

RPC Transportation Advisory Committee
December 5, 2019
9:00-11:00 AM
RPC Offices
156 Water Street, Exeter
(Directions on reverse)

Paper copies of the attachments will be available at the meeting

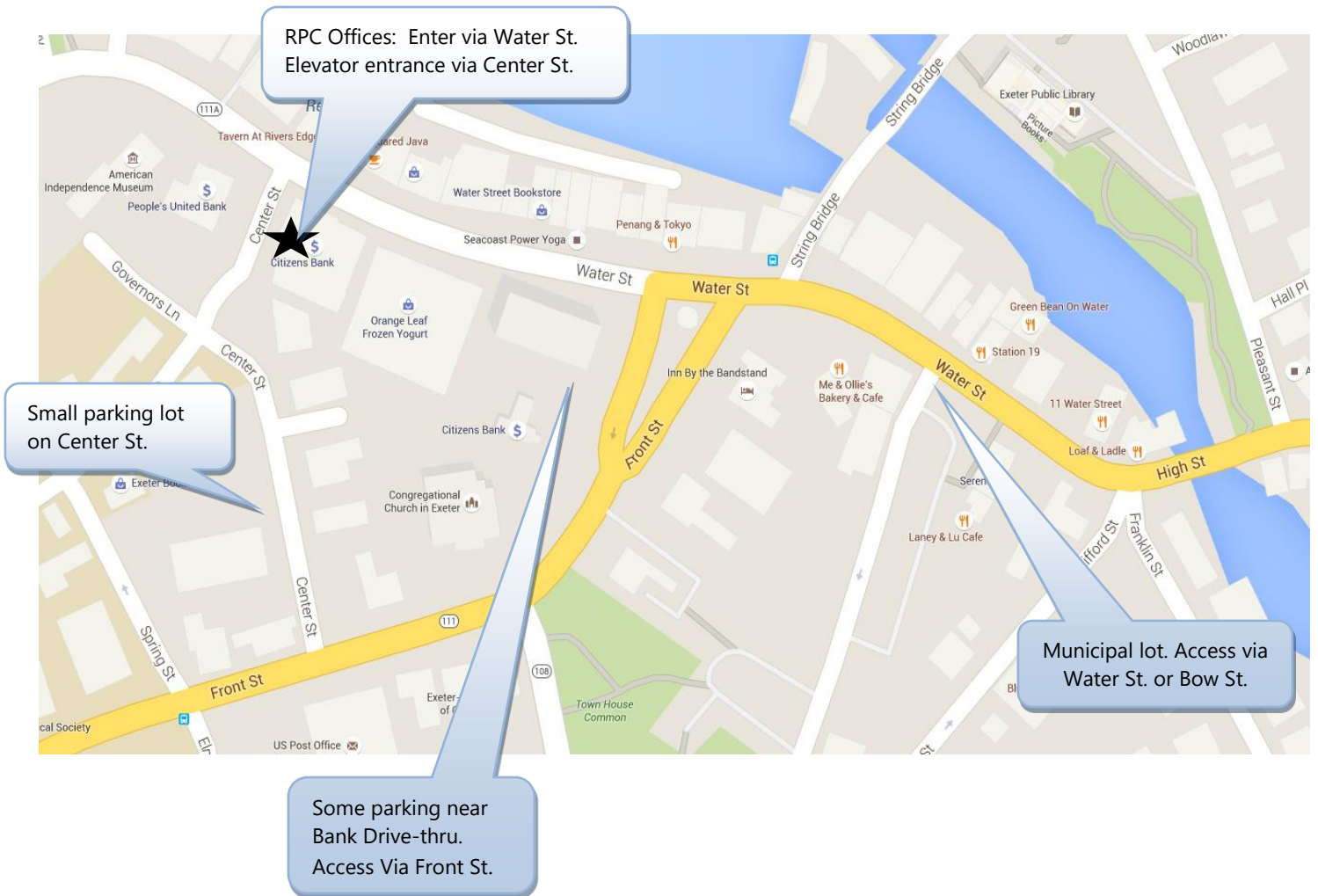
1. Introductions
2. Minutes of 9/26/19 TAC meeting (**Attachment #1**) — *[motion to approve]*
3. 2019 TIP Amendment #2 (**Attachment #2**) – Dave Walker — *[motion to approve]*
4. GACIT Ten Year Plan Hearings wrap-up – Dave Walker/Scott Bogle
5. Route 33 Congestion Analysis – Christian Matthews
6. Project Updates (handout to be distributed at meeting)

