

NOTICE OF MEETING

WHO: Nashua Regional Planning Commission

WHEN: Wednesday – June 19, 2019 – 7:00 P.M.

WHERE: NRPC Conference Room

AGENDA

7:00 pm - Call to Order

1. Welcome and Introductions (7:00)
2. Privilege of the Floor (7:05)
3. Approval of Minutes – March 20, 2019 public **(Action Required)** (7:10)
4. **Public Hearing:** Nashua Regional Planning Commission & Metropolitan Planning Organization [Public Involvement Process](#) for Transportation Planning **(action required)** (7:15)
5. Annual Business Meeting: (7:45)
 - a) FY2020 Budget and Work Program **(action required)**
NRPC staff will review FY19 accomplishments and highlight FY20 projects.
 - b) Annual Grant and Contract Authorization **(action required)**
 - c) Setting of FY 2021 Dues **(action required)**
 - d) Election of FY20 Executive Committee Officers **(action required)**
6. Transportation Project Updates: (8:15)
 - a) S/TIP Amendment #1.
7. General Updates: (8:25)
8. Commissioners Roundtable (8:30)
9. Adjourn (9:00)

***Next Meeting – The next NRPC Commission meeting is scheduled for
Wednesday, September 18, 2019 at 7:00 pm***



**DRAFT – MINUTES
NASHUA REGIONAL PLANNING COMMISSION
Held at the NRPC Office
9 Executive Park, Suite 201, Merrimack, NH
March 20, 2019**

Members Present:

Dave Hennessey, Pelham	Tim Tenhave, Merrimack	Karin Elmer, Merrimack
Ed Weber, Nashua	Sarah Marchant, Nashua	Tamara Sorell, Brookline
Hal Lynde, Pelham	Mary Ann Melizzi-Golja, Nashua	Dan Kelly, Nashua
Susan Ruch, Amherst	Janet Langdell, Milford	Chris Costantino, Milford
Dillon Dumont, Hudson	Bill Boyd, Merrimack	James Battis, Hudson
Mike Dell Orfano, Amherst	Kim Queenan, Litchfield	

Others Present:

Michael Licata, Liberty Utilities
Susan Fournier, Brox Environmental Citizens
Paul Patti, Nashua Resident

Staff Present:

Jay Minkarah, Executive Director
Sara Siskavich, Assistant Director
Gregg Lantos, MPO Coordinator

WELCOME AND INTRODUCTIONS:

Ruch opened the meeting at 7:05pm with introductions.

PRIVILEGE OF THE FLOOR:

No members of the public wished to speak.

APPROVAL OF THE MINUTES – DECEMBER 19, 2018

Ruch asked if there were any comments on the minutes of December 19, 2018. A small grammatical error was noted, after which Boyd motioned with a second from Lynde:

THAT the minutes of December 19, 2018 be approved as amended and placed on file for audit.

The motion **carried** with abstentions from Langdell, Elmer, Fimbel, and Costantino

PRESENTATION: MICHAEL LICATA, LIBERTY UTILITIES: GRANITE BRIDGE NATURAL GAS PROJECT

Mr. Licata presented the proposed [Granite Bridge Natural Gas project](#), which involves the construction of a new intra-state gas transmission pipeline along Rt 101 (a newly state-designated Energy Infrastructure corridor) as well as a liquified natural gas storage tank to be located in a 140-acre abandoned quarry property in Epping.

These proposed facilities will be sited outside of the NRPC region but will result in increased gas capacity for Liberty customers within the NRPC region currently served by the near-capacity Concord Lateral. Licata reviewed physical specifications of the proposed pipeline and tank, safety and aesthetic considerations, anticipated economic benefits including short-term job creation and longer-term stimulus from lower gas prices, and updated the group on the Project's status in the NH Site Evaluation Committee's approval process.

At the request of Tenhave, Licata explained that the project does open the door to possible new service in areas such as Candia, Epping and Raymond, though the franchise rights would need PUC approval. He went on

to explain that the 16" size is chosen in order to flexibly meet the predicted gas demand according to a 20-year planning horizon.

There was discussion regarding the capacity, size, and visual impact of the tank. At approximately 24M gallons, the proposed Epping tank would be roughly comparable to the C3 propane in Newington with storage of 22 million gals. The tank is 170 ft. tall, but will be set down within the quarry, and the wooded buffer around the site mitigates the visual impact, which is most noticeable on the overpass at Exit 6. Other visible spots include the Rockingham Rail Trail, where wetlands open out, and VHB analysis also predicts visibility on another 101 on-ramp.

