Highway System, Toll Credit
	2018	\$0	\$0	\$0	\$0		\$96,492	\$0	\$0	\$96,492	National Highway System, Toll Credit
	2019	\$0	\$0	\$0	\$0		\$99,580	\$0	\$0	\$99,580	National Highway System, Toll Credit
	2020	\$0	\$0	\$0	\$0		\$12,090	\$0	\$0	\$12,090	National Highway System, Toll Credit
		\$103,200	\$0	\$0	\$103,200		\$308,162	\$0	\$0	\$308,162	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-6

Project#: 14633P

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$1,509,816

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total: \$0

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

CTAP Phase 3; to fund eligible TOD and TDM planning projects within the CTAP RPC Regions.

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PLAN	2017	\$1,509,816	\$0	\$0	\$1,509,816	National Highway System, Toll Credit	\$0	\$0	\$0	\$0	Project Withdrawn
		\$1,509,816	\$0	\$0	\$1,509,816		\$0	\$0	\$0	\$0	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-34

Project#: 14633R

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$4,023,913

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total: \$0

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

DES Land Grant Program

Proposed Scope:

No Change

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
ROW	2017	\$1,266,068	\$0	\$316,517	\$1,582,584	National Highway System, Other	\$0	\$0	\$0	\$0	Project Withdrawn
	2018	\$679,681	\$0	\$169,920	\$849,601	National Highway System, Other	\$0	\$0	\$0	\$0	Project Withdrawn
	2019	\$1,273,382	\$0	\$318,346	\$1,591,728	National Highway System, Other	\$0	\$0	\$0	\$0	Project Withdrawn
		\$3,219,131	\$0	\$804,783	\$4,023,913		\$0	\$0	\$0	\$0	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-41

Project#: 14800A

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$49,772,025

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total: \$49,772,025

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List}

Proposed Scope:

MAINLINE, EXIT 1-Sta 1130 & NH38 (Salem), BRIDGES 073/063 & 077/063 Both Red List-DEBT SERV 13933D

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
CON	2017	\$852,087	\$0	\$563,013	\$1,415,100	National Highway System, RZED Subsidy, Toll Credit	\$852,087	\$0	\$563,013	\$1,415,100	No Change
	2018	\$852,759	\$0	\$560,448	\$1,413,207	National Highway System, RZED Subsidy, Toll Credit	\$852,759	\$0	\$560,448	\$1,413,207	No Change
	2019	\$852,759	\$0	\$560,448	\$1,413,207	National Highway System, RZED Subsidy, Toll Credit	\$852,759	\$0	\$560,448	\$1,413,207	No Change
	2020	\$2,486,558	\$0	\$560,448	\$3,047,006	National Highway System, RZED Subsidy, Toll Credit	\$2,486,558	\$0	\$560,448	\$3,047,006	No Change
		\$5,044,163	\$0	\$2,244,357	\$7,288,520		\$5,044,163	\$0	\$2,244,357	\$7,288,520	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: ATT

Project#: 14800H

PROJECT NAME: SALEM TO MANCHESTER

Existing Project Total: \$11,796,758

Amended Project#: No Change

ROUTE/ROAD: I-93

Proposed Project Total: \$11,796,758

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Final Design Services for PE & ROW

Proposed Scope:

Final Design Services for PE & ROW - Debt service for 10418V

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
PE	2017	\$1,304,653	\$0	\$0	\$1,304,653	National Highway System, Toll Credit	\$1,304,653	\$0	\$0	\$1,304,653	No Change
	2018	\$1,356,021	\$0	\$0	\$1,356,021	National Highway System, Toll Credit	\$1,356,021	\$0	\$0	\$1,356,021	No Change
	2019	\$1,399,323	\$0	\$0	\$1,399,323	National Highway System, Toll Credit	\$1,399,323	\$0	\$0	\$1,399,323	No Change
	2020	\$1,054,062	\$0	\$0	\$1,054,062	National Highway System, Toll Credit	\$1,054,062	\$0	\$0	\$1,054,062	No Change
ROW	2017	\$266,578	\$418,831	\$0	\$685,409	National Highway System, Non Participating, Toll Credit	\$266,578	\$418,831	\$0	\$685,409	No Change
	2018	\$277,074	\$0	\$0	\$277,074	National Highway System, Toll Credit	\$277,074	\$0	\$0	\$277,074	No Change
	2019	\$285,922	\$0	\$0	\$285,922	National Highway System, Toll Credit	\$285,922	\$0	\$0	\$285,922	No Change
	2020	\$215,375	\$0	\$0	\$215,375	National Highway System, Toll Credit	\$215,375	\$0	\$0	\$215,375	No Change
		\$6,159,006	\$418,831	\$0	\$6,577,837		\$6,159,006	\$418,831	\$0	\$6,577,837	

