

Annual Listing of Obligated Projects FY 2020

October 1, 2019 – September 30, 2020



Source: NHDOT/Maine DOT



Source: AP



Source: COAST



Source: NH DOT

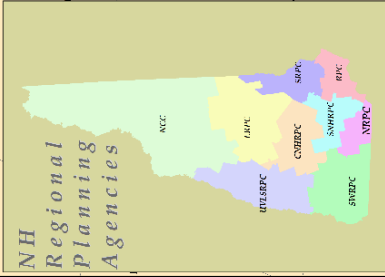
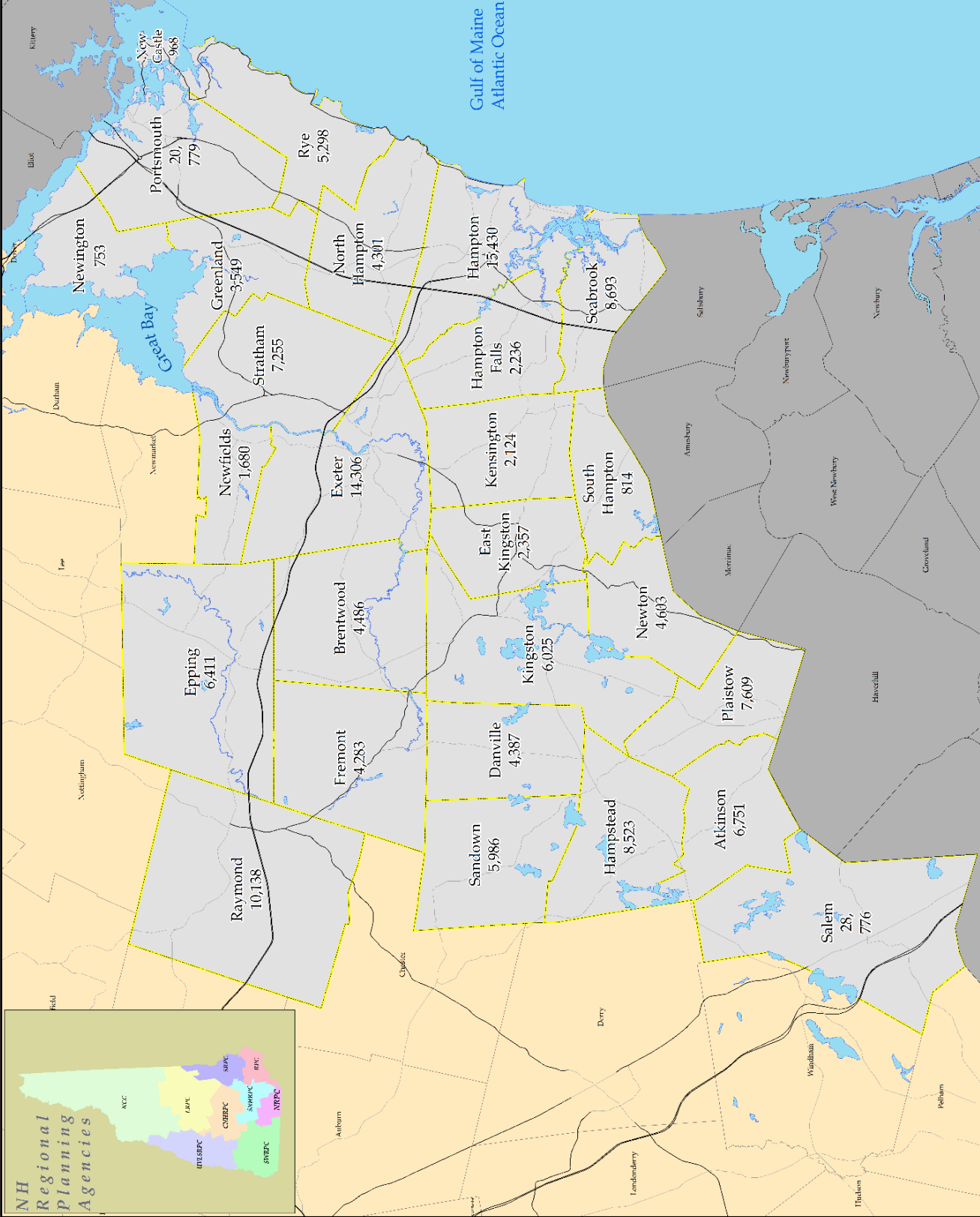
156 Water Street
Exeter, NH 03833
603.778.0885

RPC Region 2010 Census Population

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

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

Town Name
Population



Purpose of this Report

The Annual List of Obligated projects report is a requirement of the **Fixing America's Surface Transportation (FAST Act)** legislation enacted by Congress on December 4, 2015 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 2020 (FY20) between October 1, 2019 and September 30, 2020. 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 2019, identifies transportation needs and investment priorities for the RPC region over a 20+ year planning horizon. The Plan outlines policies addressing all modes of surface transportation 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 2019-2022 (adopted 4/2019) 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.