TAC MEETING SCHEDULE For 2020 (Next meeting highlighted)

January 23rd	May 28 th	September 24 th
February 27 th	June 25 th	October 22 nd
March 26 th	July 23 rd	December 3 rd
April 23 rd	August 27 th	

*****Off Schedule*****

There is **two hour on-street parking** along Water Street and Center Street. There is also long term parking in the lot on Center Street, by the Citizens Bank Drive-thru (Non-numbered spaces), and in the municipal lot behind the Town Offices. Handicapped parking spaces are available on the bottom floor of the parking structure adjacent to the RPC office as well as on Water Street in front of the RPC office.



**Transportation Advisory Committee
Rockingham Planning Commission**

**September 26, 2019
RPC Conference Room, Exeter NH**

Members Present: R. McDermott, Chairman (Hampton Falls); T. Moore (Plaistow); T. Austin (Stratham); K. Makinen (Salem); D. Sharples (Exeter); L. St John (NHDOT); E. Strachan (NHDES)

Staff: D. Walker (Assistant Director); S. Bogle (Sr. Transportation Planner); A. Pettengill (Business Manager)

- 1. Chairman McDermott convened the meeting at 9 a.m.**
- 2. Minutes of June 27, 2019**

*Sharples moved to approve the Minutes of June 27, 2019 as presented; Austin seconded. **SO VOTED.***

- 3. CMAQ Project Prioritization- S. Bogle, RPC**

Bogle noted that September 6th was the deadline for submittal of CMAQ letters of interest. The pool of funds for CMAQ projects is \$13.5 million. The RPC region received 12 letters and 4 full proposals, plus 3 from outside the RPC region that could impact our region. Bogle reviewed some of the projects and noted that NHDOT is reviewing all projects for eligibility. The RPC will complete its air quality analysis and then will prioritize the projects.

*Moore moved to endorse all projects submitted; Sharples seconded. Discussion followed on why the TAC is endorsing the projects since it is not required. General consensus was the vote was an endorsement of the projects, generally stating this Committee likes all the projects and is not a prioritization. **SO VOTED.***

- 4. GACIT Ten Year Plan Hearings – D.Walker, RPC**

Walker stated that the GACIT Hearing process has started. The last hearing was well attended by public and legislature as well. The RPC role in the 10 year plan is to give recommendations and prioritization of projects and we did recommend six projects. He encouraged attendance at GACIT Hearings.

5. NHDES Clean Diesel Grant Program – Liz Strachan, NHDES

Strachan explained the Clean Diesel grant program is funded by EPA through the Diesel Emissions Reduction Act (DERA). The program is managed by the Air Resources/Technical Services Bureau of NHDES. The goal of this grant program is to reduce the emissions from older diesel engines in the state. Projects eligible for funding include idle reduction technologies, engine replacement, vehicle and equipment replacement, exhaust controls, and aerodynamic technologies. Grant funding is available with a required match by the grantee; the match requirement depends on the project. She stated there is \$700k to spend on replacement, upgrades, or retrofits. All the old engines are destroyed. Applications are open from October 1 through mid-November and awards will be made in December. Discussion followed.

