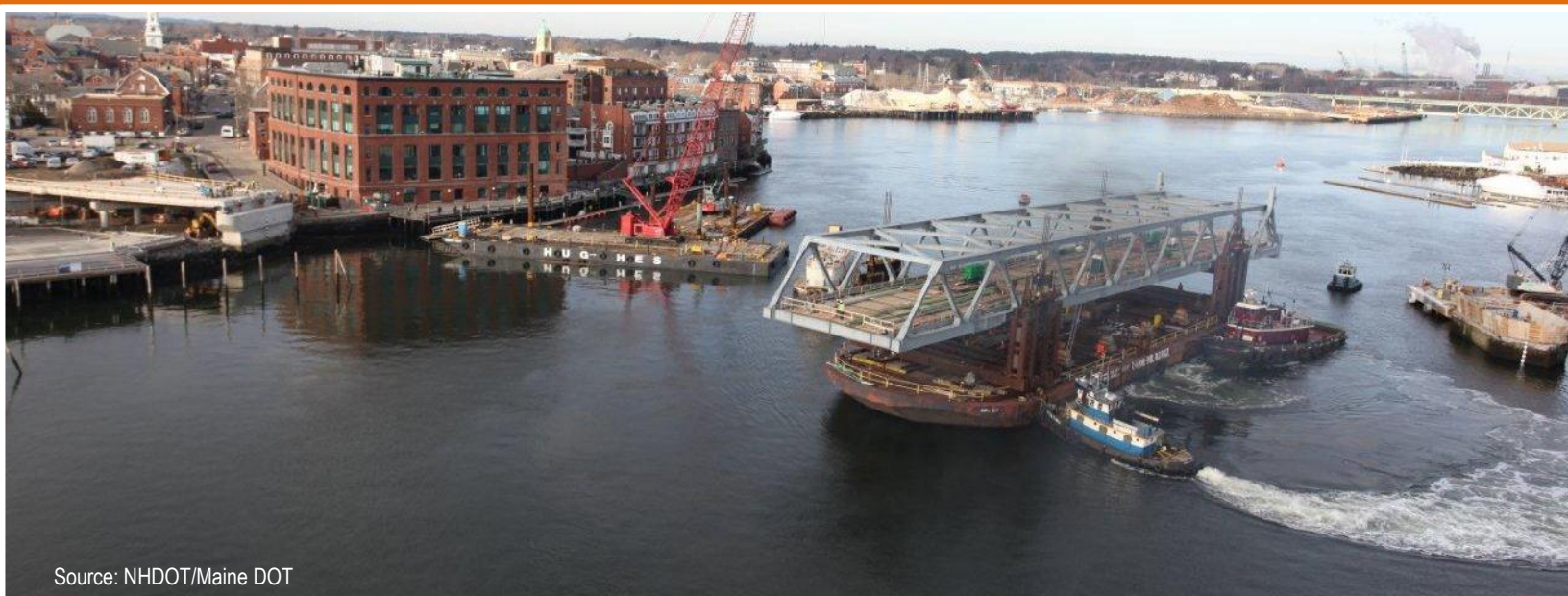


Annual Listing of Obligated Projects FY 2019

October 1, 2018 – September 30, 2019



Source: NHDOT/Maine DOT



Source: AP



Source: COAST



Source: NH DOT

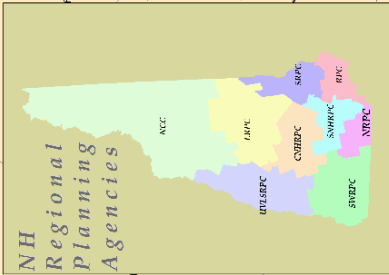
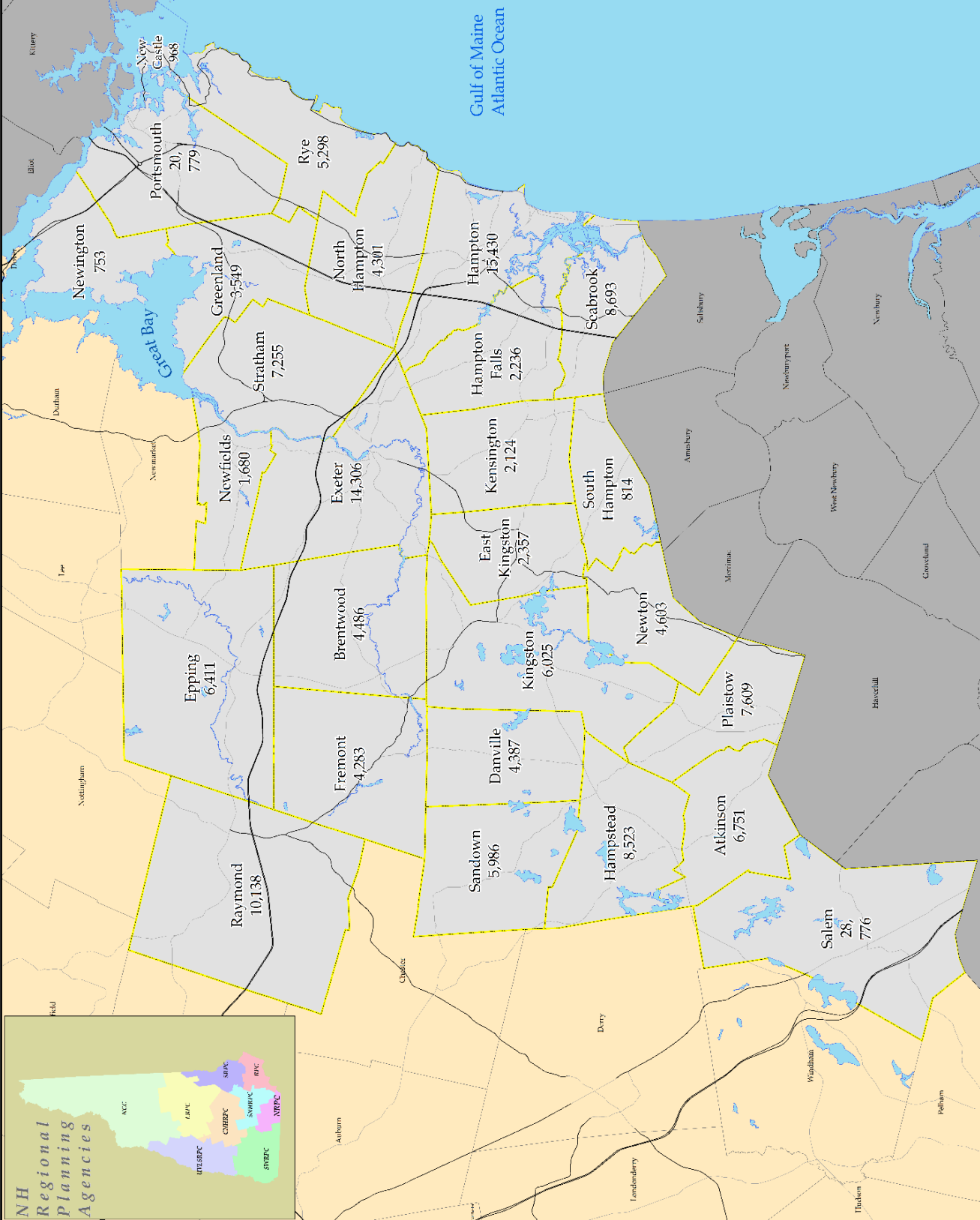
156 Water Street
Exeter, NH 03833
603.778.0885

