

Annual Listing of Obligated Projects FY 2023

October 1, 2022 – September 30, 2023



Source: NHDOT/Maine DOT



Source: AP

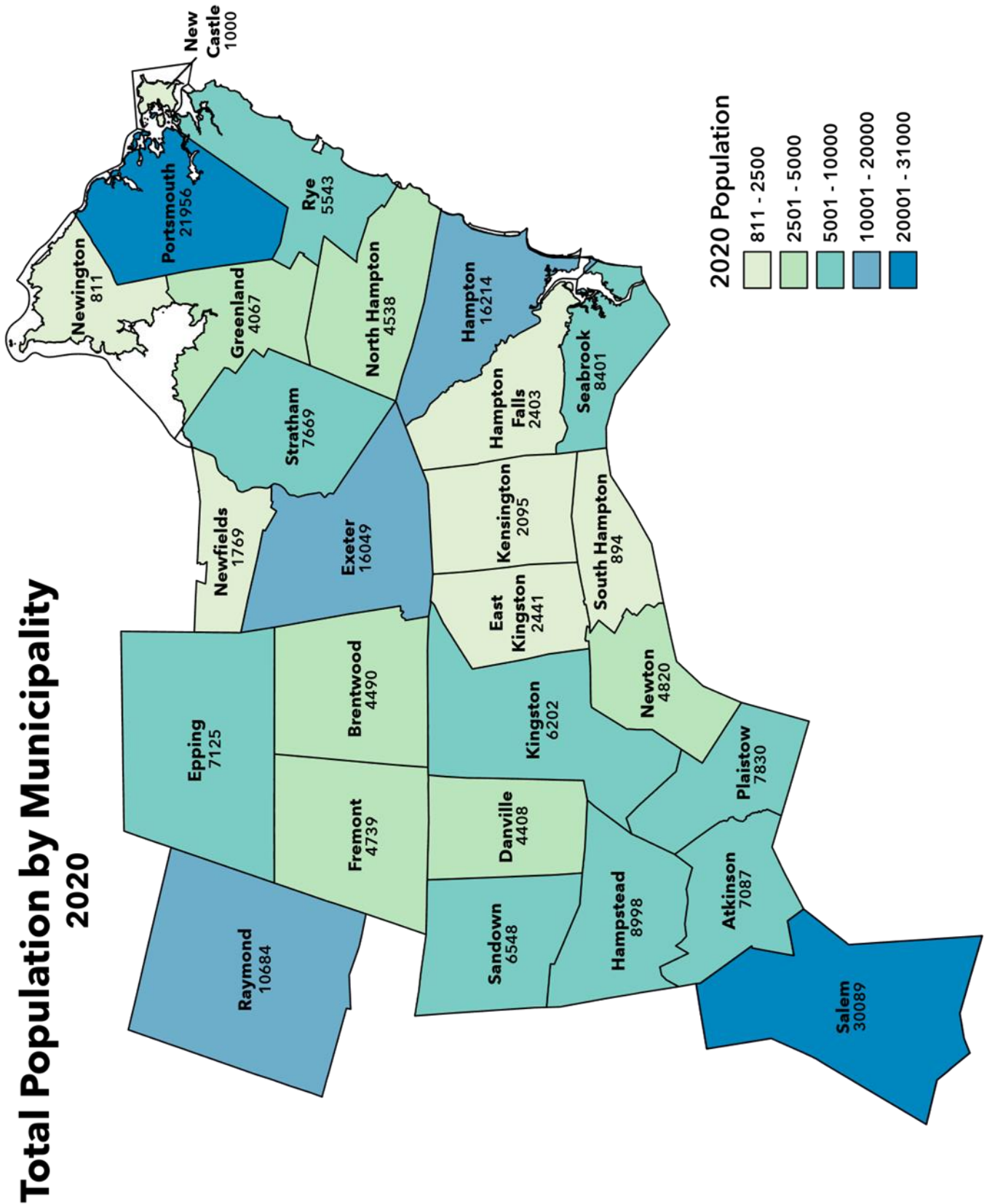


Source: COAST



Source: NH DOT

156 Water Street
Exeter, NH 03833
603.778.0885



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 and is codified in 23 U.S.C. 134(j)(7)(B) and 49 U.S.C. 5303(j)(7)(B). 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 2023(FY23) between October 1, 2022 and September 30, 2023. 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 (see map). The MPO has responsibility for planning, programming, and coordinating federal transportation investments and works in partnership with communities, regional transit operators, New Hampshire Department of Transportation (NHDOT), New Hampshire Department of Environmental Services (NHDES), as well as the Federal Highway (FHWA) and Transit (FTA) Administrations to carry out this responsibility.

Long Range Transportation Plan (LRTP or Plan)

The [2045 Regional Long Range Transportation Plan](#), last updated and approved in February 2023, 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 and is fiscally constrained in that the projects identified can be achieved with the resources that are expected to be available. Projects must be included in the fiscally constrained portion of an adopted LRTP before they can be selected for implementation in the Transportation Improvement Program (TIP).

