

Annual Listing of Obligated Projects FY 2022

October 1, 2021 – September 30, 2022



Source: NHDOT/Maine DOT



Source: AP

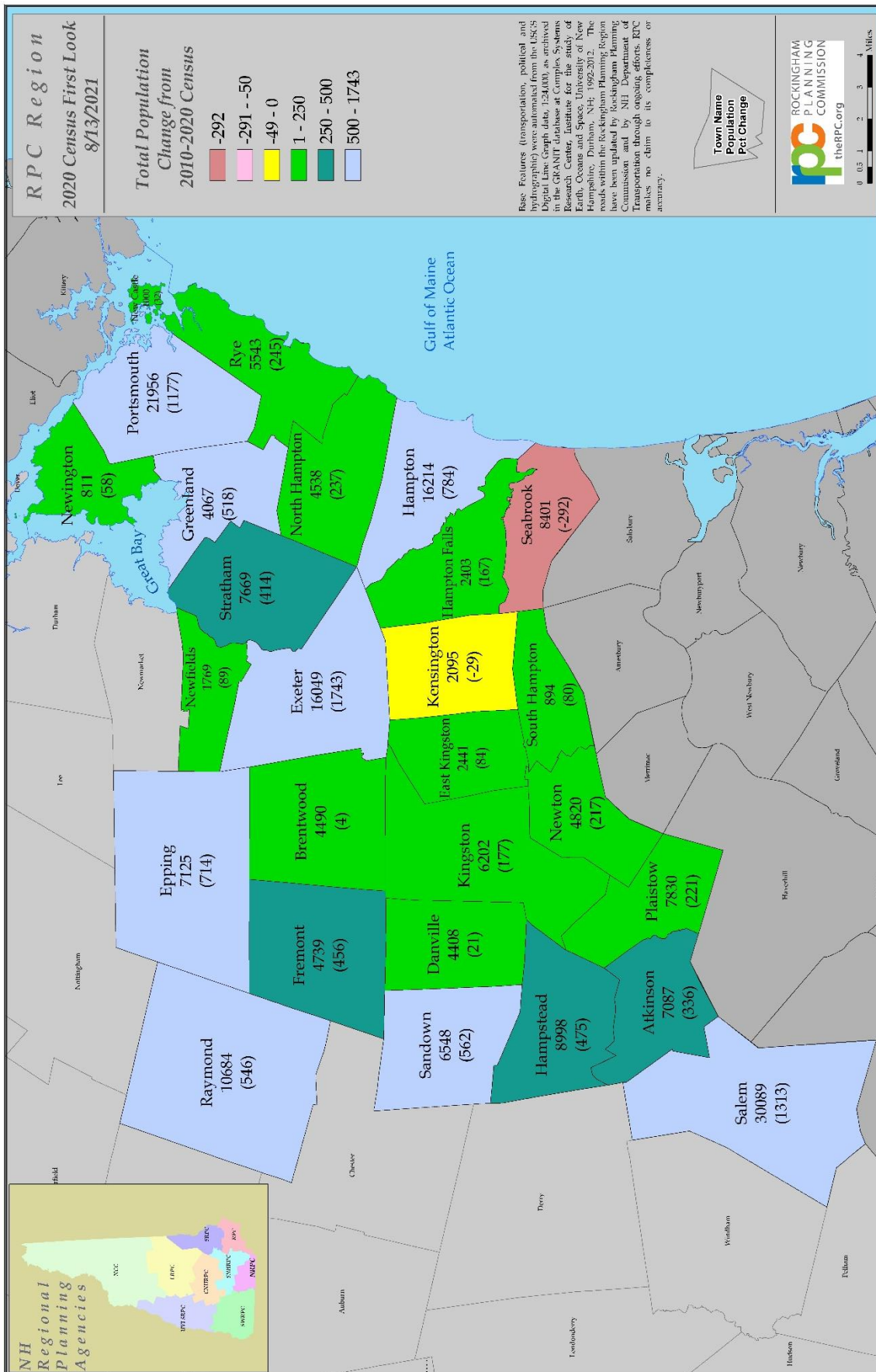


Source: COAST



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 FY22. The figure shows that just over \$36.4 million of FHWA funding was obligated to plan, design, and construct projects within the region. Another \$17.3 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.