RPC Region 2010 Census Population

- Interstate Highways
- State Routes
- RPC Communities
- NH Communities (outside RPC)

Base Features (transportation, political and hydrographic) were automated from the USGS Digital Line Graph data, 1:24,000, as archived in the GRANIT database at Complex Systems Research Center, Institute for the Study of Earth, Oceans and Space, University of New Hampshire, Durham, NH, 1992-2012. The roads within the Rockingham Planning Region have been updated by Rockingham Planning Commission and by NH Department of Transportation through ongoing efforts. RPC makes no claim to its completeness or accuracy.

Town Name
Population



Purpose of this Report

The Annual List of Obligated projects report is a requirement of the **Fixing America's Surface Transportation (FAST Act)** legislation enacted by Congress on December 4, 2015. This document responds to the FAST directive, and lists all transportation projects in the Rockingham Planning Commission region to which federal funds were obligated during federal fiscal year 2019 (FY19) between October 1, 2018 and September 30, 2019.

FHWA defines "obligated" as "***the federal government's legal commitment (promise) to pay or reimburse the states or other entities for the federal share of a project's eligible costs***".¹ It is the commitment to reimburse an entity (usually the New Hampshire Department of Transportation or a transit agency) the incurred costs for an approved project during the fiscal year. This reimbursement can be for projects that have been initiated in previous years or will not be completed until future years and the final cost of a project may be different from the amount obligated as well. Funding can also be "de-obligated" for projects in response to lower than expected costs, project cancellation, or other factors, and these released resources are often redirected to other projects.

Background

The Rockingham Planning Commission is designated as the Metropolitan Planning Organization (MPO) for the 27-community area of southeastern New Hampshire shown in the accompanying map. The Region extends from Salem in the west to Portsmouth and Newington in the east and includes communities along the I-93, I-95, NH 101, and NH 125 corridors. The MPO has responsibility for planning, programming, and coordinating federal investments and works in partnership with the communities, the New Hampshire Department of Transportation (NHDOT) and New Hampshire Department of Environmental Services (NHDES), as well as the Federal Highway (FHWA) and Transit (FTA) Administrations and regional transit operators in planning for transportation improvements.

Publication of Annual Listings of Projects:
"An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP."

- 23 U.S.C. 134(j)(7)(B) and 49 U.S.C. 5303(j)(7)(B)

Long Range Plan (Plan)

The [2045 Regional Long Range Transportation Plan](#), last updated and approved in February 2019, identifies transportation needs and investment priorities for the RPC region over a 20+ year planning horizon. The Plan outlines policies addressing all modes of surface transportation, including highways, rail, transit, cycling, and walking. The Plan is fully updated every five years, with minor adjustments and project listing updates occurring as necessary. The Plan is required by Federal law to be fiscally constrained meaning that the projects identified as being necessary can be achieved

¹ Financing Federal Aid Highways Glossary. <https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm> March, 2007.

with the resources that are expected to be available. Projects must be included in the fiscally constrained portion of an adopted Long Range Plan before they can be selected for Transportation Improvement Program (TIP) funding.

Transportation Improvement Program (TIP)

The [Transportation Improvement Program \(TIP\)](#) is a multi-year program of regional transportation improvement projects scheduled for implementation in the MPO area in the near future. The current TIP covers the Federal fiscal years from 2019-2022 and must include all transportation projects within the MPO area proposed for federal funding, as well as any regionally significant project that require a federal action such as large, state-funded, turnpike expansions. Projects listed on the TIP must be consistent with the MPO's Transportation Plan, and the TIP itself must be found to conform to the State Implementation Plan (SIP) for air quality attainment. Under conformity rules, "consistent with" the transportation plan is interpreted to mean that TIP projects must be specifically recommended in the Plan. The TIP is prepared by MPO staff and is reviewed and endorsed by the MPO Technical Advisory (TAC). Final TIP endorsement is received from the Planning Commission acting as the MPO Policy Committee. The 2019-2022 TIP was adopted by the MPO in April, 2019 and has been amended twice since approval. The obligated projects listed in this report come from the 2019-2022 TIP as well as from previous TIPs.

Public Involvement

The Rockingham Planning Commission aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the Long Transportation Range Plan, TIP, and other documents. The Commission’s public involvement strategies include presenting information and educating the public, continually soliciting public input, helping information flow between the public and decision makers, and considering and responding to public concerns.

Summary of Obligated Projects

Figure 1 shows that just over \$89.2 million of Federal Highway Administration funding was obligated transportation planning, design, and construction projects within the region. Another \$26.2 million was obligated to “Statewide” programs and projects, which are funds used throughout New Hampshire and are not distributed at the regional level. Additionally, approximately \$14.6 million of

Federal Transit Administration funding was committed for expenditure in the Rockingham Planning Commission region during Fiscal Year (FY) 2019 on transit operations for COAST, CART, and UNH Wildcat

Figure 1: Federal Obligated Funding Totals

Project Type	Federal Highway	Federal Transit	Total
Regional Projects	\$89,252,517	\$14,549,125	\$103,801,642
Statewide Programs	\$26,230,933	\$0	\$26,230,933
Total Obligated	\$115,483,450	\$14,549,125	\$130,032,575

Transit. There was no statewide FTA funding obligated in the region for transit programs as all resources were allocated to specific rural transit systems.

