

## PUBLIC COMMENT PERIOD AND NOTICE OF PUBLIC HEARING

The NRPC Metropolitan Planning Organization is accepting public comment on the

### **2017 – 2020 Transportation Improvement Program Amendment #3**

The Nashua Regional Planning Commission (NRPC), as the designated Metropolitan Planning Organization (MPO) for the Nashua Region, is holding a public comment period on proposed Amendment #3 to the adopted Nashua Metropolitan Area [2017 – 2020 Transportation Improvement Program](#) (TIP). The NRPC is amending the TIP to account for changes to projects within the Nashua region and to maintain consistency with the Statewide TIP (STIP). This process is being conducted in accordance with the Nashua MPO Public Involvement Procedures, and Federal and State Regulations.

The NRPC is also amending the [2017 – 2040 Metropolitan Transportation Plan](#) (MTP) project list and fiscal constraint analysis to maintain consistency with the amended TIP project list. The adopted TIP and MTP are on file at NRPC office and on the NRPC website [www.nashuarpc.org](http://www.nashuarpc.org).

Written comments may be submitted through **Wednesday, December 13, 2017** via email to [jenc@nashuarpc.org](mailto:jenc@nashuarpc.org) or via US mail to: Jennifer Czysz, NRPC, 9 Executive Park Drive, Suite 201, Merrimack, NH 03054-2230.

A Public Hearing will be held on **Wednesday, December 20, 2017** at 7:00 PM at the Nashua Regional Planning Commission, located at 9 Executive Park Drive, Suite 201, Merrimack, NH 03054.

The proposed changes made by Amendment #3 to the NRPC TIP and MTP meet all applicable conformity requirements under the conformity rule. As of July 20, 2013, all of New Hampshire is unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (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, in the Boston-Manchester-Portsmouth (SE) NH area. In addition, on March 10, 2014, the U.S. Environmental Protection Agency approved a limited maintenance plan to address Carbon Monoxide (CO) for the City of Nashua satisfying the need for future regional CO emission analyses. Therefore, NRPC no longer conducts a regional emission analysis for ozone or CO. However, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply, including project level conformity determinations based on carbon monoxide hot spot analyses under 40 CFR 93.116.

*Note: Nashua Transit System, which is the FTA Section 5307(c) applicant, has consulted with the MPO and concurs that the public involvement process adopted by the MPO for the development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program, grant applications, including the provision for public notice and the time established for public review and comment.*

**The TIP is being amended as follows:**

**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



**2017 - 2020 TIP Amendment 3 (A03)**

October 16, 2017

Surface Transportation Projects in the Nashua Metropolitan Planning Area

**BEDFORD - MERRIMACK**

**Project ID: 16100**

**Route/Road:** F.E. Everett Turnpike

Managed By: NHDOT

**Scope:** Improvement to Bedford Mainline Toll Plaza to institute Open Road Tolling (TPK Capital Program)

Regionally Significant: Yes

CAA Status: Attainment

**APPROVED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
PE	2017	\$0	\$885,000	\$0	\$885,000	Turnpike Capital
Construction	2017	\$0	\$1,900,000	\$0	\$1,900,000	Turnpike Capital
Construction	2018	\$0	\$6,914,400	\$0	\$6,914,400	Turnpike Capital
<b>Approved TIP Total:</b>		<b>\$0</b>	<b>\$9,699,400</b>	<b>\$0</b>	<b>\$9,699,400</b>	<b>Overall Cost: \$10,099,400</b>

**PROPOSED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
PE	2017	\$0	\$885,000	\$0	\$885,000	Turnpike Capital
Construction	2019	\$0	\$2,697,065	\$0	\$2,697,065	Turnpike Capital
Construction	2020	\$0	\$8,728,697	\$0	\$8,728,697	Turnpike Capital
<b>Proposed TIP Total:</b>		<b>\$0</b>	<b>\$12,310,762</b>	<b>\$0</b>	<b>\$12,310,762</b>	<b>Overall Cost: \$17,100,124</b>
<i>Funding Difference:</i>		<i>\$0</i>	<i>\$2,611,362</i>	<i>\$0</i>	<i>\$2,611,362</i>	<i>Overall Cost: \$7,000,724</i>

*Amendment Notes:*

*Construction: 2017/2018 to 2019/2020: Increase in funds (Rehabilitation required greater than expected and increased to include TMS)*

**BROOKLINE**

**Project ID: 40662**

**Route/Road:** NH 13

Managed By: NHDOT

**Scope:** Construct southbound left turn lane onto Old Milford Rd

Regionally Significant: No

CAA Status: Attainment

**APPROVED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
See Notes		\$0	\$0	\$0	\$0	
<b>Approved TIP Total:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Overall Cost: \$273,608</b>

**PROPOSED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
PE	2020	\$11,568	\$0	\$0	\$11,568	STP-State Flexible, Toll Credit
<b>Proposed TIP Total:</b>		<b>\$11,568</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,568</b>	<b>Overall Cost: \$264,639</b>
<i>Funding Difference:</i>		<i>\$11,568</i>	<i>\$0</i>	<i>\$0</i>	<i>\$11,568</i>	<i>Overall Cost: (\$8,968)</i>

*Amendment Notes:*

*PE: 2020: New Project (New Project on NH13)*

**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



**2017 - 2020 TIP Amendment 3 (A03)**

October 16, 2017

Surface Transportation Projects in the Nashua Metropolitan Planning Area

**NASHUA - CONCORD**

**Project ID: 29408**

**Route/Road:** F.E. Everett Turnpike

Managed By: NHDOT

**Scope:** Intelligent Transportation System (ITS) deployment on F.E. Everett Turnpike

Regionally Significant: Yes

CAA Status: Exempt (E-7)

**APPROVED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
Construction	2017	\$0	\$1,816,470	\$0	\$1,816,470	Turnpike Capital
<b>Approved TIP Total:</b>		<b>\$0</b>	<b>\$1,816,470</b>	<b>\$0</b>	<b>\$1,816,470</b>	<b>Overall Cost: \$4,100,000</b>

**PROPOSED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
Construction	2017	\$0	\$236,842	\$0	\$236,842	Turnpike Capital
Construction	2018	\$0	\$2,842,105	\$0	\$2,842,105	Turnpike Capital
Construction	2019	\$0	\$1,421,053	\$0	\$1,421,053	Turnpike Capital
<b>Proposed TIP Total:</b>		<b>\$0</b>	<b>\$4,500,000</b>	<b>\$0</b>	<b>\$4,500,000</b>	<b>Overall Cost: \$4,712,000</b>
<i>Funding Difference:</i>		<i>\$0</i>	<i>\$2,683,530</i>	<i>\$0</i>	<i>\$2,683,530</i>	<i>Overall Cost: \$612,000</i>

*Amendment Notes:*

*Construction: 2017 to 2017-2019: Increase in funds (Increased due to proposals being more than engineers estimate.)*

**NASHUA - MERRIMACK - BEDFORD - MANCHESTER**

**Project ID: 13761**

**Route/Road:** F.E. Everett Turnpike

Managed By: NHDOT

**Scope:** F.E. Everett Turnpike widening of 2-lane sections from Exit 8 (Nashua) to North of I-293 (Manchester)

Regionally Significant: Yes

CAA Status: CO Maintenance Plan

**APPROVED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2018	\$0	\$1,500,000	\$0	\$1,500,000	Turnpike Capital
PE	2019	\$0	\$1,538,250	\$0	\$1,538,250	Turnpike Capital
PE	2020	\$0	\$2,103,301	\$0	\$2,103,301	Turnpike Capital
ROW	2018	\$0	\$500,000	\$0	\$500,000	Turnpike Capital
ROW	2019	\$0	\$512,750	\$0	\$512,750	Turnpike Capital
ROW	2020	\$0	\$2,629,126	\$0	\$2,629,126	Turnpike Capital
<b>Approved TIP Total:</b>		<b>\$0</b>	<b>\$8,783,426</b>	<b>\$0</b>	<b>\$8,783,426</b>	<b>Overall Cost: \$81,960,200</b>