6. East Coast Greenway Update – S. Bogle, RPC

Bogle stated that an agreement has been made between NHDOT & PanAm to purchase the remaining 9.6 mile segment of the Hampton Branch from Hampton to Portsmouth. He explained that a CMAQ construction piece will be a stonedust trail and NHDOT has assigned preliminary design to a consulting firm and a separate contract to a consultant for environmental review. No concrete dates are set for construction to begin as yet, however it will take 18-24 months for the environmental permitting and then the target is another 20-22 months for construction. Multiple meetings will be held along the way for municipal officials and public comment through the design and planning process.

7. **Project Updates:** Bogle noted there is a public input survey available at NHPed/BikePlan.com in conjunction with the preparation of the Statewide Pedestrian/Bicycle Transportation Plan, and public meetings being held as well.

St. John noted there is an online survey for the Draft Transportation Plan and NHDOT encourages towns to participate and engage in the process. McDermott asked Walker to email this survey link to TAC & Policy members.

Meeting adjourned at 10:05 a.m.

Respectfully submitted,
Annette Pettengill, Recording Secretary

MEMORANDUM

To: MPO Transportation Advisory Committee

From: Dave Walker, Assistant Director

Date: 11/20/2019

RE: 2019 TIP Amendment #2

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

Analysis

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

Table 1 on the following page provides a brief overview of the changes to each project, as well as the general reasoning for that change. There are two cost columns included. The first shows the net change in funding during the TIP years (2019-2022) while the second shows how the total project cost has changed, including years before and after the current TIP. Attached is the full report that provides the cost and schedule details of each project and compares the existing status with the changes proposed in Amendment #2. The report also includes statewide fiscal constraint documentation for the revision.

Recommendation

Based on the information provided regarding the movement of projects in time, and changes in scope and cost, staff concludes that:

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

Proposed Motion:

Recommend that the MPO approve of the project changes identified in TIP Amendment #2.

TABLE 1: AMENDMENT SUMMARY

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



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

EPPING

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

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

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

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

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

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

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

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

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

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

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

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

HAMPTON

Project Number:
42573

Project Route/Location:
US Route 1

PENDING

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

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

NEWFIELDS - NEWMARKET

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

APPROVED

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

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

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

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

PENDING

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

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

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

NEWINGTON - DOVER

Project Number: **11238S** Project Route/Location: **SPAULDING TURNPIKE / LITTLE BAY BRIDGES** **APPROVED**

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
CON	\$0	\$12,740,000	\$13,405,120	\$6,890,232	\$0	\$33,035,352	\$0	\$33,035,352	Turnpike Capital
	\$0	\$12,740,000	\$13,405,120	\$6,890,232	\$0	\$33,035,352	\$0	\$33,035,352	

Regionally Significant: Y CAA Code: E-19 Total Project Cost: \$33,035,352

Project Number: **11238S** Project Route/Location: **SPAULDING TURNPIKE / LITTLE BAY BRIDGES** **PENDING**

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

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
CON	\$0	\$0	\$0	\$14,388,114	\$0	\$14,388,114	\$0	\$14,388,114	Turnpike Capital
	\$0	\$0	\$0	\$14,388,114	\$0	\$14,388,114	\$0	\$14,388,114	

Regionally Significant: Y CAA Code: E-19 Total Project Cost: \$32,643,977

PROGRAM

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

APPROVED

Scope: Maintenance and preservation efforts for High Investment Bridges

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

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

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

PENDING

Scope: Maintenance and preservation efforts for High Investment Bridges

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

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

PROGRAM

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

APPROVED

Scope: Rehab of Tier 2 roads.

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

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

PENDING

Scope: Rehab of Tier 2 roads.