Transportation Improvement Program (TIP)

The [Transportation Improvement Program \(TIP\)](#) is a four-year program of regional transportation improvement projects scheduled for near-term implementation in the MPO. The current TIP covers Federal fiscal years 2023-2026 (adopted 2/2023) and includes any transportation projects proposed

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)

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

for federal funding during that timeframe, as well as any regionally significant project that requires 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. The obligated projects listed in this report come from the projects listed in the 2021-2024 TIP as well as previous iterations.

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 notice, full 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. The publication of this report is one aspect of MPO public engagement and is intended to inform the public and interested parties about federal transportation expenditures in the region.

Summary of Obligated Projects

Figure 1 summarizes federal obligations in the region during FY23. The figure shows that just under \$81 million of FHWA funding was obligated to plan, design, and construct projects within the region. Another \$22.8 million was obligated to “Statewide” programs, which are groups of similar smaller scale projects (such as pavement rehabilitation projects) throughout New Hampshire that are listed individually at the regional level. In addition, approximately \$40.4 million of Federal Transit Administration funding was committed during Fiscal Year (FY) 2023 on transit operations for COAST, Manchester Transit Authority/CART, and UNH Wildcat Transit along with \$3.9 million of statewide FTA funding obligated in the region for Regional Coordinating Councils, and intercity transit services. Regional transit funding includes just under \$10.4 million in emergency relief funding due to COVID-19 resulting in continued higher obligations than usual for transit service.

Figure 1: Federal Obligated Funding Totals

Project Type	Federal Highway	Federal Transit	Total
Regional Projects	\$80,894,166	\$36,421,938	\$117,316,104
Statewide Programs	\$22,821,470	\$3,971,341	\$26,792,811
Total Obligated	\$103,715,636	\$40,393,279	\$144,108,915

Figure 2 shows the federally obligated funds annually from 2010 to 2023. This value has averaged \$99.9 million (2010-2023) ranging between a low of \$71.3 million (2014) and a high of \$144 million (2023) due to yearly variations in the number of projects programmed within the MPO region. Examining the 5-year rolling average shows a trend that is generally mirrored in the individual year data with a decline in average funding for periods ending between 2014 and 2017 that turned to an increase for almost every periods ending between 2018 and 2023. The three five-year periods ending in 2021, 2022, and 2023 have all averaged over \$100 million per year.

