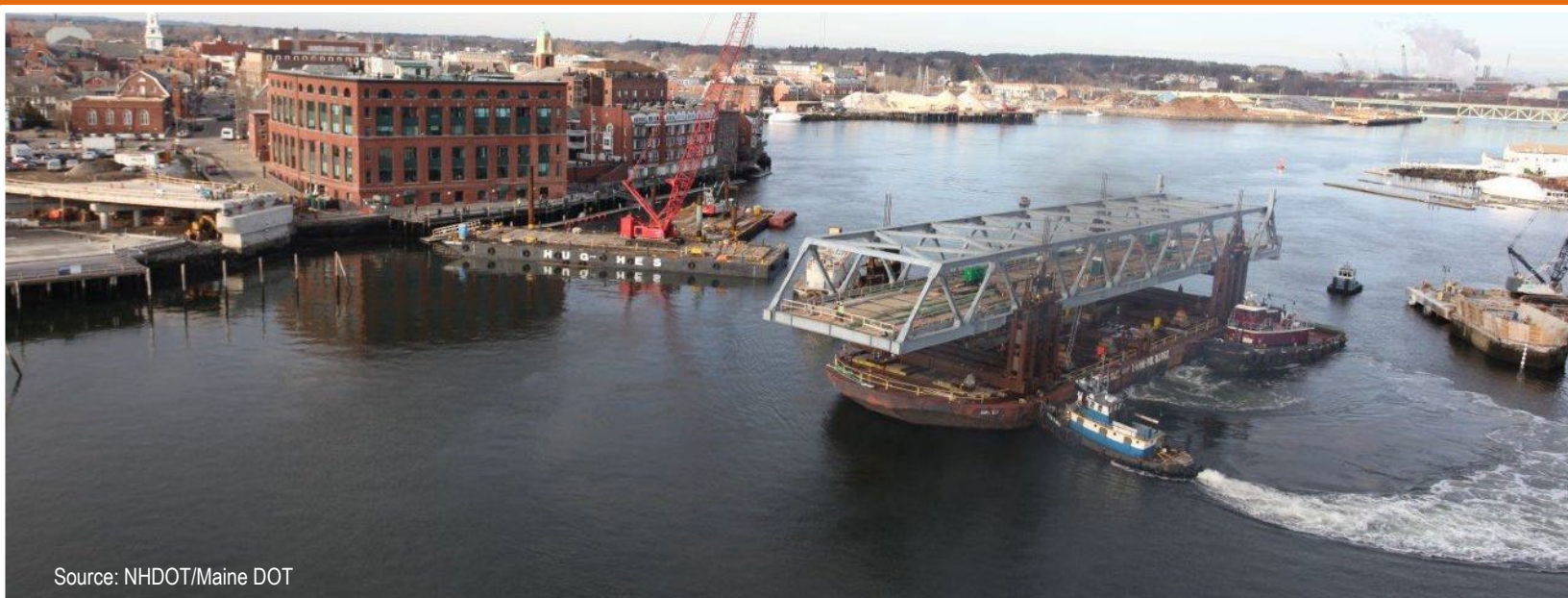


# Annual Listing of Obligated Projects FY 2024

October 1, 2023 – September 30, 2024



Source: NHDOT/Maine DOT



Source: AP

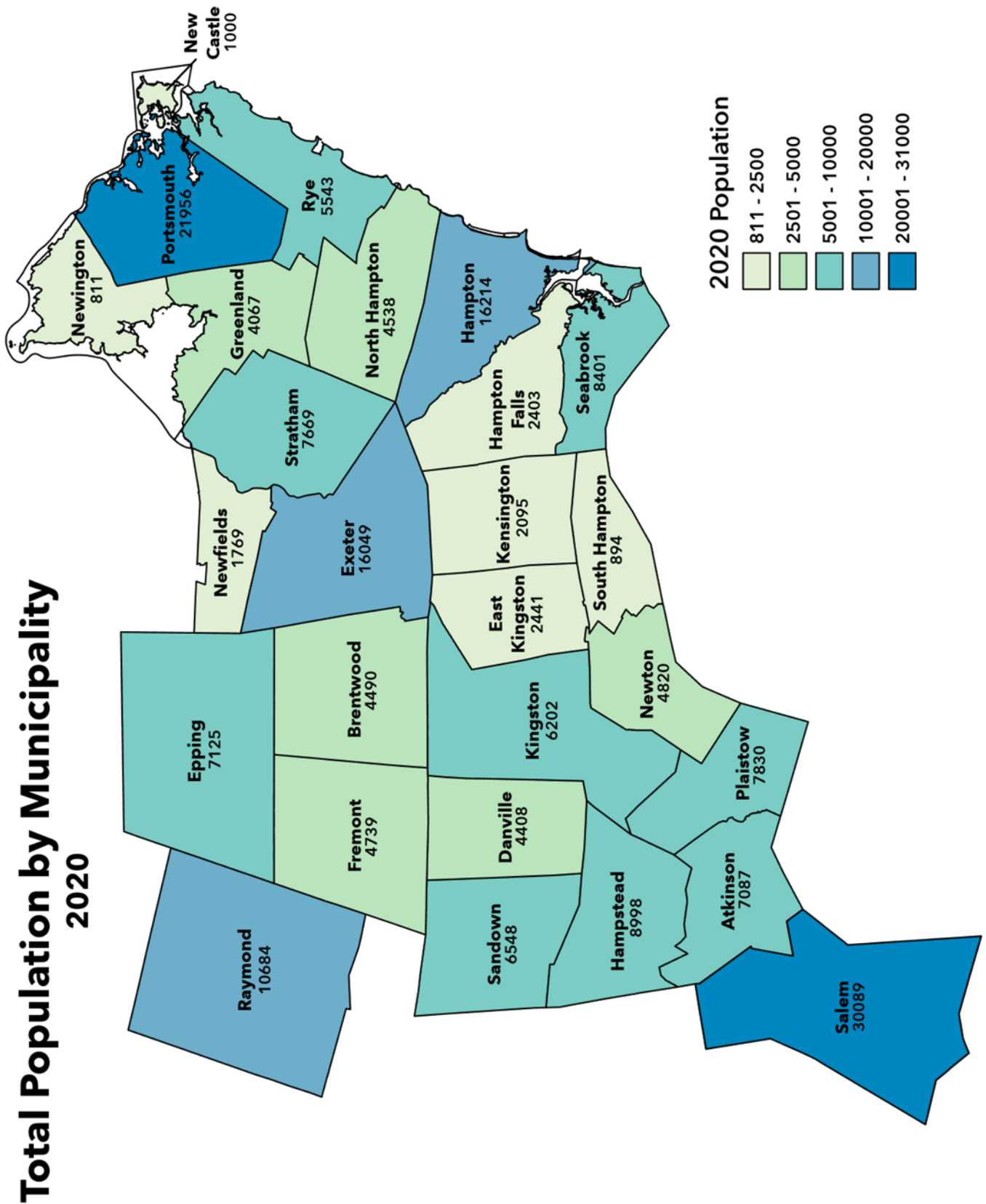


Source: COAST



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, 2023 and September 30, 2024. 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***".<sup>1</sup> 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

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#### ***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)

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<sup>1</sup> 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 2023-2026 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**

