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THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Commissioner

David Rodrigue, P.E.
Assistant Commissioner

Bureau of Aeronautics
August 14, 2025

Her Excellency, Governor Kelly A. Ayotte
and the Honorable Council
State House
Concord, New Hampshire 03301

REQUESTED ACTION

Authorize the Department of Transportation to amend a grant to provide additional funding to the City of Manchester (Vendor 177433) for AIP-137, to rehabilitate Runway 17/35 Phase III at the Manchester-Boston Regional Airport. The total Federal and State share of the project, including the amendment, will increase from \$16,466,730 to \$17,623,252.62, for an increase of \$1,156,522.62. This amendment to the Federal and State participation is retroactive through July 31, 2026, upon Governor and Council approval. The original grant was approved by the Governor and Executive Council on November 11, 2022, Item #47 (attached). 94.7% Federal Funds, 5.3% General Funds.

Funding is available as follows:	<u>FY 2026</u>
04-96-96-960030-6673	
FAA Projects	
034-500161 New Construction	\$1,156,522.62

EXPLANATION

An amendment from the Federal Aviation Administration (FAA) has been awarded from which \$1,095,653.01 (or 90% of the amendment's eligible project cost) is necessary to rehabilitate Runway 17/35 Phase III, to include runway pavement, shoulders, blast pads, lighting, and signage, at the Manchester-Boston Regional Airport. These necessary investments in airport infrastructure benefit the State of New Hampshire by improving the safety of the airport transportation system for the flying public.

The original FAA grant funded the rehabilitation of 20-year pavement of Runway 17/35 (approximately 9,250 ft), the intersection of Runways 17/35 and Runway 6/24, and approximately 500 feet of a portion of Runway 24. Runway shoulders, blast pads, replacement of airport lighting and signage are also included in this project.

This amendment funds the following unforeseen changes made, via FAA-approved change orders, during construction:

1. Installation of a temporary Precision Approach Path Indicator (PAPI) for safe operation during construction;
2. Electrical, pavement marking and pavement specification changes;
3. Changes to the paved shoulders of the runway;
4. Addition of stress-absorbing membrane above lighting conduits;
5. Additional engineering costs relating to the construction changes; and

6. Additional costs to the sponsor administration related to the Independent Fee Estimate (IFE) update

This amendment request is **retroactive**, as in accordance with FAA Order 5100.38D, the FAA/State can amend a grant at the close out of the project to adjust the grant amount to reflect final costs. Once the project is complete, the airport sponsor must wait for federal grant funding to become available from other closed out completed projects before issuing an amendment. Additional funding for this project is now available and being requested at this time. Once approved, the final payment for all work completed within the original period of performance (prior to July 31, 2026) can be paid to the City of Manchester and the project can be closed.

The Department of Transportation accepts the Federal Funds in the amount of \$1,095,653.01 for this amendment to the project as a pass through to the City of Manchester in accordance with RSA 422:15. State participation in the amount of \$60,869.61 (5% of this amendment for this project) is also requested. The City of Manchester will participate in the amount of \$60,869.61 (5% of this amendment). The total project costs related to the amendment of this project, including federal, state and local matching shares is \$1,217,392.23.

A summary breakdown is as follows:

	TOTAL PROJECT-RELATED COST ORIGINAL GRANT		TOTAL COST AMENDMENT #1		TOTAL PROJECT COST-PLUS AMENDMENT #1		REQUESTED ACTION AMENDMENT #1	
	Cost	%	Cost	%	Cost	%	Cost	%
FAA	\$ 15,600,060.00	90%	\$1,095,653.01	90%	\$16,695,713.01	90%	\$1,095,653.01	94.7%
State	\$ 866,670.00	5%	\$ 60,869.61	5%	\$ 927,539.61	5%	\$ 60,869.61	5.3%
City/MHT	\$ 866,670.00	5%	\$ 60,869.61	5%	\$ 927,539.61	5%		
Total	\$ 17,333,400.00	100%	\$1,217,392.23	100%	\$18,550,792.23	100%	\$1,156,522.62	100%
FAA-Ineligible Costs	\$ 259,000.00	100% City/MHT						

The City of Manchester will fund all FAA ineligible costs associated with this project, totaling \$259,000.

The Department has verified that the necessary funds are available. Copies of the fully executed contract are on file at the Secretary of State's Office and the Department of Administrative Service's Office, and subsequent to Governor and Council approval will be on file at the Department of Transportation.