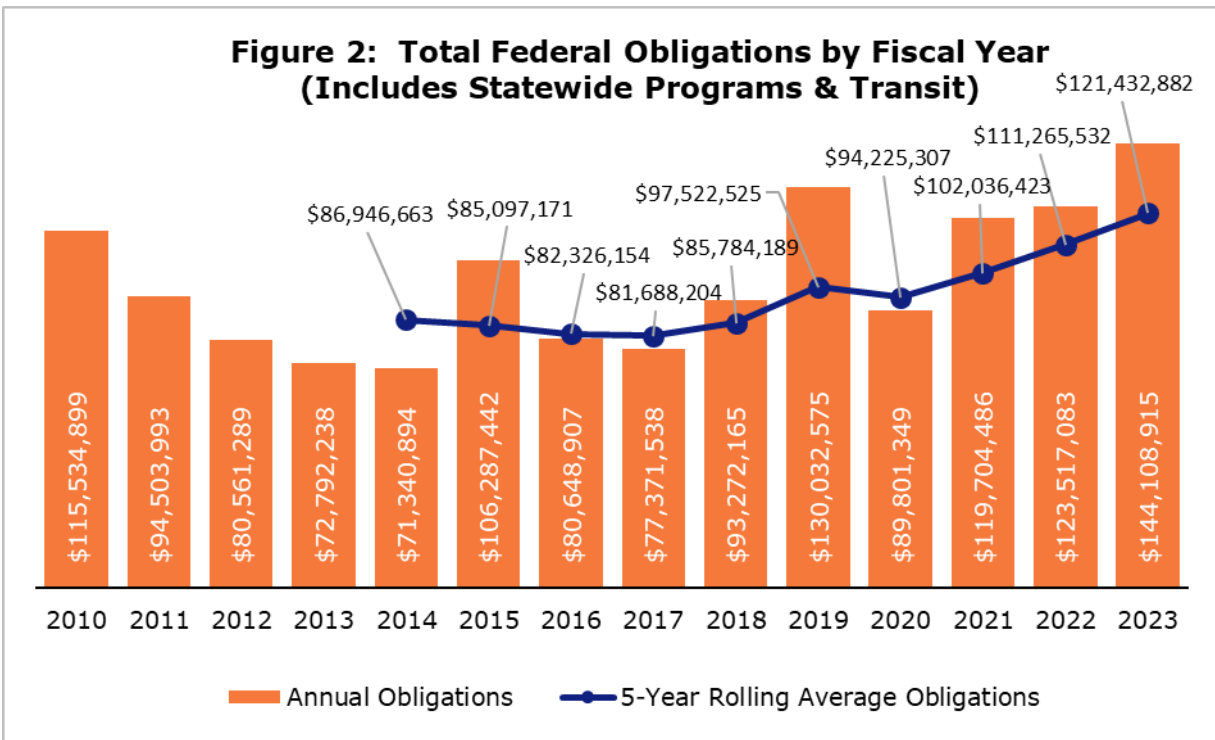


Figure 3 summarizes the status of the regional project contracts, statewide projects, and transit grants in terms of “Advertised”, “Future Advertised Date”, or “Other Active”. Advertised means that the project has gone to bid for the construction or implementation portion of the contract while those 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 twenty-four contracts active in the region during FY23 and of those, eight (33%) have advertised while fifteen (63%) are working towards a future advertising date and one (4%) is active but has no published advertise date. For the Statewide Programs, five of the thirty-two contracts have advertised (16%), three are prepping for a future advertisement date (9%) and the remaining twenty-four (75%) do not have advertising dates but are active in some manner. A majority (nineteen) of the transit grants (83%) are active while four (17%) 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 and few that are closed.

Figure 3: Obligated Projects Status Summary

Status	Regional		Statewide		Transit Grants*	
	Project Contracts	Program Contracts	Program Contracts	Transit Grants*	Project Contracts	Program Contracts
Advertised/Closed	8	33%	5	16%	4	17%
Future Advertise Date	15	63%	3	9%	0	0%
Other Active	1	4%	24	75%	19	83%
Total	24		32		23	

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

The project that obligated the most funding in the region during FY23 is the work occurring at Portsmouth Harbor required by the relocation and construction of the new Sarah Long Bridge (15731C) which dedicated just over \$44.3 million towards restoring the functionality of the side-barge wharf. Second largest obligation was Seabrook-Hampton 15904 which advertised for construction this fall to replace the NH 1A bridge (Neil Underwood bridge) over Hampton Harbor. Almost \$27.8 million of federal funding was obligated however there remains another \$64.5 million to be expended in future fiscal years. The other twenty-two regional projects obligated a total of \$8.7 million, averaging just under \$400,000 each. The largest obligation of funds in the statewide programs was nearly \$3.8 million to construct vehicle classification and count stations around the state (43932).

Reading the Obligation Reports

Figures 4-8 on the following pages provide some additional detail regarding the individual projects with obligated federal funds.

- **Figures 4-6:** *Figure 4* maps the locatable transportation projects in the region that obligated federal funds during FY23, while *Figure 5* and *Figure 6* list all the regional and statewide FHWA funded roadway, pedestrian, and bicycle projects, respectively. Each of the tables show the project number, location, summary of the scope, the amount of federal funding obligated in FY23, the remaining funding available in the 2023-2026 TIP, and the Advertising Date (where available).
- **Figures 7-11:** *Figure 7* is a map of the transit systems in the region that obligated Federal funds in FY23. *Figures 8, 9, 10, and 11* list the Federal Transit Administration (FTA) funded grants for COAST, MTA/CART, WildCAT, Regional Coordinating Councils, and Intercity Services respectively. The tables show the funding program, type of work, available funding, and current status with agency totals at the bottom. FTA grants are listed 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). Each individual grant

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 Funds** lists the amount of funding programmed for each project in the 2023-2026 Transportation Improvement Program (TIP). Projects with zeros in this column have no funding programmed during the 2023-2026 and are holdover projects from the previous TIP that are completed or near completion.

- **Obligated Funds FY23** are the total Federal funds applied to the project during the fiscal year. Occasionally, 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 2023-2026 TIP** lists the funding remaining available to the project in the TIP. 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.

FTA grants are organized by sponsor agency and are listed by the FTA Grant number. 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, there are occasionally grants that were submitted in previous years but are pending for current fiscal year.
- **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: Map of FY 2023 Transportation Projects with Obligated Funds