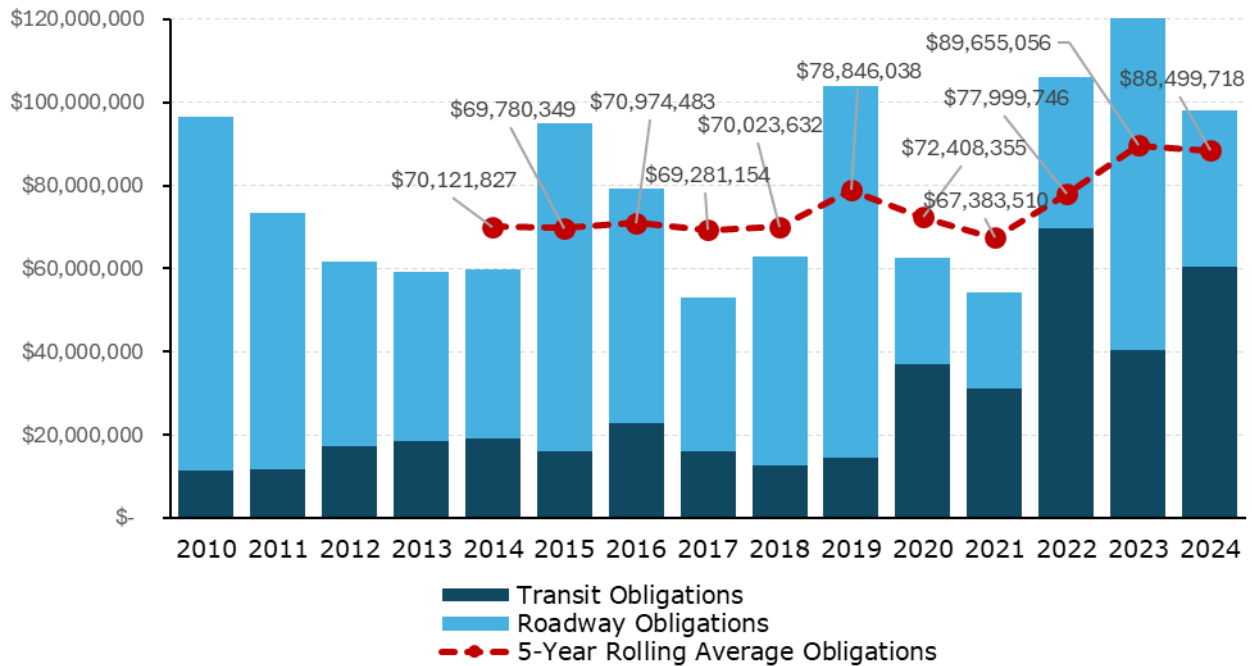
*Figure 1* summarizes federal obligations in the region during FY24. The figure shows that just over \$37.6 million of FHWA funding was obligated to plan, design, and construct projects within the region. This includes funds obligated to projects contained within “Statewide” programs, which are groups of similar smaller scale projects (such as pavement rehabilitation projects) throughout New Hampshire that are not listed individually at the regional level. In addition, approximately \$60.4 million of Federal Transit Administration funding was committed during Fiscal Year (FY) 2024 on transit operations for COAST, Manchester Transit Authority/CART, and UNH Wildcat Transit. Regional transit funding includes \$9.7 million in FTA 5339 Grants/Congressionally Directed Spending for the COAST Maintenance Facility resulting in continued higher obligations than usual for transit service.

**Figure 1: Federal Obligated Funding Totals**

<b>Source</b>	<b>Obligated Funds</b>
Federal Highway	\$37,664,336
Federal Transit	\$60,360,618
<b>Total Obligated</b>	<b>\$98,024,954</b>

*Figure 2* shows the federally obligated funds annually from 2010 to 2024. This value has averaged \$79.2 million (2010-2024) ranging between a low of \$53.1 million (2017) and a high of \$121.3 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 of generally increasing funds programmed in the region. The averages for the five-year periods ending in 2023 and 2024 are the two highest values observed since the MPO began tracking this information in 2010. Having over \$100 million programmed in the region in 2022 and 2023 has bolstered this average.

**Figure 2: Total Federal Obligations by Fiscal 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 thirty-five contracts active in the region during FY24 and of those, fourteen (40%) have advertised while eighteen (51%) are working towards a future advertising date and three (9%) are active but have no published advertising date. Eleven of the thirty-five contracts active in the region are child projects that are contained within Statewide Programs and are not listed individually in the TIP. Nineteen transit grants (90%) were active and two (10%) were closed out 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	
	Project Contracts	Transit Grants*
Advertised/Closed	14 40%	2 10%
Future Advertise Date	18 51%	0 0%
Other Active	3 9%	19 90%
<b>Total</b>	<b>35</b>	<b>21</b>

The project that obligated the most funding in the region during FY24 is the work to replace the NH 1A bridge between Hampton and

Seabrook (Seabrook-Hampton 15904). This project obligated \$27.8 million of the \$92.3 million programmed in the TIP to begin construction on the new structure. The second largest roadway project obligation was Salem-Derry 44028 which advertised for construction in January to resurface

NH 28 in the two communities. The other twenty-three regional projects obligated a total of \$9.7 million, averaging just under \$422,000 each. A total of \$36.8 million of federal funding was obligated in the region in FY24 and nearly \$106.5 million remains programmed in the TIP for obligation in 2025 and 2026.

Transit obligations have been generally increasing over the last five years as funding for operations has grown due to increases programmed in the Bipartisan Infrastructure Law as well as federal operational support boosted during COVID restrictions. Additionally transit obligations in the region have been boosted as COAST received funding (\$9.7 million) dedicated to constructing a new maintenance facility.

## Reading the Obligation Reports

Figures 4-10 on the following pages provide some additional detail regarding the individual projects with obligated federal funds.

