

Annual Listing of Obligated Projects FY 2021

October 1, 2020 – September 30, 2021



Source: NHDOT/Maine DOT



Source: AP



Source: COAST



Source: NH DOT

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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 2021(FY21) between October 1, 2020 and September 30, 2021. 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 March 2021, 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 2021-2024 (adopted 3/2021) 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 FY21. The figure shows that just under \$23.3 million of FHWA funding was obligated to plan, design, and construct projects within the region. Another \$65.4 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. That \$65.4 million included just over \$41 million in COVID relief funding for operations and maintenance efforts to make up for lost toll and gas tax revenues. In addition, approximately \$31 million of Federal Transit Administration funding was committed during Fiscal Year (FY) 2021 on transit operations for COAST, Manchester Transit Authority/CART, and UNH Wildcat Transit along with \$3.7 million of statewide FTA funding obligated in the region for transit programs. The allocations to the regional transit agencies for FY21 included just over \$15 million in emergency relief funding due to COVID-19 resulting in much higher obligations than usual for transit service.

Figure 1: Federal Obligated Funding Totals

Project Type	Federal Highway	Federal Transit	Total
Regional Projects	\$23,285,884	\$27,303,998	\$70,293,899
Statewide Programs	\$65,424,756	\$3,689,848	\$69,114,604
Total Obligated	\$88,710,640	\$30,993,846	\$119,704,486

Figure 2 shows the federally obligated funds annually from 2010 to 2021. This value has averaged around \$96 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 turned to an increase between 2015 and 2019. The five-year average obligated funds reached a low point during the 2013-2017 period and increased over the next two periods to \$97.5 million average seen in the

2015-2019 period. With the lower obligations that occurred during FY20, the average trended down for the 2016-2020 period dropping the five-year average to \$94.2 million. Higher obligations in FY21 have moved the five-year average upward again pushing it over \$100 million for the first time.