In response to a question from Ruch, Licata further described the primary and secondary containment structures for the LNG tank, and what would occur if both were to fail. The site would be monitored 24/7 by on-site personnel and also remotely at the Londonderry control center. In the event of failure, the product would remain in stable liquid form, but failure would ruin the interior insulation. The product could be quickly vaporized and put back into the pipeline system if required. In the worst-case scenario, the product would collect in safety impoundment area where it would warm back to gas and go to atmosphere.

Weber asked if the concrete containment structures would be hermetically sealed, being that concrete is a porous material, to which Licata said he did not know.

Hennessey pointed out that Pelham has had a natural gas pipeline for 55 years and the slow expansion of gas service into town has been insufficient and frustrating. He pointed out that arguments for and against expansion are confounded by issues of both capacity and economic demand and both must be adequately addressed in this proposal.

Licata described the status of the siting. The Company is almost done with field survey to inform updated cost estimates and to further avoid sensitive environmental areas. An important distinction between this project and other recent proposals is that the proposed pipeline alignment is physically within the entire NHDOT ROW, as apposed to parallel to it. NHDOT negotiations are underway. They want the facilities on the edge of their ROW, and they have asked for some design changes that have increased the number of directional drills and some switching of sides of the highway.

In terms of the permitting process, the New Hampshire Site Evaluation Committee (SEC) is very rigorous and they have not yet filed the project. There are eight communities impacted and hopefully they will all be supportive. At the request of Battis, Licata laid out the construction timeline after approvals: it would take two construction seasons for the pipeline, three for the tank, but they would run concurrently.

Lynde asked for discussion on the project's impact on the propane market. Licata declined to speculate, as propane prices are generally regional in nature and it's not their line of business, but that he didn't think the project would be putting propane companies out of business, for example.

There was discussion about the impact of the project on rates. Licata stated that without additional capacity, the customer base will remain static, and costs are escalating. Several in the audience questioned whether the project would result in any customer cost savings. The \$2/month/residential customer project cost is just one component of the rate, and Licata explained that rates must be justified and approved in PUC rate cases.

Tenhaven asked if any impacted communities had been actively negotiating with the Company for things like fire equipment. Licata answered in the negative.

Boyd asked for specs on the pressure of the Concord Lateral. Licata said it is not their facility so he couldn't say for sure, but he thought it was operating at about 750 psi which is nearing its max operating pressure. Lynde pointed out that distinction needs to be made between capacity of the pipe versus supply limitations. A discussion of compressor station boosting ensued.

ADOPTION OF THE 2021-2030 NH TEN-YEAR TRANSPORTATION PROJECT PRIORITIES

Lantos reviewed the TYP process to date. Through the spring of 2018 NRPC worked with member communities to develop a potential list of projects for inclusion in the Nashua Area Metropolitan Transportation Plan (MTP) and the State's 2021 – 2030 Ten Year Transportation Plan. The region is allocated \$6.175 million in federal Surface Transportation Program funding per biennial period for the programming of new projects within the region.

In the fall, the initial list was sent up to NHDOT, who reviewed proposed costs for the projects. NHDOT estimated the Milford project and the Nashua Kinsley project costs to be higher than estimated by the communities, leading to a shortfall for all projects for the biennial period of \$857,170. In response to Langdell's question about why towns are receiving these cost estimates just now, Lantos said NRPC received the information from NHDOT yesterday, on March 19.

NRPC will explore the various options with its municipalities to close the funding gap, including modifying project scopes, adding more local funding and moving portions of funding to the following biennial period. The Region must address the deficit so that we can get a finalized list to NHDOT by May. Tonight, however, we must take action on the list, and authorize the Executive Committee to act on behalf of the full MPO to meet this deadline.

Boyd asked if communities are being asked to increase their project match, to which Lantos answered no. Locally-managed projects are capped, however, so project increases are, in fact, the responsibility of the community. In response to Lynde, Lantos said the 80/20 reduction would be done dollar-for-dollar.

Tenhaven asked if there was a potential for another project to get slotted if final list approval is done by the Executive Committee, to which Lantos replied no.

Ruch suggested that the Commission could call a special meeting for the adoption. Langdell suggested that instead, if authority is delegated to the EC, all Commissioners could be invited to participate in that meeting.

Dell Orfano moved, with a second from Kelly:

THAT the Executive Committee be granted authority to adopt NRPC's final Ten-Year Transportation Project listing.