**PROPOSED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2018	\$0	\$2,500,000	\$0	\$2,500,000	Turnpike Capital
PE	2019	\$0	\$3,589,250	\$0	\$3,589,250	Turnpike Capital
PE	2020	\$0	\$3,154,951	\$0	\$3,154,951	Turnpike Capital
ROW	2019	\$0	\$307,650	\$0	\$307,650	Turnpike Capital
ROW	2020	\$0	\$2,629,126	\$0	\$2,629,126	Turnpike Capital
<b>Proposed TIP Total:</b>		<b>\$0</b>	<b>\$12,180,976</b>	<b>\$0</b>	<b>\$12,180,976</b>	<b>Overall Cost: \$153,512,842</b>
<i>Funding Difference:</i>		<i>\$0</i>	<i>\$3,397,550</i>	<i>\$0</i>	<i>\$3,397,550</i>	<i>Overall Cost: \$71,552,642</i>

*Amendment Notes:*

*PE: 2018-2020: Increase in total phase (Increased PE due to some culverts needing to be improved to bridges and Br Rehab going to Bridge Replacement )*

*ROW: 2018-2019: Decrease in funds (Decreased due to more detailed/ refined layout of ROW. )*

**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



October 16, 2017

**2017 - 2020 TIP Amendment 3 (A03)**

Surface Transportation Projects in the Nashua Metropolitan Planning Area

**WILTON - MILFORD - AMHERST - BEDFORD**

**Project ID: 13692**

Route/Road: NH 101

Managed By: NHDOT

Scope: PE and ROW for corridor improvements from NH 31 in Wilton to Wallace Rd in Bedford

Regionally Significant: No

CAA Status: Attainment

**APPROVED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2018	\$235,400	\$0	\$0	\$235,400	National Highway System, Toll Credit
ROW	2018	\$49,905	\$0	\$0	\$49,905	National Highway System, Toll Credit
Construction	2020	\$3,060,763	\$0	\$0	\$3,060,763	National Highway System, Toll Credit
<b>Approved TIP Total:</b>		<b>\$3,346,068</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,346,068</b>	<b>Overall Cost: \$8,992,162</b>

**PROPOSED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
See Notes		\$0	\$0	\$0	\$0	
<b>Proposed TIP Total:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Overall Cost: \$847,252</b>
<i>Funding Difference:</i>		<i>(\$3,346,068)</i>	<i>\$0</i>	<i>\$0</i>	<i>(\$3,346,068)</i>	<i>Overall Cost: (\$8,144,910)</i>

*Amendment Notes:*

*PE: 2018: Removed Project (These funds will be moved to individual child projects)*

*ROW: 2018: Removed Project (These funds will be moved to individual child projects)*

*Construction: 2018: Removed Project (These funds will be moved to individual child projects)*

**WILTON - MILFORD - AMHERST - BEDFORD**

**Project ID: 13692D**

Route/Road: NH 101

Managed By: NHDOT

Scope: Traffic and safety improvements consistent with the intent of the 2002 corridor study

Regionally Significant: No

CAA Status: Attainment

**APPROVED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
See Notes		\$0	\$0	\$0	\$0	
<b>Approved TIP Total:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Overall Cost: \$0</b>

**PROPOSED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2018	\$880,000	\$0	\$0	\$880,000	STP-State Flexible, Toll Credit
PE	2019	\$660,000	\$0	\$0	\$660,000	STP-State Flexible, Toll Credit
ROW	2019	\$275,000	\$0	\$0	\$275,000	STP-State Flexible, Toll Credit
<b>Proposed TIP Total:</b>		<b>\$1,815,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,815,000</b>	<b>Overall Cost: \$9,555,277</b>
<i>Funding Difference:</i>		<i>\$1,815,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$1,815,000</i>	<i>Overall Cost: \$9,555,277</i>

*Amendment Notes:*

*PE: 2018-2019: New Project (New safety project)*

*ROW: 2019: New Project (New safety project)*

**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



October 16, 2017

**2017 - 2020 TIP Amendment 3 (A03)**

Southern NH Planning Commission MPO Surface Transportation Projects located within the Nashua Urbanized Area

**SALEM TO MANCHESTER**

**Project ID: 10418X**

**Route/Road:** I-93

Managed By: NHDOT

**Scope:** Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014

Regionally Significant: No

CAA Status: CO Maintenance Plan

**APPROVED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
Other	2017	\$25,245	\$28,084	\$1,500	\$54,829	Non Participating, STP-Areas Over 200K, Toll Credit, Turnpike Program
Other	2018	\$24,535	\$27,441	\$1,500	\$53,476	Non Participating, STP-Areas Over 200K, Toll Credit, Turnpike Program
Other	2019	\$27,876	\$2,299	\$1,538	\$31,714	Non Participating, STP-Areas Over 200K, Toll Credit, Turnpike Program
<b>Approved TIP Total:</b>		<b>\$77,656</b>	<b>\$57,824</b>	<b>\$4,538</b>	<b>\$140,019</b>	<b>Overall Cost: \$7,017,577</b>

**PROPOSED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
PE	2018	\$880,000	\$0	\$0	\$880,000	STP-Areas Over 200K, Toll Credit
ROW	2018	\$220,000	\$0	\$0	\$220,000	STP-Areas Over 200K, Toll Credit
Other	2017	\$25,245	\$28,084	\$1,500	\$54,829	Non Participating, STP-Areas Over 200K, Toll Credit, Turnpike Program
Other	2018	\$24,535	\$27,441	\$1,500	\$53,476	Non Participating, STP-Areas Over 200K, Toll Credit, Turnpike Program
Other	2019	\$27,876	\$2,299	\$1,538	\$31,714	Non Participating, STP-Areas Over 200K, Toll Credit, Turnpike Program
<b>Proposed TIP Total:</b>		<b>\$1,177,656</b>	<b>\$57,824</b>	<b>\$4,538</b>	<b>\$1,240,019</b>	<b>Overall Cost: \$8,117,577</b>
<i>Funding Difference:</i>		<i>\$1,100,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$1,100,000</i>	<i>Overall Cost: \$1,100,000</i>

*Amendment Notes:*

*PE: 2018: Added phase (Additional funds needed for design efforts for children projects.)*

*ROW: 2018: Added phase (Added ROW for potential additional costs related to BLTA cases)*

**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



October 16, 2017

**2017 - 2020 TIP Amendment 3 (A03)**

Southern NH Planning Commission MPO Surface Transportation Projects located within the Nashua Urbanized Area

**SALEM TO MANCHESTER**

**Project ID: 14633J**

**Route/Road:** I-93

Managed By: NHDOT

**Scope:** Exit 1 to Exit 5 - Construct 4th lane northbound and southbound

Regionally Significant: No

CAA Status: Attainment

**APPROVED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
Construction	2019	\$177,345	\$5,222,652	\$0	\$5,399,997	STP-State Flexible, TIFIA, Toll Credit
Construction	2020	\$181,868	\$5,355,830	\$0	\$5,537,697	STP-State Flexible, TIFIA, Toll Credit
<b>Approved TIP Total:</b>		<b>\$359,213</b>	<b>\$10,578,482</b>	<b>\$0</b>	<b>\$10,937,695</b>	<b>Overall Cost: \$10,937,695</b>