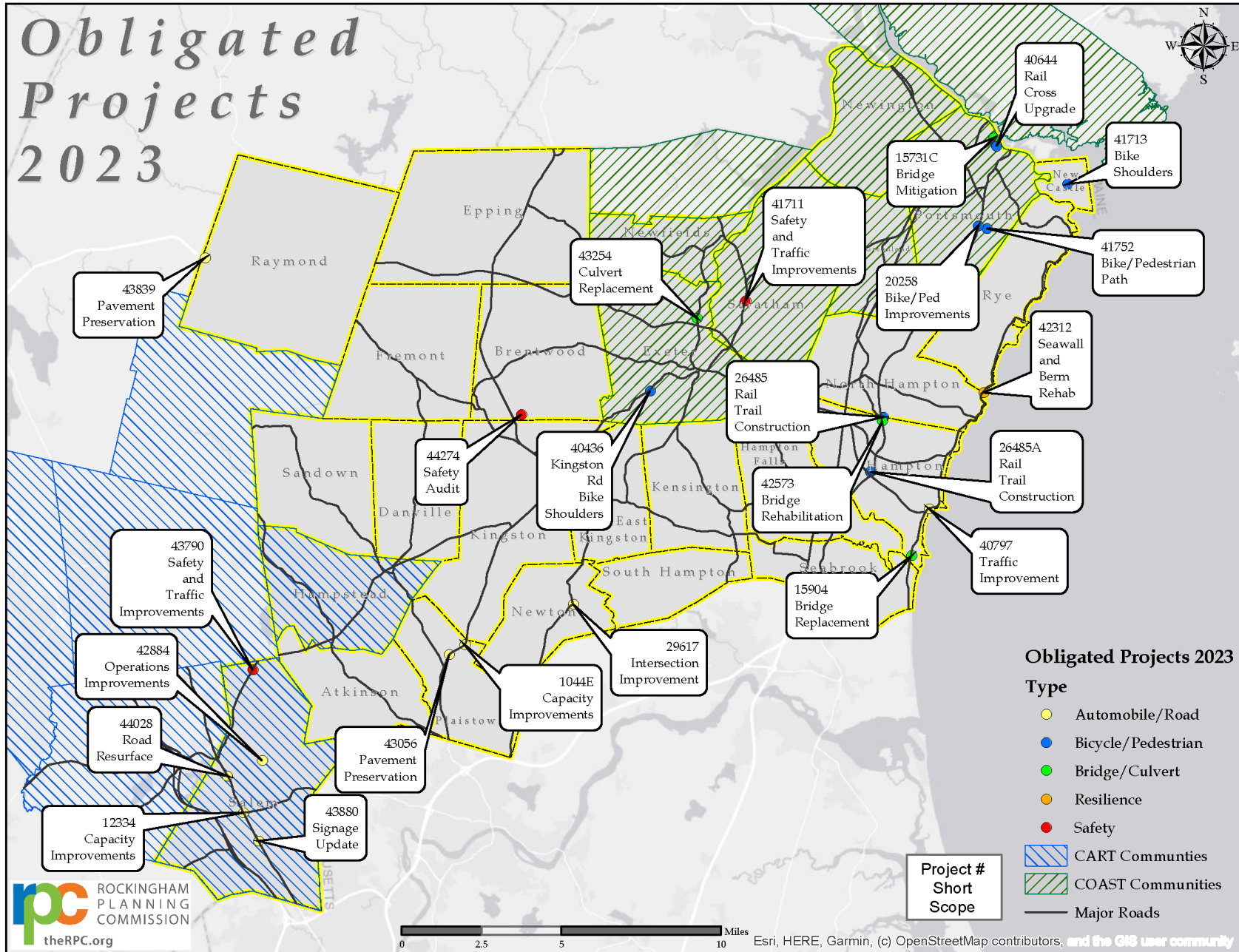


Figure 5: FY 2023 Regional Transportation Projects with Obligated Funds

Location/ Project #	Route/ Road	Scope	Funds Programmed in TIP	Obligated Federal Funds FY 23	Remaining Funds 2023- 2026 TIP ¹	Advertising Date ²
BRENTWOOD						
44274	NH 125/ South Road	Conduct a Road Safety Audit (RSA) to determine short, medium, and long range safety improvements.	\$55,000	\$55,000	\$0	1/2/2024
CANDIA-RAYMOND						
43839	NH 101	Rehabilitation/Reconstruction of a section NH Route 101	\$18,036,530	\$550,000	\$17,486,530	10/2/2024
EXETER						
40436	NH 111	Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)	\$1,516,359	\$1,213,087	\$303,272	9/11/2023
43254	NH 85	Rehabilitation of a 42" CMP carrying Rocky Hill Brook under NH 85 located just north of NH 101.	\$7,700	\$7,700	\$0	8/16/2022
HAMPTON						
40797	NH 1A (Ocean Blvd)	Improvements to Ocean Boulevard.	\$8,405,051	\$431,902	\$7,973,149	11/25/2025
42573	US 1	Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton	\$1,151,628	\$275,000	\$876,628	1/04/2028
HAMPTON-PORTSMOUTH						
26485	Hampton Branch Rail Corridor	Acquire 9.6 miles RR Corridor Hampton-Portsmouth & improve existing corridor surface for bike/ped.	\$765,345	\$765,345	\$0	11/15/2022
26485A	Hampton Branch Rail Corridor	Construct the NH Seacoast Greenway, from Drakeside Rd north to the Hampton/North Hampton Town line	\$2,456,300	\$531,300	\$1,925,000	1/07/2025
LEE-BARRINGTON/PLAISTOW						
43056	NH 125	Pavement Preservation	\$948,173	\$948,173	\$0	10/18/2022
NEW CASTLE-RYE						
41713	NH 1B	Bike shldrs Svy Creek-OSP/ NH1B-NH1A/Sdwlks Wild Rose-Beach Hill/Shldrs Wild Rose-USCG (~4.2m)	\$500,084	\$179,252	\$320,832	N/A
NEWTON						
29617	NH 108	Improvements to Rowe's Corner (Maple Ave, Amesbury Road)	\$1,631,960	\$165,000	\$1,466,960	7/16/2024
NORTH HAMPTON-RYE						
42312	Coastal Revetments	Reconstruct NHDOT Stone Revetment seawalls/Berms	\$7,615,000	\$2,200,000	\$5,415,000	1/14/2025
PLAISTOW-KINGSTON						
1044E	NH 125	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi	\$13,704,560	\$465,300	\$12,609,260	1/13/2026