Figure 5: FY 2020 Regional Transportation Projects with Obligated Funds

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 2019-2022 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 FY20. The figure shows that just under \$35.4 million of FHWA funding was obligated to plan, design, and construct projects within the region. Another \$17.5 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 \$36.4 million of Federal Transit Administration funding was committed during Fiscal Year (FY) 2020 on transit operations for COAST, Manchester Transit Authority/CART, and UNH Wildcat Transit. There was also a small amount (\$505,700) of statewide FTA funding obligated in the region for transit programs. The allocations to the regional transit agencies for FY20 included just over \$11 million in emergency relief funding for operations due to COVID-19 resulting in much higher obligations than usual for transit service.

Figure 2 shows the federally obligated funds annually from 2010 to 2020. This value has averaged around \$92 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

Figure 1: Federal Obligated Funding Totals

Project Type	Federal Highway	Federal Transit	Total
Regional Projects	\$35,392,482	\$36,446,139	\$71,838,622
Statewide Programs	\$17,527,225	\$505,770	\$18,032,995
Total Obligated	\$52,919,708	\$36,951,909	\$89,871,617

Figure 5: FY 2020 Regional Transportation Projects with Obligated Funds

2015-2019 period. With the lower obligations during FY20, the average trended down for the 2016-2020 period dropping to a five-year average of \$94.2 million.

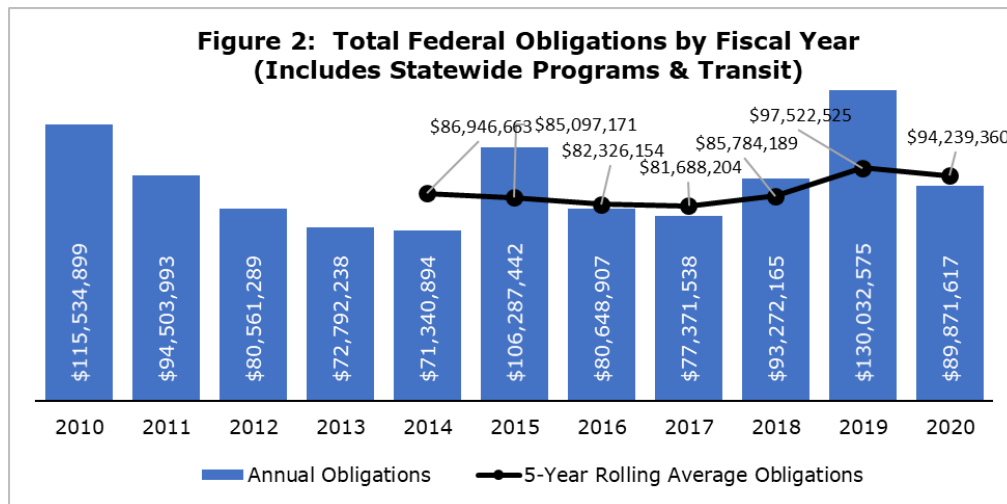


Figure 3 summarizes the status of the regional project contracts, statewide projects, and transit grants in terms of “Advertised”, “Future Advertised Date”, or “Other Active”. Advertised means that the project has gone to bid for the construction or implementation portion of the contract while those 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 25 contracts active in the region during FY20 and of those, 12 (48%) have advertised while 8 (32%) are working towards a future advertising date and 5 (20%) are active but will not advertise. For the Statewide Programs, 9 of the 44 contracts have advertised (20%) while the remainder (80%) work towards or are active in some manner. A majority of the transit grants (55%) are active while eight (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. In addition, due to the merger of the CART system into the Manchester Transit Authority (MTA), the full set of MTA grants are incorporated into this list.

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	12	48%	9	21%	8	36%
Future Advertise Date	8	32%	1	2%	0	
Other Active	5	20%	34	77%	14	64%
Total	25		44		22	

* 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.