**PROPOSED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
PE	2018	\$385,000	\$0	\$0	\$385,000	National Highway System, Toll Credit
Construction	2019	\$177,345	\$5,222,652	\$0	\$5,399,997	STP-State Flexible, TIFIA, Toll Credit
Construction	2020	\$181,868	\$5,355,830	\$0	\$5,537,697	STP-State Flexible, TIFIA, Toll Credit
<b>Proposed TIP Total:</b>		<b>\$744,213</b>	<b>\$10,578,482</b>	<b>\$0</b>	<b>\$11,322,695</b>	<b>Overall Cost: \$11,322,695</b>

*Funding Difference:*      \$385,000                      \$0                      \$0                      \$385,000                      *Overall Cost:*                      \$385,000

*Amendment Notes:*

*PE: 2018: Added phase (Wanted PE & ROW in individual project, because prior parent project with PE & ROW might close. )*

**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



October 16, 2017

**2017 - 2020 TIP Amendment 3 (A03)**

Statewide Surface Transportation Projects

**PROGRAM - BRDG-T1/2-M&P**

**Project ID: BRDG-T1/2-M&P**

Route/Road: Statewide

Managed By: NHDOT

Scope: Maintenance and preservation of Tier 1 and 2 bridges

Regionally Significant: No

CAA Status: Statewide Project

**APPROVED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2017	\$1,350,000	\$0	\$0	\$1,350,000	STP-State Flexible, Toll Credit
PE	2018	\$775,000	\$0	\$0	\$775,000	STP-State Flexible, Toll Credit
PE	2019	\$550,000	\$0	\$0	\$550,000	STP-State Flexible, Toll Credit
PE	2020	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
ROW	2017	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2018	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2019	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2020	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
Construction	2017	\$10,750,000	\$0	\$0	\$10,750,000	STP-State Flexible, Toll Credit
Construction	2018	\$3,167,000	\$0	\$0	\$3,167,000	STP-State Flexible, Toll Credit
Construction	2019	\$4,550,000	\$0	\$0	\$4,550,000	STP-State Flexible, Toll Credit
Construction	2020	\$4,500,000	\$0	\$0	\$4,500,000	STP-State Flexible, Toll Credit

**Approved TIP Total: \$25,842,000      \$0      \$0      \$25,842,000      Overall Cost: \$90,842,000**

**PROPOSED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2017	\$1,350,000	\$0	\$0	\$1,350,000	STP-State Flexible, Toll Credit
PE	2018	\$775,000	\$0	\$0	\$775,000	STP-State Flexible, Toll Credit
PE	2019	\$550,000	\$0	\$0	\$550,000	STP-State Flexible, Toll Credit
PE	2020	\$100,000	\$0	\$0	\$100,000	STP-State Flexible, Toll Credit
ROW	2017	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2018	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2019	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2020	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
Construction	2017	\$10,750,000	\$0	\$0	\$10,750,000	STP-State Flexible, Toll Credit
Construction	2018	\$3,167,000	\$0	\$0	\$3,167,000	STP-State Flexible, Toll Credit
Construction	2019	\$7,550,000	\$0	\$0	\$7,550,000	STP-State Flexible, Toll Credit
Construction	2020	\$8,000,000	\$0	\$0	\$8,000,000	STP-State Flexible, Toll Credit

**Proposed TIP Total: \$32,342,000      \$0      \$0      \$32,342,000      Overall Cost: \$97,342,000**

*Funding Difference: \$6,500,000      \$0      \$0      \$6,500,000      Overall Cost: \$6,500,000*

*Amendment Notes:*

*Construction: 2019-2020: Increase of funds (The program is being adjusted to accommodate necessary increases in children project fund amounts)*

**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



October 16, 2017

**2017 - 2020 TIP Amendment 3 (A03)**

Statewide Surface Transportation Projects

**PROGRAM - BRMT**

Route/Road: Various

Scope: Statewide Bridge Maintenance, Preservation, and Improvements

**Project ID: BRMT**

Managed By: NHDOT

Regionally Significant: No

CAA Status: Statewide Project

**APPROVED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
See Notes		\$0	\$0	\$0	\$0	
<b>Approved TIP Total:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Overall Cost: \$0</b>

**PROPOSED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
Construction	2019	\$2,000,000	\$0	\$0	\$2,000,000	STP-State Flexible, Toll Credit
Construction	2020	\$2,000,000	\$0	\$0	\$2,000,000	STP-State Flexible, Toll Credit
<b>Proposed TIP Total:</b>		<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>Overall Cost: \$20,000,000</b>
<i>Funding Difference:</i>		<i>\$4,000,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$4,000,000</i>	<i>Overall Cost: \$20,000,000</i>

*Amendment Notes:*

*Construction: 2019-2020: New Project (New bridge project for maintenance, preservation and improvements)*



**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



October 16, 2017

**2017 - 2020 TIP Amendment 3 (A03)**

Statewide Surface Transportation Projects

**PROGRAM - MOBRR**

**Project ID: MOBRR**

Route/Road: Statewide

Managed By: Muni/Local

Scope: Municipal Owned Bridge Rehabilitation & Replacement Projects (MOBRR Program)

Regionally Significant: No

CAA Status: Statewide Project

**APPROVED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2017	\$80,000	\$0	\$20,000	\$100,000	Bridge Off System, Other
PE	2018	\$80,000	\$0	\$20,000	\$100,000	Bridge Off System, Other
PE	2019	\$80,000	\$0	\$20,000	\$100,000	Bridge Off System, Other
PE	2020	\$80,000	\$0	\$20,000	\$100,000	Bridge Off System, Other
ROW	2017	\$20,000	\$0	\$5,000	\$25,000	Bridge Off System, Other
ROW	2018	\$20,000	\$0	\$5,000	\$25,000	Bridge Off System, Other
ROW	2019	\$20,000	\$0	\$5,000	\$25,000	Bridge Off System, Other
ROW	2020	\$20,000	\$0	\$5,000	\$25,000	Bridge Off System, Other
Construction	2017	\$3,600,000	\$0	\$900,000	\$4,500,000	Bridge Off System, Other
Construction	2018	\$3,600,000	\$0	\$900,000	\$4,500,000	Bridge Off System, Other
Construction	2019	\$3,600,000	\$0	\$900,000	\$4,500,000	Bridge Off System, Other
Construction	2020	\$3,600,000	\$0	\$900,000	\$4,500,000	Bridge Off System, Other
<b>Approved TIP Total:</b>		<b>\$14,800,000</b>	<b>\$0</b>	<b>\$3,700,000</b>	<b>\$18,500,000</b>	<b>Overall Cost: \$55,500,000</b>

