

July 17, 2019

Peter Stamnas  
Director of Project Development  
NH Department of Transportation  
P.O. Box 483  
Concord, NH 03302-0483

**RE: RPC MPO Approval of FY 2019-2022 TIP Amendment #1**

Dear Mr. Stamnas,

This letter is to inform you that on July 10, 2019, the Rockingham Planning Commission Executive Committee, meeting as the MPO Executive Committee, approved Amendment #1 to the 2019-2022 Transportation Improvement Program (TIP). The Amendment was approved following appropriate public notice, a 30-day comment period, and public hearing as required in our Prospectus. The public notice and project information can be found at the RPC website ([www.rpc-nh.org](http://www.rpc-nh.org)), and these documents detail the changes that Amendment #1 has made to the RPC 2019-2022 TIP.

Based on the information provided regarding the movement of projects in time, changes in project scopes and costs, and considering the comments received, it has been determined that:

- The changes proposed by this TIP amendment are primarily the result of programming changes determined to be necessary by the NHDOT and subsequently endorsed by the MPO.
- The fiscal constraint of the TIP/STIP is maintained per the NHDOT documentation included in the informational packet on the RPC website as well as on the NHDOT STIP Amendment page on the NHDOT website.
- The projects listed in first four years of the financially constrained Long Range Transportation Plan (LRTP) are consistent with the project listings in the 2019-2022 TIP, which, by design, is incorporated as the LRTP's short-range project-specific list.
- The projects listed in the TIP are the result of a regional project selection process undertaken by the RPC as part of the development of the 2019-2028 State Ten Year Plan. This process biennially evaluates projects pulled from the Long Range Transportation plan, corridor and other studies, and needs submitted by member communities to establish priorities for the State Ten Year plan. The process uses a common set of selection criteria agreed upon by each MPO and NHDOT and results in a prioritized and constrained list of projects to be implemented that are consistent with the goals of the region's Long Range Transportation Plan.

- Amendment #1 contains only projects that are exempt from transportation conformity requirements.
- 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.

Based on these points the MPO voted to approve Amendment#1 to the 2019-2022 TIP inclusive of the project changes listed on the following pages.

Sincerely,



Tim Roache  
Executive Director

cc: Patrick Bauer, Division Administrator, FHWA NH Division Office  
Leigh Levine, FHWA NH Division Office  
Leah Sirmin, FTA Region 1  
Eric Rackauskas, EPA Region 1  
Tim White, NH DES Air Resources Division  
Bill Watson, NHDOT Planning & Community Assistance  
Linda Dusenberry, NHDOT Planning & Community Assistance  
MPO TAC/Policy members

## Notice of Comment Period and Public Hearing Rockingham Planning Commission 2019-2022 TIP Amendment #1

The FY 2019-2022 Transportation Improvement Program (TIP) is a prioritized list of federal and state funded regional transportation projects developed by NH DOT and representatives from the communities of the Rockingham Planning Commission (RPC) region. The RPC announces its intent to amend the TIP to account for project changes and to maintain consistency with the State Transportation Improvement Program (STIP). To maintain consistency between the TIP and the Long Range Transportation Plan (LRTP), the project list of the LRTP will be updated in conjunction with the changes to the TIP. The project specific changes to the TIP and supporting documentation can be found on the Rockingham Planning Commission website at <http://www.rpc-nh.org>.

A 30-day public comment period for the Amendments begins Monday, June 10, 2019 and concludes on Tuesday, July 9, 2019. A public hearing to consider the changes and any received comments is scheduled for **Wednesday July 10, 2019, beginning at 7:00 PM at the Hampstead Town Hall (11 Main St)**. The Planning Commission will meet after the public hearing to adopt the changes to the TIP.

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.

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.

Copies of all documents are available at the RPC offices, on the website at <http://www.rpc-nh.org>, and will be sent to interested parties by request. Written comments will also be accepted through July 9, 2019 and may be addressed to:

Rockingham Planning Commission  
156 Water Street  
Exeter, NH 03833  
Email: [transportation@rpc-nh.org](mailto:transportation@rpc-nh.org) with TIP/Plan amendments in the subject line

For more information contact David Walker at (603) 778-0885.