- **Figures 4-5:** **Figure 4** maps the locatable transportation projects in the region that obligated federal funds during FY24, while **Figure 5** lists all the regional 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 FY24, the remaining funding available in the 2023-2026 TIP, and the Advertising Date (where available).
- **Figures 6-10:** **Figure 6** is a map of the transit systems in the region that obligated Federal funds in FY24. **Figures 7, 8, 9, and 10** list the Federal Transit Administration (FTA) funded grants for COAST, MTA/CART, WildCAT, and Regional Coordinating Councils 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).

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 FY24** 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 and is the total amount obligated during the TIP years subtracted from the total funds programmed for the project. 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 2024 Transportation Projects with Obligated Funds

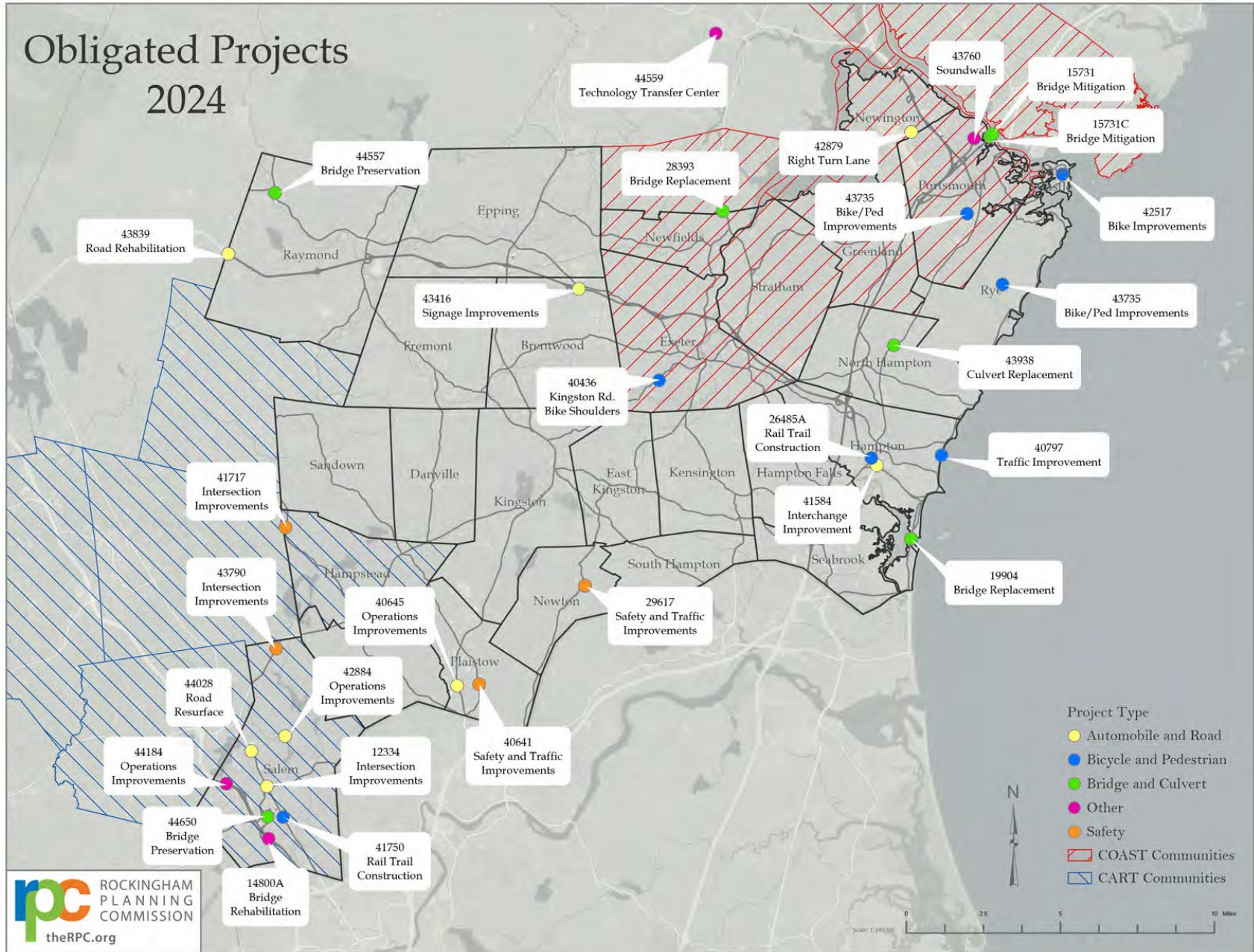




Figure 5: FY 2024 Regional Transportation Projects with Obligated Funds

Location/ Project #	Route/ Road	Scope	Funds Programmed in TIP	Obligated Federal Funds FY 24	Remaining Funds 2023- 2026 TIP <sup>1</sup>	Advertising Date <sup>2</sup>
<b>CANDIA-RAYMOND</b>						
43839	NH 101	Rehabilitation/Reconstruction of a section NH Route 101	\$7,078,500	\$770,000	\$5,758,500	5/26/2026
<b>DURHAM – T2 UNH</b>						
44559	UNH	Funding for the Technology Transfer Center at UNH	\$894,296	\$153,000	\$741,296	N/A