Figure 1: Federal Obligated Funding Totals

Project Type	Federal Highway	Federal Transit	Total
Regional Projects	\$36,425,377	\$42,873,760	\$79,298,953
Statewide Programs	\$17,339,946	\$26,878,184	\$44,218,130
Total Obligated	\$53,765,139	\$69,751,944	\$123,517,083

In addition, approximately \$42.9 million of Federal Transit Administration funding was committed during Fiscal Year (FY) 2022 on transit operations for COAST, Manchester Transit Authority/CART, and UNH Wildcat Transit along with \$26.8 million of statewide FTA funding obligated in the region for transit programs. The statewide allocation for FY22 included just under \$23.4 million in emergency relief funding due to COVID-19 while the regional transit funding includes \$17.1 million in emergency relief funding resulting in much higher obligations than usual for transit service.

Figure 2 shows the federally obligated funds annually from 2010 to 2022. This value has averaged around \$96.5 million since 2010 ranging between a low of \$71.3 million (2014) and a high of \$130 million (2019) due to yearly variations in the number of projects programmed within the MPO region. Examining the 5-year rolling average shows a trend that is generally mirrored in the individual year data with a decline in average funding between 2010 and 2014 that turned to an increase between 2015 and 2019. After a slight decrease between 2019 and 2020, the five-year average has increased for each of the last two periods with both the 2017-2021 and 2018-2022 periods averaging over \$100 million per year.

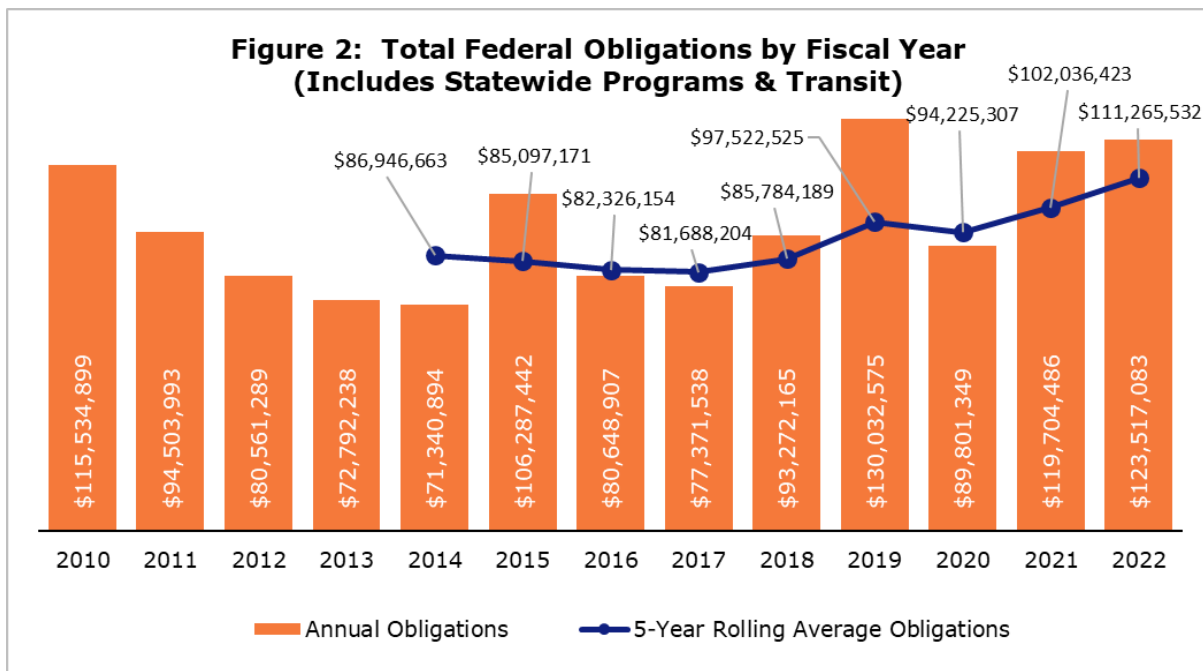


Figure 3 summarizes the status of the regional project contracts, statewide projects, and transit grants in terms of “Advertised”, “Future Advertised Date”, or “Other Active”. Advertised means that the project has gone to bid for the construction or implementation portion of the contract while those listed with a future advertising date are still in development (planning/engineering/right-of-way) and will go to bid for construction in the future. Those listed as “other active”, are projects that don’t advertise, such as the grants to the transit agencies, are sub-projects in a larger statewide program, or are planning projects. As summarized in **Figure 3**, there were thirty-one contracts active in the region during FY21 and of those, thirteen (42%) have advertised while fifteen (48%) are working towards a future advertising date and three (10%) are active but will not advertise. For the Statewide Programs, six of the forty-two contracts have advertised (14%) while the remaining thirty-six (86%) do not have advertising dates but are active in some manner. A majority (seventeen) of the transit grants (89%) are active while two (11%) were closed during the fiscal year. Federal Transit Administration grants are intended to be open over multiple years (year of obligation plus at least three) and so it is not unusual to have a high percentage of active grants.