The motion **carried**.

GENERAL UPDATES:

On account of time, Minkarah suggested the UPWP agenda item, the overview of the new two-year transportation work program, be deferred to the next meeting

Staffing Update: Minkarah mentioned that John Goeman is now on staff and is settling into his Wilton circuit riding duties. He will also be working on the Pelham master plan and the regional housing needs assessment.

Update on Move to 30 Temple St: Minkarah reviewed the timeline for the upcoming move to 30 Temple St. The physical move will take place March 25-26. While all staff will be reporting to duty, please be patient if they are somewhat slower to respond. The next commission meeting will be in the new space, but there will be an open house tentatively planned for April. Ruch acknowledge efforts of the office search committee volunteers and staff.

DISCUSSION OF PENDING LEGISLATION:

Minkarah then turned to the NHPA Legislative Watch list that he shared in hard-copy. Discussion centered around SB300 affecting the removal of FEET Exit 11 tolls, SB306 which establishes a statewide housing board of appeals, and SB152 relative to third party inspections conducted pursuant to a planning board approval. Boyd expressed his support for SB300 but noted that he does not support 306 because our current system provides adequate checks and balances. Elmer also expressed her concerns regarding the bill. Marchant offered a dissenting opinion, stating that the current process is long, onerous for communities and very stressful to abutters. Hennessey stated that the Board of Realtors is taking a strong supportive position, considering a call to action. Lynde stated the process should play out in Concord and hoped the voice of the realtors doesn't affect amendments to the bill.

In response to SB152, Dell Orfano suggested the wording, "most qualified" would be preferable to lowest cost bid. Weber concurred, adding "competent," and "responsible" are important attributes in terms of vendor choice. Labor issues and misclassified workers are problems known to afflict low bid jobs, which are often at risk of project overruns.

Ruch asked if there was any discussion needed of other pending bills. Dell Orfano mentioned SB244, an important bill sponsored by Sen Chandley and others that provides for the exclusion or exemption for distributions or transfers from publicly offered real estate investment trusts from certain types of taxation.

Kelly mentioned the importance of SB241, relative to funding for the project development phase of the capitol corridor rail project. The bill, if passed, would allow access to Boston UZA Formula Funding to complete the project development phase of the rail project.

Minkarah reminded the group that the Commission does not lobby, but as an advisory body we are able to take a position on issues or provide comment if the bills affect the orderly development of the region. Hennessey stated he preferred not to restate the Commission's position on rail at this point in time. Dell Orfano reminded the Commission that during the Kinder Morgan pipeline project, the Commission was steadfast in not taking a position on the project. Ruch said that the Commission can point out the effect of the bills without crossing the line into lobbying. Hennessey concurred, saying that consensus was clearly lacking during the Kinder Morgan proposal and similarly, we don't have consensus around the housing bill and thus should not vote. By contrast, the Commission has already taken action on rail, and in terms of SB300 and the tolls, we are not "plowing new ground." Boyd agreed that the value of taking a position is eroded without consensus on an issue.

After further discussion, Boyd motioned, with a second from Tenhave,

To authorize Minkarah to author a letter indicating the Commission's support for SB300 and SB241.

The motion **carried** unanimously with no abstentions.

COMMISSIONERS ROUNDTABLE

Amherst (Dell Orfano): Proposed warehouse on North Hollis Rd before the planning board, represents possible regional impact.

Pelham (Hennessey and Lynde): May 22-23 an affordable housing charrette is scheduled in Pelham, also the Moving Wall will be coming over Memorial Day; Forestry Committee mapping project with NRPC; three major road improvement projects.

Merrimack (Tenhave and Boyd): The Fidelity solar farm on its way; Souhegan Seaverns Bridge erosion issues, blockades so cars don't get too close; Fields Farm (Ireland property) option to acquire 80 to 100 acres; road projects at Bedford Rd, Wire Rd, Pearson Rd; April 3, 5-8 pm health fair/PFAS outreach event at Merrimack High School.

Milford (Langdell): Everything passed on warrant; BOS working on solar farm on Brox property; revitalization represented by new businesses coming into town, e.g. farm to table, micro-brewery, retail.

Nashua (Golja and Marchant): City is working towards final design on performing arts center; also out to bid on a new community space design for the library courtyard area; recently completed a very successful participatory budgeting exercise in the Tree Streets, resulting in the choice of a new futsal court and community garden beds; Greeley park boat ramp improvements will offer significant improved access to Merrimack River.