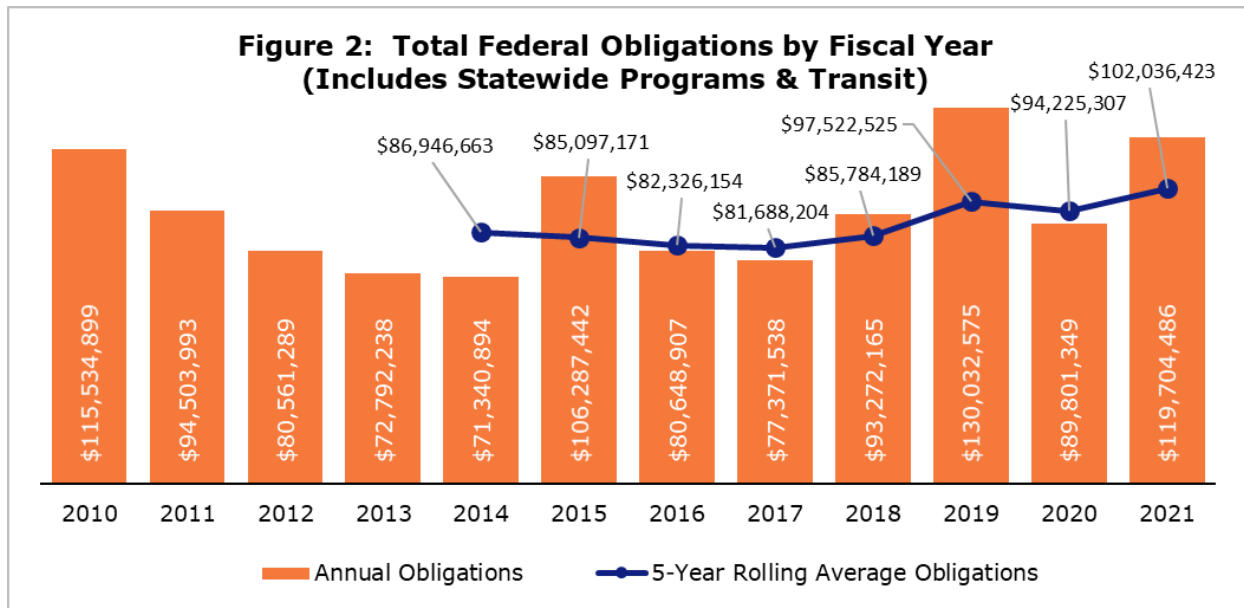


Figure 3 summarizes the status of the regional project contracts, statewide projects, and transit grants in terms of “Advertised”, “Future Advertised Date”, or “Other Active”. Advertised means that the project has gone to bid for the construction or implementation portion of the contract while those 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 FY21 and of those, seven (29%) have advertised while fourteen (58%) are working towards a future advertising date and three (13%) are active but will not advertise. For the Statewide Programs, nine of the fifty-four contracts have advertised (17%) while the remaining forty-five (83%) work towards advertisement or are active in some manner. A majority (ten) of the transit grants (56%) are active while seven (36%) were closed during the fiscal year and two are anticipated to become active in the near future. 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 Projects Status Summary

Status	Regional		Statewide		Transit Grants*	
	Project Contracts		Program Contracts			
Advertised/Closed	7	29%	9	17%	7	39%
Future Advertise Date	14	58%	1	2%	1	5%
Other Active	3	13%	44	81%	10	56%
Total	24		54		18	

* 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 FY21 is Exeter-Hampton 42848 which was conducting pavement preservation work on NH 101. The I-93 expansion project remains an active listing as well however it has decreased to just a single debt service project (14800A – \$6.4 million obligated) and the final design funding (10418X - \$159,500 obligated) in the region. The other twenty-two regional projects obligated less than \$1.5 million each for a total of just over \$8.4 million.

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 FY21, while *Figure 5* and *Figure 6* list all of 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 FY21, the remaining funding available in the 2019-2022 TIP, and the Advertising Date (where available).
- **Figures 7-10:** *Figure 7* is a map of the transit systems in the region that obligated Federal funds in FY21. *Figures 8, 9, and 10* list the Federal Transit Administration (FTA) funded grants for MTA/CART, WildCAT, and COAST systems, 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 Federal Funds FY21** lists the amount of funding programmed for each project during FY21. 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 FY21.
- **Obligated Federal Funds FY21** 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 2021-2024 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.

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 2021 Transportation Projects with Obligated Funds