Figure 5: FY 2023 Regional Transportation Projects with Obligated Funds

Location/ Project #	Route/ Road	Scope	Funds Programmed in TIP	Obligated Federal Funds FY 23	Remaining Funds 2023- 2026 TIP ¹	Advertising Date ²
PORTSMOUTH						
20258	Peverly Hill Road	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.	\$7,602,340	\$200,000	\$7,402,340	1/14/2025
40644	Market Street	Railroad crossing upgrade on Market Street	\$735,480	\$0	\$735,480	1/21/2025
41752	Elwyn Road	Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.	\$1,131,428	\$7,666	\$1,123,761	1/21/2025
PORTSMOUTH, NH – KITTERY, ME						
15731C	Portsmouth Harbor	Functional replacement for the PDA-DPH side barge wharf, SML Bridge ROW Mitigation.	\$44,327,033	\$44,327,033	\$0	9/12/2023
SALEM						
12334	NH 28	Reconstruct Intersection NH28 (Broadway) and NH97 (Main St.) add turn lanes on NH28	\$0	\$385,526	\$0	9/1/2020
42884	Various	Improve signal operation at 28 intersections to identify hardware and software upgrades needed.	\$1,535,000	\$48,000	\$1,487,000	4/24/2024
43880	Rockingham Park Blvd	Replace Overhead Sign Structure near Policy Brook	\$148,159	\$148,159	\$0	11/01/2022
43790	NH 111	NH111 / Ermer Road intersection Safety Improvements- (HSIP)(LPA Managed)	\$958,119	\$39,635	\$918,484	3/5/2025
SALEM-DERRY						
44028	NH 28	Resurfacing of NH Route 28 in District 5	\$5,930,095	\$110,000	\$5,820,095	1/09/2024
SEABROOK - HAMPTON						
15904	NH 1A	Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)	\$92,289,015	\$27,795,463	\$64,493,552	9/26/2023
STRATHAM						
41711	NH 108	Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.	\$190,596	\$45,626	\$144,970	10/06/2026
Grand Total			\$211,010,953	\$80,894,166	\$130,502,313	

1. Instances where funds have been obligated but were not programmed for 2023 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 2023 Funds Obligated to Statewide Transportation Projects

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed TIP Funds	Obligated Federal Funds FY 23	Remaining Funds 2023-2026 TIP ¹	Advertising Date ²
43936A	2023 STATEWIDE REC TRAILS	Yearly statewide Recreational Trails program project for 2023 administered by DNCR for groups in NH	\$6,276,324	\$1,255,265	\$5,021,059	
43977B	DBE Supportive Services	DBE Supportive Services	\$323,923	\$49,729	\$274,194	
16425L	FFY 2023 TRAC	FFY 2023 TRAC	\$19,745	\$19,745	\$0	
12564A	FFY 2023 TRAINING	Provide employee development and student outreach to attract and retain highly skilled workers.	\$194,088	\$194,088	\$0	
44376	HSIP Implementation Plan	Development of the HSIP Implementation Plan	\$44,000	\$44,000	\$0	
44372	HSIP Target Setting 2023	Target Setting for HSIP Priorities	\$22,000	\$22,000	\$0	
43883	NE COMPASS	NE Compass- Advanced Transportation Management System for TSMO Operations	\$9,063,763	\$1,104,973	\$7,958,790	
43919A	NEVI Plan Update 2023	Update to 2022 Electric Vehicle Infrastructure Deployment Plan	\$82,500	\$0	\$82,500	
44093	NEVI Program Charging	Administer NEVI funds to develop direct current fast charging stations along AFCs	\$7,574,012	\$880,000	\$6,694,012	2/16/2024
41129H	OJT SS FFY 2023	Journey level training for women, minorities and disadvantaged individuals.	\$24,523	\$24,523	\$0	
P8903Y	Program	STATEWIDE REC TRAILS PROGRAM PROJECTS FOR 2021 ADMINISTERED BY DNCR FOR GROUPS IN NH	\$453,627	\$293,211	\$160,416	
15609N	Statewide	Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance	\$1,912,977	\$1,042,752	\$870,225	
43104	Statewide	Underwater Bridge Inspection for years from 2021 to 2023.	\$68,810	\$38,000	\$30,810	
43932	Statewide	Construct Vehicle Classification Stations and Vehicle Count Stations for Traffic Data Collection	\$2,667,612	\$3,794,912	-\$1,127,300	
44070	Statewide	Resurfacing of sections of NH25/NH113, NH 11, NH 11D, NH 28, and NH 28A	\$10,199,254	\$220,000	\$9,979,254	1/9/2024
44196	Statewide	Development of a Resilience Improvement Plan	\$165,000	\$165,000	\$0	
44491	Statewide	Coastal hydraulic design manual supplement	\$200,000	\$0	\$200,000	
41756	Statewide	Evaluate signalized intersections and develop and implement signal timings to improve traffic flow.	\$25,000	\$25,000	\$0	
44299	Statewide - HSIP Administration	Provide Program Management support for HSIP program through consultant services	\$495,000	\$0	\$495,000	