Hudson (Dumont): Town meeting, 22 articles passed including all zoning articles; there will be formation of a Capital Improvements committee.

Litchfield (Queenan): Community design chapter complete, transportation chapter in process; key warrant article approved land purchase near recycling center, otherwise biz as usual.

Brookline (Sorrell): Trails fb group; Alamo restaurant, looking forward to involvement in regional economic development initiatives.

After the Commissioner Roundtable, Ruch recognized Suzanne Fournier who expressed her concerns related to the proposed solar array on the Brox property.

ADJOURN

Motion to adjourn came from Boyd with a second from Langdell. The meeting ended at 9:18 pm. The next Commission meeting will be held on Wednesday, June 19, 2019 at 7:00pm.

Respectfully submitted

Jay Minkarah, Executive Director: _____

REVENUE	FY 19 Adopted	FY 20 Proposed	Difference
2000 Local Dues			
2000 Local Dues	\$ 163,000	\$ 163,000	\$ -
Federal Contracts			
9080 HSEM Hazard Mitigation	\$ 1,200		\$ (1,200)
9082 HSEM Hazard Mit.	\$ 9,500	\$ 18,570	\$ 9,070
90XX EDA Grant	\$ -		
90XX EPA Brownfields Grant	\$ -	\$ 98,000	\$ 98,000
<i>Total Federal Contracts</i>	\$ 10,700	\$ 116,570	\$ 105,870
Grants			
6300 NRSWMD - HHW	\$ 137,800	\$ 241,450	\$ 103,650
7516 NH Housing - GIS Support	\$ 4,648	\$ 4,648	\$ -
7530 Southwest - NED			\$ -
9025 EPA Healthy Communities Grant		\$ 12,484	\$ 12,484
<i>Total Grants</i>	\$ 142,448	\$ 258,582	\$ 116,134
Local Planning Contracts			
100 - Electricity/Energy			\$ -
200 - Special Projects			\$ -
300 - GIS Special Projects			\$ -
400 - Municipal Services			\$ -
2111 Amherst Econ Dev Vision	\$ 501	\$ -	\$ (501)
2139 Hudson Circuit Rider	\$ 8,400	\$ -	\$ (8,400)
21XX Master Plan Update	\$ -	\$ 19,378	\$ 19,378
2150 Mason CR	\$ 5,000	\$ 5,000	\$ -
2175 Hollis Master Plan	\$ 2,905	\$ -	\$ (2,905)
2245 Litchfield CIP	\$ 443	\$ -	\$ (443)
2250 Litchfield CR	\$ 20,000	\$ 18,000	\$ (2,000)
2361 MVD	\$ 3,000	\$ 3,000	\$ -
2401 Milford Sign Ordinance Review	\$ 2,000	\$ -	\$ (2,000)
2551 Pelham GIS Tax Map Update	\$ -	\$ -	\$ -
2554 Pelham Master Plan	\$ -	\$ 2,000	\$ 2,000
2560 Pelham Trail Mapping	\$ 3,966	\$ -	\$ (3,966)
2565 Pelham MS4 Support	\$ 5,500	\$ 2,000	\$ (3,500)
2604 Wilton Downtown Ordinance	\$ 2,181	\$ -	\$ (2,181)
2610 Wilton CR	\$ 18,000	\$ 18,000	\$ -
2640 Wilton MP 3	\$ 2,384	\$ 150	\$ (2,234)
<i>Total Local Planning Contracts</i>	\$ 74,280	\$ 67,528	\$ (6,752)
Other Income			
8000 Pubs/Map Sales	\$ 1,800	\$ 1,800	\$ -
Interest Income	\$ 1,800	\$ 6,000	\$ 4,200
<i>Total Other Income</i>	\$ 3,600	\$ 7,800	\$ 4,200
State Contracts			
1000 OEP TBG	\$ 11,111	\$ 11,111	\$ -
9005 DES Source Water	\$ 21,496	\$ -	\$ (21,496)
3000 DOT Highway Planning			
100 MPO ADMIN & TRAINING	\$ 79,542	\$ 72,000	\$ (7,542)
200 POLICY & PLANNING	\$ 162,904	\$ 173,250	\$ 10,346
300 PUBLIC INVOLV & COORD	\$ 57,307	\$ 52,200	\$ (5,107)
400 PLAN SUPPORT	\$ 253,407	\$ 270,450	\$ 17,043
500 TECHNICAL ASSIST & SUPPORT	\$ 227,013	\$ 156,119	\$ (70,894)
600 NASHUA TRANSIT EXPANSION STUDY	\$ -	\$ 28,105	\$ 28,105
3000 DOT Highway Planning	\$ 780,173	\$ 752,124	\$ (28,049)
3100 Transit SPR 5305	\$ 32,000	\$ 27,000	\$ (5,000)
3250 LTS		\$ 6,767	\$ 6,767
3500 DOT 5310 SVTC	\$ 178,174	\$ 190,039	\$ 11,865
3500 DOT-FF SVTC	\$ 20,000	\$ -	\$ (20,000)
4430 CTAP	\$ 9,400	\$ 16,000	\$ 6,600
<i>Total State Contracts</i>	\$ 1,052,354	\$ 996,329	\$ (56,079)
Total RESOURCES	\$ 1,446,382	\$ 1,609,809	\$ 163,373