Figure 3: Obligated Projects Status Summary

Status	Regional		Statewide		Transit Grants*	
	Project Contracts		Program Contracts			
Advertised/Closed	13	42%	6	14%	2	11%
Future Advertise Date	15	48%	0	0%	0	0%
Other Active	3	10%	36	86%	17	89%
Total	31		42		19	

* 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 FY22 is a debt service project for the I-93 expansion (13933D) which dedicated just under \$12 million towards paying off the bond for that project. Second was Hampton-Portsmouth 26485 which advertised for construction of the off-road portion of the New Hampshire Seacoast Greenway between Portsmouth and Hampton. The

other twenty-two regional projects obligated less than \$1.5 million each for a total of just over \$8.4 million. Pavement Preservation on NH 125 was the third largest obligation at just over \$3.4 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 FY22, while *Figure 5* and *Figure 6* list all the regional and statewide FHWA funded roadway, pedestrian, and bicycle projects, respectively. Each of the tables show the project number, location, summary of the scope, the amount of federal funding obligated in FY22, the remaining funding available in the 2021-2024 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 FY22. *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 FY22** 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 2021-2024 MPO TIP. Projects with zeros in this column have no funding programmed for FY22.
- **Obligated Federal Funds FY22** 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 2022 Transportation Projects with Obligated Funds