Figure 6: FY 2023 Funds Obligated to Statewide Transportation Projects

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed TIP Funds	Obligated Federal Funds FY 23	Remaining Funds 2023-2026 TIP¹	Advertising Date²
43902	Statewide ADA	Address ADA deficient pedestrian locations TBD	\$424,999	\$85,000	\$339,999	9/17/2024
42950	Statewide Complex Bridge Inspection & Emergency Response Services	Statewide Complex Bridge Inspection and Emergency Response project for FY 2021, FY 2022 and FY 2023	\$250,000	\$250,000	\$0	
16344M	Statewide Contamination of 2023	Post Construction Monitoring of Contaminated Sites FFY2023	\$110,000	\$110,000	\$0	
44045	Statewide Crack Seal (East)	Crack sealing various Tier 1 and 2 roads on the Eastern half of the State.	\$409,424	\$409,424	\$0	4/11/2023
43400B	Statewide Pavement Marking SFY23	Statewide Pavement Marking Program SFY2023	\$1,674,500	\$1,674,500	\$0	
43400C	Statewide Pavement Marking SFY24	Statewide Pavement Marking Program SFY2024	\$3,350,000	\$1,675,500	\$1,674,500	
41915A	Statewide Scour Response	Preservation response to stabilize various bridges from scour.	\$136,301	\$136,301	\$0	10/4/2022
41915B	Statewide Scour Response	Preservation response to stabilize various bridges from scour.	\$1,139,848	\$1,128,848	\$11,000	4/4/2023
43993	Statewide South Guardrail	Replacement of NCHRP-350 terminals with MASH terminals, in the southern portion of the state.	\$972,476	\$656,931	\$315,545	10/10/2023
42292	Statewide Tier 2 (SE) Resurfacing	Resurfacing of various Tier 2 roadways in the Southeast region for Maintenance & Preservation.	\$566	\$566	\$0	11/12/2019
41175G	STATEWIDE-TRCK-WGHT-SFTY 2023	Truck-Weight-Safety project	\$175,000	\$175,000	\$0	
14058J	TSMO	Statewide Transportation Systems Management & Operations, ITS Technologies	\$1,150,027	\$1,150,027	\$0	
44273	Vulnerable Road User Assessment	Vulnerable Road User Assessment	\$148,500	\$148,500	\$0	
Grand Total			\$49,753,799	\$16,773,794	\$32,980,004	

1. Instances where funds have been obligated but were not programmed for 2023 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: Regional Transit Systems with Federal Funds Obligated in FY23