Figure 5: FY 2020 Regional Transportation Projects with Obligated Funds

The I-93 expansion project between Salem and Manchester accounts for a large portion of the obligated federal funds in the region and the eight contracts for that project total \$15.1 million or 29% of obligated regional funds. Most of the obligations for that project are going towards debt service on the bonds (\$12.8 million or 85%) that funded construction, while the remainder goes towards finish construction, work zone safety and traffic management. The largest individual projects obligated in FY20 was for pavement preservation work on NH 101 between Exits 6 and 9 (\$3 million) and the expansion of the intersection of NH 28 and Main Street in Salem (\$2.6 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 FY20, 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 FY20, 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 FY20. **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 FY20** lists the amount of funding programmed for each project during FY20. 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 FY20.
- **Obligated Federal Funds FY20** are the total Federal funds applied to the project during the fiscal year. Occasionally, projects show negative obligation amounts and this indicates that

Figure 5: FY 2020 Regional Transportation Projects with Obligated Funds

money was removed from the project and released for use on other transportation projects. This could mean one of several things:

- A completed project came in under budget
 - An active project was delayed after the money had been committed.
 - A project has been cancelled
 - A project has been impacted by congressionally mandated rescissions, or reductions in the funding available to spend on projects.
- **Remaining Funds 2019-2022 TIP** lists the funding remaining available to the project in the Transportation Improvement Program. Projects with funds remaining are typically still actively in development or construction while projects with no funds remaining are typically completed or nearing completion. In some instances this number may be negative indicating that funds from a previous fiscal year were obligated during the currently reporting period.
 - **Advertising Date** is the month and year that the project advertised for construction or implementation. For projects still in development this is the future date that the project is expected to advertise for a construction contract or otherwise be implemented. Some projects do not have an advertising date listed as they are not advertised (transit grants) or are a component of a larger statewide program.

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 2020 Transportation Projects with Obligated Funds