EXPENSE	FY 19 Adopted	FY 20 Proposed	
Annual Forum	\$ 4,500	\$ 5,000	\$ 500
Audit	\$ 12,500	\$ 15,900	\$ 3,400
Bank Service Charges	\$ 250	\$ 250	\$ -
Capital Equipment	\$ 4,000	\$ 5,000	\$ 1,000
Dues & Subscriptions	\$ 12,000	\$ 10,000	\$ (2,000)
Employee Benefits			
C Dental Insurance	\$ 11,092	\$ 7,507	\$ (3,585)
C Health Ins.	\$ 75,610	\$ 71,535	\$ (4,075)
C HSA Contribution	\$ 5,500	\$ 3,750	\$ (1,750)
C LTD Insurance	\$ 2,500	\$ 1,386	\$ (1,114)
C Retirement 401	\$ 23,756	\$ 22,600	\$ (1,156)
C Retirement 457	\$ -	\$ -	\$ -
C STD Insurance	\$ 6,600	\$ 2,750	\$ (3,850)
P/R Taxes (Indirect)	\$ 55,978	\$ 57,383	\$ 1,405
<i>Total Employee Benefits</i>	<i>\$ 181,036</i>	<i>\$ 166,911</i>	<i>\$ (14,125)</i>
Equipment Maintenance	\$ 1,750	\$ 1,750	\$ -
GIS	\$ 18,860	\$ 18,000	\$ (860)
Insurance	\$ 14,300	\$ 11,740	\$ (2,560)
Internet Access/Telephone	\$ 5,000	\$ 6,840	\$ 1,840
IT Service	\$ 3,500	\$ 5,500	\$ 2,000
Janitorial	\$ 4,000	\$ 3,600	\$ (400)
Legal Notices	\$ 1,000	\$ -	\$ (1,000)
Legal	\$ 4,000	\$ 2,500	\$ (1,500)
Marketing and Outreach	\$ 1,000	\$ 1,000	\$ -
Misc	\$ 3,500	\$ 4,130	\$ 630
Office Expenses	\$ 15,099	\$ 16,750	\$ 1,651
Postage	\$ 2,000	\$ 2,000	\$ -
Printing	\$ 6,500	\$ 6,500	\$ -
Professional Services	\$ 268,435	\$ 427,485	\$ 159,050
Rent & CAM	\$ 77,500	\$ 86,515	\$ 9,015
Reserve Fund	\$ 44,564	\$ 30,235	\$ (14,329)
Salaries	\$ 731,732	\$ 750,102	\$ 18,370
Small Equipment	\$ 6,154	\$ 5,950	\$ (204)
Staff Development	\$ 10,000	\$ 10,000	\$ -
Meeting Expenses	\$ 2,700	\$ 2,300	\$ (400)
Mileage and Travel	\$ 8,700	\$ 10,850	\$ 2,150
Vehicle Expenses	\$ 1,300	\$ 1,000	\$ (300)
Utilities	\$ 10,000	\$ -	\$ (10,000)
Total Expenses	\$ 1,455,880	\$ 1,607,808	\$ 151,928



ANNUAL GRANT AND CONTRACT AUTHORIZATION FY 2020

On an annual basis, the full Commission must affirm that the Executive Director is authorized to file applications, sign contracts and implement the annual work program.

Proposed Motion: THAT the Executive Director be authorized to file applications with federal, state and local governmental units and other agencies to implement the FY 2020 work program of the Commission, and to execute agreements to receive funds for such purposes.