**PROPOSED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2017	\$24,000	\$0	\$6,000	\$30,000	Bridge Off System, Other
PE	2018	\$80,000	\$0	\$20,000	\$100,000	Bridge Off System, Other
PE	2019	\$80,000	\$0	\$20,000	\$100,000	Bridge Off System, Other
PE	2020	\$80,000	\$0	\$20,000	\$100,000	Bridge Off System, Other
ROW	2017	\$800	\$0	\$200	\$1,000	Bridge Off System, Other
ROW	2018	\$20,000	\$0	\$5,000	\$25,000	Bridge Off System, Other
ROW	2019	\$20,000	\$0	\$5,000	\$25,000	Bridge Off System, Other
ROW	2020	\$20,000	\$0	\$5,000	\$25,000	Bridge Off System, Other
Construction	2017	\$15,200	\$0	\$3,800	\$19,000	Bridge Off System, Other
Construction	2018	\$3,600,000	\$0	\$900,000	\$4,500,000	Bridge Off System, Other
Construction	2019	\$3,600,000	\$0	\$900,000	\$4,500,000	Bridge Off System, Other
Construction	2020	\$3,600,000	\$0	\$900,000	\$4,500,000	Bridge Off System, Other
<b>Proposed TIP Total:</b>		<b>\$11,140,000</b>	<b>\$0</b>	<b>\$2,785,000</b>	<b>\$13,925,000</b>	<b>Overall Cost: \$50,925,000</b>
<b>Funding Difference:</b>		<b>(\$3,660,000)</b>	<b>\$0</b>	<b>(\$915,000)</b>	<b>(\$4,575,000)</b>	<b>Overall Cost: (\$4,575,000)</b>

*Amendment Notes:*

*PE: 2017: Decrease in funds (The program is being adjusted to accommodate necessary increases in children project fund amounts)*

*ROW: 2017: Decrease in funds (The program is being adjusted to accommodate necessary increases in children project fund amounts)*

*Construction: 2017: Decrease in funds (The program is being adjusted to accommodate necessary increases in children project fund amounts)*

**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



October 16, 2017

**2017 - 2020 TIP Amendment 3 (A03)**

Statewide Surface Transportation Projects

**PROGRAM - PAVE-T1-PRES**

**Project ID: PAVE-T1-PRES**

Route/Road: Statewide

Managed By: NHDOT

Scope: Preservation of Tier 1 pavements

Regionally Significant: No

CAA Status: Exempt (E-10)

**APPROVED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
PE	2017	\$625,000	\$0	\$0	\$625,000	STP-State Flexible, Toll Credit
PE	2018	\$275,000	\$0	\$0	\$275,000	STP-State Flexible, Toll Credit
PE	2019	\$150,000	\$0	\$0	\$150,000	STP-State Flexible, Toll Credit
PE	2020	\$150,000	\$0	\$0	\$150,000	STP-State Flexible, Toll Credit
Construction	2017	\$17,000,000	\$0	\$0	\$17,000,000	STP-State Flexible, Toll Credit
Construction	2018	\$11,250,000	\$0	\$0	\$11,250,000	STP-State Flexible, Toll Credit
Construction	2019	\$11,650,000	\$0	\$0	\$11,650,000	STP-State Flexible, Toll Credit
Construction	2020	\$12,500,000	\$0	\$0	\$12,500,000	STP-State Flexible, Toll Credit

**Approved TIP Total: \$53,600,000      \$0      \$0      \$53,600,000      Overall Cost: \$53,600,000**

**PROPOSED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
PE	2017	\$625,000	\$0	\$0	\$625,000	STP-State Flexible, Toll Credit
PE	2018	\$625,000	\$0	\$0	\$625,000	STP-State Flexible, Toll Credit
Construction	2017	\$17,000,000	\$0	\$0	\$17,000,000	STP-State Flexible, Toll Credit
Construction	2018	\$11,500,000	\$0	\$0	\$11,500,000	STP-State Flexible, Toll Credit

**Proposed TIP Total: \$29,750,000      \$0      \$0      \$29,750,000      Overall Cost: \$29,750,000**

*Funding Difference: (\$23,850,000)      \$0      \$0      (\$23,850,000)      Overall Cost: (\$23,850,000)*

*Amendment Notes:*

*PE: 2018: Increase of funds (The program is being adjusted to accommodate necessary increases in children project fund amounts)*

*2019-2020: Removed fiscal years (Project will be removed in 2019 & 2020 and replaced with Pave-T1-Resurf)*

*Construction: 2018: Increase of funds (The program is being adjusted to accommodate necessary increases in children project fund amounts)*

*2019-2020: Removed fiscal years (Project will be removed in 2019 & 2020 and replaced with Pave-T1-Resurf)*

**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



October 16, 2017

**2017 - 2020 TIP Amendment 3 (A03)**

Statewide Surface Transportation Projects

**PROGRAM - PAVE-T1-RESURF**

**Project ID: PAVE-T1-RESURF**

**Route/Road:** Tier 1 Highways

Managed By: NHDOT

**Scope:** Resurface Tier 1 Highways

Regionally Significant: No

CAA Status: Exempt (E-10)

**APPROVED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
See Notes		\$0	\$0	\$0	\$0	
<b>Approved TIP Total:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Overall Cost: \$0</b>

**PROPOSED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
PE	2019	\$150,000	\$0	\$0	\$150,000	STP-State Flexible, Toll Credit
PE	2020	\$150,000	\$0	\$0	\$150,000	STP-State Flexible, Toll Credit
Construction	2019	\$12,000,000	\$0	\$0	\$12,000,000	STP-State Flexible, Toll Credit
Construction	2020	\$12,500,000	\$0	\$0	\$12,500,000	STP-State Flexible, Toll Credit
<b>Proposed TIP Total:</b>		<b>\$24,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,800,000</b>	<b>Overall Cost: \$126,000,000</b>
<i>Funding Difference:</i>		<i>\$24,800,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$24,800,000</i>	<i>Overall Cost: \$126,000,000</i>

*Amendment Notes:*

*PE: 2019-2020: New Project (Combining preservation and maintenance programmatic to one programmatic to be able to combine treatment types.)*

*Construction: 2019-2020: New Project (Combining preservation and maintenance programmatic to one programmatic to be able to combine treatment types.)*

**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



October 16, 2017

**2017 - 2020 TIP Amendment 3 (A03)**

Statewide Surface Transportation Projects

**PROGRAM - PAVE-T2-MAINT**

**Project ID: PAVE-T2-MAINT**

Route/Road: Statewide

Managed By: NHDOT

Scope: Maintenance paving of the Tier 2 system

Regionally Significant: No

CAA Status: Exempt (E-10)

**APPROVED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2017	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
PE	2018	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
PE	2019	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
PE	2020	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
ROW	2017	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
ROW	2018	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
ROW	2019	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2020	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
Construction	2017	\$0	\$8,755,660	\$0	\$8,755,660	Betterment
Construction	2018	\$6,250,000	\$6,250,000	\$0	\$12,500,000	Betterment, STP-State Flexible, Toll Credit
Construction	2019	\$6,250,000	\$6,250,000	\$0	\$12,500,000	Betterment, STP-State Flexible, Toll Credit
Construction	2020	\$4,655,000	\$6,250,000	\$0	\$10,905,000	Betterment, STP-State Flexible, Toll Credit
<b>Approved TIP Total:</b>		<b>\$18,015,000</b>	<b>\$27,505,660</b>	<b>\$0</b>	<b>\$45,520,660</b>	<b>Overall Cost: \$145,725,660</b>

**PROPOSED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2017	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
PE	2018	\$230,000	\$0	\$0	\$230,000	STP-State Flexible, Toll Credit
ROW	2017	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
ROW	2018	\$5,000	\$0	\$0	\$5,000	STP-State Flexible, Toll Credit
Construction	2017	\$0	\$8,755,660	\$0	\$8,755,660	Betterment
Construction	2018	\$3,133,715	\$2,366,285	\$0	\$5,500,000	Betterment, STP-State Flexible, Toll Credit
<b>Proposed TIP Total:</b>		<b>\$3,573,715</b>	<b>\$11,121,945</b>	<b>\$0</b>	<b>\$14,695,660</b>	<b>Overall Cost: \$14,695,660</b>
<i>Funding Difference:</i>		<i>(\$14,441,285)</i>	<i>(\$16,383,715)</i>	<i>\$0</i>	<i>(\$30,825,000)</i>	<i>Overall Cost: (\$131,030,000)</i>