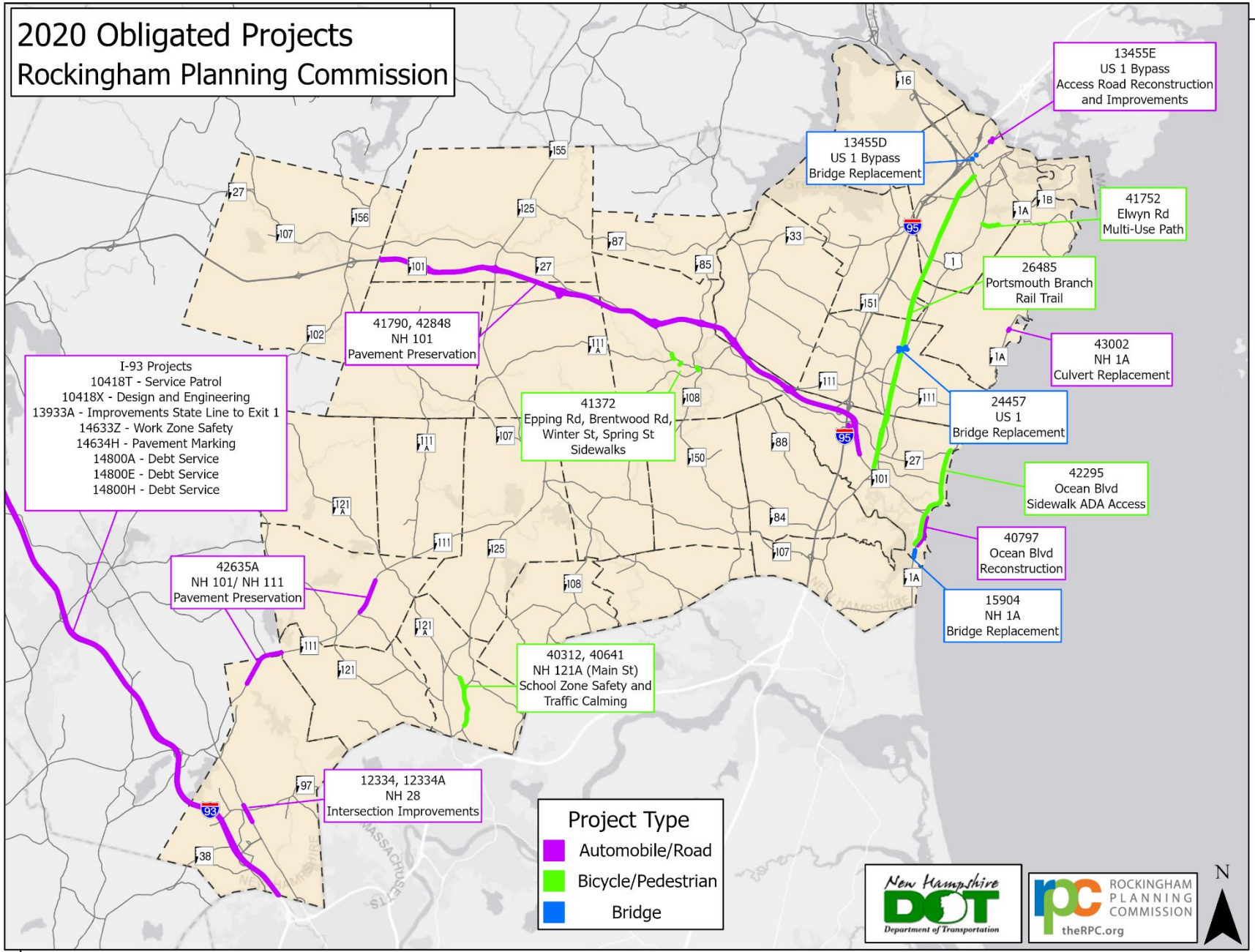


Figure 5: FY 2020 Regional Transportation Projects with Obligated Funds

Location/ Project #	Route/ Road	Scope	Programmed Federal Funds FY 20	Obligated Federal Funds FY 20	Remaining Funds 2019- 2022 TIP ¹	Advertising Date ²
EPPING-EXETER						
41790	NH 101	Pavement preservation from MM 115.2 to MM 124.6 including ramps from Exit 6 through Exit 9	\$3,023,551	\$3,023,551	\$0	1/07/2020
EXETER						
41372	NH 27, NH 111A, Winter St, Spring St	Construct sidewalks on Epping Road, Brentwood Road, Winter Street, and Spring Street	\$458,417	\$458,417	\$121,983	8/24/2020
EXETER-HAMPTON						
42848	NH 101	Pavement preservation on NH 101 from MP124.6 7.9 miles - Include Exits 10, 11, 12 & 13	\$55,000	\$55,000	\$7,087,223	2/16/2021
HAMPTON						
40797	NH 1A (Ocean Blvd)	Improvements to Ocean Boulevard.	\$565,610	\$565,610	\$1,703,310	10/1/2023
42295	NH 1A (Ocean Blvd)	Upgrade of sidewalk curb ramp tip downs in conjunction with roadway paving operations	\$512,661	\$512,661	\$0	9/24/2019
HAMPTON-PORTSMOUTH						
26485	Hampton Branch Rail Corridor	Acquire 9.7 miles RR Corridor Hampton-Portsmouth and improve existing corridor surface for bike/ped	\$220,604	\$220,604	\$2,311,100	5/25/2021
MANCHESTER						
42635A	I-293/NH 101/ NH 111	HBP Inlays along I-293/NH101 and BWC along NH 111	\$1,948,298	\$1,948,298	\$0	4/7/2020
NORTH HAMPTON						
24457	US Route 1	Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)	\$82,500	\$82,500	\$5,363,600	9/14/2021
PLAISTOW						
40312	Main St.	Bicycle & pedestrian improvements on Main St./other streets around Pollard School - Infrastructure	\$4,500	\$4,500	\$0	4/24/2018
40641	Main St.	Main Street Traffic Calming and Safety Improvements	\$110,000	\$110,000	\$55,000	10/1/2024
PORTSMOUTH						
13455D	US 1 Bypass	US 1 Bypass: Replace Woodbury Avenue and Stark Street bridges over US 1 Bypass	\$0	\$346,500	\$0	9/19/2017
13455E	US 1 Bypass	Albacore Access Road reconstruction and intersection improvements with US 1 Bypass and Market Street	\$0	\$71,500	\$0	9/19/2017

Figure 5: FY 2020 Regional Transportation Projects with Obligated Funds

Location/ Project #	Route/ Road	Scope	Programmed Federal Funds FY 20	Obligated Federal Funds FY 20	Remaining Funds 2019- 2022 TIP¹	Advertising Date²
41752	Elwyn Rd	Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.	\$62,000	\$49,600	\$1,007,200	6/01/2021
RYE						
43002	NH1A	Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd.	\$199,400	\$59,400	\$181,532	10/11/2022
SALEM						
12334	NH 28	Reconstruct Intersection NH28 (Broadway) and NH97 (Main St.) add turn lanes on NH28	\$3,243,764	\$2,595,011	\$2,678,753	8/24/2020
12334A	NH 28	Phase 1 roadway and building demo for Salem #12334 Depot Project at intersection of NH28 & NH97	\$580,000	\$309,536	\$116,000	4/28/2020
SALEM TO MANCHESTER						
10418T	I-93	Corridor Service Patrol (Salem to Manchester)	\$11,000	\$11,000	\$0	
10418X	I-93	Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014	\$290,165	\$290,165	\$159,500	
13933A	I-93	Mainline, State Line to Exit 1 NB & SB	\$5,121,958	\$631,400	\$18,237,461	5/14/2019
14633Z	I-93	Corridor Smart Work Zone	\$0	\$313,973	\$0	4/14/2015
14800A	I-93	Mainline, Exit 1-Sta 1130 & NH38 (Salem), Bridges 073/063 & 077/063 Both Red List-Debt Serv 13933D	\$568,299	\$8,879,629	\$6,076,359	None – Debt Service
14800E	I-93	I-93 Exit 2 Interchange reconstruction & Pelham Rd – debt service project for 13933E (Salem)	\$2,863,762	\$2,863,762	\$0	None – Debt Service
14800H	I-93	Final Design Services for PE & ROW – Debt service for 10418V	\$1,063,062	\$1,034,521	\$28,542	None – Debt Service
14634H	I-93	I-93, Construct Durable Pavement Markings from NH/MA Border in Salem to I-293 Split in Manchester	\$1,114,669	\$1,114,669	\$0	8/04/2020
SEABROOK - HAMPTON						
15904	NH 1A	Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)	\$225,610	\$225,610	\$3,294,234	9/5/2023
Grand Total			\$22,324,830	\$25,777,417	\$48,421,797	