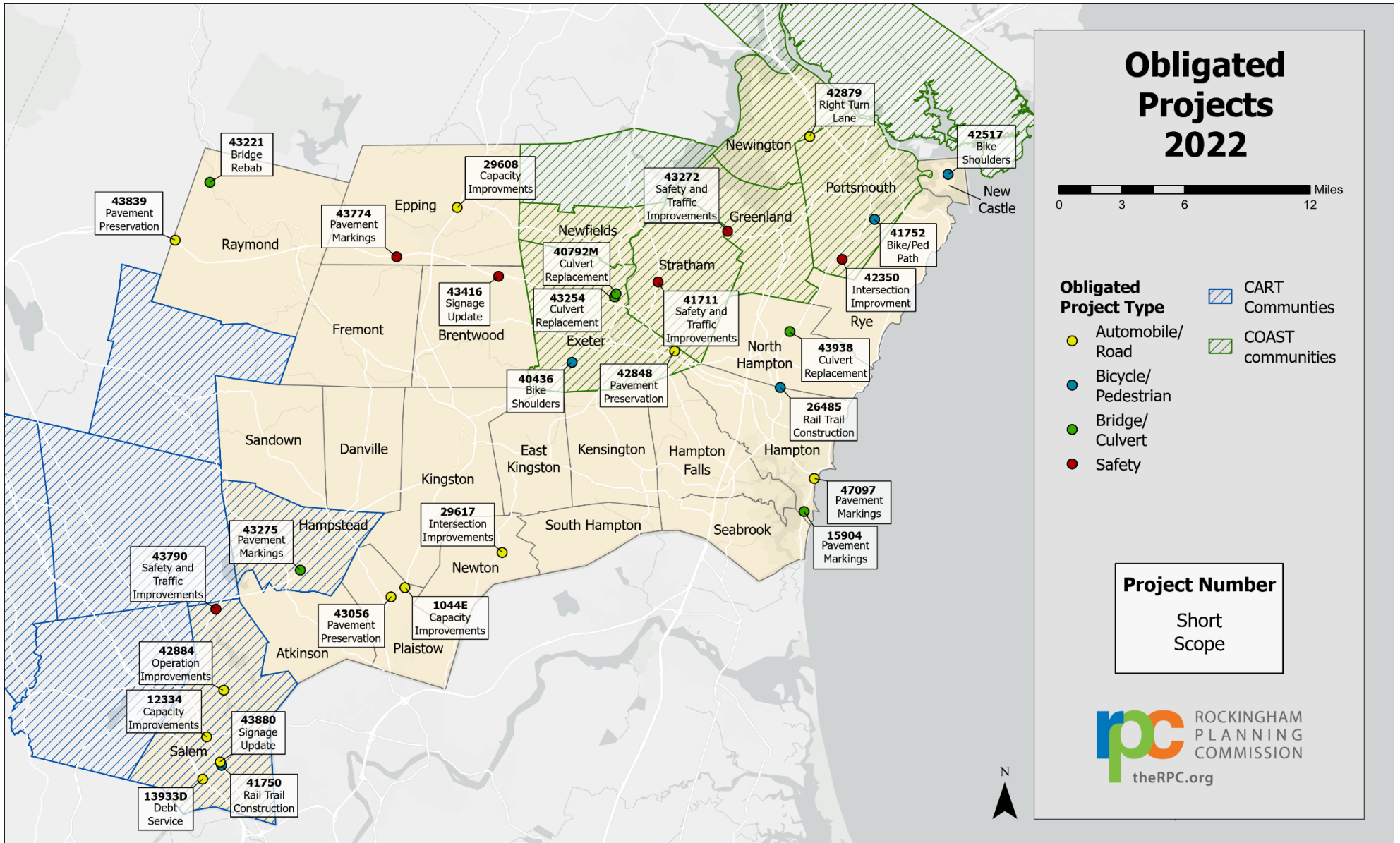


Figure 5: FY 2022 Regional Transportation Projects with Obligated Funds

Location/ Project #	Route/ Road	Scope	Programmed Federal Funds FY 22	Obligated Federal Funds FY 22	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	\$130,266	\$130,266	\$0	8/31/2021
43839	NH 101	Preservation of Roadway Surface	\$110,000	\$110,000	\$2,452,296	10/2/2024
EPPING						
29608	NH 125	NH 125 Capacity and traffic management improvements from Brickyard Plaza to NH 87	\$1,110,000	\$1,110,000	\$1,589,817	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	\$60,442	\$0	8/31/2021
EPPING-HAMPTON/MANCHESTER						
43774	NH 101, I-293	Installation of durable pavement markings along sections of roadway	\$2,729,986	\$2,729,986	\$220,000	9/13/2022
EXETER						
40436	NH 111	Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)	\$68,226	\$68,226	\$630,880	1/16/2023
43254	NH 85	Rehabilitation of a 42" CMP carrying Rocky Hill Brook under NH 85 located just north of NH 101.	\$570,743	\$570,743	\$0	3/15/2022
40792M	NH 85	STIC purchase of culvert diffuser for culvert rehab on Rocky Hill brook just north of NH 101.	\$10,000	\$10,000	\$0	N/A
EXETER-HAMPTON						
42848	NH 101	Pavement preservation on NH 101 from MP124.6 7.9 miles - Include Exits 10, 11, 12 & 13	\$26,505	\$26,505	\$0	2/16/2021
HAMPSTEAD						
43275		Rehabilitation of a 42" CMP connecting Johnson's Pond.	\$416,018	\$416,018	\$0	6/14/2022
HAMPTON						
40797	NH 1A (Ocean Blvd)	Improvements to Ocean Boulevard.	\$330,000	\$330,000	\$8,921,709	10/1/2023
HAMPTON-PORTSMOUTH						
26485	Hampton Branch Rail Corridor	Acquire 9.7 miles RR Corridor Hampton-Portsmouth and improve existing corridor surface for bike/ped	\$5,798,100	\$5,797,000	\$1,100	11/08/2022
LEE-BARRINGTON/PLAISTOW						
43056	NH 125	Pavement Preservation	\$3,407,819	\$3,407,819	\$798,718	10/18/2022