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

SEABROOK

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

APPROVED

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

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

Regionally Significant: N

CAA Code: N/E

Total Project Cost: \$2,824,351

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

PENDING

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

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

Regionally Significant: N

CAA Code: N/E

Total Project Cost: \$2,968,081

STATEWIDE

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

APPROVED

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

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

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

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

PENDING

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

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

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

FUNDING SOURCES	2019					2020				
	Federal Resources (1) Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated	Federal Resources (1) Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated
FHWA (Federal-Aid)										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 244,399	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 15,580,728	\$ -	\$ 462,831	\$ 16,043,559	\$ 8,667,277	\$ 16,016,988	\$ 392,832	\$ 1,515,042	\$ 17,924,862	\$ 7,679,933
Highway Safety Improvement Program (HSIP)	\$ 13,513,852	\$ -	\$ 137,349	\$ 13,651,201	\$ 11,085,640	\$ 13,892,240	\$ -	\$ 96,649	\$ 13,988,889	\$ 10,875,570
National Highway System & Freight	\$ 73,481,357	\$ -	\$ 60,200	\$ 73,541,557	\$ 61,882,400	\$ 75,538,835	\$ -	\$ -	\$ 75,538,835	\$ 64,978,762
OP Mot Veh/Intox	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -	\$ 344,513	\$ -	\$ -	\$ 344,513	\$ -
Research Devt and Tec	\$ 1,382,094	\$ -	\$ -	\$ 1,382,094	\$ -	\$ 1,420,793	\$ -	\$ -	\$ 1,420,793	\$ -
Recreational Trails	\$ 3,584,031	\$ -	\$ 312,500	\$ 3,896,531	\$ 1,562,500	\$ 3,684,384	\$ -	\$ 312,500	\$ 3,996,884	\$ 1,562,500
Redistribution	\$ 1,597,248	\$ -	\$ -	\$ 1,597,248	\$ -	\$ 1,641,971	\$ -	\$ -	\$ 1,641,971	\$ -
RL - Rail Highway	\$ 5,070,692	\$ -	\$ -	\$ 5,070,692	\$ 1,194,646	\$ 5,212,671	\$ -	\$ -	\$ 5,212,671	\$ 1,185,000
Safe Routes to School	\$ 588,392	\$ -	\$ -	\$ 588,392	\$ 793,633	\$ 604,867	\$ -	\$ -	\$ 604,867	\$ -