PROPOSED NRPC FY 2021 LOCAL DUES ASSESSMENT

July 1, 2020 - June 30, 2021

Municipality	2017 Estimated Population	% of Region	2018 Equalized Assessed Valuation	% of Region	Combined %	Adopted FY 20 163,000	Proposed FY 21 163,000
Amherst	11,401	5.43%	1,893,782,006	6.91%	6.17%	\$10,202	\$10,062
Brookline	5,275	2.51%	641,791,696	2.34%	2.43%	\$3,949	\$3,958
Hollis	7,807	3.72%	1,434,344,967	5.24%	4.48%	\$7,373	\$7,299
Hudson	25,103	11.96%	3,265,661,888	11.92%	11.94%	\$19,345	\$19,464
Litchfield	8,458	4.03%	995,071,938	3.63%	3.83%	\$6,364	\$6,245
Lyndeborough	1,713	0.82%	171,380,991	0.63%	0.72%	\$1,261	\$1,175
Mason	1,398	0.67%	177,799,930	0.65%	0.66%	\$1,088	\$1,072
Merrimack	25,529	12.16%	3,778,122,583	13.79%	12.98%	\$21,034	\$21,154
Milford	15,366	7.32%	1,623,310,760	5.93%	6.62%	\$10,615	\$10,797
Mont Vernon	2,501	1.19%	314,991,978	1.15%	1.17%	\$1,844	\$1,908
Nashua	88,143	42.00%	10,715,902,757	39.12%	40.56%	\$66,546	\$66,110
Pelham	13,500	6.43%	1,958,070,986	7.15%	6.79%	\$10,736	\$11,068
Wilton	3,689	1.76%	421,994,358	1.54%	1.65%	\$2,646	\$2,688
Region	209,883	100.00%	27,392,226,838	100.00%	100.00%	\$163,000	163,000

Name	Position	Position Expiration	Joined Commission	Nominated to Executive Committee	NRPC ByLaws Term Expiration Date
Mike Fimbel			June 2001	June 18, 2015	June 2021
Karin Elmer	Vice Chair	June 2019	June 2008	June 20, 2016	June 2019
Sarah Marchant			June 18, 2014	June 18, 2014	June 2020
David Hennessey			June 4, 2010	June 15, 2014	June 2020
Jim Battis	Treasurer	June 2019	January 2014	Sept. 18, 2016	June 2020
Susan Ruch	Chair	June 2019	June 18, 2014	June 18, 2014	June 2020
Janet Langdell			March 2006	April 15, 2009	June 2021
Bill Boyd			March 2013	Oct 17, 2015	June 2021
Mary Ann Melizzi-Golja				Feb 21, 2018	June 2021

ARTICLE IV – OFFICERS

(Per Nashua Regional Planning Commission BYLAWS: Amended and Approved June 15, 2011)

General: The Commission officers shall include a Chairman, a Vice-Chairman and a Treasurer who shall be elected at the Annual Meeting of the Commission and shall take office July 1 and serve until June 30 of the following year or until successors have been elected. No officer shall be eligible to serve more than two consecutive terms in the same office but may hold other offices at the will of the Commission. No individual shall hold more than one office at the same time.

ARTICLE VI – COMMITTEES

B. Executive Committee: There shall be an Executive Committee which shall consist of the officers and six Commissioners at-large. Members shall be nominated for a three year term by the Nominating Committee and ratified by a majority vote of the voting members present at the Annual Meeting. Duly elected members of the Executive Committee shall serve for their three year term, or until they resign, and may be re-elected for an infinite number of terms. The Executive Committee shall conduct the affairs of the Commission at times when the Commission is not in session and shall report on its actions to the Commission at the next Commission meeting. The Executive Committee shall meet at least eight (8) times per year. Beginning with the annual meeting in 2011, election to the Executive Board shall be for a three year term. Those members of the Executive Board currently serving and elected prior to 2011 shall have their positions converted to a three year term. Those elected between 2003 and 2005 shall have their term expire in 2012. Those elected between 2005 and 2009 shall have their term expire in 2013. Those elected in 2009 shall have their term expire in 2012 and those elected in 2010 shall have their term expire in 2013. In the event that a vacancy occurs in one of the positions and that vacancy occurs between Annual meetings, the executive board shall fill the position. Those appointed by the executive board shall serve until the next annual meeting of the commission at which time the nominating committee shall nominate someone for the Commission to elect for the balance of the term. The duties of the Executive Committee shall include the following:

MEMORANDUM

TO: NRPC Commissioners
FROM: Matt Waitkins, Transportation Planner
SUBJECT: 2019 – 2022 TIP Amendment #1
DATE: June 14, 2019

The Nashua Regional Planning Commission (NRPC) has received from the New Hampshire Department of Transportation (NH DOT) Amendment #1 to the adopted Nashua Metropolitan Area 2019 – 2022 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). The NRPC is also amending the 2019 – 2045 Metropolitan Transportation Plan (MTP) project list and fiscal constraint analysis to maintain consistency with the amended TIP project list.