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

Figure 6: FY 2020 Funds Obligated to Statewide Transportation Projects

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed Federal Funds FY 20	Obligated Federal Funds FY 20	Remaining Funds 2019-2022 TIP ¹	Advertising Date ²
10336X	Statewide	DBE Supportive Services	\$59,795	\$59,795	\$0	
10344P	Durham	Local Technical Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH	\$400,000	\$400,000	\$463,987	
12223Y	Statewide Pavement Marking FY 20	Statewide Pavement Marking Program SFY 2020	\$1,552,358	\$1,552,358	\$0	
12223Z	Statewide Pavement Marking FY21	Statewide Pavement Marking Program SFY 2021	\$1,552,500	\$1,552,500	\$1,547,500	
12563X	2020 FY Training Budget	To provide both employee development and outreach to attract and retain workers.	\$194,953	\$194,953	\$0	
14058G	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	\$66,000	
15261G	Statewide-SPR	AASHTO Technical Service Programs	\$64,000	\$64,000	\$64,000	
15262G	Statewide-SPR	Research Related Expenses	\$16,500	\$16,500	\$16,500	
15609K	Statewide	Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance	\$2,000,000	\$2,000,000	\$0	
16011A	Statewide	Statewide Bicycle Safety Training - Non Infrastructure Award {SRTS} Safe Routes to School	\$28,796	\$28,796	\$0	
16344J	Statewide HAZMAT	Post Construction Monitoring of Contaminated Sites	\$43,022	\$43,022	\$0	
16425I	2020 FFY TRAC Program	TRAC: Transportation and Civil Engineering program	\$19,745	\$19,745	\$0	
25198	Statewide-RWIS	To Install Road and Weather systems around the state.	\$431,200	\$431,200	\$0	5/26/2020
26962U	Statewide-SPR	Improved Practices for Determining the Infiltration Characteristics of Soils for Stormwater BMPs	\$18,449	\$18,449	\$18,448	
26962V	Statewide-SPR	Using Data Analytics to Forecast Future Bridge Conditions	\$35,200	\$35,200	\$17,597	
26962Y	Statewide-SPR	Assessment of Embedded Culvert Low Flow Hydraulics	\$12,301	\$12,301	\$12,301	
26962Z	Statewide-SPR	Use of Smart Rocks to Improve Slope Design	\$16,541	\$16,451	\$16,541	
29216F	NSTI-UNH	National Summer Transportation Institute at UNH 2020. STEM Virtual Training due to COVID 19.	\$41,539	\$41,359	\$0	

Figure 6: FY 2020 Funds Obligated to Statewide Transportation Projects

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed Federal Funds FY 20	Obligated Federal Funds FY 20	Remaining Funds 2019-2022 TIP¹	Advertising Date²
40792I	STIC – Implement 3D Modeling	STIC Incentive Program to Implement 3D Modeling for Design Models	\$100,000	\$100,000	\$0	
40792J	STIC A-GAME Development of a Geotechnical Manual	STIC Incentive for Development of a Geotechnical Manual	\$80,000	\$80,000	\$0	
40792K	STIC – UAS Development	Purchase & Evaluate UAS to support program development	\$5,200	\$5,200	\$0	
41129E	OJT Supportive Services	Journey level training for women, minorities, and disadvantaged individuals.	\$24,551	\$24,551	\$0	
41175D	Statewide TRCK-WGHT-SFTY 2020	Truck Weight Safety Inspection Maintenance Program	\$100,000	\$100,000	\$0	
41694	Statewide Pedestrian & Bicycle Plan	Statewide pedestrian & bicycle plan and limited economic analysis	\$81,971	\$81,971	\$0	
41897	Statewide	Replace cable guardrail and F terminal units on Tier 2 and 3 roads	\$1,576,528	\$1,576,528	\$0	1/28/2020
41899	Statewide	Replace cable guardrail and F terminal units on Tier 2 and 3 roads in Districts 4 & 5.	\$989,107	\$989,107	\$0	10/29/2019
41909	Statewide	Replace cable guardrail in Districts 1 & 3 (East).	\$1,216,488	\$1,216,488	\$0	10/22/2019
42241	Statewide	Road safety audits and safety engineering support by NHDOT	\$55,000	\$55,000	\$0	
42246	Statewide Bwc (E)	Statewide Bonded Wearing Course (East)	\$220,000	\$220,000	\$0	3/19/2019
42292	Statewide Tier 2 (Se) Resurfacing	Resurfacing of various Tier 2 roadways in the Southeast region for Maintenance & Preservation.	\$2,520,713	\$2,520,713	\$1,962,846	11/12/2019
42293	Statewide Tier 2 (S) Resurfacing	Resurfacing of various Tier 2 roadways in the Southwest region for Maintenance & Preservation	\$6,188,059	\$6,118,059	\$6,375,116	11/05/2019
43226	Statewide Tier 2 Crack Seal	Crack Seal various Tier 2 roadways	\$16,500	\$16,500	\$770,000	1/05/2021
42538	Statewide SPR PART 1 Program, 2020-2021	NHDOT SPR Part 1 Program for SFY 2020-2021 for NHDOT managed activities (No RPC Contracts)	\$550,000	\$550,000	\$3,866,964	
42538A	Statewide RPC UPWP Contracts 2020-2021	SFY 2020-2021 Unified Planning Work Program (UPWP) Contracts with 9 RPCs (7/1/19-6/30/21)	\$1,900,000	\$3,600,000	\$2,490,000	