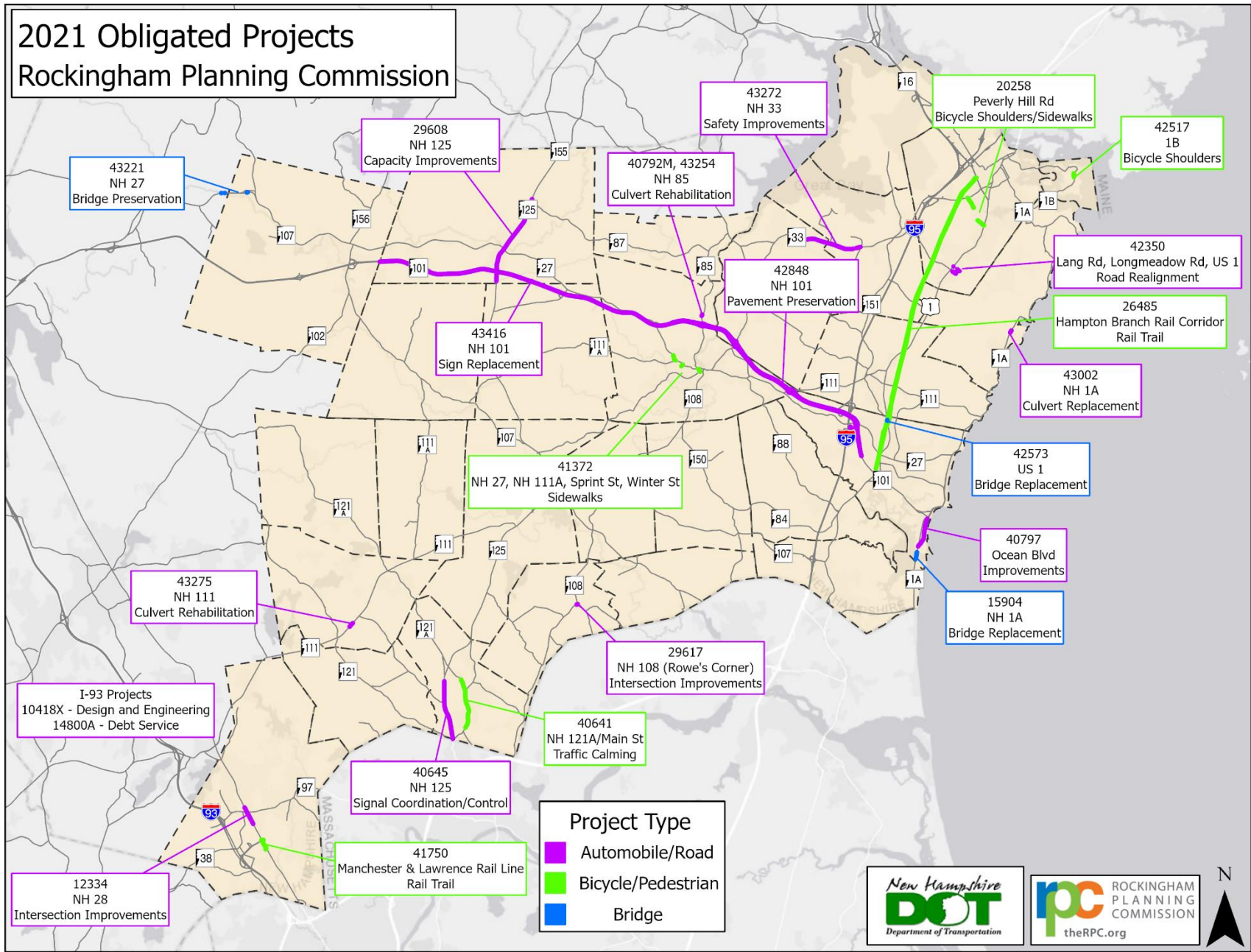


Figure 5: FY 2021 Regional Transportation Projects with Obligated Funds

Location/ Project #	Route/ Road	Scope	Programmed Federal Funds FY 21	Obligated Federal Funds FY 21	Remaining Funds 2021- 2024 TIP ¹	Advertising Date ²
CANDIA-RAYMOND						
43221	NH 27	Address Preservation needs on 3 bridges in Candia & Raymond on NH 27	\$1,333,845	\$1,333,845	\$130,266	8/31/2021
EPPING						
29608	NH 125	NH 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87	\$880,000	\$880,000	\$1,817,058	10/29/2024
EPPING-BRENTWOOD-EXETER SIGNS						
43416	NH 101	Replacement and upgrade of signs and supports due to condition and improved compliance	\$455,996	\$455,996	\$87,661	8/31/2021
EXETER						
41372	NH 27, NH 111A, Winter St, Spring St	Construct sidewalks on Epping Road, Brentwood Road, Winter Street, and Spring Street	\$85,283	\$68,226	\$17,057	8/24/2020
43254	NH 85	Rehabilitation of a 42" CMP carrying Rocky Hill Brook under NH 85 located just north of NH 101.	\$55,000	\$55,000	\$371,250	3/15/2022
40792M	NH 85	STIC purchase of culvert diffuser for culvert rehab on Rocky Hill brook just north of NH 101.	\$25,000	\$20,000	\$5,000	N/A
EXETER-HAMPTON						
42848	NH 101	Pavement preservation on NH 101 from MP124.6 7.9 miles - Include Exits 10, 11, 12 & 13	\$8,344,816	\$8,344,816	\$0	2/16/2021
HAMPSTEAD						
43275		Rehabilitation of a 42" CMP connecting Johnson's Pond.	\$82,500	\$82,500	\$302,500	4/5/2022
HAMPTON						
40797	NH 1A (Ocean Blvd)	Improvements to Ocean Boulevard.	\$1,224,388	\$1,224,388	\$8,027,321	10/1/2023
42573	US 1	Address Red List bridge (163/184) carrying US 1 over PAR (Abd) in the Town of Hampton	\$275,000	\$275,000	\$275,000	1/4/2028
HAMPTON-PORTSMOUTH						
26485	Hampton Branch Rail Corridor	Acquire 9.7 miles RR Corridor Hampton-Portsmouth and improve existing corridor surface for bike/ped	\$330,000	\$330,000	\$2,036,540	5/25/2021
NEW CASTLE						
42517	NH 1B	Construct bicycle shoulders and sw along Wentworth Rd, NH 1B from Beach Hill Rd. To Neals Pit Ln	\$54,000	\$43,200	\$52,000	10/15/2024
NEWTON						
29617	NH 108	Improvements to Rowe's Corner (Maple Ave, Amesbury Road)	\$55,000	\$55,000	\$1,631,960	1/10/2023