Revision: A01  
 Docket Detail: 2019 TIP Amendment 1  
 Approval Date: 7/10/2019

**PROGRAM**

Project Number: **ADA** Project Route/Location: **Various** **APPROVED**

**Scope:** Upgrades to side walks, curb ramps, and signals to be compliant with ADA laws.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$0	\$0	\$70,000	\$0	\$70,000	\$0	\$0	\$70,000	STP-State Flexible, Toll Credit
ROW	\$0	\$0	\$10,000	\$0	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit
CON	\$200,000	\$200,000	\$205,100	\$210,330	\$815,430	\$0	\$0	\$815,430	STP-Safety, Toll Credit, STP-Enhancement
	\$200,000	\$200,000	\$285,100	\$210,330	\$895,430	\$0	\$0	\$895,430	

Regionally Significant: N CAA Code: E-33 Total Project Cost: \$3,503,093

Project Number: **ADA** Project Route/Location: **Various** **PENDING**

**Scope:** Upgrades to side walks, curb ramps, and signals to be compliant with ADA laws.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$0	\$0	\$70,000	\$0	\$70,000	\$0	\$0	\$70,000	STP-State Flexible, Toll Credit
ROW	\$0	\$0	\$10,000	\$0	\$10,000	\$0	\$0	\$10,000	STP-State Flexible, Toll Credit
CON	\$200,000	\$120,000	\$0	\$340,000	\$660,000	\$0	\$0	\$660,000	STP-Safety, Toll Credit, STP-Enhancement

\$200,000    \$120,000    \$80,000    \$340,000    \$740,000    \$0    \$0    \$740,000

Regionally Significant: N    CAA Code: E-33    Total Project Cost: \$2,820,000

**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	\$300,000	\$1,004,640	\$2,800,000	\$2,800,000	\$6,904,640	\$0	\$0	\$6,904,640	STP-State Flexible, Toll Credit
	\$1,120,000	\$1,124,640	\$2,920,000	\$2,920,000	\$8,084,640	\$0	\$0	\$8,084,640	

Regionally Significant: N    CAA Code: ALL    Total Project Cost: \$34,640,000

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	\$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

**PROGRAM**

Project Number: **ENV-POST-CON**      Project Route/Location: **STATEWIDE**

**APPROVED**

**Scope:** Environmental commitments for post-construction obligations.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$43,000	\$36,300	\$36,300	\$36,300	\$151,900	\$0	\$0	\$151,900	STP-State Flexible, Toll Credit, Other
	\$43,000	\$36,300	\$36,300	\$36,300	\$151,900	\$0	\$0	\$151,900	

Regionally Significant: N      CAA Code: ALL      Total Project Cost: \$638,400

Project Number: **ENV-POST-CON**      Project Route/Location: **STATEWIDE**

**PENDING**

**Scope:** Environmental commitments for post-construction obligations.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$43,000	\$200,000	\$100,000	\$100,000	\$443,000	\$0	\$0	\$443,000	STP-State Flexible, Toll Credit
	\$43,000	\$200,000	\$100,000	\$100,000	\$443,000	\$0	\$0	\$443,000	

Regionally Significant: N      CAA Code: ALL      Total Project Cost: \$1,639,100

**STATEWIDE**

Project Number:  
**40915**

Project Route/Location:  
**Tier 1 Roadways**

**PENDING**

**Scope:** Exit sign renumbering along Tier 1 highways to comply with MUTCD.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
PE	\$0	\$0	\$0	\$115,682	\$115,682	\$0	\$0	\$115,682	STP-State Flexible, Toll Credit
	\$0	\$0	\$0	\$115,682	\$115,682	\$0	\$0	\$115,682	
Regionally Significant:	N	CAA Code:	ATT					Total Project Cost:	\$946,101

**STATEWIDE**

Project Number: **42248** Project Route/Location: **Various**

**APPROVED**

**Scope:** Surface Transportation System Funding Alternatives Grant-Phase1 Study.ILLUSTRATIVE PURPOSES IN STIP

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	NHDOT Operating Budget
	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	