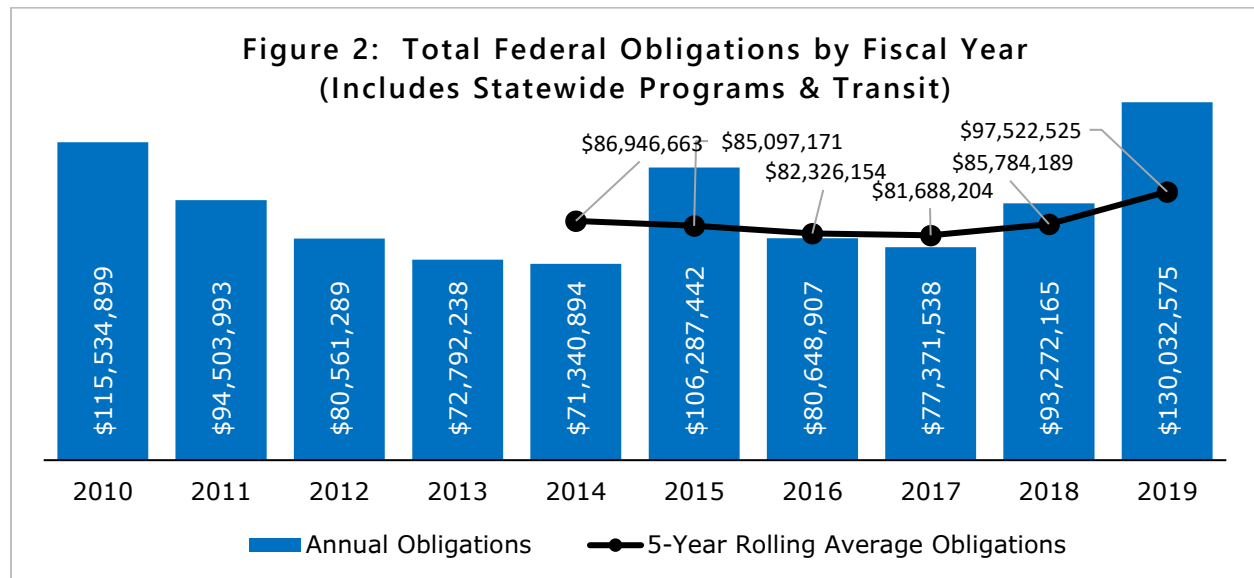


Figure 2 shows the federally obligated funds annually from 2010 to 2019. This value has averaged around \$92.2 million since 2010 ranging between a low of \$71.3 million (2014) and a high of \$130 million (2019) due to variations in the number of projects programmed within the MPO on a year to year basis. Examining the 5-year rolling average shows a trend that is generally mirrored in the individual year data with a decline in average funding between 2010 and 2014 that has turned to an increase over the last few cycles. The five-year average obligated funds reached a low point during the 2013-2017 period and has increased since then to the current \$97.5 million average seen in the most recent five-year period (2015-2019).

Figure 3 summarizes the status of the regional project contracts, statewide projects, and transit grants in terms of “Advertised”, “Future Advertised Date”, or “Other Active”. Advertised means that the project has gone to bid for the construction or implementation portion of the contract while those listed with a future advertising date are still in development (planning/engineering/right-of-way) and will go to bid for construction in the future. Those listed as “other active”, are projects that don’t advertise, such as the grants to the transit agencies, are sub-projects in a larger statewide program, or are planning projects. As summarized in **Figure 3**, there were 36 contracts active in the region during FY19 and of those, 17(47%) have advertised while 12(33%) are working towards a future advertising date and 7(19%) are active but will not advertise. For the Statewide Programs, 13 of the 68 contracts have advertised (19%) while the remainder (81%) work towards future advertisement or remain active in some manner. The majority of the transit grants (86%) are active while two (14%) were closed during the fiscal year. Federal Transit Administration grants are intended to be open over multiple years (year of obligation plus at least three) and so it is not unusual to have a high percentage of active grants.

Figure 3: Obligated Project Status Summary

Status	Regional Project Contracts		Statewide Program Contracts		Transit Grants*	
	Count	Percentage	Count	Percentage	Count	Percentage
Advertised/Closed	17	47%	13	19%	2	14%
Future Advertise Date	12	33%	1	1.5%		
Other Active	7	19%	54	79%	12	86%
Total	36		68		14	

* Federal Transit Administration grants are intended for covering operating and capital costs for multiple fiscal years (year of award plus 3 minimum) and generally only close when the funds have been fully expended.

Each of the individual FHWA funded projects are listed in **Figure 4** and **Figure 5** along with the amount of federal funding obligated in FY19, the remaining funding available in the 2019-2022 TIP, and the Advertising Date (where available).

Federal Transit Administration (FTA) grants are handled somewhat differently from Federal Highway Administration (FHWA) contracts in that they are available to the transit agency until spent down, or for a

maximum of 4 years (year of award +3 years). During FY19 there were 8 active FTA grants in the region between CART (**Figure 6**), Wildcat Transit (**Figure 7**), and COAST (**Figure 8**) with approximately \$12.5 million in total federal funding available. Two transit grants (CART NH-90-X202-00 and CART NH-16-X045-00) closed during FY19 indicating that the funds had been completely expended or the 4-year time limit had been reached.

The ongoing preservation work on the I-95 bridge over the Piscataqua River is the largest individual contract to obligate funds in the region in FY19, and at \$30.7 million accounts for over 34% of the regional total for individual projects. The I-93 expansion project between Salem and Manchester continues to account for a large portion of the obligated federal funds in the region and the nine contracts for that project total to \$34.7 million (39%) of obligated funds. The largest components of that project are funds going towards work between the Massachusetts state line and Exit 1 (\$15.5 million), debt service on the bonds (\$10.4 million), and preparation for paving the fourth lane along the entire corridor (\$7.7 million). Other corridor-wide contracts such as the roadside service patrol and design and engineering services make up the remainder of the activity on that project in the region. The other 26 active projects in the region account for the remaining \$23.7 million (27%) of the obligated funds for regional projects.

Reading the Obligation Reports

Figure 4 is composed of two maps and shows the location of many of the regional projects and transit systems. The obligation details for the roadway, bicycle and pedestrian projects are listed in **Figure 5** organized by the community or communities in which the project occurs, and each project lists the Identification number (Project #), the roadway(s) involved, a brief scope of work, federal funding programmed for FY19, federal funding obligated during FY19, any funds remaining in the 2019-2022 TIP, and the advertising date. **Figure 6** lists statewide projects and includes the same information as the listing of regional projects in Figure 5. All projects are sponsored by NH DOT unless otherwise specified. The following definitions apply:

-
- **The Location** provides the community or communities where the project is occurring. Some projects are statewide or regional in nature and do not have any communities listed.
 - **The Project #** is a unique number given to each project that is included in the MPO TIP and the State Transportation Improvement Program (STIP).
 - **Route/Road** is the roadway where the project is occurring.
 - **The Scope of Work** lists the description of the intent of the project as published in the TIP/STIP as well as providing more specific information on the location of the project on the route/road listed.
 - **Programmed Federal Funds FY19** lists the amount of funding programmed for each project during FY19. This is the amount of federal funding that was intended to be spent on each project as defined in the 2019-2022 MPO TIP. Projects with zeros in this column have no funding programmed for FY19.
 - **Obligated Federal Funds FY19** are the total Federal funds applied to the project during the fiscal year. Some projects show negative obligation amounts and this indicates that money was removed from the project and released for use on other transportation projects. This could mean one of several things:
 - A completed project came in under budget
 - An active project was delayed after the money had been committed.
 - A project has been cancelled
 - A project has been impacted by congressionally mandated rescissions, or reductions in the funding available to spend on projects.
 - **Remaining Funds 2019-2022 TIP** lists the funding remaining available to the project in the Transportation Improvement Program. Projects with funds remaining are typically still actively in development or construction while projects with no funds remaining are typically completed or nearing completion. In some instances this number may be negative indicating that funds from a previous fiscal year were obligated during the currently reporting period.
 - **Advertising Date** is the month and year that the project advertised for construction or implementation. For projects still in development this is the future date that the project is expected to advertise for a construction contract or otherwise be implemented. Some projects do not have an advertising date listed as they are not advertised (transit grants) or are a component of a larger statewide program.