Figure 5: FY 2021 Regional Transportation Projects with Obligated Funds

Location/ Project #	Route/ Road	Scope	Programmed Federal Funds FY 21	Obligated Federal Funds FY 21	Remaining Funds 2021- 2024 TIP ¹	Advertising Date ²
PLAISTOW						
40645	NH 125	Signal coordination and control along corridor from Mass S/L to Old County Road	\$165,000	\$165,000	\$110,000	10/1/2024
40641	Main St.	Main Street Traffic Calming and Safety Improvements	\$165,000	\$165,000	\$162,183	10/7/2025
PORTSMOUTH						
20258	Peeverly Hill Road	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peeverly Hill Road.	\$69,000	\$55,200	\$1,227,554	1/9/2023
42350	Lang Road	Realign Lang Rd-connect to Longmeadow Rd	\$1,473,734	\$7,326,361	\$147,373	9/24/2021
RYE						
43002	NH1A	Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd.	\$11,000	\$11,000	\$871,323	11/14/2023
SALEM						
12334	NH 28	Reconstruct Intersection NH28 (Broadway) and NH97 (Main St.) add turn lanes on NH28	\$1,259,125	\$1,082,637	\$176,488	9/1/2020
41750	NH 28	0.3 miles of Bike-Ped trail along abandoned M&L rail line from Cluff Crossing to Rockingham Pk Blvd	\$6,354	\$5,083	\$96,793	1/11/2025
SALEM TO MANCHESTER						
10418X	I-93	Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014	\$159,500	\$159,500	\$0	N/A
14800A	I-93	Mainline, Exit 1-Sta 1130 & NH38 (Salem), Bridges 073/063 & 077/063 Both Red List-Debt Serv 13933D	\$548,181	\$6,404,996	\$14,408,228	None – Debt Service
SEABROOK - HAMPTON						
15904	NH 1A	Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)	\$633,136	\$633,136	\$2,886,708	9/5/2023
STRATHAM-GREENLAND						
43272	NH 33	Implement safety improvements along NH 33 corridor	\$110,000	\$110,000	\$2,898,500	8/16/2022
Grand Total			\$17,800,858	\$23,285,884	\$37,738,763	

1. Instances where funds have been obligated but were not programmed for 2021 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 2021 Funds Obligated to Statewide Transportation Projects