*Amendment Notes:*

*PE: 2018: Increase of funds (The program is being adjusted to accommodate children project fund amounts)*

*2019-2020: Removed fiscal years (Project will be removed in 2019 & 2020 and replaced with Pave-T2-Resurf)*

*ROW: 2019-2020: Removed fiscal years (Project will be removed in 2019 & 2020 and replaced with Pave-T2-Resurf)*

*Construction: 2018: Decrease of funds (The program is being adjusted to accommodate children project fund amounts)*

*2019-2020: Removed fiscal years (Project will be removed in 2019 & 2020 and replaced with Pave-T2-Resurf)*

**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



October 16, 2017

**2017 - 2020 TIP Amendment 3 (A03)**

Statewide Surface Transportation Projects

**PROGRAM - PAVE-T2-PRES**

**Project ID: PAVE-T2-PRES**

Route/Road: Statewide

Managed By: NHDOT

Scope: Preservation of Tier 2 pavements

Regionally Significant: No

CAA Status: Exempt (E-10)

**APPROVED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2017	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
PE	2018	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
ROW	2017	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2018	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
Construction	2017	\$12,100,000	\$0	\$0	\$12,100,000	STP-State Flexible, Toll Credit
Construction	2018	\$9,200,000	\$0	\$0	\$9,200,000	STP-State Flexible, Toll Credit
Construction	2019	\$6,225,000	\$0	\$0	\$6,225,000	STP-State Flexible, Toll Credit
Construction	2020	\$6,225,000	\$0	\$0	\$6,225,000	STP-State Flexible, Toll Credit

**Approved TIP Total: \$34,400,000      \$0      \$0      \$34,400,000      Overall Cost: \$34,400,000**

**PROPOSED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2017	\$300,000	\$0	\$0	\$300,000	STP-State Flexible, Toll Credit
PE	2018	\$450,000	\$0	\$0	\$450,000	STP-State Flexible, Toll Credit
ROW	2017	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2018	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
Construction	2017	\$12,100,000	\$0	\$0	\$12,100,000	STP-State Flexible, Toll Credit
Construction	2018	\$8,101,032	\$198,968	\$0	\$8,300,000	Betterment, STP-State Flexible, Toll Credit

**Proposed TIP Total: \$21,001,032      \$198,968      \$0      \$21,200,000      Overall Cost: \$21,200,000**

*Funding Difference: (\$13,398,968)      \$198,968      \$0      (\$13,200,000)      Overall Cost: (\$13,200,000)*

*Amendment Notes:*

*PE: 2018: Increase of funds (The program is being adjusted to accommodate children project fund amounts)*

*Construction: 2018: Increase of funds (The program is being adjusted to accommodate children project fund amounts)*

*2019-2020: Removed fiscal years (Moving to Pave-T2-Resurf)*

**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



October 16, 2017

**2017 - 2020 TIP Amendment 3 (A03)**

Statewide Surface Transportation Projects

**PROGRAM - PAVE-T2-REHAB**

**Project ID: PAVE-T2-REHAB**

Route/Road: Various

Managed By: NHDOT

Scope: Rehab of Tier 2 roads

Regionally Significant: No

CAA Status: Exempt (E-10)

**APPROVED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2017	\$650,000	\$0	\$0	\$650,000	STP-State Flexible, Toll Credit
Construction	2017	\$7,016,513	\$566,012	\$0	\$7,582,525	Betterment, STP-State Flexible, Toll Credit
Construction	2020	\$0	\$2,500,000	\$0	\$2,500,000	Betterment
<b>Approved TIP Total:</b>		<b>\$7,666,513</b>	<b>\$3,066,012</b>	<b>\$0</b>	<b>\$10,732,525</b>	<b>Overall Cost: \$30,732,525</b>

**PROPOSED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2017	\$650,000	\$0	\$0	\$650,000	STP-State Flexible, Toll Credit
PE	2018	\$650,000	\$0	\$0	\$650,000	STP-State Flexible, Toll Credit
Construction	2017	\$7,016,513	\$566,012	\$0	\$7,582,525	Betterment, STP-State Flexible, Toll Credit
Construction	2018	\$7,937,166	\$2,062,834	\$0	\$10,000,000	Betterment, STP-State Flexible, Toll Credit
Construction	2020	\$0	\$2,500,000	\$0	\$2,500,000	Betterment
<b>Proposed TIP Total:</b>		<b>\$16,253,679</b>	<b>\$5,128,846</b>	<b>\$0</b>	<b>\$21,382,525</b>	<b>Overall Cost: \$41,382,525</b>
<i>Funding Difference:</i>		<i>\$8,587,166</i>	<i>\$2,062,834</i>	<i>\$0</i>	<i>\$10,650,000</i>	<i>Overall Cost: \$10,650,000</i>

*Amendment Notes:*

*PE: 2018: Added fiscal year (The program is being adjusted to accommodate necessary increases in children project fund amounts)*

*Construction: 2018: Added fiscal year (The program is being adjusted to accommodate necessary increases in children project fund amounts)*

**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



**2017 - 2020 TIP Amendment 3 (A03)**

October 16, 2017

Statewide Surface Transportation Projects

**PROGRAM - PAVE-T2-RESURF**

**Project ID: PAVE-T2-RESURF**

**Route/Road:** Tier 2 Highways

Managed By: NHDOT

**Scope:** Resurfacing Tier 2 Roadways

Regionally Significant: No

CAA Status: Exempt (E-10)

**APPROVED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
See Notes		\$0	\$0	\$0	\$0	
<b>Approved TIP Total:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Overall Cost: \$0</b>

**PROPOSED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
PE	2019	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
PE	2020	\$200,000	\$0	\$0	\$200,000	STP-State Flexible, Toll Credit
ROW	2019	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
ROW	2020	\$25,000	\$0	\$0	\$25,000	STP-State Flexible, Toll Credit
Construction	2019	\$14,400,000	\$6,000,000	\$0	\$20,400,000	Betterment, STP-State Flexible, Toll Credit
Construction	2020	\$14,400,000	\$6,000,000	\$0	\$20,400,000	Betterment, STP-State Flexible, Toll Credit
<b>Proposed TIP Total:</b>		<b>\$29,250,000</b>	<b>\$12,000,000</b>	<b>\$0</b>	<b>\$41,250,000</b>	<b>Overall Cost: \$206,250,000</b>
<i>Funding Difference:</i>		<i>\$29,250,000</i>	<i>\$12,000,000</i>	<i>\$0</i>	<i>\$41,250,000</i>	<i>Overall Cost: \$206,250,000</i>

*Amendment Notes:*

*PE: 2019-2020: New Project (Combining preservation and maintenance programmatic to one programmatic to be able to combine treatment types.)*

*ROW: 2019-2020: New Project (Combining preservation and maintenance programmatic to one programmatic to be able to combine treatment types.)*

*Construction: 2019-2020: New Project (Combining preservation and maintenance programmatic to one programmatic to be able to combine treatment types.)*

**PROGRAM - STIC**

**Project ID: STIC**

**Route/Road:** Varies

Managed By: NHDOT

**Scope:** STIC Incentives

Regionally Significant: No

CAA Status: Exempt (E-0)