Figures 7, 8, and 9 show CART, UNH Wildcat transit, and COAST FTA grants respectively, and are listed by the FTA Grant number. Projects are sponsored by the respective transit agency and the following definitions apply:

- **The FTA Grant #** is a unique number given to each agency for each FTA grant that is included in the MPO TIP and the State Transportation Improvement Program (STIP).
 - **The Project Description** states what the funding was utilized for as published in the TIP/STIP.
-

- **Status** lists projects either as “Active” or “Closed”. “Active” means that a contract has been signed between the Federal Transit Administration and the regional transit agency that obligates FTA to pay them for each project as established in the project description. For the purposes of this report, a “closed” project is one where the funds have been fully expended and approved for final payment by FTA to reimburse the transit agency for the federal share of the cost set in the project agreement. In addition, the status column identifies if a grant is new in FY18 or a grant opened in a previous fiscal year. In addition, there are a few grants for Wildcat transit that were submitted in FY 18 but are pending for FY19.
- **The Federal and Local obligation amounts** show Federal funding totals during the fiscal year and the matching local funds. The total column shows the sum of these two amounts.

Figure 4: FY 2019 Regional Transportation Projects with Obligated Funds

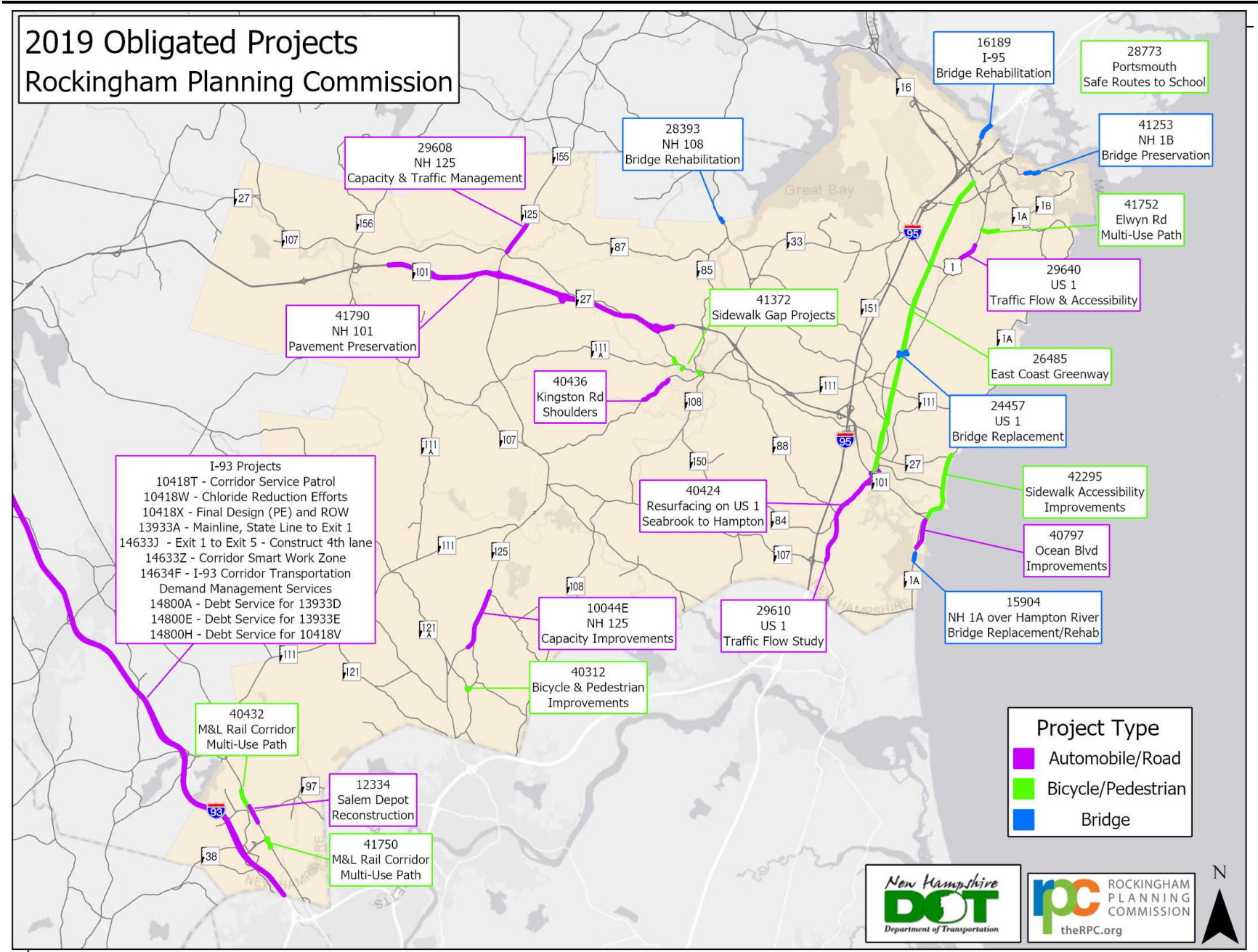


Figure 4: FY 2019 Regional Transportation Projects with Obligated Funds

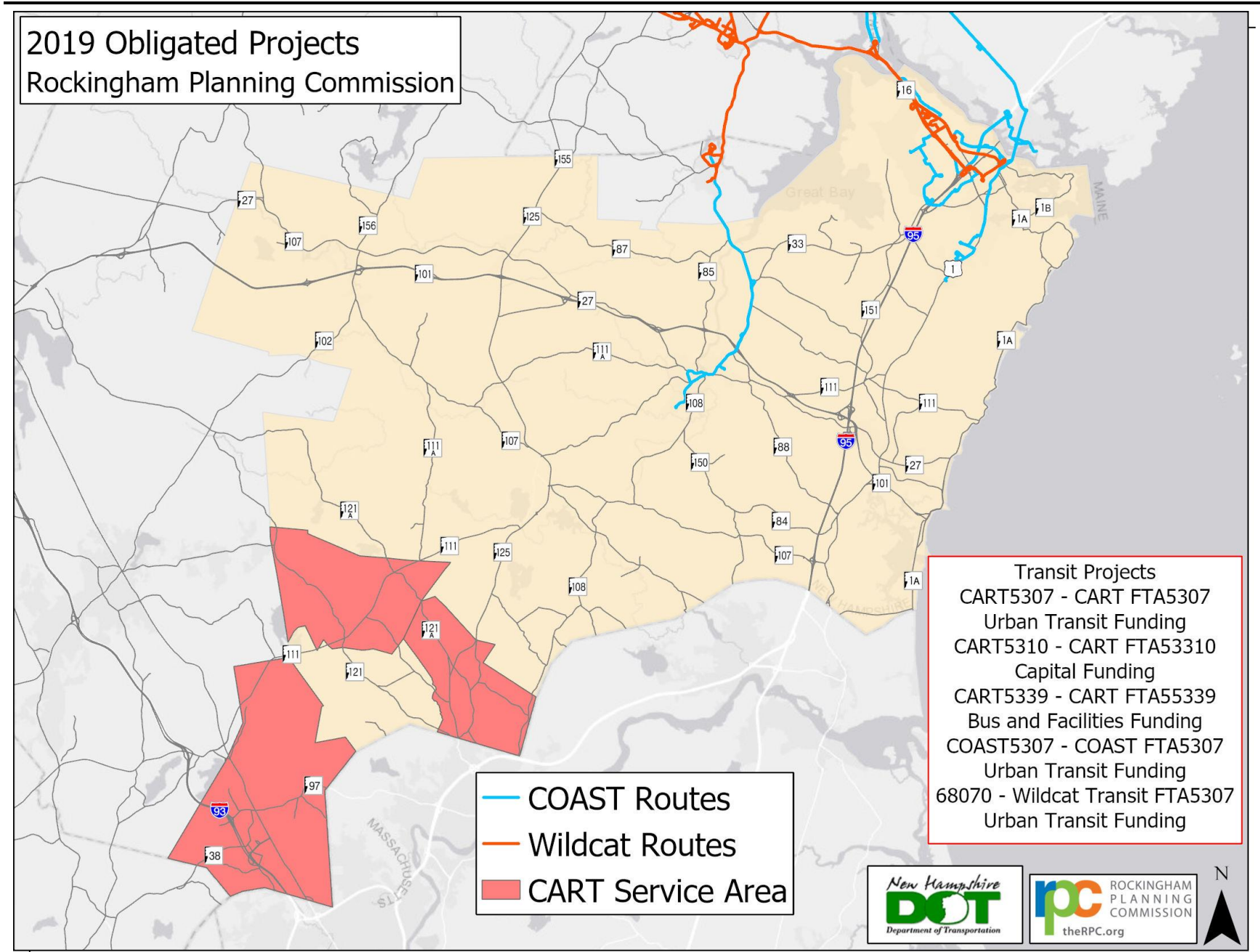


Figure 5: FY 2019 Funds Obligated to Regional Transportation Projects

Location/ Project #	Route/ Road	Scope	Programmed Federal Funds FY 19	Obligated Federal Funds FY 19	Remaining Funds 2019- 2022 TIP ¹	Advertising Date ²
CTAP SALEM TP MANCHESTER						
14634F	I-93	Provide Transportation Demand Management Services and Rideshare Coordination in NH	\$366,000	\$366,000	\$0	
EPPING						
29608	NH 125	NH Rte 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87	\$676,830	\$676,830	\$2,543,944	10/29/2024
EPPING-EXETER						
41790	NH 101	Pavement preservation from MM 115.2 to MM 124.6 including ramps from Exit 6 through Exit 9	\$154,000	\$5,165,713	\$2,503,224	10/15/2019
EXETER						
40436	NH Route 111 (Kingston Road)	Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)	\$1,342,386	\$30,041	\$621,702	11/01/2022
41372	NH 27, NH 111A, Winter St, Spring St	Construct sidewalks on Epping Road, Brentwood Road, Winter Street, and Spring Street	\$36,893	\$36,893	\$523,090	6/16/2020
HAMPTON						