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed Federal Funds FY 21	Obligated Federal Funds FY 21	Remaining Funds 2021-2024 TIP ¹	Advertising Date ²
P8903Y	PROGRAM	Statewide Rec Trails Program projects for 2021 administered by DNCR for groups in NH	\$1,569,081	\$1,255,265	\$313,816	
42372E	STATEWIDE-SPR	Crushed Gravel for Shoulder Leveling 304.32	\$121,000	\$121,000	\$0	
10336Z	STATEWIDE	DBE Supportive Services	\$51,339	\$51,339	\$0	
10344Q	DURHAM	Local Technical Assistance Program (LTAP) between T2@UNH and NHDOT (10/1/2021-9/30/2023)	\$30,274	\$30,274	\$1,011,950	
12223Z	Statewide Pavement Marking SFY21	Statewide Pavement Marking Program SFY2021	\$1,547,500	\$1,547,500	\$0	
12563Y	2021 FFY TRAIN	To provide both employee development and outreach to attract and retain workers.	\$137,236	\$137,236	\$0	
14058H	TSMO	Statewide Transportation Systems Management & Operations, ITS Technologies	\$350,000	\$350,000	\$0	
15260G	STATEWIDE-SPR	Implementation of Research and Technology Transfer	\$66,000	\$66,000	\$0	
15261H	STATEWIDE-SPR	AASHTO Engineering Technical Service Programs	\$64,000	\$64,000	\$64,000	
15261G	STATEWIDE-SPR	AASHTO Engineering Technical Service Programs	\$64,000	\$64,000	\$0	
15262G	STATEWIDE-SPR	Research Related Expenses	\$16,500	\$16,500	\$0	
15609L	STATEWIDE	Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance	\$2,000,000	\$2,000,000	\$0	
16344K	Post Construction Monitoring Of Contaminated Projects of 2021	Post Construction Monitoring of Contaminated Sites 2021	\$51,284	\$51,284	\$0	
16425J	FFY2021 TRAC	TRAC-Transportation and Civil Engineering program	\$17,985	\$17,985	\$0	
25198	STATEWIDE-RWIS	To install Road and Weather systems around the State.	\$286,290	\$152,815	\$133,475	5/26/2020
26962Y	STATEWIDE-SPR	Assessment of Embedded Culvert Low Flow Hydraulics	\$12,301	\$12,301	\$0	
26962Z	STATEWIDE-SPR	Use of Smart Rocks to Improve Slope Design	\$16,541	\$16,541	\$0	
26962V	STATEWIDE-SPR	"Using Data Analytics to Forecast Future Bridge Conditions	\$17,597	\$17,597	\$0	
26962U	STATEWIDE-SPR	Improved Practices for Determining the Infiltration Characteristics of Soils for Stormwater BMPs	\$18,448	\$18,448	\$0	
29216G	NSTI-UNH	National Summer Transportation Institute at UNH. Stem Virtual Training due to COVID19.	\$50,000	\$50,000	\$0	

Figure 6: FY 2021 Funds Obligated to Statewide Transportation Projects

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed Federal Funds FY 21	Obligated Federal Funds FY 21	Remaining Funds 2021-2024 TIP ¹	Advertising Date ²
40759	STATEWIDE CBI	Statewide Complex Bridge Inspections child project for FY 2017, FY 2018, and FY 2019	\$65,981	\$60,000	\$5,981	
40792L	Measurement-While-Drilling (MWD)	A-GaME implementation	\$0	\$30,000	\$0	
41129F	OJT SS FFY 2021	Journey level training for women, minorities and disadvantaged individuals.	\$44,591	\$44,591	\$0	
41756	STATEWIDE	Evaluate signalized intersections and develop & implement signal timings to improve traffic flow.	\$22,000	\$22,000	\$278,700	
42292	STATEWIDE TIER 2 (SE) RESURFACING	Resurfacing of various Tier 2 roadways in the Southeast region for Maintenance & Preservation.	\$1,949,030	\$1,949,030	\$0	11/12/2019
42326	Statewide Tier 2 Crack Seal	Crack Seal various Tier 2 roadways	\$707,202	\$707,202	\$0	1/5/2021
42372K	SPR-STATEWIDE	Bus Stops and Passenger Amenities in Public Highway Right-Of-Ways	\$55,000	\$55,000	\$55,000	
42372F	STATEWIDE-SPR	Use of Drilling Parameters for Enhancing Geotechnical Site Evaluations	\$87,866	\$87,866	\$87,867	
42372G	STATEWIDE-SPR	Advancing Subsurface Investigations Beyond the Borehole	\$93,500	\$93,500	\$93,500	
42372I	STATEWIDE-SPR	Wildlife Vehicle Collisions Data Gathering and Best Management Practices	\$67,070	\$67,070	\$44,000	
42372J	STATEWIDE-SPR	Concrete Slab Jacking	\$55,000	\$55,000	\$0	
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)	\$2,766,667	\$2,490,000	\$276,667	
42538	STATEWIDE SPR PART 1 PROGRAM, 2020-2021	NHDOT SPR Part 1 Program for SFY 2020-2021 for NHDOT managed activities (No RPC Contracts)	\$3,967,551	\$1,100,000	\$2,867,551	
42705	State RR-HWY Xing Action Plan	Develop a Railway-Highway At-Grade Crossing Action Plan	\$275,000	\$275,000	\$0	
42950	Statewide Complex Bridge Inspection and Emergency Response Services	Statewide Complex Bridge Inspection and Emergency Response project for FY 2021, FY 2022 and FY 2023	\$250,000	\$250,000	\$507,000	
42953	STATEWIDE	Curve warning sign improvements on State highways	\$20,650	\$20,650	\$0	9/1/2020
42996	TSMO	Statewide Transportation Systems Management & Operations, ITS Technologies	\$766,700	\$766,700	\$0	
43003	AAFS IMPLEMENTATION	Implementation of software for Bridge and Pavement Management Systems	\$146,077	\$146,077	\$473,606	