<b>EPPING-BRENTWOOD-EXETER</b>						
43416 <sup>3</sup>	NH 101	Replacement and upgrade of signs and supports due to condition and improved compliance	\$28,077	\$28,077	\$0	8/31/2021
<b>EXETER</b>						
40436 <sup>3</sup>	NH 111	Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)	\$1,734,533	\$177,188	\$44,295	9/11/2023
<b>HAMPSTEAD</b>						
41717	NH 121	Improve the intersection of NH 121/Derry Rd/Depot Rd	\$495,336	\$174,369	\$320,966	10/19/2027
<b>HAMPTON</b>						
40797	NH 1A (Ocean Blvd)	Improvements to Ocean Boulevard.	\$10,890,374	\$880,000	\$9,578,472	11/25/2025
41584	NH 101/ US 1	NH 101/ US 1 interchange reconfiguration	\$440,000	\$440,000	\$0	11/06/2029
<b>HAMPTON-PORTSMOUTH</b>						
26485A	Hampton Branch Rail Corridor	Construct the NH Seacoast Greenway, from Drakeside Rd north to the Hampton/North Hampton Town line	\$2,711,809	\$311,300	\$1,869,209	1/07/2025
<b>NEW CASTLE</b>						
42517 <sup>3</sup>	NH 1B	Construct bicycle shoulders and sw along Wentworth Rd, NH 1B from Beach Hill Rd. To Neals Pit Ln	\$406,532	\$14,120	\$392,412	2/27/2025
<b>NEWFIELDS-NEWMARKET</b>						
28393	NH 108	Bridge Replacement for bridges carrying NH 108 over BMRR lines Br No 127/081 & 125/054	\$6,649,308	\$62,700	\$6,586,608	10/26/2027
<b>NEWINGTON</b>						
42879	Arboretum Drive	Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection	\$567,695	\$42,956	\$524,739	3/03/2025
<b>NEWTON</b>						
29617	NH 108	Safety & operational improvements to Row's Corner (Maple Ave, Amesbury Rd intersection) (~.1m)	\$2,341,851	\$2,176,851	\$0	10/01/2024