40797	NH 1A (Ocean Blvd)	Improvements to Ocean Boulevard.	\$121,890	\$121,890	\$1,316,612	10/1/2023
42295	NH 1A (Ocean Blvd)	Upgrade of sidewalk curb ramp tip downs in conjunction with roadway paving operations	\$809,644	\$421,300	\$388,344	9/24/2019
HAMPTON-PORTSMOUTH						
26485	Hampton Branch Rail Corridor	Acquire 9.7 miles RR Corridor Hampton-Portsmouth and improve existing corridor surface for bike/ped	\$5,544,000	\$5,544,000	\$990,000	8/25/2020
HAMPTON FALLS						
29610	US 1	Intersection improvements to enhance traffic operations and safety	\$275,000	\$275,000	\$0	
NEWFIELDS-NEWMARKET						
28393	NH 108	Bridge Rehabilitations, address bridges carrying NH 108 over BMRR Bridge numbers 127/081 & 125/054	\$220,000	\$220,000	\$2,590,033	11/23/2021

Figure 5: FY 2019 Funds Obligated to Regional Transportation Projects

Location/ Project #	Route/ Road	Scope	Programmed Federal Funds FY 19	Obligated Federal Funds FY 19	Remaining Funds 2019- 2022 TIP ¹	Advertising Date ²
NORTH HAMPTON						
24457	US Route 1	Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)	\$220,000	\$220,000	\$5,466,100	11/24/2020
PLAISTOW						
40312	Main St.	Bicycle & pedestrian improvements on Main St./other streets around Pollard School - Infrastructure	\$71,994	\$81,073	\$0	4/24/2018
PLAISTOW - KINGSTON						
10044E	NH 125	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi	\$324,500	\$324,500	\$2,004,640	8/27/2023
PORTSMOUTH						
28773	Various Schools in Portsmouth	Portsmouth Middle-Dondero-Little Harbour-New Franklin-St Patrick Schools-Non-Infrastructure Programs	\$0	\$740	\$0	
29640	US 1	US Rte 1 Improvements (1.7 mi.) from Constitution Dr to Wilson Rd & from Ocean Rd to White Cedar Dr	\$797,500	\$797,500	\$4,893,329	3/18/2025
41752	Elwyn Rd	Add a multi-use path for bike/pedalong Elwyn Rd extending from Rt1 to Harding Rd.	\$45,000	\$45,000	\$955,000	6/01/2020
PORTSMOUTH – NEW CASTLE						
41253	NH1B	Preservation efforts on NH 1B bridges over Piscataqua Estuary in Portsmouth and New Castle	\$2,205,470	\$2,426,018	\$0	11/13/2018
PORTSMOUTH, NH - KITTERY, ME						
16189	I-95	PRESERVATION OF BRIDGE OVER PISCATAQUA RIVER (HIGH LEVEL BRIDGE)	\$21,860,000	\$30,724,687	\$18,931,189	11/21/2018
SALEM						
12334	NH 28	Reconstruct Intersection NH28 (Broadway) and NH97 (Main St.) add turn lanes on NH28	\$1,268,967	\$1,150,687	\$5,052,910	5/6/2020
40432	Rail Trail	Construct approximately 3,000' of multi-use path along the existing M&L rail corridor. (14-40TA)	\$3,498	\$3,498	\$0	4/24/2018
41750	Manchester & Lawrence Rail Line	0.3 miles of Bike-Ped trail along abandoned M&L rail line from Cluff Crossing to Rockingham Pk Blvd	\$118,967	\$118,967	\$748,522	11/1/2020