Regionally Significant: Y CAA Code: ALL Total Project Cost: \$500,000

Project Number: **42248** Project Route/Location: **Various**

**PENDING**

**Scope:** Surface Transportation System Funding Alternatives Grant-Phase1 Study.

	Fiscal Year				Funding Source			TIPTotal	Funding Programs
	2019	2020	2021	2022	FEDERAL	STATE	OTHER		
OTHER	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	STP-State Flexible, Toll Credit
	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	

Regionally Significant: N CAA Code: ALL Total Project Cost: \$500,000



### Amendment 1 Financial Constraint

	2019					2020				
	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
<b>FHWA (Federal-Aid)</b>										
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 244,399	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 15,580,728	\$ -	\$ 462,831	\$ 16,043,559	\$ 8,667,277	\$ 15,953,107	\$ 421,351	\$ 1,771,594	\$ 18,146,052	\$ 10,687,843
Highway Safety Improvement Program (HSIP)	\$ 13,513,852	\$ -	\$ 137,349	\$ 13,651,201	\$ 11,085,640	\$ 13,836,833	\$ -	\$ -	\$ 13,836,833	\$ 9,909,081
National Highway System & Freight	\$ 73,481,357	\$ -	\$ 60,200	\$ 73,541,557	\$ 61,882,400	\$ 75,237,561	\$ -	\$ -	\$ 75,237,561	\$ 54,901,764
OP Mot Veh/Intox	\$ 335,129	\$ -	\$ -	\$ 335,129	\$ -	\$ 343,139	\$ -	\$ -	\$ 343,139	\$ -
Research Devt and Tec	\$ 1,382,094	\$ -	\$ -	\$ 1,382,094	\$ -	\$ 1,415,126	\$ -	\$ -	\$ 1,415,126	\$ -
Recreational Trails	\$ 3,584,031	\$ -	\$ 312,500	\$ 3,896,531	\$ 1,562,500	\$ 3,669,689	\$ -	\$ 312,500	\$ 3,982,189	\$ 1,562,500
Redistribution	\$ 1,597,248	\$ -	\$ -	\$ 1,597,248	\$ -	\$ 1,635,422	\$ -	\$ -	\$ 1,635,422	\$ -
RL - Rail Highway	\$ 5,070,692	\$ -	\$ -	\$ 5,070,692	\$ 1,194,646	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000
Safe Routes to School	\$ 588,392	\$ -	\$ -	\$ 588,392	\$ 793,633	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ 2,000
STP-5 to 200K	\$ 8,205,751	\$ -	\$ 174,000.00	\$ 8,379,751	\$ 6,079,392	\$ 8,401,868	\$ -	\$ 32,713.56	\$ 8,434,582	\$ 14,212,395
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 5,998,986	\$ -	\$ 530,000	\$ 6,528,986	\$ 2,258,690	\$ 6,142,362	\$ -	\$ 500,000.00	\$ 6,642,362	\$ 8,578,891
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ 212,612	\$ -	\$ 36,089	\$ 248,701	\$ 180,447	\$ 217,693	\$ -	\$ -	\$ 217,693	\$ -
STP-Non Urban Areas Under 5K	\$ 10,268,477	\$ -	\$ 15,000	\$ 10,283,477	\$ 10,321,670	\$ 10,513,894	\$ -	\$ 19,724	\$ 10,533,618	\$ 8,600,040
STP-Off System Bridge	\$ 10,501,549	\$ -	\$ -	\$ 10,501,549	\$ 440,000	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ 920,604
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 62,543	\$ -	\$ -	\$ 62,543	\$ 200,000	\$ 64,038	\$ -	\$ -	\$ 64,038	\$ 120,000
STP-State Flexible	\$ 52,930,628	\$ -	\$ 1,566,068	\$ 54,496,696	\$ 74,163,913	\$ 54,195,670	\$ -	\$ 2,457,013	\$ 56,652,683	\$ 79,990,016
TAP - Transportation Alternatives	\$ 6,628,627	\$ -	\$ 846,627	\$ 7,475,254	\$ 4,233,134	\$ 6,787,051	\$ -	\$ 792,148.40	\$ 7,579,200	\$ 3,960,742
<b>GRAND TOTAL</b>	\$ 209,942,694	\$ -	\$ 4,140,664	\$ 214,083,359	\$ 183,402,740	\$ 214,960,325	\$ 421,351	\$ 5,885,693	\$ 221,267,369	\$ 194,725,874