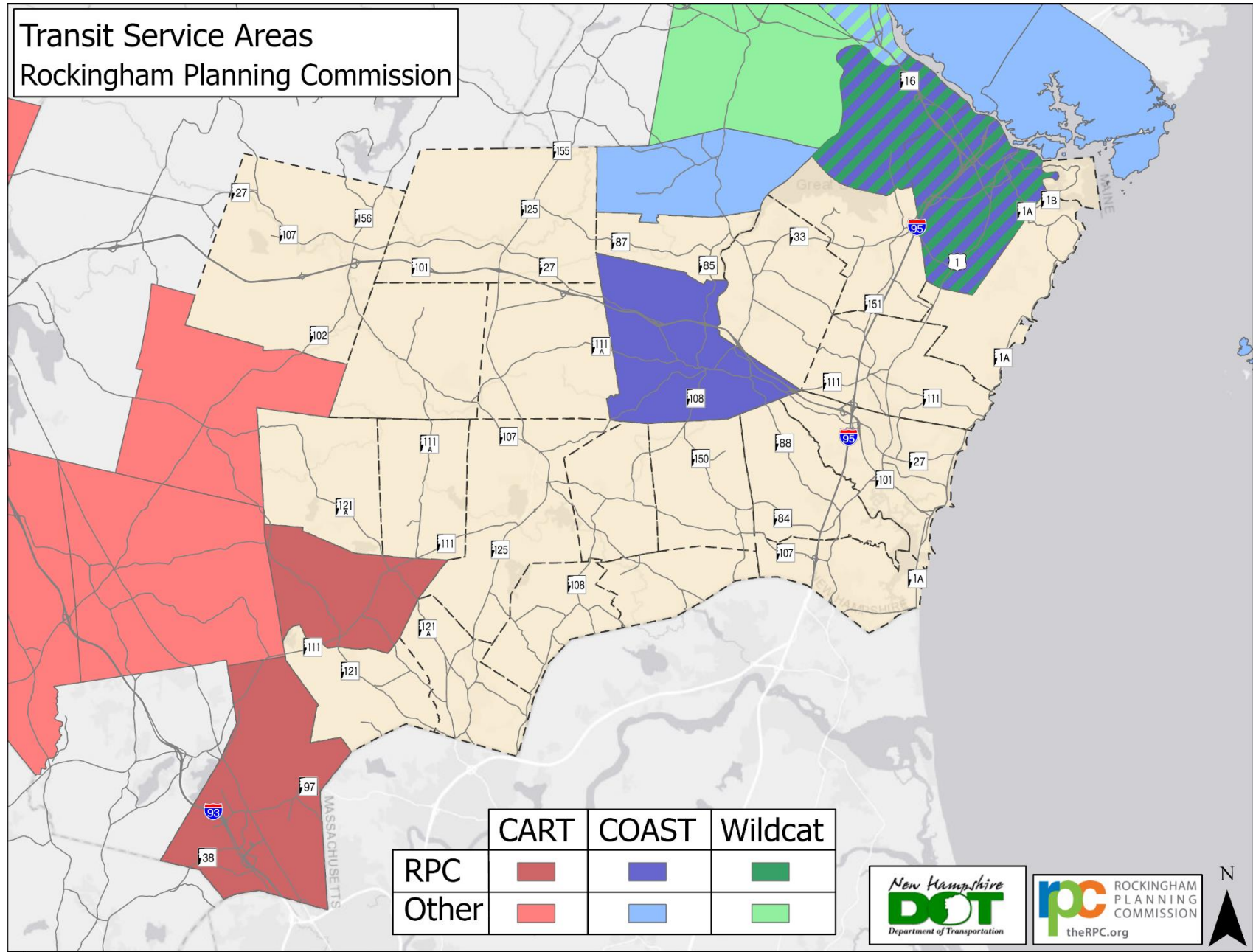


Figure 8: COAST Federal Obligations FY23*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-2020-002-01 (FTA 5307)					
	Short Range Transit Planning	\$112,000	\$28,000	\$140,000	Active
	Operating Assistance	\$915,000	\$915,000	\$1,830,000	
	CMAQ Operating	\$950,000	\$237,500	\$1,187,500	
	Other Capital Items (Bus)	\$2,085,129	\$521,282	\$2,606,412	
	Bus – Rolling Stock	\$1,520,000	\$380,000	\$1,900,000	
	Bus – Support Equip. & Facilities	\$24,060	\$6,015	\$30,075	
	ER Funds for Direct COVID-19	\$407,656	\$0	\$407,656	
	Total	\$6,013,845	\$2,087,797	\$8,101,642	
NH-2020-005-01 (FTA 5307)					
	Emergency Relief Operating Asst.	\$5,333,025	\$0	\$5,333,025	Active
NH-2021-012 (FTA 5307) – AMENDED IN FY23					
	Preventive Maintenance	\$1,520,795	\$380,199	\$1,900,994	Active
	Operating Assistance (50%)	\$1,087,518	\$1,087,518	\$2,175,036	
	ADA Operating Assistance (80%)	\$191,135	\$47,784	\$238,919	
	Mobility Management (80%)	\$65,215	\$16,304	\$81,519	
	CMAQ Operating (80%)	\$1,200,000	\$300,000	\$1,500,000	
	Bus – Rolling Stock	\$549,149	\$102,040	\$651,189	
	Bus – Stations/Stops/Terminals	\$104,000	\$26,000	\$130,000	
	Bus – Support Equip. & Facilities	\$568,652	\$142,163	\$710,815	
	Total	\$5,286,464	\$2,102,007	\$7,388,471	
NH-2022-003 (FTA 5307)					
	Emergency Relief Operating Asst.	\$3,203,961	\$0	\$3,203,961	Active
NH-2022-015-01 (FTA 5307) – AMENDED IN FY23					
	ADA Operating Assistance (80%)	\$375,984	\$93,996	\$469,980	Active
	CMAQ Operating (80%)	\$2,400,000	\$600,000	\$3,000,000	
	Bus – Rolling Stock	\$493,000	\$87,000	\$580,000	
	Support Vehicle	\$28,000	\$7,000	\$35,000	
	Bus – Rolling Stock	\$139,039	\$24,537	\$163,576	
	Total	\$3,436,023	\$812,533	\$4,248,556	
NH-2022-016 (FTA 5307)					
	ADA Operating Assistance (80%)	\$401,600	\$100,400	\$502,000	Active
	Constr. Misc Equip	\$50,000	\$12,500	\$62,500	
	Total	\$451,600	\$112,900	\$564,500	
Total of Active Grants:		\$20,477,103	\$3,614,024	\$24,091,127	6
Newly Obligated during FY23		\$0	\$0	\$0	3
Closed during FY23		\$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: CART/MTA Federal Obligations FY23*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-2020-017-00 (FTA 5339)					Active
	Capital Vehicle (5339)	\$ 1,207,035	\$213,007	\$1,420,042	
	Capital Vehicle (5339) Amend	\$310,811	\$54,850	\$365,661	
	Capital Vehicle (5339)	\$119,000	\$21,000	\$140,000	
	Capital Vehicle (5339) Amend	\$118,954	\$20,992	\$139,946	
	Capital Lifts (5339)	\$135,287	\$33,822	\$169,109	
	Capital Fareboxes (5339)	\$147,833	\$36,959	\$184,792	
	Total	\$2,038,920	\$380,630	\$2,419,550	
NH-2021-013-00					Active
	Capital Vehicle (CARES Act)	\$1,341,982	0	\$1,341,982	
	Capital Fueling Station (CARES Act)	\$42,200	0	\$42,200	
	Capital Security Access (CARES Act)	\$69,062	0	\$69,062	
	Capital Mobil Fare (CARES Act)	\$176,513	0	\$176,513	
	Capital HVAC (CARES Act)	\$204,443	0	\$204,443	
	Total	\$1,834,200	0	\$1,834,200	
NH-2022-017-00					Active