REGIONALLY SIGNIFICANT: N

MANAGED BY: DOT

CLEAN AIR ACT CODE: E-0

Project#: 40792

PROJECT NAME: STATEWIDE - STIC

Existing Project Total: \$0

Amended Project#: 40792

ROUTE/ROAD: Statewide

Proposed Project Total: \$275,000

EXISTING SCOPE, SCHEDULE, & FUNDING

AMENDED SCOPE, SCHEDULE, FUNDING

Approved Scope:

Final Design Services for PE & ROW

Proposed Scope:

2015 STIC Incentive for 1) Mobile Devices and 2) Design-Build documentation

Phase	FY	FEDERAL	STATE	OTHER	TOTAL	Funding Sources	FEDERAL	STATE	OTHER	TOTAL	Funding Sources
OTHER	2017	\$0	\$0	\$0	\$0		\$110,000	\$27,500	\$0	\$137,500	NHDOT Operating Budget, STP-State Flexible, Toll Credit, Other
		\$0	\$0	\$0	\$0		\$110,000	\$27,500	\$0	\$137,500	

REGIONALLY SIGNIFICANT: Y

MANAGED BY: DOT

CLEAN AIR ACT CODE: LMP

	2017					2018				
	Improvement Program					Improvement Program				
	*Federal Resources Available	State Resource Available	Local/Other Resource Available	Total Resource Available	Total Programmed Inflated	*Federal Resources Available	State Resource Available	Local/Other Resource Available	Total Resource Available	Total Programmed Inflated
FHWA (Federal-Aid with Match)										
Bridge Off System	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 5,401,612	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 3,720,000
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ 8,766	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 1,090,449	\$ -	\$ -	\$ -	\$ -	\$ 1,705,600
Congestion Mitigation and Air Quality Pr	\$ 10,260,480	\$ -	\$ 349,926	\$ 10,610,406	\$ 2,850,811	\$ 10,683,212	\$ -	\$ 265,710	\$ 10,948,922	\$ 4,479,823
Highway Safety Improvement Program (H	\$ 9,111,694	\$ -	\$ -	\$ 9,111,694	\$ 6,826,500	\$ 9,487,096	\$ -	\$ 42,002	\$ 9,529,098	\$ 9,594,672
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 1,698,399	\$ -	\$ -	\$ -	\$ -	\$ 1,136,052
National Highway Freight	\$ 4,475,320	\$ -	\$ -	\$ 4,475,320	\$ -	\$ 4,659,703	\$ -	\$ -	\$ 4,659,703	\$ -
National Highway System	\$ 90,637,503	\$ -	\$ 20,383	\$ 90,657,886	\$ 67,769,366	\$ 94,371,768	\$ -	\$ 292,404	\$ 94,664,172	\$ 49,549,093
NSTI National Summer Transportation Ins	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 30,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 30,000
RL - Rail Highway	\$ 1,150,000	\$ -	\$ -	\$ 1,150,000	\$ 1,044,000	\$ 1,197,380	\$ -	\$ -	\$ 1,197,380	\$ 1,044,000
Recreational Trails	\$ 1,260,649	\$ -	\$ 312,500	\$ 1,573,149	\$ 1,250,000	\$ 1,312,588	\$ -	\$ 312,500	\$ 1,625,088	\$ 1,250,000
Redistribution	\$ 553,516	\$ -	\$ -	\$ 553,516	\$ 68,911	\$ 576,321	\$ -	\$ -	\$ 576,321	\$ -
Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 2,851,613	\$ -	\$ -	\$ -	\$ -	\$ 443,003
TAP - Transportation Alternatives	\$ 2,623,489	\$ -	\$ 826,198	\$ 3,449,687	\$ 3,304,793	\$ 2,731,577	\$ -	\$ 638,400	\$ 3,369,977	\$ 2,553,600
Transportation and Community and Syste	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-S to 200K	\$ 7,545,578	\$ -	\$ 59,370	\$ 7,604,948	\$ 4,711,793	\$ 7,856,456	\$ -	\$ -	\$ 7,856,456	\$ 7,301,674
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 218,451	\$ -	\$ -	\$ -	\$ -	\$ 36,326
STP-Areas Over 200K	\$ 5,279,308	\$ -	\$ 573,524	\$ 5,852,832	\$ 2,623,283	\$ 5,496,815	\$ -	\$ 454,080	\$ 5,950,895	\$ 2,186,496
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 9,442,354	\$ -	\$ 201	\$ 9,442,555	\$ 6,043,439	\$ 9,831,379	\$ -	\$ -	\$ 9,831,379	\$ 8,788,246