<b>ADJUSTMENTS</b>										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,572,343	\$ -	\$ -	\$ 2,572,343	\$ -
Highway Infra Bridge Replace	\$ 4,420,000	\$ -	\$ -	\$ 4,420,000	\$ -	\$ 5,170,000	\$ -	\$ -	\$ 5,170,000	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment****(Total Resource- FAST AC	\$ (35,364,512)	\$ -	\$ -	\$ (35,364,512)	\$ -	\$ (31,982,995)	\$ -	\$ -	\$ (31,982,995)	\$ -
<b>ADJUSTED TOTAL</b>	\$ 181,510,481	\$ -	\$ 4,140,664	\$ 185,651,146	\$ 183,402,740	\$ 190,719,673	\$ 421,351	\$ 5,885,693	\$ 197,026,717	\$ 194,725,874

<b>FHWA (Other Funds)</b>										
TIFIA	\$ -	\$ 13,728,870	\$ -	\$ 13,728,870	\$ 13,728,870	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ 61,029	\$ 2,085,029	\$ 2,085,029
NTSI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
FHWA Earmarks	\$ 1,116,383.27	\$ 188,808	\$ 74,413	\$ 1,379,604	\$ 1,379,604	\$ 1,102,300	\$ 30,879	\$ 244,696	\$ 1,377,875	\$ 1,377,875
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
<b>GRAND TOTAL</b>	\$ 8,769,811	\$ 14,186,794	\$ 265,342	\$ 23,221,948	\$ 22,578,700	\$ 3,986,748	\$ 108,679	\$ 305,725	\$ 4,401,152	\$ 3,757,904

<b>All FHWA FUNDS TOTAL</b>	\$ 190,280,293	\$ 14,186,794	\$ 4,406,006	\$ 208,873,093	\$ 205,981,440	\$ 194,706,421	\$ 530,030	\$ 6,191,418	\$ 201,427,869	\$ 198,483,778
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<b>FTA (Federal-Aid with Match)***</b>										
FTA5307	\$ 6,086,655	\$ -	\$ 194,800	\$ 6,281,455	\$ 521,246	\$ 6,208,388	\$ -	\$ -	\$ 6,208,388	\$ 257,794
FTA5307_NHDOT	\$ 2,822,625	\$ -	\$ 293,706	\$ 3,116,331	\$ 3,556,817	\$ 2,879,078	\$ -	\$ -	\$ 2,879,078	\$ 3,678,319
FTA5310 (includes future STP-Flex transfers)	\$ 1,828,400	\$ -	\$ -	\$ 1,828,400	\$ 668,532	\$ 1,848,970	\$ -	\$ 270,510	\$ 2,119,480	\$ 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	\$ 5,103,968	\$ 108,511	\$ 1,196,064	\$ 5,174,720	\$ 5,437,759
FTA Prior Year Carry Over	\$ 2,083,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>GRAND TOTAL</b>	\$ 23,483,015	\$ -	\$ 6,353,250	\$ 27,924,691	\$ 21,678,725	\$ 20,683,273	\$ 108,511	\$ 5,847,505	\$ 25,405,466	\$ 19,488,281