In accordance with the FAA Grant Assurances C - Sponsor Certifications, Responsibility and Authority of the Sponsor, the grant funds must be immediately available for the project to execute the grant offer; therefore, all funding for this project is encumbered in the first fiscal year.

In the event that the Federal Funds are no longer available, General Funds will not be requested to support this program.

Please note that the state funds are from the General Fund and have been previously approved in HB25-A, 2023, 113:1, XV,1 Capital Budget.

Sincerely,



William J. Cass, P.E.
Commissioner

Attachments
WC/tlsl



U.S. Department
of Transportation
Federal Aviation
Administration

Airports Division
New England Region
CT, ME, MA, NH, RI, & VT

Airports Division (ANE-600)
1200 District Avenue
Burlington, MA 01803

June 17, 2025

Mr. Thomas Malafronte
Deputy Director
Manchester-Boston Regional Airport
One Airport Rd, Ste 300
Manchester, NH 03103

Dear Mr. Malafronte:

Manchester Boston Regional Airport
City of Manchester, NH
Airport Improvement Program (AIP)
Grant No 3-33-0011-137-2022
UEI No L678RJK6JE86
Letter Amendment (Amendment No.1)

This is in response to your letter dated June 13, 2025, requesting an amendment to the Grant Agreement for the subject AIP project to: increase the maximum obligation of the United States as set forth in the Grant Agreement accepted by the Sponsor, on August 1, 2022. This letter, together with your letter, effects the amendment, as requested, and commits the Federal Aviation Administration, acting for and on behalf of the United States of America, to increase the maximum obligation of the United States by \$1,095,653.01 (from \$15,600,060.00 to \$16,695,713.01) to cover the Federal share of the total actual eligible and allowable project costs.

Under the terms of the Grant Agreement, this document is incorporated into and constitutes Amendment No. 1 to the above referenced Grant Agreement. All other terms and conditions of the Grant Agreement remain in full force and effect.

Sincerely,

Luke A. Garrison Digitally signed by LUKE A GARRISON
Date: 2025.06.17 07:50:15 -04'00'

Signature

Luke A. Garrison

Name

Director, Airports Division

Title



Thomas J. Malafronte, A.A.E.
Airport Director

One Airport Road
Suite 300
Manchester, NH
03103-7450
Tel: 603-624-6539
Fax: 603-666-4101

[www. Flymanchester.com](http://www.flymanchester.com)

June 12, 2025

Ms. Jean LoGiudice
Airports Program Specialist (AIP)
ANE Airports Division
Federal Aviation Administration – New England Region
1200 District Ave
Burlington, MA 01803-5078
Jean.LoGiudice@faa.gov
Sent by email

Subject: Airport Sponsor's Grant Closeout Cover Letter

RE: Rehabilitate Runway 17/35 Phase III – Rehabilitation of Runway 17/35 Pavement, Shoulders, and Blast Pads- **AIP #3-33-0011-137-2022**

The Airport hereby certifies that all project costs being claimed are eligible under the Airport Improvement Program requirements, the project is complete, and the Airport has accepted or approved all deliverables. Additionally, there is a request for a grant amendment.

Thank you for your support with this important project.

Signed by:
Thomas J. Malafronte, A.A.E

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Thomas J. Malafronte, A.A.E.
Airport Director

Attachments:

- Airport Sponsor Grant Closeout Worksheet
- Amendment Request Letter
- Project Costs – Grant Funding vs. Actuals
- SF-271 Final Outlay Report
- SF-425 Final Federal Financial Report
- Final Invoice Summary
- State Form 5555
- State DBE Form
- Project Invoices
- Airport Sponsor's Final Closeout Report
- FAA Form 5100-129 Construction Project Final Acceptance AIP Sponsor Certification
- Appendix A – 5370-1 Construction Reports (Sent via FTP link)
- Appendix B – As-Built Drawings (Sent via FTP link)
- Appendix C – Construction Management Plan (Sent via FTP link)

Subject: Grant Amendment Request

Grant: 3-33-0011-137-2022

Grant Description: Rehabilitate Runway 17/35 Phase III – Rehabilitation of Runway 17/35 Pavement, Shoulders, and Blast Pads

The Airport requests an additional \$1,217,653.02 in federal funding. Of which \$1,095,653.02 is the federal share and \$60,869.61 is the NHDOT share. This represents a 7.02% increase to the original grant amount. The amounts are summarized in the attached document entitled 'Project Costs - Grant Funding vs. Actuals'.