STP-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 291,497	\$ 3,824,163	\$ -	\$ -	\$ 3,824,163	\$ -
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000
STP-State Flexible	\$ 16,081,533	\$ -	\$ 502,598	\$ 16,584,131	\$ 50,696,612	\$ 16,744,092	\$ -	\$ 578,785	\$ 17,322,877	\$ 48,392,692
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ (31,971,945)	\$ -	\$ -	\$ -	\$ -	\$ -
TIFIA	\$ -	\$ -	\$ 34,221,205.20	\$ 34,221,205	\$ 34,221,205.20	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 292,448	\$ -	\$ -	\$ 292,448	\$ 292,448	\$ 3,151,634	\$ -	\$ -	\$ 3,151,634	\$ 3,151,634
National Scenic Byways	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Earmarks	\$ 12,081,602	\$ -	\$ 509,148	\$ 12,590,749	\$ 12,590,749	\$ 3,079,763	\$ -	\$ 746,067	\$ 3,825,830	\$ 3,825,830
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
National Highway (NHPP) Exempt	\$ 2,480,907	\$ -	\$ -	\$ 2,480,907	\$ -	\$ 2,583,120	\$ -	\$ -	\$ 2,583,120	\$ -
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 33,770,723	\$ -	\$ -	\$ -	\$ -	\$ 30,260,823
Total	\$ 177,119,223	\$ -	\$ 38,300,053	\$ 215,419,275	\$ 208,088,476	\$ 177,757,067	\$ -	\$ 4,254,948	\$ 182,012,015	\$ 179,854,565
FY 2017 Estimated Obligational Limit**	\$ 159,902,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Funds Not Subject to Obligational Limit	\$ 15,004,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Adjusted Total	\$ 174,907,566	\$ -	\$ 38,300,053	\$ 213,207,618	\$ 208,088,476	\$ 177,757,067	\$ -	\$ 9,509,287	\$ 187,266,354	\$ 184,713,138
FTA (Federal-Aid with Match)***										
FTA5307	\$ 7,553,310	\$ -	\$ 4,169,768	\$ 11,723,078	\$ 8,487,154	\$ 7,795,016	\$ -	\$ 4,248,993	\$ 12,046,445	\$ 8,651,516
FTA5307_NHDOT	\$ 3,483,911	\$ -	\$ 696,782	\$ 4,180,693	\$ 4,111,390	\$ 3,595,396	\$ -	\$ 719,079	\$ 4,314,475	\$ 3,474,877
FTA5307_NHDOT (Prior Year Carry Over)	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5309 (Prior Year Carry Over)	\$ 600,000	\$ -	\$ 200,000	\$ 800,000	\$ 800,000	\$ 624,720	\$ -	\$ -	\$ 624,720	\$ -
FTA5310	\$ 2,004,646	\$ -	\$ 521,161	\$ 2,525,807	\$ 1,284,646	\$ 2,068,794	\$ -	\$ 542,676	\$ 2,611,470	\$ 1,370,705
FTA5311	\$ 8,232,148	\$ -	\$ 1,646,430	\$ 9,878,578	\$ 6,585,718	\$ 8,495,577	\$ -	\$ 1,699,115	\$ 10,194,692	\$ 6,796,462
FTA5339	\$ 2,178,164	\$ -	\$ 694,155	\$ 2,872,319	\$ 2,939,312	\$ 2,247,866	\$ -	\$ 640,360	\$ 2,893,143	\$ 2,597,499
Total	\$ 27,052,179	\$ -	\$ 7,928,296	\$ 34,980,475	\$ 27,208,221	\$ 24,827,369	\$ -	\$ 7,850,224	\$ 32,684,946	\$ 22,891,058
FHWA/FTA Total	\$ 201,959,745	\$ -	\$ 46,228,349	\$ 248,188,094	\$ 235,296,697	\$ 202,584,436	\$ -	\$ 17,359,511	\$ 219,951,300	\$ 207,604,196
Innovated Financing										
GARVEE Bond Funds ****	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
StateFund Sources										
Turnpike Capital	\$ -	\$ 27,459,446	\$ -	\$ 27,459,446	\$ 27,459,446	\$ -	\$ 28,684,611	\$ -	\$ 28,684,611	\$ 28,629,815
Turnpike Program	\$ -	\$ 28,084	\$ -	\$ 28,084	\$ 28,084	\$ -	\$ 28,320	\$ -	\$ 28,320	\$ 28,320
Turnpike Renewal & Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,917,043	\$ -	\$ 1,917,043	\$ 1,917,043
Total	\$ -	\$ 27,487,530	\$ -	\$ 27,487,530	\$ 27,487,530	\$ -	\$ 30,629,974	\$ -	\$ 30,629,974	\$ 30,575,177
SOURCES Total	\$ 201,959,745	\$ 27,487,530	\$ 46,228,349	\$ 275,675,623	\$ 262,784,227	\$ 202,584,436	\$ 30,629,974	\$ 17,359,511	\$ 250,581,275	\$ 238,179,374