ANALYSIS:

The proposed amendments to the projects in the Nashua region are primarily administrative in nature and are necessary to ensure that the TIP and STIP reflect the anticipated project schedule and maintain fiscal constraint requirements. NH DOT has confirmed that fiscal constraint has been maintained.

The NRPC, as the designated Metropolitan Planning Organization (MPO) for the Nashua Region, is holding a public comment period on proposed Amendment #1 to the adopted Nashua Metropolitan Area [2019 – 2022 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 Public Involvement Process for Transportation Planning (PIP) adopted by the Nashua MPO for the development of the TIP and MTP; the PIP meets Federal and State requirements and satisfies the FTA's Program of Projects requirements for public involvement activities and time established for public review and comment.

On July 20, 2013, all of New Hampshire became unclassifiable/attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS). On April 6, 2015, the 1997 8-Hour Ozone NAAQS was revoked for all purposes, including transportation conformity. A February 2019 decision of the U.S. Court of Appeals for the District of Columbia Circuit restored transportation conformity for the 1997 ozone NAAQS is now applicable in the Boston-Manchester-Portsmouth (SE) NH "Orphan Area" (South Coast Air Quality Management District v. EPA). Therefore, NRPC is required to demonstrate conformity for the 1997 ozone NAAQS for its TIP and MTP.

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. Also, 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. The Metropolitan Transportation Plan and Transportation Improvement Plan meet all applicable conformity requirements under the conformity rule.

The NRPC is also amending the [2019 – 2045 Metropolitan Transportation Plan](#) (MTP) project list to maintain consistency with the amended TIP project list. The proposed changes to projects do not substantially impact the fiscal constraint analysis performed for the adopted MTP. The adopted TIP and MTP and proposed amendments are on file at NRPC office and on the NRPC website www.nashuarpc.org.

Written comments may be submitted through **Tuesday, July 16, 2019** via email to mattw@nashuarpc.org or via US mail to: Matthew Waitkins, NRPC, 30 Temple Street, Suite 310, Nashua, NH 03060. A Public Hearing will be held on **Wednesday, July 17, 2019** at 6:00 PM at the Nashua Regional Planning Commission, located at 30 Temple Street, Suite 310, Nashua, NH 03060. Written comments may also be submitted for consideration at the public hearing.

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.

A complete copy of the TIP Amendment, with fiscal constraint documentation, is available online for download [2019-2022 S/TIP Amendment 1](#). The MTP project list and fiscal constraint analysis will be amended upon the approval of the TIP Amendment.

RECOMMENDATION:

Action is required from the TTAC to recommend approval of the proposed Amendment #1 by the Nashua Regional Planning Commission. NRPC staff has reviewed this amendment in consultation with the NH DOT, NH DES, US EPA, FHWA, FTA and representatives of the MPOs, and recommend approving the proposed changes in this amendment.

If you have any questions or comments do not hesitate to contact:

- Matt Waitkins via phone at 417-6566 or e-mail at

THE TIP IS BEING AMENDED IN THE FOLLOWING MANNER:

- **Amherst 41413:** NH 122; Rehab of red list bridge; NH122 (main St) over NH101 (STP-State Flexible, Toll Credit)
 - No change in project scope
 - Increased level of funding
- **Hudson 41754:** NH3A; Constructing a third southbound right turn lane on Lowell Rd/NH 3A (CMAQ, Towns)
 - No change in project scope
 - Add Right of Way funding in FY20
- **Nashua 10136A:** NH Route 101A; Widening of NH101A from Sunapee Street to Blackstone Drive. (STP-Areas over 200K, Toll Credit)
 - New project scope; widening of NH101A from Somerset Parkway to Celina. (this project is being combined with 10136B)
 - Increased level of funding
- **Nashua 10136B:** NH Route 101A; Phase II, Widening and improvements from Somerset Pkwy to Sunapee St & Blackstone Dr. to Celina. (STP-Areas Over 200K, Toll credits)
 - Project is being removed from S/TIP
- **Program (ADA):** Various: Upgrades to sidewalks, curb ramps, and signals to be compliant with ADA laws (STP-Safety, Toll Credit)
 - Add Preliminary Engineering phase in FY21
 - Add Right of Way phase in FY21
 - Remove Construction phase from FY21
- **Program (BRDG-HIB-M&P):** Maintenance and preservation efforts for High Investment Bridges (STP-State Flexible, Toll Credit)
 - Increased level of funding
- **Program (ENV-POST-CON): Statewide:** Environmental commitments for post-construction obligations (STP-Flexible, Toll Credit)
 - Increased level of funding
- **STATEWIDE (40915) TIER 1 Roadways:** Exit sign numbering along Tier 1 highways to comply with MUTCD (STP-Flexible, Toll Credit)
 - New project added to S/TIP