Figure 6: FY 2021 Funds Obligated to Statewide Transportation Projects

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed Federal Funds FY 21	Obligated Federal Funds FY 21	Remaining Funds 2021-2024 TIP ¹	Advertising Date ²
43104	STATEWIDE	Underwater Bridge Inspection for years 2021 to 2023.	\$66,590	\$50,000	\$169,423	
43246	STATEWIDE	Strategic Highway Safety Plan update	\$165,000	\$165,000	\$0	
43289	STATEWIDE TIER 2 (S)	Resurfacing of various Tier 2 roadways	\$4,967,368	\$4,880,940	\$86,429	3/23/2022
43292	Post Construction Mitigation for 2021	Post Construction Mitigation for 2021	\$88,000	\$88,000	\$0	
43368	STATEWIDE 2021 USGS ORTHOIMAGERY	Statewide USGS 2021 orthoimagery acquisition and services	\$745,500	\$445,500	\$764,669	
43400A	Statewide Pavement Marking SFY22	Statewide Pavement Marking Program SFY2022	\$1,550,500	\$1,550,500	\$1,549,500	
43404	STATEWIDE	Highway Safety Improvement Program Implementation Plan	\$82,500	\$82,500	\$0	
43431	STATEWIDE SPR PART 1 PROGRAM 2022-2023	NHDOT SPR Part 1 Program for SFY 2022-2023 for NHDOT managed activities (No RPC Contracts)	\$797,500	\$797,500	\$1,909,232	
43432	STATEWIDE RPC UPWP CONTRACTS 2022-2023	SFY 2022-2023 Unified Planning Work Program (UPWP) Contracts with 9 RPCs (7/1/21-6/30/2023)	\$2,261,999	\$2,035,799	\$7,014,129	
43473	STATEWIDE	Statewide, Highway Maintenance activities for COVID Relief.	\$0	\$38,598,806	\$0	8/27/2019
43474	Urban Area COVID Relief	Urban area COVID relief by DOT Highway Maintenance	\$0	\$2,402,030	\$0	
43526	Statewide Crack Seal Tier 2 N	Crack sealing various Tier 2 roads in the northern half of the Sate.	\$25,080	\$25,080	\$407,118	12/7/2021
43527	Statewide Crack Seal Tier 2 S	Crack seal various Tier 2 roads in the southern half of the State.	\$36,520	\$36,520	\$710,981	12/7/2021
NHDOS 202107	STATEWIDE	Highway Use Tax Evasion Training and Enforcement FFY2020 allocation of new funding for FFY2021 - FFY2023 (October 1, 2020-September 30, 2023) term period.	\$0	\$6,810	\$0	
Grand Total			\$28,613,819	\$65,424,756	\$18,824,594	

1. Instances where funds have been obligated but were not programmed for 2020 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 FY21