<b>FHWA/FTA FUNDS TOTAL</b>	\$ 213,763,308	\$ 14,186,794	\$ 10,759,256	\$ 236,797,784	\$ 227,660,165	\$ 215,389,694	\$ 638,541	\$ 12,038,923	\$ 226,833,335	\$ 217,972,060
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<b>INNOVATED 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	\$ -	\$ 4,512,000	\$ -	\$ -	\$ -
<b>State Fund Sources</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Capital	\$ -	\$ 26,297,250	\$ -	\$ 26,297,250	\$ 26,297,250	\$ -	\$ 46,077,460	\$ -	\$ 46,077,460	\$ 46,077,460
Turnpike Program	\$ -	\$ 2,242	\$ -	\$ 2,242	\$ 2,242	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 6,132,850	\$ -	\$ 6,132,850	\$ 6,132,850	\$ -	\$ 12,010,255	\$ -	\$ 12,010,255	\$ 12,010,255
<b>GRAND TOTAL</b>	\$ -	\$ 36,832,342	\$ -	\$ 36,832,342	\$ 36,832,342	\$ -	\$ 83,856,115	\$ -	\$ 79,344,115	\$ 79,344,115

<b>ALL FUNDING SOURCES TOTAL</b>	\$ 213,763,308	\$ 51,019,136	\$ 10,759,256	\$ 273,630,126	\$ 264,492,507	\$ 215,389,694	\$ 84,494,656	\$ 12,038,923	\$ 306,177,450	\$ 297,316,174
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\* 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 1.0239  
 FY 21 and FY 22 assume 2020 level funding per 2019-2028 NH Ten Year Transportation plan  
 \*\* Constraint Limits  
 \*\*\* FTA Current Year Available funds and prior grant funds.  
 \*\*\*\* Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex. FY19 (\$174,578,182 -\$209,942,694) = -\$42,172,499

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

Redistribution is based on monthly reporting by NHDOT Bureau of Finance

### Amendment 1 Financial Constraint

FUNDING SOURCES	2021					2022				
	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
FHWA (Federal-Aid)	\$ -	\$ -	\$ -	\$ -	\$ 2,313,631	\$ -	\$ -	\$ -	\$ -	\$ 121,657
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation and Air Quality Program	\$ 15,953,107	\$ -	\$ 1,196,395.52	\$ 17,149,502	\$ 6,204,195	\$ 15,953,107	\$ -	\$ -	\$ 15,953,107	\$ 700,000
Highway Safety Improvement Program (HSIP)	\$ 13,836,833	\$ -	\$ -	\$ 13,836,833	\$ 9,909,081	\$ 13,836,833	\$ 24,442	\$ -	\$ 13,861,275	\$ 9,909,081
National Highway System 7 Freight	\$ 75,237,561	\$ -	\$ -	\$ 75,237,561	\$ 68,447,460	\$ 75,237,561	\$ -	\$ -	\$ 75,237,561	\$ 68,704,357
OP Mot Veh/Intox	\$ 343,139	\$ -	\$ -	\$ 343,139	\$ -	\$ 343,139	\$ 18,248	\$ -	\$ 361,387	\$ -
Research Devt and Tec	\$ 1,415,126	\$ 5,932	\$ -	\$ 1,421,058	\$ -	\$ 1,415,126	\$ -	\$ 312,500	\$ 1,727,626	\$ -
Recreational Trails	\$ 3,669,689	\$ -	\$ 312,500	\$ 3,982,189	\$ 1,562,500	\$ 3,669,689	\$ -	\$ -	\$ 3,669,689	\$ 1,562,500
Redistribution	\$ 1,635,422	\$ -	\$ -	\$ 1,635,422	\$ -	\$ 1,635,422	\$ -	\$ -	\$ 1,635,422	\$ -
RL - Rail Highway	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000	\$ 5,191,881	\$ -	\$ -	\$ 5,191,881	\$ 1,185,000
Safe Routes to School	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ -	\$ 602,454	\$ -	\$ -	\$ 602,454	\$ -
STP-5 to 200K	\$ 8,401,868	\$ -	\$ 36,092.64	\$ 8,437,961	\$ 8,415,002	\$ 8,401,868	\$ -	\$ 115,992	\$ 8,517,861	\$ 8,196,825
STP-Areas Less Than 200K	\$ -	\$ -	\$ 307,650.00	\$ 307,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 6,142,362	\$ -	\$ -	\$ 6,142,362	\$ 6,214,562	\$ 6,142,362	\$ -	\$ -	\$ 6,142,362	\$ 95,000
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Enhancement	\$ 217,693	\$ -	\$ -	\$ 217,693	\$ -	\$ 217,693	\$ -	\$ -	\$ 217,693	\$ -
STP-Non Urban Areas Under 5K	\$ 10,513,894	\$ -	\$ 306,020.55	\$ 10,819,914	\$ 7,726,901	\$ 10,513,894	\$ -	\$ -	\$ 10,513,894	\$ 21,088,391
STP-Off System Bridge	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ 925,452	\$ 10,752,536	\$ -	\$ -	\$ 10,752,536	\$ -
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ 64,038	\$ -	\$ -	\$ 64,038	\$ -	\$ 64,038	\$ -	\$ 1,125,000	\$ 1,189,038	\$ 340,000
STP-State Flexible	\$ 54,195,670	\$ -	\$ 1,161,302.63	\$ 55,356,973	\$ 75,676,392	\$ 54,195,670	\$ -	\$ 638,400	\$ 54,834,070	\$ 70,437,068
TAP - Transportation Alternatives	\$ 6,787,051	\$ -	\$ 946,954.18	\$ 7,734,005	\$ 4,734,771	\$ 6,787,051	\$ -	\$ -	\$ 6,787,051	\$ 3,192,000
<b>GRAND TOTAL</b>	<b>\$ 214,960,325</b>	<b>\$ 5,932</b>	<b>\$ 4,266,916</b>	<b>\$ 219,233,172</b>	<b>\$ 193,409,946</b>	<b>\$ 214,960,325</b>	<b>\$ 42,690</b>	<b>\$ 2,191,892</b>	<b>\$ 217,194,908</b>	<b>\$ 185,531,878</b>