Figure 6: FY 2020 Funds Obligated to Statewide Transportation Projects

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed Federal Funds FY 20	Obligated Federal Funds FY 20	Remaining Funds 2019-2022 TIP¹	Advertising Date²
42744	Post Construction Mitigation	Post Construction Mitigation	\$156,978	\$156,978	\$0	
42921	Statewide Signs	Replacement and upgrade of signs due to condition and improved compliance, I-93 Exits 25, 27 & 28.	\$233,349	\$233,439	\$73,224	6/23/2020
42942	Statewide	Procurement and installation of low-cost safety measures	\$55,000	\$55,000	\$0	
42953	Statewide	Curve warning sign improvements on State highways	\$551,864	\$551,864	\$0	9/01/2020
42996	TSMO	Statewide Transportation Systems Management & Operations, ITS Technologies	\$330,000	\$330,000	\$766,700	
43003	AAFS Implementation	Implementation of software for Bridge and Pavement Management Systems	\$307,075	\$307,075	\$300,615	
43022	Technology Deployment Funds	Produce rumble strip safety countermeasure PSA	\$5,000	\$4,000	\$0	
68069B	Statewide	Statewide rideshare database utilizing Trapeze RidePRO software	\$27,070	\$21,656	\$0	
P8903X	Low Volume Corridors	Statewide Recreational Trails Program for 2020 as administered by DNCR for Groups in NH	\$1,255,265	\$1,255,265	\$313,816	
Grand Total			\$25,448,617	\$27,072,023	\$19,142,155	