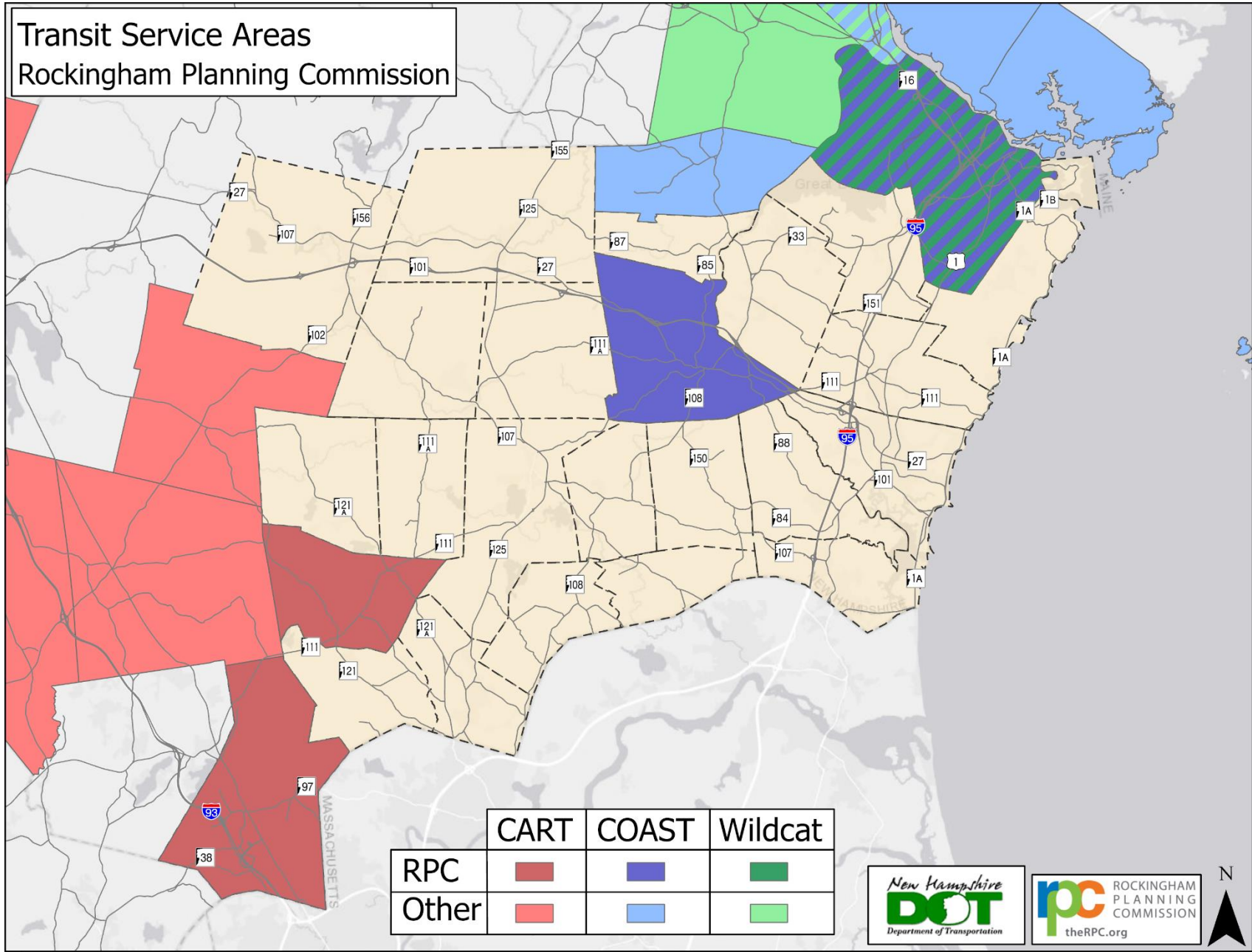


Figure 8: CART/MTA Federal Obligations FY21*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-2019-008-00 (FTA 5307)					Closed
	Operations (5307)	\$1,244,293	\$1,244,293	\$2,488,586	
	Paratransit (5307)	\$464,472	\$116,118	\$580,590	
	Preventive Maintenance (5307)	\$566,217	\$141,555	\$707,772	
	Total	\$2,274,982	\$1,501,966	\$3,776,948	
NH-2020-006-00 (FTA 5307)					Active
	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-2020-013-00 (FTA 5307& 5310)					Active
	Operations (5307)	\$1,180,700	\$1,180,700	\$2,361,400	
	Operations (5307) Amend	\$257,023	\$257,023	\$514,046	
	Paratransit (5307)	\$344,127	\$86,032	\$430,159	
	Preventive Maintenance (5307)	\$193,827	\$48,457	\$242,284	
	Preventive Maintenance (5307) Amend	\$61,784	\$15,446	\$77,230	
	Preventive Maintenance (5310)	\$64,324	\$16,081	\$80,405	
	Mobility Management (5310)	\$19,293	\$4,824	\$24,117	
	Planning (5307)	\$1,387	\$347	\$1,734	
	Planning (5307) Amend	\$28,552	\$7,138	\$35,690	
	Planning (5310)	\$64,324	\$16,081	\$80,405	
	Total	\$2,215,341	\$1,632,129	\$3,847,470	
NH-2020-014-00 (FTA 5307)					Closed
	COVID-19 ER (5307)	\$1,400,000	\$0	\$1,400,000	
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 (NEW – Awarded 8/26/2021)					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-2021-015-00 (NEW – Awarded 8/26/2021)					Active
	Mobility Management (5310)	\$270,038	0	\$270,038	
	Total Active Grants	\$11,943,499	\$2,012,759	\$13,956,258	
	Total Closed During FY21	\$3,674,982	\$1,501,966	\$5,176,948	
	Newly Obligated FTA 5307 in FY21	\$4,714,195	\$392,408	\$5,106,603	

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

Figure 9: UNH Wildcat Transit Federal Obligations FY21*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-2017-014-02	UNH Bus Maintenance Lift Replacement (Completed 12/2020)	\$400,000	\$100,000	\$500,000	Closed
CARES Act	CARES Act Transit Services	\$367,200	\$0	\$367,200	Closed
41369 (TAP)	Main Street South Sidewalk (Completed)	\$500,813	\$129,478	\$630,291	Closed