ADJUSTMENTS										
NHPP Exempt	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -	\$ 2,512,299	\$ -	\$ -	\$ 2,512,299	\$ -
Highway Infra Bridge Replace	\$ 12,700,000	\$ -	\$ -	\$ 12,700,000	\$ -	\$ 4,240,000	\$ -	\$ -	\$ 4,240,000	\$ -
Recovered Obligations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resource Adjustment****	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(Total Resource- FAST ACT Apportionment)	\$ (31,982,995)	\$ -	\$ -	\$ (31,982,995)	\$ -	\$ (31,982,995)	\$ -	\$ -	\$ (31,982,995)	\$ -
<b>ADJUSTED TOTAL</b>	<b>\$ 198,189,629</b>	<b>\$ 5,932</b>	<b>\$ 4,266,916</b>	<b>\$ 202,462,476</b>	<b>\$ 193,409,946</b>	<b>\$ 189,729,629</b>	<b>\$ 42,690</b>	<b>\$ 2,191,892</b>	<b>\$ 191,964,212</b>	<b>\$ 185,531,878</b>

FHWA (Other Funds)										
TIFIA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Old App Codes (LH & L)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ 2,965,470	\$ -	\$ 741,368	\$ 3,706,838	\$ 3,706,838	\$ -	\$ -	\$ -	\$ -	\$ -
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
<b>GRAND TOTAL</b>	<b>\$ 3,878,718</b>	<b>\$ 25,000</b>	<b>\$ 741,368</b>	<b>\$ 4,645,086</b>	<b>\$ 4,001,838</b>	<b>\$ 913,248</b>	<b>\$ 25,000</b>	<b>\$ -</b>	<b>\$ 938,248</b>	<b>\$ 295,000</b>