Figure 5: FY 2019 Funds Obligated to Regional Transportation Projects

Location/ Project #	Route/ Road	Scope	Programmed Federal Funds FY 19	Obligated Federal Funds FY 19	Remaining Funds 2019- 2022 TIP ¹	Advertising Date ²
SALEM TO MANCHESTER						
10418T	I-93	Corridor Service Patrol (Salem to Manchester)	\$93,500	\$93,500	\$11,000	
10418W	I-93	Chloride Reduction Efforts	\$192,500	\$192,500	\$839,500	
10418X	I-93	Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014	\$393,765	\$393,765	\$453,732	
13933A	I-93	Mainline, State Line to Exit 1 NB & SB	\$15,563,216	\$15,563,216	\$5,121,958	4/30/2019
14633J	I-93	Exit 1 to Exit 5 - Construct 4th lane northbound and southbound	\$11,550,000	\$7,730,788	\$350,281	10/29/2019
14633Z	I-93	Corridor Smart Work Zone	\$0	\$330,000	\$0	4/14/2015
14800A	I-93	Mainline, Exit 1-Sta 1130 & NH38 (Salem), Bridges 073/063 & 077/063 Both Red List-Debt Serv 13933D	\$3,045,195	\$3,045,195	\$14,389,500	
14800E	I-93	I-93 Exit 2 Interchange reconstruction & Pelham Rd - debt service project for 13933E (Salem)	\$5,954,115	\$5,954,115	\$2,863,762	
14800H	I-93	Final Design Services for PE & ROW - Debt service for 10418V	\$1,456,433	\$1,456,433	\$1,063,062	
SEABROOK - HAMPTON						
15904	NH 1A	Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)	\$6,600,000	\$1,650,000	\$13,953,094	9/5/2023
SEABROOK-HAMPTON FALLS-HAMPTON						
40424	US 1	Resurfacing on US 1 in Seabrook from MM 1.8 to Hampton MM 5.2 including the 101 interchange.	\$0	\$14,147	\$0	
Grand Total			\$82,555,222	\$50,551,197	\$55,914,375	

1. Instances where funds have been obligated but were not programmed for 2019 indicate that funding from outside the TIP timeframe (likely earlier years) was utilized.
2. Past advertising dates indicate a project has been, or is in construction, or will be during the next construction season. Future dates indicate a project in the planning/design phase.

Figure 6: FY 2019 Funds Obligated to Statewide Transportation Projects

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed Federal Funds FY 19	Obligated Federal Funds FY 19	Remaining Funds 2019-2022 TIP¹	Advertising Date²
10336X	Statewide	DBE Supportive Services FFY 2018	\$44,581	\$44,581	\$0	
10344O	Durham	Local Technical Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH	\$510,000	\$510,000	\$75,953	
12223X	Statewide Pavement Marking FY 19	Statewide Pavement Marking Program SFY 2019	\$1,547,500	\$1,547,500	\$0	
12223Y	Statewide Pavement Marking FY20	Statewide Pavement Marking Program SFY 2020	\$1,552,500	\$1,552,500	\$1,547,500	
12563V	2018 FY Training Budget	To provide both employee development and outreach to attract and retain workers.	\$0	\$3,471	\$0	
12563W	2019 FY Training Budget	To provide both employee development and outreach to attract and retain workers.	\$192,814	\$192,814	\$0	
14058E	TSMO	Statewide Transportation Systems Management & Operations, ITS Technologies	\$0	\$82,417	\$0	
14058F	TSMO	Statewide Transportation Systems Management & Operations, ITS Technologies	\$350,000	\$350,000	\$0	
15260F	Statewide-SPR	Implementation of Research and Technology Transfer	\$44,000	\$44,000	\$0	
15261F	Statewide-SPR	AASHTO Technical Service Programs	\$5,000	\$64,000	\$0	
15609J	Statewide	Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance	\$2,200,000	\$2,200,000	\$0	
16011	Statewide	Bike/Walk Alliance; Bicycle Safety Training - Non-Infrastructure	\$32,236	\$32,236	\$0	
16344I	Statewide HAZMAT	Post Construction Monitoring of Contaminated Projects of 2019.	\$42,900	\$42,900	\$0	
16425H	2019 FFY TRAC Program	TRAC: Transportation and Civil Engineering program	\$20,900	\$20,900	\$0	
26962M	Statewide-SPR	Gusset-less Truss Connection Model to Aid Bridge Inspection and Condition Assessment	\$0	\$9,937	\$0	
26962N	Statewide-SPR	Layer Coefficients for NHDOT Pavement Design	\$0	\$38,810	\$0	
26962O	Statewide-SPR	Incorporating Impact of Binder Aging on Cracking Performance of Asphalt Mixes During Design	\$0	\$52,859	\$0	

Figure 6: FY 2019 Funds Obligated to Statewide Transportation Projects

26962R	Statewide-SPR	Active Transportation Accounting: developing metrics for project prioritization	\$0	\$28,893	\$0	
26962T	Statewide-SPR	Airport Paint Study Implementation Evaluation	\$8,637	\$8,637	\$0	
26962U	Statewide-SPR	Improved Practices for Determining the Infiltration Characteristics of Soils for Stormwater BMPs	\$86,096	\$86,096	\$37,414	
26962V	Statewide-SPR	Using Data Analytics to Forecast Future Bridge Conditions	\$123,189	\$123,189	\$53,289	
26962W	Statewide-SPR	Log Jam Monitoring	\$76,977	\$76,977	\$33,610	
26962X	Statewide-SPR	LED Snowplow Lights	\$16,500	\$16,500	\$0	
26962Y	Statewide-SPR	Assessment of Embedded Culvert Low Flow Hydraulics	\$57,405	\$57,405	\$24,947	
26962Z	Statewide-SPR	Use of Smart Rocks to Improve Slope Design	\$77,193	\$77,193	\$33,545	
28134	Statewide	Horizontal curve signing project - Two lane roads in D1	\$1,168,034	\$1,168,034	\$0	2/12/2019
28139	Statewide	Horizontal curve signing project - Two lane urban roads in D6	\$742,212	\$742,212	\$0	1/8/2019
40604	Statewide	Various Routes Guardrail replacement of substandard F terminal units	\$0	\$12,774	\$0	
40759	Statewide Complex Bridge Inspection	Statewide Complex Bridge Inspections child project for FY 2017, FY 2018, and FY 2019	\$250,000	\$250,000	\$0	
40802	Statewide	Replace cable guardrail with beam guardrail.	\$0	\$1,063	\$0	
40803	Statewide	Replace Cable Guardrail on Tier 2 Roadways, targeting higher volume roads first.	\$47,101	\$47,101	\$0	7/17/2018
40841	Statewide	Evaluate and modify NHDOT rumble strip policy	\$55,000	\$55,000	\$0	
40863	Statewide	Tier 2 resurfacing in the Northern region of State for preventative Maintenance and Preservation.	\$7,300	\$7,300	\$0	3/21/2017
40868	Statewide	Federal Resurfacing on Tier 2 roadways in southwest for preventative maintenance and preservation	\$55,000	\$248,082	\$0	8/29/2017
40870	Statewide	Tier 2 Preventative Maintenance and Preservation Paving in Central region.	\$0	\$1,470	\$0	
40871	Statewide	Pavement Preventative Maintenance and Preservation along Tier 2 roadways in Southeast region	\$0	\$297,000	\$0	
40921	Statewide	Perform Road Safety Audits at various locations; RSAs to be conducted by NHDOT personnel	\$16,500	\$16,500	\$0	