STP-5 to 200K	\$ 8,205,751	\$ -	\$ 174,000	\$ 8,379,751	\$ 6,079,392	\$ 8,435,512	\$ -	\$ 29,740	\$ 8,465,252	\$ 8,960,211
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 5,998,986	\$ -	\$ 530,000	\$ 6,528,986	\$ 2,258,690	\$ 6,166,958	\$ -	\$ 500,000	\$ 6,666,958	\$ 9,048,926
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ 95,000	\$ -	\$ -	\$ 95,000	\$ 95,000
STP-Enhancement	\$ 212,612	\$ -	\$ 36,089	\$ 248,701	\$ 180,447	\$ 218,565	\$ -	\$ -	\$ 218,565	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 10,268,477	\$ -	\$ 15,000	\$ 10,283,477	\$ 10,321,670	\$ 10,555,994	\$ -	\$ 19,234	\$ 10,575,228	\$ 10,067,427
STP-Off System Bridge	\$ 10,501,549	\$ -	\$ -	\$ 10,501,549	\$ 440,000	\$ 10,795,592	\$ -	\$ -	\$ 10,795,592	\$ 918,500
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 200,000	\$ 64,294	\$ -	\$ -	\$ 64,294	\$ 120,000
STP-State Flexible	\$ 52,930,628	\$ -	\$ 1,566,068	\$ 54,496,696	\$ 74,163,913	\$ 54,412,686	\$ -	\$ 3,375,247	\$ 57,787,933	\$ 76,909,507
TAP - Transportation Alternatives	\$ 6,628,627	\$ -	\$ 846,627	\$ 7,475,254	\$ 4,233,134	\$ 6,814,229	\$ -	\$ 815,474	\$ 7,629,703	\$ 4,077,370
GRAND TOTAL	\$ 209,942,696	\$ -	\$ 4,140,664	\$ 214,083,360	\$ 183,402,741	\$ 215,916,092	\$ 392,832	\$ 6,663,886	\$ 222,972,810	\$ 196,478,706
ADJUSTMENTS										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,510,616	\$ -	\$ -	\$ 2,510,616	\$ -
Highway Infra Bridge Replace	\$ 4,420,000	\$ -	\$ -	\$ 4,420,000	\$ -	\$ 5,170,000	\$ -	\$ -	\$ 5,170,000	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment ⁽²⁾ (Total Resource- FAST ACT Apportionment)	\$ (35,364,512)	\$ -	\$ -	\$ (35,364,512)	\$ -	\$ (33,903,214)	\$ -	\$ -	\$ (33,903,214)	\$ -
ADJUSTED TOTAL	\$ 181,510,483	\$ -	\$ 4,140,664	\$ 185,651,147	\$ 183,402,741	\$ 189,693,494	\$ 392,832	\$ 6,663,886	\$ 196,750,212	\$ 196,478,706
FHWA (Other Funds)										
TIFIA	\$ -	\$ 13,728,870	\$ -	\$ 13,728,870	\$ 13,728,870	\$ -	\$ 4,490,558	\$ -	\$ 4,490,558	\$ 4,490,558
STP-Old App Codes (Q,H & L)	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -
FAST Lane Grant	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 1,220,580	\$ 244,116	\$ 61,029	\$ 1,525,725	\$ 1,525,725	\$ 1,971,200	\$ 52,800	\$ -	\$ 2,024,000	\$ 2,024,000
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 45,000	\$ -	\$ -	\$ 45,000	\$ 45,000
FHWA Earmarks	\$ 1,116,383	\$ 188,808	\$ 74,413	\$ 1,379,604	\$ 1,379,604	\$ 450,809	\$ 30,879	\$ 81,823	\$ 563,511	\$ 563,511