<b>All FHWA FUNDS TOTAL</b>	<b>\$ 202,068,347</b>	<b>\$ 30,932</b>	<b>\$ 5,008,283</b>	<b>\$ 207,107,561</b>	<b>\$ 197,411,783</b>	<b>\$ 190,642,877</b>	<b>\$ 67,690</b>	<b>\$ 2,191,892</b>	<b>\$ 192,902,460</b>	<b>\$ 185,826,878</b>
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FTA (Federal-Aid with Match)***										
FTAS307	\$ 6,332,556	\$ -	\$ -	\$ 6,332,556	\$ -	\$ 6,459,207	\$ -	\$ -	\$ 6,459,207	\$ -
FTAS307 NHDOT	\$ 2,936,659	\$ -	\$ -	\$ 2,936,659	\$ 3,751,252	\$ 2,995,392	\$ -	\$ -	\$ 2,995,392	\$ 3,825,643
FTAS310 (includes future STP-Flex transfers)	\$ 1,869,947	\$ -	\$ 279,920	\$ 2,149,867	\$ 1,399,560	\$ 1,891,346	\$ -	\$ 289,518	\$ 2,180,864	\$ 1,447,592
FTAS311	\$ 4,735,726	\$ -	\$ 4,468,550	\$ 9,204,276	\$ 8,937,099	\$ 4,830,440	\$ -	\$ 4,557,921	\$ 9,388,361	\$ 9,115,841
FTAS339	\$ 4,168,911	\$ -	\$ 1,109,303	\$ 5,278,214	\$ 5,546,514	\$ 4,252,289	\$ -	\$ 1,131,489	\$ 5,383,778	\$ 5,657,444
Prior Year Carry Over	\$ 845,355	\$ -	\$ -	\$ 845,355	\$ -	\$ 845,355	\$ -	\$ -	\$ 845,355	\$ -
<b>GRAND TOTAL</b>	<b>\$ 20,889,154</b>	<b>\$ -</b>	<b>\$ 5,857,773</b>	<b>\$ 26,746,927</b>	<b>\$ 19,634,425</b>	<b>\$ 21,274,029</b>	<b>\$ -</b>	<b>\$ 5,978,928</b>	<b>\$ 27,252,957</b>	<b>\$ 20,046,520</b>

<b>FHWA/FTA FUNDS TOTAL</b>	<b>\$ 222,957,501</b>	<b>\$ 30,932</b>	<b>\$ 10,866,056</b>	<b>\$ 233,854,488</b>	<b>\$ 217,046,208</b>	<b>\$ 211,916,906</b>	<b>\$ 67,690</b>	<b>\$ 8,170,820</b>	<b>\$ 220,155,417</b>	<b>\$ 205,873,398</b>
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INNOVATED FINANCING										
GARVEE Bond Future Funds (Est)	\$ -	\$ 14,803,400	\$ -	\$ 14,803,400	\$ 14,803,400	\$ -	\$ 16,468,678	\$ -	\$ 16,468,678	\$ 16,468,678
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Fund Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Capital	\$ -	\$ 55,901,780	\$ -	\$ 55,901,780	\$ 55,901,780	\$ -	\$ 39,655,662	\$ -	\$ 39,655,662	\$ 39,655,662
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Replacement	\$ -	\$ 714,157	\$ -	\$ 714,157	\$ 714,157	\$ -	\$ 714,157	\$ -	\$ 714,157	\$ 714,157
<b>GRAND TOTAL</b>	<b>\$ -</b>	<b>\$ 71,419,337</b>	<b>\$ -</b>	<b>\$ 71,419,337</b>	<b>\$ 71,419,337</b>	<b>\$ -</b>	<b>\$ 56,838,497</b>	<b>\$ -</b>	<b>\$ 56,838,497</b>	<b>\$ 56,838,497</b>

<b>All FUNDING SOURCES TOTAL</b>	<b>\$ 222,957,501</b>	<b>\$ 71,450,269</b>	<b>\$ 10,866,056</b>	<b>\$ 305,273,825</b>	<b>\$ 288,465,545</b>	<b>\$ 211,916,906</b>	<b>\$ 56,906,187</b>	<b>\$ 8,170,820</b>	<b>\$ 276,993,914</b>	<b>\$ 262,711,895</b>
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\* 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 1.0239

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

\*\* Constraint Limits

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

\*\*\*\* Resource Adjustment (Total Resource- FAST ACT Apportionment) Ex: FY19 (\$174,578,182 -\$216,750,681) = -\$42,172,499

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

Redistribution is based on monthly reporting by NHDOT Bureau of Finance