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 FY20

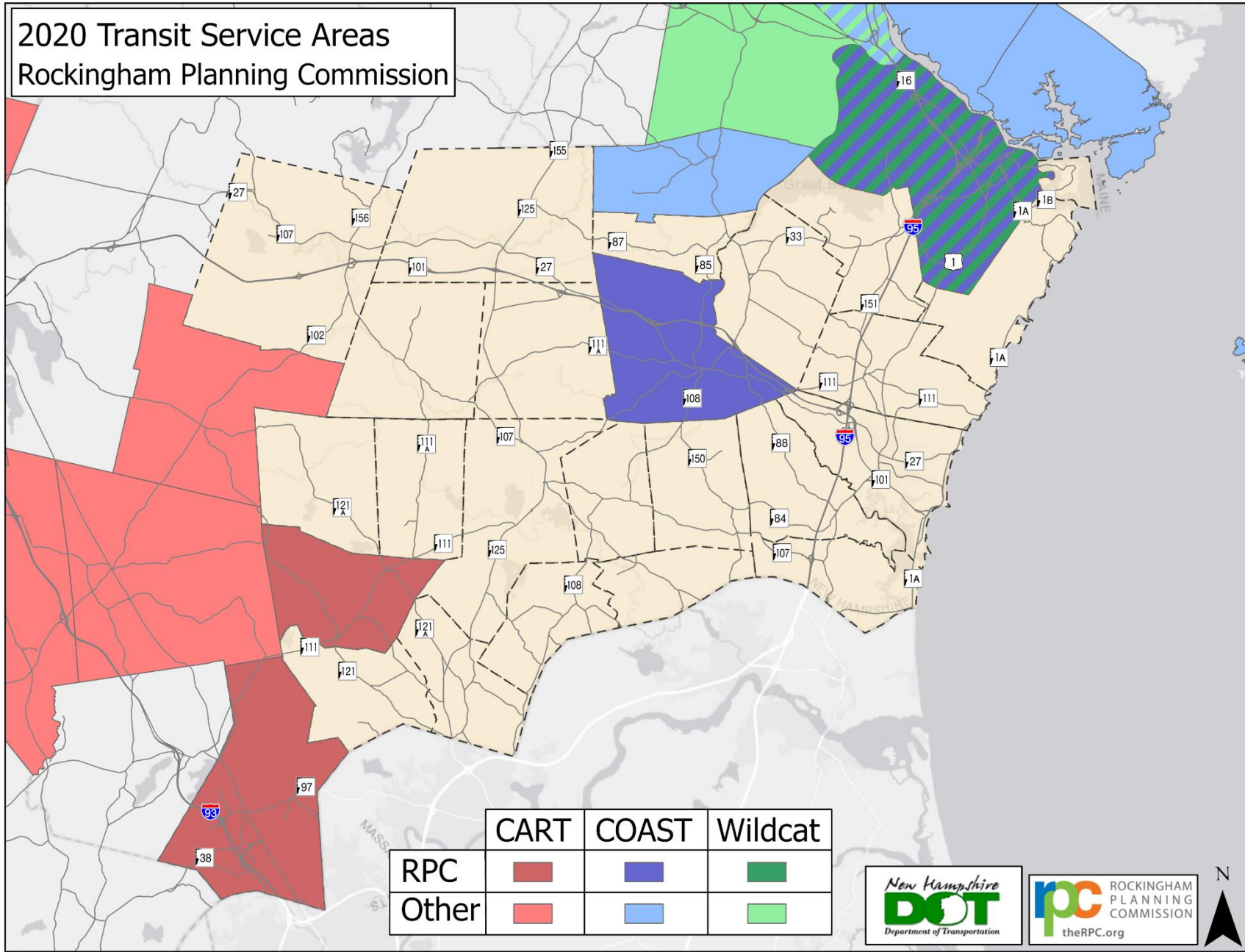


Figure 8: CART/MTA Federal Obligations FY20*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-2017-017-00 (FTA 5307& 5310)					Closed
	Preventive Maintenance (5307)	\$86,500	\$21,625	\$108,125	
	Mobility Management (5307)	\$143,800	\$35,950	\$179,750	
	Operations (5307)	\$215,900	\$215,900	\$431,800	
	Planning (5307)	\$10,800	\$2,700	\$13,500	
	Purchase of Service (5310)	\$53,700	\$13,425	\$67,125	
	Mobility Management (5310)	\$217,485	\$54,372	\$271,857	
	Total	\$728,185	\$343,972	\$1,072,157	
NH-2017-018-00 (FTA 5307 & 5339)					Closed
	Capital Vehicle (5307)	\$188,785	\$33,315	\$222,100	
	Capital Vehicle (5339)	\$152,718	\$26,950	\$179,668	
	Capital Used Vehicle (5307)	\$0	\$0	\$0	
	Total	\$341,503	\$60,265	\$401,768	
NH-2019-010-00 (FTA 5307& 5310) (New – Awarded 8/21/2019)					Closed
	Preventive Maintenance (5307)	\$68,558	\$17,140	\$85,698	
	Mobility Management (5307)	\$18,779	\$4,695	\$23,474	
	Operations (5307)	\$285,039	\$285,039	\$570,078	
	Planning (5307)	\$14,308	\$14,308	\$17,885	
	Purchase of Service (5310)	\$113,899	\$113,899	\$142,374	
	Total	\$500,583	\$500,583	\$839,508	
NH-2019-008-00 (FTA 5307)					Active
	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	
		\$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	
NH-2020-013-00 (FTA 5307& 5310) (New – Awarded 8/20/2020)					Active
	Operations (5307)	\$1,180,700	\$1,180,700	\$2,361,400	
	Paratransit (5307)	\$344,127	\$86,032	\$430,159	
	Preventive Maintenance (5307)	\$193,827	\$48,457	\$242,284	
	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 (5310)	\$64,324	\$16,081	\$80,405	
	Total	\$1,867,982	\$1,352,522	\$3,220,504	
NH-2020-014-00 (FTA 5307) (New – Awarded 8/18/2020)					Active
	COVID-19 ER (5307)	\$1,400,000	\$0	\$1,400,000	