Figure 6: FY 2019 Funds Obligated to Statewide Transportation Projects

41129C	OJT Supportive Services	On the Job Training (OJT) Supportive Services for 2018	\$24,353	\$24,353	\$0	
41175C	Statewide TRCK-WGHT-SFTY 2019	Truck Weight Safety Inspection Maintenance Program	\$100,000	\$100,000	\$0	
41214	Statewide	Tier 2 crack seal	\$61,600	\$81,961	\$0	9/19/2017
41269	Statewide	Replace substandard F-Unit guardrail terminals and substandard cable guardrail.	\$1,109,311	\$1,109,311	\$0	2/12/2019
41279	Statewide	Crack Seal Tier 1 including ramps	\$0	\$151,989	\$0	
41293	Statewide	Consultant services for Asset Management (On-Call).	\$275,000	\$275,000	\$0	
41327	Statewide Tier 1 Crackseal	Crack Seal Full width NH 101 MM 102.1 to 109.4 and MM 124.6 to 132.4.	\$677,732	\$540,100	\$137,632	1/29/2019
41327A		Crack Seal Full width I-89 MM 20.5 to 31.2, 36.3 to 43.6, & 50.8 to 54.7	\$846,225	\$846,225	\$0	1/29/2019
41374	Statewide	Underwater Bridge Inspection for years 2018 to 2020	\$72,500	\$72,500	\$77,500	
41375A	Statewide RPC UPWP Contracts 2018-2019	SFY 2018-2019 Unified Planning Work Program (UPWP) Contracts with 9 RPCs (7/1/17-6/30/19)	\$3,413,026	\$3,413,026	\$0	
41418	Statewide	Operations force account for the implementation of low-cost safety measures by Operations forces	\$11,000	\$11,000	\$0	
41534	Statewide	Resurfacing Tier 2 roadways	\$55,000	\$55,000	\$0	3/13/2018
41535	Statewide (Fed-Aid)	Emergency paving repair contract for Fed-Aid Highways. Districts 1,2 & 3, July 1, 2017 flooding.	\$0	\$52	\$0	
41604	Statewide	Roadway resurfacing on Tier 2 highways	\$1,049,244	\$1,049,244	\$0	9/25/2018
41694	Statewide Pedestrian & Bicycle Plan	Statewide pedestrian & bicycle plan and limited economic analysis	\$185,307	\$185,307	\$81,971	
41897	Statewide	Replace cable guardrail and F terminal units on Tier 2 and 3 roads	\$88,000	\$88,000	\$1,320,000	10/15/2019
41899	Statewide	Replace cable guardrail and F terminal units on Tier 2 and 3 roads in Districts 4 & 5.	\$88,000	\$88,000	\$1,320,000	10/15/2019
41909	Statewide	Replace cable guardrail in Districts 1 & 3 (East).	\$55,000	\$55,000	\$1,408,000	6/2/2020
42241	Statewide	Road safety audits and safety engineering support by NHDOT	\$55,000	\$55,000	\$55,000	
42246	Statewide Bwc (E)	Statewide Bonded Wearing Course (East)	\$3,105,711	\$3,105,711	\$0	3/19/2019

Figure 6: FY 2019 Funds Obligated to Statewide Transportation Projects

42248	Statewide Stsfa 1	Surface Transportation System Funding Alternatives Grant-Phase1 Study.	\$0	\$500,000	\$0	
42287	Statewide Tier 2 (N)	Resurfacing of various Tier 2 roadways in the Northern region for Maintenance & Preservation	\$2,408,630	\$2,408,630	\$604,157	4/30/2019
42292	Statewide Tier 2 (Se) Resurfacing	Resurfacing of various Tier 2 roadways in the Southeast region for Maintenance & Preservation.	\$204,600	\$204,600	\$3,462,459	11/12/2019
42293	Statewide Tier 2 (S) Resurfacing	Resurfacing of various Tier 2 roadways in the Southwest region for Maintenance & Preservation	\$228,800	\$228,800	\$5,049,415	10/29/2019
42361	LTS BIKE/PED PILOT STUDY	pilot project is to improve bicycle network planning for New Hampshire's MPOs	\$0	\$124,950	\$0	
42362	Statewide	Replacement and upgrade of signs and supports due to condition and improved compliance	\$529,397	\$529,397	\$229,050	8/20/2019
42372C	Statewide-SPR	Asphalt Mix Testing Improvements	\$13,200	\$13,200	\$0	
42424	Statewide	Conversion of permissive left turns to flashing yellow arrow signal configuration.	\$667,480	\$667,480	\$0	7/30/2019
42472	Technology Deployment Funds	Technology Deployment Funds to produce pedestrian awareness PSA	\$0	\$5,000	\$0	
42538	Statewide SPR PART 1 Program, 2020-2021	NHDOT SPR Part 1 Program for SFY 2020-2021 for NHDOT managed activities (No RPC Contracts)	\$275,000	\$275,000	\$4,479,039	
42538A	Statewide RPC UPWP Contracts 2020-2021	SFY 2020-2021 Unified Planning Work Program (UPWP) Contracts with 9 RPCs (7/1/19-6/30/21)	\$1,900,000	\$1,900,000	\$5,953,200	
42705	State RR-HWY XING Action Plan	Develop a Railway-Highway At-Grade Crossing Action Plan	\$110,000	\$110,000	\$0	
68069B	Statewide	Statewide rideshare database utilizing Trapeze RidePRO software	\$25,782	\$25,782	\$27,070	
P8903U	Statewide	Statewide Recreational Trails-Projects selected for 2017	\$0	\$331,095	\$0	
P8903W	Low Volume Corridors	Statewide Recreational Trails Program for 2019 as administered by DNCR for Groups in NH	\$1,569,081	\$1,569,081	\$0	
Grand Total			\$28,533,553	\$30,310,144	\$26,010,751	

1. Instances where funds have been obligated but were not programmed for 2019 indicate that funding from outside the TIP timeframe (likely earlier years) was utilized.

2. Past advertising dates indicate a project has been, or is in construction, or will be during the next construction season. Future dates indicate a project in the planning/design phase.