* Federal Resources: Apportioned Funds from Status of Funds 4/19/2017

** Contrain Limits

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

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

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

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

*** FTA Current Year Available funds and prior grant funds.

**** Anticipated GARVEE Bonds

	2019					2020				
	Improvement Program					Improvement Program				
	Federal Resources Available	State Resource Available	Local/Other Resource Available	Total Resource Available	Total Programmed Inflated	Federal Resources Available	State Resource Available	Local/Other Resource Available	Total Resource Available	Total Programmed Inflated
FHWA (Federal-Aid with Match)										
Bridge Off System	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 5,366,379	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 3,777,377
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 1,808,842	\$ -	\$ -	\$ -	\$ -	\$ 3,302,299
Congestion Mitigation and Air Quality Progra	\$ 10,924,652	\$ -	\$ -	\$ 10,924,652	\$ 3,593,189	\$ 11,186,844	\$ -	\$ -	\$ 11,186,844	\$ -
Highway Safety Improvement Program (HSIP)	\$ 9,701,504	\$ -	\$ -	\$ 9,701,504	\$ 8,740,936	\$ 9,934,340	\$ -	\$ -	\$ 9,934,340	\$ 8,918,173
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 4,765,012	\$ -	\$ -	\$ 4,765,012	\$ -	\$ 4,879,373	\$ -	\$ -	\$ 4,879,373	\$ -
National Highway System	\$ 96,504,570	\$ -	\$ -	\$ 96,504,570	\$ 33,854,941	\$ 98,820,680	\$ -	\$ -	\$ 98,820,680	\$ 30,846,251
NSTI National Summer Transportation Institu	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 30,000
RL - Rail Highway	\$ 1,224,441	\$ -	\$ -	\$ 1,224,441	\$ 1,044,000	\$ 1,253,827	\$ -	\$ -	\$ 1,253,827	\$ 1,044,000
Recreational Trails	\$ 1,350,019	\$ -	\$ 312,500	\$ 1,662,519	\$ 1,250,000	\$ 1,382,420	\$ -	\$ 312,500	\$ 1,694,920	\$ 1,250,000
Redistribution	\$ 589,346	\$ -	\$ -	\$ 589,346	\$ -	\$ 603,490	\$ -	\$ -	\$ 603,490	\$ -
Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TAP - Transportation Alternatives	\$ 2,793,310	\$ -	\$ 638,420	\$ 3,431,730	\$ 2,553,680	\$ 2,860,350	\$ -	\$ 638,420	\$ 3,498,770	\$ 2,553,680
Transportation and Community and System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-S to 200K	\$ 8,034,012	\$ -	\$ 603,336	\$ 8,637,348	\$ 4,756,411	\$ 8,226,828	\$ -	\$ 525,680	\$ 8,752,508	\$ 4,331,897
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 3,028,928	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 5,621,044	\$ -	\$ 532,512	\$ 6,153,556	\$ 3,913,209	\$ 5,755,949	\$ -	\$ 54,955	\$ 5,810,904	\$ 6,628,072
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 10,053,568	\$ -	\$ -	\$ 10,053,568	\$ 7,634,746	\$ 10,294,854	\$ -	\$ -	\$ 10,294,854	\$ 2,499,572
STP-Off System Bridge	\$ 3,910,589	\$ -	\$ -	\$ 3,910,589	\$ -	\$ 4,004,443	\$ -	\$ -	\$ 4,004,443	\$ 74,862
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000
STP-State Flexible	\$ 17,974,294	\$ -	\$ 727,570	\$ 18,701,864	\$ 62,110,814	\$ 18,405,677	\$ -	\$ 200,000	\$ 18,605,677	\$ 78,302,696
TIFIA	\$ -	\$ -	\$ 5,423,939.32	\$ 5,423,939	\$ 5,423,939	\$ -	\$ -	\$ 5,597,505	\$ 5,597,505	\$ 5,597,505