**APPROVED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
See Notes		\$0	\$0	\$0	\$0	
<b>Approved TIP Total:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Overall Cost: \$0</b>

**PROPOSED**

Phase	FY	Federal	State	Other	Total	Funding Source(s)
Other	2018	\$80,000	\$20,000	\$0	\$100,000	NHDOT Operating Budget, STIC Funding
Other	2019	\$80,000	\$20,000	\$0	\$100,000	NHDOT Operating Budget, STIC Funding
Other	2020	\$80,000	\$20,000	\$0	\$100,000	NHDOT Operating Budget, STIC Funding
<b>Proposed TIP Total:</b>		<b>\$240,000</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>Overall Cost: \$1,100,000</b>
<i>Funding Difference:</i>		<i>\$240,000</i>	<i>\$60,000</i>	<i>\$0</i>	<i>\$300,000</i>	<i>Overall Cost: \$1,100,000</i>

*Amendment Notes:*

*Other: 2018-2020: New Project (New programmatic project)*

**Nashua Metropolitan Planning Organization  
2017 - 2020 Transportation Improvement Program**



**2017 - 2020 TIP Amendment 3 (A03)**

October 16, 2017

Statewide Surface Transportation Projects

**STATEWIDE**

**Project ID: 29137**

**Route/Road:** Various

Managed By: NHDOT

**Scope:** Underwater inspection of various bridges located throughout the state.

Regionally Significant: No

CAA Status: Exempt (E-38)

**APPROVED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
See Notes		\$0	\$0	\$0	\$0	
<b>Approved TIP Total:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Overall Cost: \$0</b>

**PROPOSED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
PE	2017	\$69,300	\$0	\$0	\$69,300	STP-State Flexible, Toll Credit
PE	2018	\$0	\$2,000	\$0	\$2,000	Betterment
<b>Proposed TIP Total:</b>		<b>\$69,300</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$71,300</b>	<b>Overall Cost: \$196,244</b>
<i>Funding Difference:</i>		<i>\$69,300</i>	<i>\$2,000</i>	<i>\$0</i>	<i>\$71,300</i>	<i>Overall Cost: \$196,244</i>

*Amendment Notes:*

*PE: 2017: New Project (Was funded with programmatic funds, but now in STIP as a new project due to the addition of non-programmatic betterment funds.)*

*2018: New Project (New bridge project)*

**STATEWIDE-RWIS**

**Project ID: 25198**

**Route/Road:** Statewide

Managed By: NHDOT

**Scope:** To install Road and Weather systems around the State. Date of release for RFP March 31, 2017.

Regionally Significant: No

CAA Status: Attainment

**APPROVED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
Construction	2017	\$431,200	\$0	\$0	\$431,200	STP-State Flexible, Toll Credit
<b>Approved TIP Total:</b>		<b>\$431,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$431,200</b>	<b>Overall Cost: \$543,155</b>

**PROPOSED**

<u>Phase</u>	<u>FY</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Total</u>	<u>Funding Source(s)</u>
Construction	2018	\$431,200	\$392,000	\$0	\$823,200	STP-State Flexible, Toll Credit, Turnpike Capital
<b>Proposed TIP Total:</b>		<b>\$431,200</b>	<b>\$392,000</b>	<b>\$0</b>	<b>\$823,200</b>	<b>Overall Cost: \$935,155</b>
<i>Funding Difference:</i>		<i>\$0</i>	<i>\$392,000</i>	<i>\$0</i>	<i>\$392,000</i>	<i>Overall Cost: \$392,000</i>

*Amendment Notes:*

*Construction: 2017 to 2018: Change of fiscal years and increase in funds (Moved 2017 funds to 2018 and added TPK funds for installation on the Turnpike system.)*