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 619,600	\$ 25,000	\$ 129,900	\$ 774,500	\$ 774,500	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
GRAND TOTAL	\$ 8,769,811	\$ 14,186,794	\$ 265,342	\$ 23,221,947	\$ 22,578,699	\$ 3,360,257	\$ 4,599,237	\$ 81,823	\$ 8,041,317	\$ 7,398,069
All FHWA FUNDS TOTAL	\$ 190,280,294	\$ 14,186,794	\$ 4,406,006	\$ 208,873,094	\$ 205,981,440	\$ 193,053,751	\$ 4,992,069	\$ 6,745,709	\$ 204,791,529	\$ 203,876,775
FTA (Federal-Aid with Match)⁽³⁾										
FTA5307	\$ 6,086,655	\$ -	\$ 194,800	\$ 6,281,455	\$ 521,246	\$ 6,208,388	\$ 50,277	\$ -	\$ 6,258,665	\$ 257,794
FTA5307_NHDOT	\$ 2,822,625	\$ -	\$ 293,706	\$ 3,116,331	\$ 3,556,817	\$ 2,879,077	\$ 735,664	\$ -	\$ 3,614,741	\$ 3,678,319
FTA5310 (includes future STP-Flex transfers)	\$ 1,828,400	\$ -	\$ -	\$ 1,828,400	\$ 668,532	\$ 1,848,968	\$ -	\$ 270,510	\$ 2,119,478	\$ 1,352,549
FTA5311	\$ 4,551,832	\$ -	\$ 4,421,634	\$ 8,973,466	\$ 8,843,270	\$ 4,642,869	\$ -	\$ 4,380,931	\$ 9,023,800	\$ 8,761,862
FTA5339	\$ 6,109,952	\$ 171,977	\$ 1,443,110	\$ 7,725,039	\$ 8,088,860	\$ 4,201,352	\$ 543,776	\$ 543,776	\$ 5,288,904	\$ 5,437,759
Prior Year Carry Over	\$ 2,083,551	\$ -	\$ -	\$ 2,083,551	\$ -	\$ 1,945,632	\$ -	\$ -	\$ 1,945,632	\$ -
GRAND TOTAL	\$ 23,483,015	\$ 171,977	\$ 6,353,250	\$ 30,008,242	\$ 21,678,725	\$ 21,726,286	\$ 1,329,717	\$ 5,195,217	\$ 28,251,220	\$ 19,488,283
FHWA/FTA FUNDS TOTAL	\$ 213,763,309	\$ 14,358,771	\$ 10,759,256	\$ 238,881,336	\$ 227,660,165	\$ 214,780,037	\$ 6,321,786	\$ 11,940,926	\$ 233,042,749	\$ 223,365,058
INNOVATIVE FINANCING										
GARVEE Bond Future Funds (Est)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,256,400	\$ -	\$ 21,256,400	\$ 21,256,400
TIGER Grants	\$ -	\$ 4,400,000	\$ -	\$ 4,400,000	\$ 4,400,000	\$ -	\$ -	\$ -	\$ -	\$ -
State Fund Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Capital	\$ -	\$ 26,297,250	\$ -	\$ 26,297,250	\$ 26,297,250	\$ -	\$ 34,254,517	\$ -	\$ 34,254,517	\$ 34,254,517
Turnpike Program	\$ -	\$ 2,242	\$ -	\$ 2,242	\$ 2,242	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 6,132,850	\$ -	\$ 6,132,850	\$ 6,132,850	\$ -	\$ 12,010,000	\$ -	\$ 12,010,000	\$ 12,010,000
GRAND TOTAL	\$ -	\$ 36,832,342	\$ -	\$ 36,832,342	\$ 36,832,342	\$ -	\$ 67,520,917	\$ -	\$ 67,520,917	\$ 67,520,917
ALL FUNDING SOURCES TOTAL	\$ 213,763,309	\$ 51,191,113	\$ 10,759,256	\$ 275,713,678	\$ 264,492,507	\$ 214,780,037	\$ 73,842,703	\$ 11,940,926	\$ 300,563,666	\$ 290,885,975