NH-2020-017-00 (FTA 5339) (New – Awarded 8/20/2020)				Active
Capital Vehicle (5339)	\$ 1,207,035	\$213,007	\$1,420,042	
Capital Vehicle (5339)	\$119,000	\$21,000	\$140,000	
Capital Lifts (339)	\$400,000	\$100,000	\$500,000	
Total	\$1,726,035	\$334,007	\$2,060,042	
Total Active Grants	\$11,168,999	\$3,188,495	\$14,357,494	
Total Closed During FY20	\$1,570,271	\$743,162	\$2,313,433	
Newly Obligated FTA 5307 in FY20	\$1,720,041	\$1,315,536	\$3,035,577	
Newly Obligated FTA 5310 in FY20	\$147,941	\$36,986	\$184,927	
Newly Obligated FTA 5339 in FY20	\$1,726,035	\$334,007	\$2,060,042	
Newly Obligated CARES Act Funds in FY20	\$3,900,000	\$0	\$3,900,000	
Newly Obligated ER Funds in FY20	\$1,400,000	\$0	\$1,400,000	

*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 FY20*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-2017-014-02	UNH Bus Maintenance Lift Replacement	\$400,000	\$100,000	\$500,000	Completed Dec 2020
NH-2018-003-00	CMAQ – UNH NHDOT Little Bay Bridge Transit Service	\$460,036	\$16,829	\$476,865	Completed June 2020
NH-2017-016-00	UNH Main Street West Bus Pads, Shelters & Enhancements	\$60,000	\$10,000	\$70,000	Completed Dec 2019
NH-2019-006 (CMAQ 2017)	Fleet Replacement IV	\$1,200,000	\$934,740	\$2,134,740	Completed June 2020
NH-2017-015-00	UNH Real Time Transit Information Sign Installation (Resident West)	\$14,000	\$3,500	\$17,500	Active
CARES Act	CARES Act Transit Services	\$367,200	\$0	\$367,200	Active
41369 (TAP)	Main Street South Sidewalk	\$505,897	\$131,475	\$637,372	Active
Expected in FY21					
42873 (CMAQ 2019)	Fleet Replacement V	\$1,200,000	\$474,700	\$1,674,700	Expected FY21
N/A	CMAQ – Rail Station & Platform Enhancement	\$772,000	\$193,000	\$965,000	Expected FY21
Total Active Grants		\$2,859,097	\$802,675	\$3,661,772	5
Newly Obligated during FY20		\$381,200	\$3,500	\$384,200	2
Closed During FY20		\$1,720,036	\$961,569	\$2,681,605	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 FY20*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-90-X159-05 (FTA 5307)					Closed
	NFI Projects - Operating	\$64,147	\$64,147	\$128,294	
	NFI Projects - Mobility Management	\$632,388	\$158,097	\$790,485	
	NFI Projects – Rolling Stock – Bus	\$356,258	\$89,065	\$445,323	
	JARC Projects – Mobility Management	\$46,625	\$11,656	\$58,281	
	Total	\$1,099,418	\$322,965	\$1,422,383	
NH-2017-009 (FTA 5307)					Active
Bus – Rolling Stock	<30' Buses	\$351,900	\$62,100	\$414,000	
	Used Commuter Buses	\$14,400	\$3,600	\$18,000	
	Vans	\$190,250	\$33,574	\$223,824	
Bus – Station/Stops/Terminals	Bus Passenger Shelters	\$16,720	\$4,180	\$20,900	
	Misc Bus Station Equip.	\$80,000	\$20,000	\$100,000	
Bus – Support Equip & Facilities	ADP Software	\$428,100	\$107,025	\$535,125	
Bus – Other Capital Items	Preventive Maintenance	\$1,452,438	\$363,110	\$1,815,548	
	Non Fixed Route ADA Service	\$576,595	\$144,150	\$720,745	
	TDM Activities	\$311,033	\$77,758	\$388,791	
	Mobility Management	\$139,900	\$34,975	\$174,875	
Operating Assistance	Up to 50% Federal Share	\$2,636,721	\$2,636,721	\$5,273,442	
	Up to 80% Federal Share	\$1,635,878	\$408,969	\$2,044,847	
Metropolitan Planning	Short Range Transit Planning	\$88,162	\$22,041	\$110,203	
	Total	\$7,922,097	\$3,918,202	\$11,840,300	
NH-90-X199-00					Active
	Station Stops/Terminals (Bus)	\$28,000	\$7,000	\$35,000	
	Support Equipment/Facilities (Bus)	\$224,681	\$56,171	\$280,852	
	Other Capital Items (Bus)	\$1,266,395	\$316,599	\$1,582,994	
	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		
	Bus – Rolling Stock	\$1,520,000	\$380,000		
	Bus – Support Equip. & Facilities	\$24,060	\$6,015		
	ER Funds for Direct COVID-19	\$407,656	\$0	\$82,560	
	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	
Total of Active Grants:		\$22,418,043	\$7,955,770	\$30,373,025	4
Newly Obligated during FY20		\$11,346,870	\$2,087,797	\$13,434,667	2

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