Amendment 1 Financial Constraint

	2019					2020				
	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
FUNDING SOURCES	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	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	\$ 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
GRAND TOTAL	\$ 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
ADJUSTMENTS										
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 ACT	\$ (35,364,512)	\$ -	\$ -	\$ (35,364,512)	\$ -	\$ (31,982,995)	\$ -	\$ -	\$ (31,982,995)	\$ -
ADJUSTED TOTAL	\$ 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
FHWA (Other Funds)										
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
NSTI 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
GRAND TOTAL	\$ 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
ALL FHWA FUNDS TOTAL	\$ 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
FTA (Federal-Aid with Match)***										
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTAL	\$ 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
FHWA/FTA FUNDS TOTAL	\$ 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
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	\$ -	\$ 4,512,000	\$ -	\$ -	\$ -
State Fund Sources										
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
GRAND TOTAL	\$ -	\$ 36,832,342	\$ -	\$ 36,832,342	\$ 36,832,342	\$ -	\$ 83,856,115	\$ -	\$ 79,344,115	\$ 79,344,115
ALL FUNDING SOURCES TOTAL	\$ 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

* 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	FY2019	FY2020	FY2021	FY2022
Apportionment	\$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

	2021					2022				
FUNDING SOURCES	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
FHWA (Federal-Aid)	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 2,313,631	\$ -	\$ -	\$ -	\$ -	\$ 121,657
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
GRAND TOTAL	\$ 214,960,325	\$ 5,932	\$ 4,266,916	\$ 219,233,172	\$ 193,409,946	\$ 214,960,325	\$ 42,690	\$ 2,191,892	\$ 217,194,908	\$ 185,531,878
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)	\$ -
ADJUSTED TOTAL	\$ 198,189,629	\$ 5,932	\$ 4,266,916	\$ 202,462,476	\$ 193,409,946	\$ 189,729,629	\$ 42,690	\$ 2,191,892	\$ 191,964,212	\$ 185,531,878
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	\$ 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
GRAND TOTAL	\$ 3,878,718	\$ 25,000	\$ 741,368	\$ 4,645,086	\$ 4,001,838	\$ 913,248	\$ 25,000	\$ -	\$ 938,248	\$ 295,000
ALL FHWA FUNDS TOTAL	\$ 202,068,347	\$ 30,932	\$ 5,008,283	\$ 207,107,561	\$ 197,411,783	\$ 190,642,877	\$ 67,690	\$ 2,191,892	\$ 192,902,460	\$ 185,826,878
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	\$ -
GRAND TOTAL	\$ 20,889,154	\$ -	\$ 5,857,773	\$ 26,746,927	\$ 19,634,425	\$ 21,274,029	\$ -	\$ 5,978,928	\$ 27,252,957	\$ 20,046,520
FHWA/FTA FUNDS TOTAL	\$ 222,957,501	\$ 30,932	\$ 10,866,056	\$ 233,854,488	\$ 217,046,208	\$ 211,916,906	\$ 67,690	\$ 8,170,820	\$ 220,155,417	\$ 205,873,398
INNOVATIVE 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
GRAND TOTAL	\$ -	\$ 71,419,337	\$ -	\$ 71,419,337	\$ 71,419,337	\$ -	\$ 56,838,497	\$ -	\$ 56,838,497	\$ 56,838,497
ALL FUNDING SOURCES TOTAL	\$ 222,957,501	\$ 71,450,269	\$ 10,866,056	\$ 305,273,825	\$ 288,465,545	\$ 211,916,906	\$ 56,906,187	\$ 8,170,820	\$ 276,993,914	\$ 262,711,895

* 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 \$174,578,182	FY2020 \$182,977,330	FY2021 \$182,977,330	FY2022 \$182,977,330
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Redistribution is based on monthly reporting by NHDOT Bureau of Finance