	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	
<b>FHWA (Federal-Aid with Match)</b>											
Bridge Off System	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 654,800	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 4,201,600	
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ 8,766	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 325,968	\$ -	\$ -	\$ -	\$ -	\$ 1,444,001	
Congestion Mitigation and Air Quality Program	\$ 5,130,240	\$ -	\$ 322,963	\$ 5,453,203	\$ 2,741,869	\$ 10,683,212	\$ -	\$ 369,976	\$ 11,053,188	\$ 4,789,793	
Highway Safety Improvement Program (HSIP)	\$ 9,111,694	\$ -	\$ -	\$ 9,111,694	\$ 6,826,500	\$ 9,487,096	\$ -	\$ 40,700	\$ 9,527,796	\$ 9,582,951	
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 1,698,399	\$ -	\$ -	\$ -	\$ -	\$ 1,136,052	
National Highway Freight	\$ 4,136,695	\$ -	\$ -	\$ 4,136,695	\$ -	\$ 4,659,703	\$ -	\$ -	\$ 4,659,703	\$ -	
National Highway System	\$ 90,637,503	\$ -	\$ -	\$ 90,637,503	\$ 75,213,921	\$ 94,371,768	\$ -	\$ -	\$ 94,371,768	\$ 35,509,305	
Recreational Trails	\$ 1,255,265	\$ -	\$ 312,500	\$ 1,567,765	\$ 1,250,000	\$ 1,312,588	\$ -	\$ 312,500	\$ 1,625,088	\$ 1,250,000	
Redistribution	\$ 721,476	\$ -	\$ -	\$ 721,476	\$ 580,091	\$ 576,321	\$ -	\$ -	\$ 576,321	\$ -	
RL - Rail Highway	\$ 1,150,000	\$ -	\$ -	\$ 1,150,000	\$ 1,044,000	\$ 1,197,380	\$ -	\$ -	\$ 1,197,380	\$ 1,044,000	
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 1,806,279	\$ -	\$ -	\$ -	\$ -	\$ 1,819,358	
STIC Funding	\$ 182,400	\$ -	\$ -	\$ 182,400	\$ 182,400	\$ -	\$ -	\$ -	\$ -	\$ 80,000	
STP-S to 200K	\$ 7,545,578	\$ -	\$ 1,578	\$ 7,547,156	\$ 4,093,156	\$ 7,856,456	\$ -	\$ 56,000	\$ 7,912,456	\$ 3,559,420	
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 218,451	\$ -	\$ -	\$ -	\$ -	\$ 35,200	
STP-Areas Over 200K	\$ 5,279,308	\$ -	\$ 413,524	\$ 5,692,832	\$ 2,621,468	\$ 5,496,815	\$ -	\$ 3,175,000	\$ 8,671,815	\$ 6,142,873	
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000	
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STP-Non Urban Areas Under 5K	\$ 9,442,354	\$ -	\$ 201	\$ 9,442,555	\$ 12,283,976	\$ 9,831,379	\$ -	\$ -	\$ 9,831,379	\$ 11,299,750	
STP-Off System Bridge	\$ 3,672,842	\$ -	\$ 2,200.00	\$ 3,675,042	\$ 96,800	\$ 3,824,163	\$ -	\$ -	\$ 3,824,163	\$ -	
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000	
STP-State Flexible	\$ 22,486,268	\$ -	\$ 449,965	\$ 22,936,233	\$ 67,010,269	\$ 16,744,092	\$ -	\$ 633,219	\$ 17,377,311	\$ 56,457,116	
TAP - Transportation Alternative	\$ 1,311,744	\$ -	\$ 668,478	\$ 1,980,222	\$ 2,673,913	\$ 2,731,577	\$ -	\$ 796,120	\$ 3,527,697	\$ 3,184,480	
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ (35,048,756)	\$ -	\$ -	\$ -	\$ -	\$ -	
Adj for Program & Unob*****	\$ -	\$ -	\$ -	\$ -	\$ (8,532,696)	\$ -	\$ -	\$ -	\$ -	\$ -	
TIFIA	\$ -	\$ -	\$ 34,221,205.20	\$ 34,221,205	\$ 34,221,205.20	\$ -	\$ -	\$ -	\$ -	\$ -	
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Bridge Special	\$ 48,000	\$ -	\$ -	\$ 48,000	\$ 48,000	\$ 3,244,580	\$ -	\$ -	\$ 3,244,580	\$ 3,244,580	
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	
FHWA Earmarks	\$ 10,614,421	\$ -	\$ 409,840	\$ 11,024,262	\$ 11,024,262	\$ 3,015,247	\$ -	\$ 722,933	\$ 3,738,180	\$ 3,738,180	
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)	\$ 16,282,301	\$ -	\$ -	\$ 16,282,301	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 33,770,723	\$ -	\$ -	\$ -	\$ -	\$ 29,106,787	
<b>Total</b>	<b>\$ 191,658,996</b>	<b>\$ -</b>	<b>\$ 36,812,454</b>	<b>\$ 228,471,450</b>	<b>\$ 217,238,764</b>	<b>\$ 177,785,497</b>	<b>\$ -</b>	<b>\$ 7,031,448</b>	<b>\$ 184,816,945</b>	<b>\$ 178,050,445</b>	
<b>FY 2017 Estimated Obligational Limit**</b>	<b>\$ 150,830,707</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>Funds Not Subject to Obligational Limit</b>	<b>\$ 29,595,629</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>Adjusted Total</b>	<b>\$ 180,426,336</b>	<b>\$ -</b>	<b>\$ 36,812,454</b>	<b>\$ 217,238,790</b>	<b>\$ 217,238,764</b>	<b>\$ 177,785,497</b>	<b>\$ -</b>	<b>\$ 7,031,448</b>	<b>\$ 184,816,945</b>	<b>\$ 178,050,445</b>	
<b>FTA (Federal-Aid with Match)***</b>											
FTA5307	\$ 7,553,310	\$ 567,254	\$ 4,159,079	\$ 12,279,643	\$ 12,267,191	\$ 7,795,016	\$ 585,678	\$ 4,309,193	\$ 12,689,887	\$ 12,555,790	
FTA5307_NHDOT	\$ 2,718,719	\$ -	\$ 679,680	\$ 3,398,399	\$ 8,007,211	\$ 2,773,093	\$ -	\$ 693,273	\$ 3,466,366	\$ 4,191,600	
FTA5307_NHDOT (Prior Year Carry Over)*****	\$ 3,696,000	\$ -	\$ 924,000	\$ 4,620,000	\$ -	\$ 600,000	\$ -	\$ 150,000	\$ 750,000	\$ -	
FTA5309 (Prior Year Carry Over)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FTA5310	\$ 2,004,646	\$ -	\$ 509,287	\$ 2,513,933	\$ 1,776,977	\$ 2,068,794	\$ -	\$ 516,812	\$ 2,585,606	\$ 1,784,058	
FTA5311	\$ 8,232,148	\$ -	\$ 159,378	\$ 8,391,526	\$ 7,976,888	\$ 8,495,577	\$ -	\$ 1,627,285	\$ 10,122,862	\$ 8,136,426	
FTA5339	\$ 2,250,582	\$ 281,323	\$ 281,323	\$ 2,813,228	\$ 3,626,160	\$ 2,247,866	\$ -	\$ 613,497	\$ 2,861,363	\$ 3,108,459	
FTA5339 (Prior Year Carry Over)	\$ 660,000	\$ 82,500	\$ 82,500	\$ 825,000	\$ -	\$ 300,000	\$ 37,500	\$ 37,500	\$ 375,000	\$ -	
<b>Total</b>	<b>\$ 27,115,405</b>	<b>\$ 931,077</b>	<b>\$ 6,795,247</b>	<b>\$ 34,841,728</b>	<b>\$ 33,654,427</b>	<b>\$ 24,280,346</b>	<b>\$ 623,178</b>	<b>\$ 7,947,559</b>	<b>\$ 32,851,083</b>	<b>\$ 29,776,333</b>	
<b>FHWA/FTA Totals</b>	<b>\$ 207,541,741</b>	<b>\$ 931,077</b>	<b>\$ 43,607,701</b>	<b>\$ 252,080,519</b>	<b>\$ 250,893,190</b>	<b>\$ 202,065,843</b>	<b>\$ 623,178</b>	<b>\$ 14,979,008</b>	<b>\$ 217,668,028</b>	<b>\$ 207,826,779</b>	
<b>Innovated Financing</b>											
GARVEE Bond Funds ****	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>State Fund Sources</b>											
Turnpike Capital	\$ -	\$ 23,883,082	\$ -	\$ 23,883,082	\$ 23,883,082	\$ -	\$ 25,303,835	\$ -	\$ 25,303,834.79	\$ 25,303,835	
Turnpike Program	\$ -	\$ 28,084	\$ -	\$ 28,084	\$ 28,084	\$ -	\$ 27,441	\$ -	\$ 27,441.48	\$ 27,441	
Turnpike Renewal & Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ -	\$ 1,800,000	\$ 1,800,000	
<b>Total</b>	<b>\$ -</b>	<b>\$ 23,911,166</b>	<b>\$ -</b>	<b>\$ 23,911,166</b>	<b>\$ 23,911,166</b>	<b>\$ -</b>	<b>\$ 27,131,276</b>	<b>\$ -</b>	<b>\$ 27,131,276</b>	<b>\$ 27,131,276</b>	
<b>ALL SOURCES Totals</b>	<b>\$ 207,541,741</b>	<b>\$ 24,842,243</b>	<b>\$ 43,607,701</b>	<b>\$ 275,991,684</b>	<b>\$ 274,804,356</b>	<b>\$ 202,065,843</b>	<b>\$ 27,754,454</b>	<b>\$ 14,979,008</b>	<b>\$ 244,799,305</b>	<b>\$ 234,958,055</b>	

\* Federal Resources: Apportioned Funds from Status of Funds 4/19/201:

\*\* Constraint Limits

FY 2017 Obligational Limit is based on the 08/31/2017 Status of Fund

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

FY 19 Based on FY 18 Multiplied by FAST Act Escalation of 1.0221

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.023:

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

\*\*\*\* Anticipated GARVEE Bond:

\*\*\*\*\*Adj for Program & Unob - Adjustment for amounts programmed but not obligated