Figure 5: FY 2024 Regional Transportation Projects with Obligated Funds

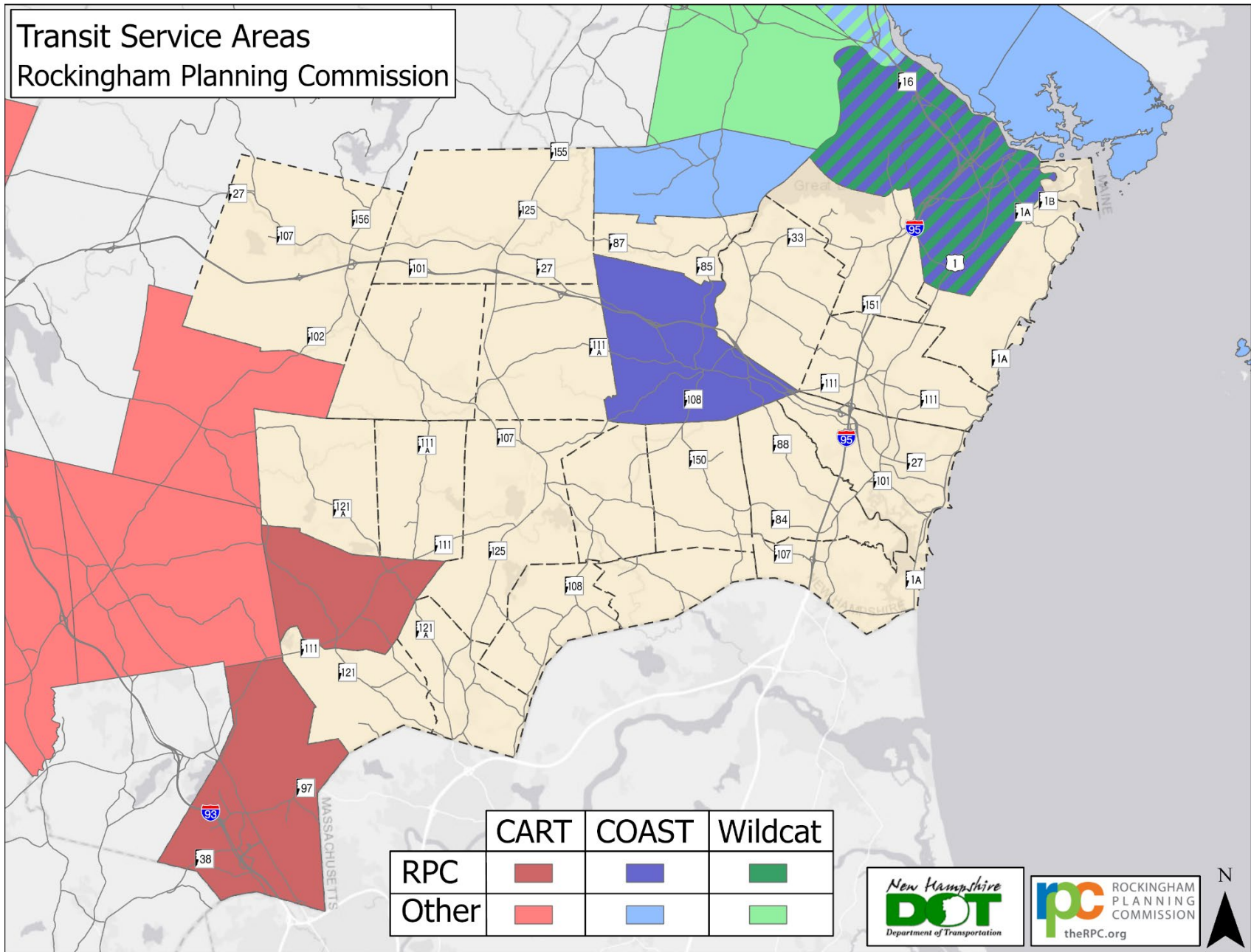
Location/ Project #	Route/ Road	Scope	Funds Programmed in TIP	Obligated Federal Funds FY 24	Remaining Funds 2023- 2026 TIP <sup>1</sup>	Advertising Date <sup>2</sup>
<b>NORTH HAMPTON</b>						
43938 <sup>3</sup>	US 1	Culvert replacement of an approximate 4' x 4' concrete/stone box culvert	\$1,221,220	\$104,500	\$1,116,720	8/26/2025
<b>PLAISTOW</b>						
40641	NH 121A	Traf Calm & Sfty Imprves to NH121A from Library Dr just south of Pollard Rd to the RR xing.(~1.6m)	\$1,207,399	\$110,000	\$1,097,399	10/07/2025
40645	NH 125	Signal coordination and control along corridor from Mass S/L to Old County Road	\$1,317,994	\$192,500	\$1,125,494	10/15/2024
<b>PORTSMOUTH</b>						
20258	Peverly Hill Road	Const. new sidewalk and striped bicycle shoulders and associated drainage along Peverly Hill Road.	\$7,350,000	\$144,000	\$7,006,000	8/06/2025
43760	I-95	Soundwalls/privacy fence along I-95 in Portsmouth	\$18,424,875	\$21,583,635	-\$3,158,761	4/23/2024
<b>PORTSMOUTH, NH – KITTERY, ME</b>						
15731	US 1 Bypass	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)	\$2,869,726	\$85,203	\$1,214,328	11/21/2014
15731C	Portsmouth Harbor	Functional replacement for the PDA-DPH side barge wharf, SML Bridge ROW Mitigation.	\$44,327,033	\$247,500	-\$247,500	9/12/2023
<b>RAYMOND</b>						
44557 <sup>3</sup>	NH 107	Preservation efforts on 2-span bridge (146/100) carrying NH107 over LAMPREY RIVER.	\$1,501,500	\$44,000	\$1,457,500	7/29/2025
<b>RYE</b>						
43735 <sup>3</sup>	Washington Rd	Construct sidewalk, widen roadway shoulders for bike lanes and evaluate crosswalks on Washington Rd	\$253,179	\$144,000	\$109,179	3/09/2027
<b>SALEM</b>						
12334	NH 28	Reconstruct Intersection NH28 (Broadway) and NH97 (Main St.) add turn lanes on NH28	\$0	\$28,800	-\$28,800	9/1/2020
42884	Various	Improve signal operation at 28 intersections to identify hardware and software upgrades needed.	\$1,535,000	\$1,187,434	\$299,566	4/24/2024
41750	Rail Trail	0.3 miles of Bike-Ped trail along abandoned M&L rail line from Cluff Crossing to Rockingham Pk Blvd	\$844,760	\$872,360	-\$27,600	11/01/2025
43790 <sup>3</sup>	NH 111/ Ermer Rd	NH111 / Ermer Road intersection Safety Improvements-(HSIP)(LPA Managed)	\$1,027,039	\$44,039	\$938,000	1/05/2026