The additional funds are related to costs required to complete the project not included in the original grant. All costs are eligible for project funding. Ineligible costs are not considered. The eligible costs are generally described as follows:

1. Construction Change Order #1: Installation of temporary PAPI fixtures for Runway 17 determined to be required by SRM panel.
2. Construction Change Order #2: Various changes including; removal and replacement of Runway 6-24 centerline conduit and light bases in the runway intersection, removal of unused in-pavement electrical cans (south of Runway 17 TDZ lights), Runway 6-24 LAHSO light base demolition (south of intersection), additional runway weather sensor, revision of pavement markings and electrical resulting from SRM panel, and a revision to P-401 specification mix.
3. Construction Change Order #3: Revisions to runway shoulder section. This change order added 35 calendar days to the contract duration.
4. Construction Change Order #4: Added stress absorbing membrane above L-110 conduit.
5. An engineering amendment to provide additional engineering and project monitoring. These additional costs were due to the design of the temporary PAPI, revisions to plans and specifications related to the results of the SRM panel, and construction project schedule extending beyond the original duration.
6. Additional miscellaneous engineering costs related to the required Independent Fee Estimate associated with the engineering amendment.

Signed by:
Thomas J. Malafronte, A.A.E
D10C8CA352B248E... (Signed)

Thomas J. Malafronte, A.A.E. – Airport Director

13-Jun-2025
_____(Date)

Attachment: Grant Funding vs. Actuals



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Victoria F. Sheehan
Commissioner

William Cass, P.E.
Assistant Commissioner

Bureau of Aeronautics
October 14, 2022

His Excellency, Governor Christopher T. Sununu
and the Honorable Council
State House
Concord, NH 03301

REQUESTED ACTION

Authorize the Department of Transportation to award a grant to the City of Manchester (Vendor Code 177433), AIP-137, to rehabilitate Runway 17/35 Phase III at the Manchester-Boston Regional Airport. State and Federal participation in the amount of \$16,466,730 is effective upon Governor and Council approval through July 31, 2026. 95% Federal Funds, 5% State Funds.

Funding is available as follows: FY 2023

04-96-96-960030-1335	
FAA Projects	
034-500161 New Construction	\$ 16,466,730

EXPLANATION

A Federal Aviation Administration (FAA) grant has been awarded for \$15,600,060 (copy attached), which represents 90% of the funding from the Federal AIP program. AIP-137 will provide funding to rehabilitate Runway 17/35 Phase III, to include runway pavement, shoulders, blast pads, lighting, and signage at the Manchester-Boston Regional Airport.

This FAA grant will fund the rehabilitation of 20-year pavement of Runway 17/35 (approximately 9,250 ft), the intersection of Runways 17/35 and 6/24 and approximately 500 feet of a portion of Runway 24. Runway shoulders, blast pads, replacement of airport lighting and signage is also included in this project.

The total project cost breakdown is as follows:

Sponsor Administration	\$ 500
Independent Estimate of Project	\$ 4,000
Engineering Fees/ Resident Engineering (Jacobs Engineering)	\$ 541,201
Construction (Pike Industries, Inc.)	\$ 16,413,059
Miscellaneous (MHT Force account for escorting construction vehicles)	\$ 374,640
Total	\$ 17,333,400

Two bids were received for this rehabilitation project and the low bid was submitted by Pike Industries, Inc.

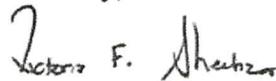
In accordance with RSA 422:15, the Department of Transportation accepts the Federal Funds for this project as a pass through to the City of Manchester. State participation in the amount of \$866,670 (5% of the total project) is also requested. The City of Manchester will participate in the amount of \$866,670 (5% of the total project). Total cost of the project, including state and local matching shares, is \$17,333,400.

In the event that the Federal Funds are no longer available, General Funds will not be requested to support this program.

In accordance with the FAA Grant Assurances C - Sponsor Certifications, Responsibility and Authority of the Sponsor, the grant funds must be immediately available for the project to execute the grant offer; therefore, all funding for this project is encumbered in the first fiscal year.

Please note that the state funds are from the General Fund and have been previously approved in HB25, 2019, 146:1, XVI- A Capital Budget.

Sincerely,



Victoria F. Sheehan
Commissioner

Attachments
VFS/tls1