Figure 7: CART Federal Obligations FY19*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-90-X202-00 (FTA 5307)					Closed
	Preventive Maintenance	\$104,675	\$26,170	\$130,845	
	Operating Assistance	\$227,972	\$227,972	\$455,944	
	Planning	\$12,278	\$3,072	\$15,359	
	ADA Operating Assistance	\$0	\$0	\$0	
	Total	\$344,934	\$257,214	\$602,148	
NH-16-X045-00 (FTA 5310)					Closed
	Mobility Management	\$113,200	\$28,300	\$141,500	
	Purchase of Transportation Service	\$52,255	\$13,064	\$65,319	
	Total	\$165,455	\$41,364	\$206,819	
NH-2017-017-00 (FTA 5307& 5310)					Active
	Preventive Maintenance (5307)	\$86,500	\$21,265	\$107,765	
	Mobility Management (5307)	\$143,800	\$35,950	\$179,750	
	Operations (5307)	\$215,900	\$215,900	\$431,800	
	Planning (5307)	\$10,800	\$2,700	\$13,500	
	Purchase of Service (5310)	\$53,700	\$13,425	\$67,125	
	Mobility Management (5310)	\$217,485	\$54,372	\$271,857	
	Total	\$728,185	\$343,972	\$1,072,157	
NH-2017-018-00 (FTA 5307 & 5339)					Active
	Capital Vehicle (5307)	\$188,785	\$33,315	\$222,100	
	Capital Vehicle (5339)	\$152,718	\$26,950	\$179,668	
	Capital Used Vehicle (5307)	\$0	\$0	\$0	
	Total	\$341,503	\$60,265	\$401,768	
NH-2019-010-00 (FTA 5307& 5310) (New – Awarded 8/21/2019)					Active
	Preventive Maintenance (5307)	\$68,558	\$17,140	\$85,698	
	Mobility Management (5307)	\$18,779	\$4,695	\$23,474	
	Operations (5307)	\$285,039	\$285,039	\$570,078	
	Planning (5307)	\$14,308	\$14,308	\$17,885	
	Purchase of Service (5310)	\$113,899	\$113,899	\$142,374	
	Total	\$500,583	\$500,583	\$839,508	
	Total Active Grants	\$1,570,271	\$743,162	\$2,313,433	
	Newly Obligated FTA 5307 in FY19	\$386,684	\$310,450	\$697,134	
	Newly Obligated FTA 5310 in FY19	\$113,899	\$28,475	\$142,374	
	Total Closed During FY19	\$510,389	\$298,578	\$808,967	

*FTA Transit grants cover multiple fiscal years and the funds listed in this table are not all spent in a single year.

Figure 8: UNH Wildcat Transit Federal Obligations FY19*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-2017-014-01	UNH Bus Maintenance Lift Replacement	\$106,000	\$0	\$106,000	Active
NH-2017-014-00	UNH Bus Maintenance Lift Replacement – Additional Funding	\$144,000	\$36,000	\$180,000	Active
NH-2018-003-00	CMAQ – UNH NHDOT Little Bay Bridge Transit Service	\$575,046	\$143,761	\$718,807	Active
NH-2017-016-00	UNH Main Street West Bus Pads, Shelters & Enhancements	\$60,000	\$15,000	\$75,000	Active
NH-2017-015-00	UNH Real Time Transit Information Sign Installation (Resident West)	\$14,000	\$3,500	\$17,500	Active
Expected in FY20					
NH-2017-014-02	UNH Bus Maintenance Lift Replacement – Additional Funding	\$150,000	\$37,500	\$187,500	
N/A	CMAQ – Fleet Replacement	\$1,200,000	\$964,800	\$2,164,800	
N/A	CMAQ – Rail Station & Platform Enhancement	\$779,200	\$194,800	\$974,000	
Total Active Grants		\$899,046	\$198,261	\$1,097,307	5
Newly Obligated during FY19		\$144,000	\$36,000	\$180,000	1
Closed During FY19		\$0	\$0	\$0	0

*FTA Transit grants cover multiple fiscal years and the funds listed in this table are not all spent in a single year.

Figure 9: COAST Federal Obligations FY19*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-90-X159-04 (FTA 5307)					Active
	NFI Projects - Operating	\$64,147	\$64,147	\$128,294	
	NFI Projects - Mobility Management	\$540,042	\$135,011	\$675,053	
	NFI Projects – Rolling Stock – Bus	\$357,821	\$89,455	\$447,276	
	JARC Projects – Mobility Management	\$46,625	\$11,656	\$58,281	
	Total	\$1,008,635	\$300,269	\$1,308,904	
NH-2017-009 (FTA 5307)					Active
Bus – Rolling Stock	<30' Buses	\$351,900	\$62,100	\$414,000	
	Used Commuter Buses	\$14,400	\$3,600	\$18,000	
	Vans	\$190,250	\$33,574	\$223,824	
Bus – Station/Stops/Terminals	Bus Passenger Shelters	\$16,720	\$4,180	\$20,900	
	Misc Bus Station Equip.	\$80,000	\$20,000	\$100,000	
Bus – Support Equip & Facilities	ADP Software	\$428,100	\$107,025	\$535,125	
Bus – Other Capital Items	Preventive Maintenance	\$1,452,438	\$363,110	\$1,815,548	
	Non Fixed Route ADA Service	\$576,595	\$144,150	\$720,745	
	TDM Activities	\$311,033	\$77,758	\$388,791	
	Mobility Management	\$139,900	\$34,975	\$174,875	
Operating Assistance	Up to 50% Federal Share	\$2,636,721	\$2,636,721	\$5,273,442	
	Up to 80% Federal Share	\$1,635,878	\$408,969	\$2,044,847	
Metropolitan Planning	Short Range Transit Planning	\$88,162	\$22,041	\$110,203	
	Total	\$7,922,097	\$3,918,202	\$11,840,300	
NH-90-X199-00					Active
	Station Stops/Terminals (Bus)	\$28,000	\$7,000	\$35,000	
	Support Equipment/Facilities (Bus)	\$424,681	\$106,171	\$530,852	
	Other Capital Items (Bus)	\$1,066,395	\$266,599	\$1,332,994	
	Operating Assistance	\$1,550,000	\$1,550,000	\$3,100,000	
	Planning	\$80,000	\$20,000	\$100,000	
	Total	\$3,149,076	\$1,949,770	\$5,098,846	
NH-2016-005-00 (FTA 5307)					Closed
	Support Equipment & Facilities (Bus)	\$22,116	\$5,529	\$27,645	
	Other Capital Items (Bus)	\$459,264	\$114,816	\$574,080	
	Operating Assistance	\$505,680	\$505,680	\$1,011,360	
	Planning	\$66,048	\$16,512	\$82,560	
	Total	\$1,053,108	\$642,537	\$1,695,645	
Total of Active Grants:		\$12,079,808	\$6,168,241	\$18,248,050	3
Newly Obligated during FY19		\$3,008,340	\$1,667,635	\$4,675,975	0

*FTA Transit grants cover multiple fiscal years and the funds listed in this table are not all spent in a single year.