	Operations (5307)	\$1,858,168	\$1,858,168	\$3,716,336	
	Preventive Maintenance (5307)	\$522,000	\$130,500	\$652,500	
	Paratransit (5307)	\$353,000	\$88,250	\$441,250	
	Mobility Management (5310)	\$156,339	\$0	\$156,339	
	Mobility Management (5307)	\$29,661	\$7,416	\$37,077	
	Planning (5307)	\$104,000	\$26,000	\$130,000	
	Total	\$3,023,168	\$2,110,334	\$5,133,502	
NH-2023-009 – NEW (Awarded 8/15/2023)					Active
	Operations (5307)	\$1,844,175	\$1,844,175	\$3,688,350	
	Preventative Maintenance (5307)	\$301,262	\$75,316	\$376,578	
	Preventative Maintenance (5307)	\$196,353	\$49,089	\$245,442	
	Paratransit (5307)	\$450,565	\$112,642	\$563,207	
	Mobility Management (5307)	\$3,621	\$906	\$4,527	
	Mobility Management (5310)	\$82,453	\$20,614	\$103,067	
	Mobility Management (5310)	\$81,931	\$20,483	\$102,414	
	Planning (5307)	\$82,207	\$20,552	\$102,759	
	Total	3,042,567	2,143,777	5,186,344	
NH-2020-006-00 (FTA 5307)					Closed
	CARE Act (5307)	\$3,900,000	\$0	\$3,900,000	
	CARE Act (5307) Amend	\$1,685,000	\$0	\$1,685,000	
	Total	\$5,585,000	\$0	\$5,585,000	
NH-2021-015-00					Closed
	Mobility Management (5310)	\$270,038	0	\$270,038	
NH-2022-018					Closed
	Operations (5307 ARP)	\$1,018,368	\$0	\$1,018,368	
	Preventative Maintenance (5307 ARP)	\$178,299	\$0	\$178,299	
	Preventative Maintenance (5310 ARP)	\$7,701	\$0	\$7,701	
	Total	\$1,204,368	\$0	\$1,204,368	
NH-2023-002 – NEW (Awarded 5/30/2023)					Closed
	Operating Assistance (5310 CRRSAA)	\$7,701	\$0	\$7,701	

Total Active Grants	\$9,938,855	\$4,634,741	\$14,573,596	4
Total Closed During FY23	\$7,067,107	\$2,143,777	\$5,194,045	4
Newly Obligated in FY23	\$3,050,268	\$2,143,777	\$5,194,045	2

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

Figure 10: UNH Wildcat Transit Federal Obligations FY23*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
ARP	ARP: Transit Services	\$504,980	\$0	\$504,980	Active
42873	Fleet Replacement V (CMAQ 2019)	\$1,200,000	\$474,700	\$1,674,700	Active
5339 Bus & Bus Facilities	Phase 1: UNH CNG Equipment Upgrades	\$787,500	\$87,500	\$875,000	Active
5339 Bus & Bus Facilities	Phase 2: Electrification Infrastructure and fleet	\$2,741,500	\$443,500	\$3,185,000	Expected FY24
41753	CMAQ – Rail Station & Platform Enhancement (2017)	\$772,000	\$193,000	\$965,000	Expected FY24
Total Active Grants		\$6,005,980	\$1,198,700	\$7,204,680	
Newly Obligated during FY23		\$0	\$0	\$0	
Closed During FY23		\$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 11: Statewide Federal Transit Federal Obligations FY23*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
FTA 5310 RCC	SNHPC	\$1,056,600	\$0	\$1,056,600	Active
FTA 5310 RCC	COAST	\$898,000	\$0	\$898,000	Active
FTA 5307	68068E – C & J Bus Lines Boston Urbanized Area	\$553,156	\$0	\$553,156	Active
FTA 5307	43337 – C & J Bus Lines Boston Urbanized Area	\$1,463,586	\$0	\$1,463,586	Active
Total Active Grants		\$3,971,342	\$0	\$3,971,342	

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