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

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

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

**Constraint Limits

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

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

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

FUNDING SOURCES	2021					2022				
	Federal Resources (1) Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated	Federal Resources (1) Available	State Resources Available	Local/Other Resources Available	Total Resources Available	Total Programmed Inflated
FHWA (Federal-Aid)										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 2,313,631	\$ -	\$ -	\$ -	\$ -	\$ 121,657
Congestion Mitigation and Air Quality Program	\$ 16,016,988	\$ -	\$ 1,196,396	\$ 17,213,384	\$ 7,642,296	\$ 16,016,988	\$ -	\$ -	\$ 16,016,988	\$ 787,185
Highway Safety Improvement Program (HSIP)	\$ 13,892,240	\$ -	\$ -	\$ 13,892,240	\$ 9,909,081	\$ 13,892,240	\$ 24,442	\$ -	\$ 13,916,682	\$ 9,909,081
National Highway System & Freight	\$ 75,538,835	\$ -	\$ -	\$ 75,538,835	\$ 76,157,693	\$ 75,538,835	\$ -	\$ -	\$ 75,538,835	\$ 51,256,628
OP Mot Veh/Intox	\$ 344,513	\$ -	\$ -	\$ 344,513	\$ -	\$ 344,513	\$ 18,248	\$ -	\$ 362,761	\$ -
Research Devt and Tec	\$ 1,420,793	\$ 5,932	\$ -	\$ 1,426,725	\$ -	\$ 1,420,793	\$ -	\$ 312,500	\$ 1,733,293	\$ -
Recreational Trails	\$ 3,684,384	\$ -	\$ 312,500	\$ 3,996,884	\$ 1,562,500	\$ 3,684,384	\$ -	\$ -	\$ 3,684,384	\$ 1,562,500
Redistribution	\$ 1,641,971	\$ -	\$ -	\$ 1,641,971	\$ -	\$ 1,641,971	\$ -	\$ -	\$ 1,641,971	\$ -
RL - Rail Highway	\$ 5,212,671	\$ -	\$ -	\$ 5,212,671	\$ 1,185,000	\$ 5,212,671	\$ -	\$ -	\$ 5,212,671	\$ 1,185,000
Safe Routes to School	\$ 604,867	\$ -	\$ -	\$ 604,867	\$ -	\$ 604,867	\$ -	\$ -	\$ 604,867	\$ -
STP-5 to 200K	\$ 8,435,512	\$ -	\$ 36,093	\$ 8,471,605	\$ 14,777,168	\$ 8,435,512	\$ -	\$ 115,992	\$ 8,551,504	\$ 9,090,089
STP-Areas Less Than 200K	\$ -	\$ -	\$ 307,650	\$ 307,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 6,166,958	\$ -	\$ -	\$ 6,166,958	\$ 6,224,408	\$ 6,166,958	\$ -	\$ -	\$ 6,166,958	\$ -
STP-DBE	\$ 95,000	\$ -	\$ -	\$ 95,000	\$ 95,000	\$ 95,000	\$ -	\$ -	\$ 95,000	\$ 95,000
STP-Enhancement	\$ 218,565	\$ -	\$ -	\$ 218,565	\$ -	\$ 218,565	\$ -	\$ -	\$ 218,565	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 10,555,994	\$ -	\$ 306,021	\$ 10,862,015	\$ 4,138,015	\$ 10,555,994	\$ -	\$ -	\$ 10,555,994	\$ 28,365,880
STP-Off System Bridge	\$ 10,795,592	\$ -	\$ -	\$ 10,795,592	\$ 1,017,720	\$ 10,795,592	\$ -	\$ -	\$ 10,795,592	\$ -
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 64,294	\$ -	\$ -	\$ 64,294	\$ -	\$ 64,294	\$ -	\$ 1,125,000	\$ 1,189,294	\$ 340,000
STP-State Flexible	\$ 54,412,686	\$ -	\$ 1,161,303	\$ 55,573,989	\$ 71,098,094	\$ 54,412,686	\$ -	\$ 638,400	\$ 55,051,086	\$ 73,645,144
TAP - Transportation Alternatives	\$ 6,814,229	\$ -	\$ 946,954	\$ 7,761,183	\$ 4,865,322	\$ 6,814,229	\$ -	\$ -	\$ 6,814,229	\$ 4,091,161
GRAND TOTAL	\$ 215,916,092	\$ 5,932	\$ 4,266,916	\$ 220,188,940	\$ 200,985,928	\$ 215,916,092	\$ 42,690	\$ 2,191,892	\$ 218,150,674	\$ 180,449,325
ADJUSTMENTS										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -
Highway Infra Bridge Replace	\$ 12,700,000	\$ -	\$ -	\$ 12,700,000	\$ -	\$ 4,240,000	\$ -	\$ -	\$ 4,240,000	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment ⁽²⁾ (Total Resource- FAST ACT Apportionment)	\$ (33,903,214)	\$ -	\$ -	\$ (33,903,214)	\$ -	\$ (33,903,214)	\$ -	\$ -	\$ (33,903,214)	\$ -
ADJUSTED TOTAL	\$ 197,225,177	\$ 5,932	\$ 4,266,916	\$ 201,498,025	\$ 200,985,928	\$ 188,765,177	\$ 42,690	\$ 2,191,892	\$ 190,999,759	\$ 180,449,325
FHWA (Other Funds)										
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Old App Codes (Q,H & L)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FAST Lane Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -	\$ 643,248	\$ -	\$ -	\$ 643,248	\$ -
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
FHWA Earmarks	\$ 668,369	\$ -	\$ 167,092	\$ 835,461	\$ 835,461	\$ 3,055,935	\$ -	\$ 763,984	\$ 3,819,919	\$ 3,819,919
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
GRAND TOTAL	\$ 1,581,617	\$ 25,000	\$ 167,092	\$ 1,773,709	\$ 1,130,461	\$ 3,969,183	\$ 25,000	\$ 763,984	\$ 4,758,167	\$ 4,114,919
All FHWA FUNDS TOTAL	\$ 198,806,794	\$ 30,932	\$ 4,434,008	\$ 203,271,734	\$ 202,116,389	\$ 192,734,360	\$ 67,690	\$ 2,955,876	\$ 195,757,926	\$ 184,564,244
FTA (Federal-Aid with Match)⁽³⁾										
FTA5307	\$ 6,332,556	\$ -	\$ -	\$ 6,332,556	\$ -	\$ 6,459,207	\$ -	\$ -	\$ 6,459,207	\$ -
FTA5307_NHDOT	\$ 2,936,659	\$ 750,250	\$ -	\$ 3,686,909	\$ 3,751,252	\$ 2,995,392	\$ 765,129	\$ -	\$ 3,760,521	\$ 3,825,643
FTA5310 (includes future STP-Flex transfers)	\$ 1,869,947	\$ -	\$ 279,920	\$ 2,149,867	\$ 1,399,560	\$ 1,891,346	\$ -	\$ 289,518	\$ 2,180,864	\$ 1,447,592
FTA5311	\$ 4,735,726	\$ -	\$ 4,468,550	\$ 9,204,276	\$ 8,937,099	\$ 4,830,440	\$ -	\$ 4,557,921	\$ 9,388,361	\$ 9,115,841
FTA5339	\$ 4,285,379	\$ 554,651	\$ 554,651	\$ 5,394,681	\$ 5,546,514	\$ 4,371,087	\$ 565,745	\$ 565,745	\$ 5,502,577	\$ 5,657,444
Prior Year Carry Over	\$ 1,945,632	\$ -	\$ -	\$ 1,945,632	\$ -	\$ 1,945,632	\$ -	\$ -	\$ 1,945,632	\$ -
GRAND TOTAL	\$ 22,105,899	\$ 1,304,901	\$ 5,303,121	\$ 28,713,921	\$ 19,634,425	\$ 22,493,104	\$ 1,330,874	\$ 5,413,184	\$ 29,237,162	\$ 20,046,520
FHWA/FTA FUNDS TOTAL	\$ 220,912,693	\$ 1,335,833	\$ 9,737,129	\$ 231,985,655	\$ 221,750,814	\$ 215,227,464	\$ 1,398,564	\$ 8,369,060	\$ 224,995,088	\$ 204,610,764
INNOVATIVE FINANCING										
GARVEE Bond Future Funds (Est)	\$ -	\$ 14,893,488	\$ -	\$ 14,893,488	\$ 14,839,488	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Fund Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Capital	\$ -	\$ 50,298,153	\$ -	\$ 50,298,153	\$ 50,298,153	\$ -	\$ 30,980,260	\$ -	\$ 30,980,260	\$ 30,980,260
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 10,300,000	\$ -	\$ 10,300,000	\$ 10,300,000	\$ -	\$ 714,157	\$ -	\$ 714,157	\$ 714,157
GRAND TOTAL	\$ -	\$ 75,491,641	\$ -	\$ 75,491,641	\$ 75,437,641	\$ -	\$ 31,694,417	\$ -	\$ 31,694,417	\$ 31,694,417
ALL FUNDING SOURCES TOTAL	\$ 220,912,693	\$ 76,827,474	\$ 9,737,129	\$ 307,477,296	\$ 297,188,455	\$ 215,227,464	\$ 33,092,981	\$ 8,369,060	\$ 256,689,505	\$ 236,305,181

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

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

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

**Constraint Limits

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

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