**Figure 5: FY 2024 Regional Transportation Projects with Obligated Funds**

Location/ Project #	Route/ Road	Scope	Funds Programmed in TIP	Obligated Federal Funds FY 24	Remaining Funds 2023- 2026 TIP <sup>1</sup>	Advertising Date <sup>2</sup>
44650 <sup>3</sup>	Rockingham Park Blvd	Address preservation needs of bridge carrying Rockingham Mall Entrance (Salem 087/063) incl paint.	\$6,765,000	\$165,000	\$6,600,000	5/20/2025
<b>SALEM-DERRY</b>						
44028	NH 28	Resurfacing of NH Route 28 in District 5	\$6,166,262	\$5,561,142	\$495,119	1/09/2024
<b>SALEM-WINDHAM</b>						
44184 <sup>3</sup>	I-93	Reconstruct Weigh-In-Motion Systems on I-93 in Salem on the mainline and at Windham Weigh Stations	\$1,595,000	\$55,000	\$1,540,000	1/21/2025
<b>SEABROOK – HAMPTON</b>						
15904	NH 1A	Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)	\$92,289,015	\$240,488	\$64,253,064	9/26/2023
<b>STATEWIDE</b>						
Loops 2025 <sup>3</sup>	Various	Installation of inductive loops for traffic monitoring detection	\$539,000	\$22,000	\$517,000	11/26/2024
15609N	Various	Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance	\$2,095,593	\$182,615	\$870,226	N/A
16344N	Various	Post Construction Monitoring of Contaminated Sites FFY2024	\$154,000	\$154,000	\$0	N/A
43934	Various	Replacement and upgrade of Enhanced Reference Location Signs (mile markers)	\$377,352	\$445,020	\$0	9/27/2022
South Guardrail <sup>3</sup>	Various	Replacement of NCHRP-350 terminals with MASH terminals, in the southern portion of the state.	\$969,700	\$19,124	\$0	10/10/2023
<b>STRATHAM</b>						
41711	NH 108	Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.	\$190,596	\$45,626	\$144,970	10/06/2026
<b>Grand Total</b>			<b>\$234,629,445</b>	<b>\$37,664,336</b>	<b>\$117,685,771</b>	

1. Instances where funds have been obligated but were not programmed for 2024 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.
3. These projects are not listed individually in the TIP but are contained within Statewide Programmatic Projects

Figure 6: Regional Transit Systems with Federal Funds Obligated in FY24



**Figure 7: COAST Federal Obligations FY24\***

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
<b>NH-2020-002-01 (FTA 5307)</b>					
	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	
	<b>Total</b>	<b>\$6,013,845</b>	<b>\$2,087,797</b>	<b>\$8,101,642</b>	
<b>NH-2020-005-01 (FTA 5307)</b>					
	Emergency Relief Operating Asst.	\$5,333,025	\$0	\$5,333,025	Active
<b>NH-2021-012-03 (FTA 5307) – AMENDED IN FY24</b>					
	Preventive Maintenance	\$2,318,795	\$579,699	\$2,898,494	Active
	Operating Assistance (50%)	\$2,632,877	\$2,632,877	\$5,265,754	
	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	
	<b>Total</b>	<b>\$7,629,823</b>	<b>\$3,846,866</b>	<b>\$11,476,689</b>	
<b>NH-2022-003 (FTA 5307)</b>					
	Emergency Relief Operating Asst.	\$3,203,961	\$0	\$3,203,961	Active
<b>NH-2022-015-02 (FTA 5307) – AMENDED IN FY24</b>					
	ADA Operating Assistance (80%)	\$678,549	\$169,637	\$848,186	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	
	Planning	\$20,000	\$5,000	\$25,000	
	<b>Total</b>	<b>\$3,758,588</b>	<b>\$893,174</b>	<b>\$4,651,762</b>	
<b>NH-2022-016 (FTA 5307) – AMENDED IN FY24</b>					
	Eng/Design	\$882,097	\$220,524	\$1,102,621	Active
	Construct - Misc Equip	\$50,000	\$12,500	\$62,500	
	Construct – Facility	\$1,519,503	\$379,876	\$1,899,379	
	<b>Total</b>	<b>\$2,451,600</b>	<b>\$612,900</b>	<b>\$3,064,500</b>	
<b>NH-2024-002 – NEW IN FY24</b>					
	OMA Building CDS	\$2,000,000	\$500,000	\$2,500,000	Active
	OMA Building 5339(b)	\$7,736,284	\$1,934,071	\$9,670,355	
	<b>Total</b>	<b>\$9,736,284</b>	<b>\$2,434,071</b>	<b>\$12,170,355</b>	
<b>NH-2024-004 – NEW IN FY24</b>					
	Bus – Rolling Stock	\$170,021	\$30,004	\$200,025	Active
	<b>Total of Active Grants:</b>	<b>\$38,297,147</b>	<b>\$9,904,814</b>	<b>\$48,201,961</b>	<b>6</b>
	<b>Newly Obligated during FY24</b>	<b>\$12,187,884</b>	<b>\$3,046,971</b>	<b>\$15,234,855</b>	<b>2</b>