\*\*\*\*\*Includes CMAQ funds transferred to FTI

	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
<b>FHWA (Federal-Aid with Match)</b>										
Bridge Off System	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 5,071,709	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 3,774,036
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 1,128,050	\$ -	\$ -	\$ -	\$ -	\$ 2,776,357
Congestion Mitigation and Air Quality Program	\$ 10,924,652	\$ -	\$ -	\$ 10,924,652	\$ 3,459,842	\$ 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	\$ 38,430,592	\$ 98,820,680	\$ -	\$ -	\$ 98,820,680	\$ 28,866,336
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	\$ -
RL - Rail Highway	\$ 1,224,441	\$ -	\$ -	\$ 1,224,441	\$ 1,044,000	\$ 1,253,827	\$ -	\$ -	\$ 1,253,827	\$ 1,044,000
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIC Funding	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 80,000
STP-S to 200K	\$ 8,034,012	\$ -	\$ 540,000	\$ 8,574,012	\$ 6,586,468	\$ 8,226,828	\$ -	\$ 525,680	\$ 8,752,508	\$ 5,826,871
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 2,916,522	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Over 200K	\$ 5,621,044	\$ -	\$ 512,750	\$ 6,133,794	\$ 3,767,986	\$ 5,755,949	\$ -	\$ 54,955	\$ 5,810,904	\$ 6,707,358
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 10,053,568	\$ -	\$ -	\$ 10,053,568	\$ 6,655,495	\$ 10,294,854	\$ -	\$ -	\$ 10,294,854	\$ 3,165,047
STP-Off System Bridge	\$ 3,910,589	\$ -	\$ -	\$ 3,910,589	\$ -	\$ 4,004,443	\$ -	\$ -	\$ 4,004,443	\$ 69,409
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000
STP-State Flexible	\$ 17,974,294	\$ -	\$ 822,661	\$ 18,796,955	\$ 58,213,119	\$ 18,405,677	\$ -	\$ 200,000	\$ 18,605,677	\$ 68,094,745
TAP - Transportation Alternative Recovered De-Obligations	\$ 2,793,310	\$ -	\$ 638,400	\$ 3,431,710	\$ 2,553,600	\$ 2,860,350	\$ -	\$ 638,420	\$ 3,498,770	\$ 2,553,600
Adj for Program & Unob*****	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIFIA	\$ -	\$ -	\$ 5,222,652.04	\$ 5,222,652	\$ 5,222,652	\$ -	\$ -	\$ 5,355,830	\$ 5,355,830	\$ 5,355,830
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants (Maine)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NSTI National Summer Transportation Institute	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
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	\$ -	\$ -	\$ -	\$ -	\$ 29,919,528	\$ -	\$ -	\$ -	\$ -	\$ 28,822,851
<b>Total</b>	<b>\$ 176,257,860</b>	<b>\$ -</b>	<b>\$ 8,973,963</b>	<b>\$ 185,231,824</b>	<b>\$ 175,465,498</b>	<b>\$ 180,483,969</b>	<b>\$ -</b>	<b>\$ 8,012,385</b>	<b>\$ 188,496,354</b>	<b>\$ 167,729,612</b>
<b>FY 2017 Estimated Obligational Limit**</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Funds Not Subject to Obligational Limit</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>ADJUSTED AVAILABLE Tota</b>	<b>\$ 176,257,860</b>	<b>\$ -</b>	<b>\$ 8,973,963</b>	<b>\$ 185,231,824</b>	<b>\$ 175,465,498</b>	<b>\$ 180,483,969</b>	<b>\$ -</b>	<b>\$ 8,012,385</b>	<b>\$ 188,496,354</b>	<b>\$ 167,729,612</b>
<b>FTA (Federal-Aid with Match)</b>										
FTA5307	\$ 8,044,456	\$ -	\$ 4,438,023	\$ 12,482,479	\$ 12,137,179	\$ 8,301,879	\$ -	\$ 4,555,185	\$ 12,857,064	\$ 12,252,119
FTA5307_NHDOT	\$ 3,710,449	\$ -	\$ 702,454	\$ 4,412,903	\$ 4,284,411	\$ 3,829,183	\$ -	\$ 716,503	\$ 4,545,686	\$ 4,379,364
FTA5307_NHDOT (Prior Year Carry Over)*****	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5310	\$ 2,134,996	\$ -	\$ 523,453	\$ 2,658,449	\$ 1,817,267	\$ 2,203,316	\$ -	\$ 530,238	\$ 2,733,554	\$ 1,851,190
FTA5311	\$ 8,767,436	\$ -	\$ 1,659,831	\$ 10,427,267	\$ 8,299,154	\$ 9,047,994	\$ -	\$ 1,693,027	\$ 10,741,021	\$ 8,465,137
FTA5339	\$ 2,319,797	\$ -	\$ 623,711	\$ 2,943,508	\$ 3,143,224	\$ 2,394,030	\$ -	\$ 635,930	\$ 3,029,960	\$ 3,202,682
FTA5339 (Prior Year Carry Over)	\$ 200,000	\$ 25,000	\$ 25,000	\$ 250,000	\$ -	\$ 200,000	\$ 25,000	\$ 25,000	\$ 250,000	\$ -
<b>Total</b>	<b>\$ 25,177,134</b>	<b>\$ 25,000</b>	<b>\$ 7,972,472</b>	<b>\$ 33,174,606</b>	<b>\$ 29,681,235</b>	<b>\$ 25,976,402</b>	<b>\$ 25,000</b>	<b>\$ 8,155,883</b>	<b>\$ 33,907,285</b>	<b>\$ 30,150,493</b>
<b>FHWA/FTA Tota</b>	<b>\$ 201,434,994</b>	<b>\$ 25,000</b>	<b>\$ 16,946,435</b>	<b>\$ 218,406,430</b>	<b>\$ 205,146,732</b>	<b>\$ 206,460,371</b>	<b>\$ 25,000</b>	<b>\$ 16,168,268</b>	<b>\$ 222,403,639</b>	<b>\$ 197,880,104</b>
<b>Innovated Financing</b>										
GARVEE Bond Funds ****	\$ -	\$ 20,661,466	\$ -	\$ 20,661,466	\$ 20,661,466	\$ -	\$ 24,976,057	\$ -	\$ 24,976,057	\$ 24,976,057
<b>Total</b>	<b>\$ -</b>	<b>\$ 20,661,466</b>	<b>\$ -</b>	<b>\$ 20,661,466</b>	<b>\$ 20,661,466</b>	<b>\$ -</b>	<b>\$ 12,930,748</b>	<b>\$ -</b>	<b>\$ 12,930,748</b>	<b>\$ 12,930,748</b>
<b>State Fund Sources</b>										
Turnpike Capital	\$ -	\$ 34,998,289	\$ -	\$ 34,998,289	\$ 34,998,289	\$ -	\$ 42,921,040	\$ -	\$ 42,921,040	\$ 42,921,040
Turnpike Program	\$ -	\$ 2,299	\$ -	\$ 2,299	\$ 2,299	\$ -	\$ -	\$ -	\$ -	\$ 4,069,886
Turnpike Renewal & Repl	\$ -	\$ 5,742,800	\$ -	\$ 5,742,800	\$ 5,742,800	\$ -	\$ 4,069,886	\$ -	\$ 4,069,886	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 40,743,388</b>	<b>\$ -</b>	<b>\$ 40,743,388</b>	<b>\$ 40,743,388</b>	<b>\$ -</b>	<b>\$ 46,990,926</b>	<b>\$ -</b>	<b>\$ 46,990,926</b>	<b>\$ 46,990,926</b>
<b>ALL SOURCES Tota</b>	<b>\$ 201,434,994</b>	<b>\$ 61,429,854</b>	<b>\$ 16,946,435</b>	<b>\$ 279,811,283</b>	<b>\$ 266,551,586</b>	<b>\$ 206,460,371</b>	<b>\$ 59,946,674</b>	<b>\$ 16,168,268</b>	<b>\$ 282,325,312</b>	<b>\$ 257,801,778</b>

\* 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 1.0206

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

FY 19 Based on FY 18 Multiplied by FAST Act Escalation of 1.0221

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0233

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

\*\*\*\* Anticipated GARVEE Bond

\*\*\*\*\*Adj for Program & Unob - Adjustment for amounts programmed but not obligated.

\*\*\*\*\*Includes CMAQ funds transferred to FTI