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants (Maine)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Scenic Byways	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
National Highway (NHPP) Exempt	\$ 2,641,499	\$ -	\$ -	\$ 2,641,499	\$ -	\$ 2,704,895	\$ -	\$ -	\$ 2,704,895	\$ -
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 30,005,231	\$ -	\$ -	\$ -	\$ -	\$ 32,043,598
Total	\$ 176,257,860	\$ -	\$ 9,163,278	\$ 185,421,138	\$ 175,520,245	\$ 180,483,969	\$ -	\$ 8,254,060	\$ 188,738,029	\$ 181,604,982
FY 2017 Estimated Obligational Limit**	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Funds Not Subject to Obligational Limit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ADJUSTED AVAILABLE Total	\$ 176,257,860	\$ -	\$ 9,163,278	\$ 185,421,138	\$ 175,520,245	\$ 180,483,969	\$ -	\$ 8,254,060	\$ 188,738,029	\$ 181,604,982
FTA (Federal-Aid with Match)										
FTAS307	\$ 8,044,456	\$ -	\$ 4,427,331	\$ 12,471,787	\$ 7,638,931	\$ 8,301,879	\$ -	\$ 4,555,004	\$ 12,856,883	\$ 7,645,869
FTAS307_NHDOT	\$ 3,710,449	\$ -	\$ 742,090	\$ 4,452,539	\$ 3,586,073	\$ 3,829,183	\$ -	\$ 765,837	\$ 4,595,020	\$ 3,700,827
FTAS309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTAS310	\$ 2,134,996	\$ -	\$ 560,042	\$ 2,695,038	\$ 1,440,168	\$ 2,203,316	\$ -	\$ 577,963	\$ 2,781,279	\$ 1,511,852
FTAS311	\$ 8,767,436	\$ -	\$ 1,753,487	\$ 10,520,923	\$ 7,013,949	\$ 9,047,994	\$ -	\$ 1,809,599	\$ 10,857,593	\$ 7,238,395
FTAS339	\$ 2,319,797	\$ -	\$ 658,737	\$ 2,978,534	\$ 2,656,656	\$ 2,394,030	\$ -	\$ 679,526	\$ 3,073,556	\$ 2,738,371
Total	\$ 24,977,134	\$ -	\$ 8,141,687	\$ 33,118,821	\$ 22,335,777	\$ 25,776,402	\$ -	\$ 8,387,928	\$ 34,167,094	\$ 22,835,315
FHWA/FTA Total	\$ 201,234,994	\$ -	\$ 17,304,965	\$ 218,539,959	\$ 197,856,023	\$ 206,260,371	\$ -	\$ 16,641,989	\$ 222,905,124	\$ 204,440,297
Innovated Financing										
GARVEE Bond Funds ****	\$ -	\$ 20,661,466	\$ -	\$ 20,661,466	\$ 20,661,466	\$ -	\$ 24,976,057	\$ -	\$ 24,976,057	\$ 24,976,057
Total	\$ -	\$ 20,661,466	\$ -	\$ 20,661,466	\$ 20,661,466	\$ -	\$ 24,976,057	\$ -	\$ 24,976,057	\$ 24,976,057
State Fund Sources										
Turnpike Capital	\$ -	\$ 27,382,864	\$ -	\$ 27,382,864	\$ 27,382,864	\$ -	\$ 34,880,120	\$ -	\$ 34,880,120	\$ 34,721,849
Turnpike Program	\$ -	\$ 2,388	\$ -	\$ 2,388	\$ 2,388	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Repl.	\$ -	\$ 6,154,987	\$ -	\$ 6,154,987	\$ 6,154,987	\$ -	\$ 4,389,649	\$ -	\$ 4,389,649	\$ 4,389,649
Total	\$ -	\$ 33,540,239	\$ -	\$ 33,540,239	\$ 33,540,239	\$ -	\$ 39,269,768	\$ -	\$ 39,269,768	\$ 39,111,497
ALL SOURCES Total	\$ 201,234,994	\$ 54,201,704	\$ 17,304,965	\$ 272,741,663	\$ 252,057,727	\$ 206,260,371	\$ 52,200,516	\$ 16,641,989	\$ 275,105,640	\$ 256,482,542

* Federal Resources: Apportioned Funds from Status of Funds

** Constraint Limits

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

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

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

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

*** FTA Current Year Available funds and prior grant funds.

**** Anticipated GARVEE Bonds