NH-2017-015-00	UNH Real Time Transit Information Sign Installation (Resident West)	\$14,000	\$3,500	\$17,500	Active
ARP	ARP: Transit Services	\$504,980	\$0	\$504,980	Active
Expected in FY22					
42873 (CMAQ 2019)	Fleet Replacement V	\$1,200,000	\$474,700	\$1,674,700	Expected FY22
CMAQ 2019	CMAQ – Rail Station & Platform Enhancement	\$772,000	\$193,000	\$965,000	Expected FY22
Total Active Grants		\$518,980	\$3,500	\$522,480	2
Newly Obligated during FY21		\$504,980	\$0	\$504,980	1
Closed During FY21		\$1,268,013	\$229,478	\$1,497,491	3

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

Figure 10: COAST Federal Obligations FY21*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-2017-009 (FTA 5307)					Closed
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-X199-01					Closed
	Station Stops/Terminals (Bus)	\$28,000	\$7,000	\$35,000	
	Support Equipment/Facilities (Bus)	\$180,177	\$45,045	\$225,222	
	Preventive Maintenance	\$1,044,504	\$261,126	\$1,305,630	
	ADA Operating Assistance	\$266,395	\$66,599	\$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-2020-002-01 (FTA 5307)					Active
	Short Range Transit Planning	\$112,000	\$28,000	\$140,000	
	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)					Active
	Emergency Relief Operating Asst.	\$5,333,025	\$0	\$5,333,025	
NH-2021-012 (FTA 5307) – NEW IN FY21					Active
	Preventive Maintenance	\$1,354,077	\$338,520	\$1,692,597	
	Operating Assistance (50%)	\$156,422	\$156,422	\$312,844	
	ADA Operating Assistance (80%)	\$84,000	\$21,000	\$105,000	
	CMAQ Operating (80%)	\$1,200,000	\$300,000	\$1,500,000	
	Bus – Rolling Stock	\$476,150	\$92,850	\$569,000	
	Bus – Stations/Stops/Terminals	\$104,000	\$26,000	\$130,000	
	Bus – Support Equip. & Facilities	\$120,000	\$30,000	\$150,000	
	Total	\$3,494,649	\$964,792	\$4,459,441	
Total of Active Grants:		\$14,841,519	\$3,052,591	\$17,894,110	3
Newly Obligated during FY21		\$3,494,649	\$964,792	\$4,459,441	1
Closed during FY21		\$11,071,173	\$5,867,972	\$16,939,145	2

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