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

Figure 8: CART/MTA Federal Obligations FY24\*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
<b>NH-2020-017-00 (FTA 5339)</b>					Closed
	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	
	<b>Total</b>	<b>\$2,038,920</b>	<b>\$380,630</b>	<b>\$2,419,550</b>	
<b>NH-2021-013-00</b>					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	
	<b>Total</b>	<b>\$1,834,200</b>	<b>0</b>	<b>\$1,834,200</b>	
<b>NH-2022-017-00</b>					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	
	<b>Total</b>	<b>\$3,023,168</b>	<b>\$2,110,334</b>	<b>\$5,133,502</b>	
<b>NH-2023-009</b>					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	
	<b>Total</b>	<b>3,042,567</b>	<b>2,143,777</b>	<b>5,186,344</b>	
<b>NH-2024-012 – NEW (Awarded 8/26/2024)</b>					Active
	Operations (5307)	\$2,100,000	\$2,100,000	\$4,200,000	
	Preventative Maintenance (5307)	\$725,000	\$181,250	\$906,250	
	Paratransit (5310)	\$250,000	\$62,500	\$312,500	
	Planning (5307)	\$45,000	\$11,250	\$56,250	
	<b>Total</b>	<b>\$3,120,000</b>	<b>\$2,355,000</b>	<b>\$5,475,000</b>	
<b>NH-2024-006 – NEW (Awarded 8/01/2024)</b>					Closed
	Capital Vehicle (5339)	\$122,731	\$22,958	\$145,689	
	Capital Fareboxes (5307)	\$71,758	\$17,940	\$89,698	
	Capital Fareboxes (5339)	\$16,578	\$2,926	\$19,504	
	<b>Total</b>	<b>\$211,067</b>	<b>\$43,824</b>	<b>\$254,891</b>	
	<b>Total Active Grants</b>	<b>\$13,269,922</b>	<b>\$7,033,565</b>	<b>\$20,303,487</b>	<b>4</b>
	<b>Newly Obligated in FY24</b>	<b>\$3,331,067</b>	<b>\$2398,824</b>	<b>\$5,729,891</b>	<b>2</b>

\*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 FY24\***

<b>FTA Grants (#s)</b>	<b>Project Description</b>	<b>Federal</b>	<b>Local</b>	<b>Total</b>	<b>Status</b>
ARP (FTA5307)	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	Active
44878	Fleet Replacement. FTA5307 Boston UZA.	\$1,811,080	\$277,216	\$2,088,296	Active
<b>Total Active Grants</b>		<b>\$7,044,970</b>	<b>\$1,282,916</b>	<b>\$8,327,886</b>	
<b>Newly Obligated during FY24</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Closed During FY24</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

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

**Figure 10: Statewide Federal Transit Federal Obligations FY24\***

<b>FTA Grants (#s)</b>	<b>Project Description</b>	<b>Federal</b>	<b>Local</b>	<b>Total</b>	<b>Status</b>
68034G	SNHPC (RCC) (FTA5310)	\$945,183	\$0	\$945,183	Active
68034I	COAST (RCC) (FTA5310)	\$803,307	\$0	\$803,307	Active
<b>Total Active Grants</b>		<b>\$1,748,489</b>	<b>\$0</b>	<b>\$1,748,489</b>	

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