Figure 5: FY 2022 Regional Transportation Projects with Obligated Funds

Location/ Project #	Route/ Road	Scope	Programmed Federal Funds FY 22	Obligated Federal Funds FY 22	Remaining Funds 2021- 2024 TIP ¹	Advertising Date ²
NEW CASTLE						
42517	NH 1B	Construct bicycle shoulders and sw along Wentworth Rd, NH 1B from Beach Hill Rd. To Neals Pit Ln	\$17,543	\$17,543	\$32,960	10/15/2024
NEWINGTON						
42879	Arboretum Drive	Construct right turn lane on the Northbound direction of New Hampshire Ave Intersection	\$78,227	\$78,227	\$39,356	3/1/2025
NEWTON						
29617	NH 108	Improvements to Rowe’s Corner (Maple Ave, Amesbury Road)	\$275,000	\$275,000	\$1,466,960	1/23/2024
NORTH HAMPTON						
43938	US 1	Culvert replacement of an approximate 4’ x 4’ concrete/stone box culvert	\$294,800	\$275,000	\$1,034,220	2/13/2024
PLAISTOW-KINGSTON						
1044E	NH 125	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi	\$2,310,000	\$2,310,000	\$12,190,820	4/22/2024
PORTSMOUTH						
41752	Elwyn Road	Add a multi-use path for bike/ped along Elwyn Rd extending from Rt1 to Harding Rd.	\$45,758	\$45,758	\$889,359	1/10/2026
42350	Lang Road	Realign Lang Rd-connect to Longmeadow Rd	\$65,339	\$65,339	\$44,578	8/31/2021
SALEM						
12334	NH 28	Reconstruct Intersection NH28 (Broadway) and NH97 (Main St.) add turn lanes on NH28	\$1,259,125	\$529,090	\$478,210	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	\$76,418	\$5,083	\$96,793	1/11/2025
42884	Various	Improve signal operation at 28 intersections to identify hardware and software upgrades needed.	\$112,000	\$112,000	\$48,000	10/10/2025
43880	Rockingham Park Blvd	Replace Overhead Sign Structure near Policy Brook	\$1,220,698	\$1,220,698	\$71,500	11/01/2022
43790	NH 111	NH111 / Ermer Road intersection Safety Improvements-(HSIP)(LPA Managed)	\$69,300	\$69,300	\$847,368	3/1/2024
SALEM TO MANCHESTER						
13933D	I-93	MAINLINE, EXIT 1 TO STA. 1130 & NH38 (Salem), INCLUDES BRIDGES 073/063 & 077/063 {Both Red List}	\$11,965,863	\$11,965,863	\$0	N/A

Figure 5: FY 2022 Regional Transportation Projects with Obligated Funds

Location/ Project #	Route/ Road	Scope	Programmed Federal Funds FY 22	Obligated Federal Funds FY 22	Remaining Funds 2021- 2024 TIP ¹	Advertising Date ²
SEABROOK - HAMPTON						
15904	NH 1A	Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)	\$1,786,708	\$1,786,708	\$50,691,206	9/5/2023
STRATHAM						
41711	NH 108	Signalization, Turn Lanes and Intersection Realignment at the NH108/ Bunker Hill Intersection.	\$150,002	\$150,002	\$89,626	10/06/2026
STRATHAM-GREENLAND						
43272	NH 33	Implement safety improvements along NH 33 corridor	\$2,752,577	\$2,752,577	\$122,029	10/11/2022
Grand Total			\$37,643,017	\$36,425,193	\$82,757,505	

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 2022 Funds Obligated to Statewide Transportation Projects

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed Federal Funds FY 22	Obligated Federal Funds FY 22	Remaining Funds 2021-2024 TIP ¹	Advertising Date ²
43003	AAFS IMPLEMENTATION	Implementation of software for Bridge and Pavement Management Systems	\$150,329	\$150,329	\$314,472	
43037	Corridor Study Program	Prepare planning level corridor studies statewide	\$134,152	\$134,152	\$780,780	
43977A	DBE Supportive Services	DBE Supportive Services	\$70,407	\$70,407	\$0	
43919	EV INFRASTRUCTURE DEPLOYMENT PLAN	Develop an Electric Vehicle Infrastructure Deployment Plan.	\$220,000	\$220,000	\$0	
16425K	FFY 2022 TRAC	TRAC-Transportation and Civil Engineering program	\$17,710	\$17,710	\$0	
12563Z	FFY22 TRAINING	To provide both employee development and outreach to attract and retain workers.	\$175,621	\$175,621	\$0	
	Joint Federal/State Motor Fuel Tax Compliance	Joint Federal/State Motor Fuel Tax Compliance new funding for FY23-FY25(October 1, 2022 thru Sept 30, 2025) term project	\$0	\$43,000	\$0	
43883	NE COMPASS	NE Compass- Advanced Transportation Management System for TSMO Operations	\$1,602,151	\$584,562	\$5,983,767	
29216H	NSTI FFY22-UNH	National Summer Transportation Institute at UNH. To provide training for middle school and high school students.	\$50,000	\$50,000	\$0	
41129G	OJT SS FFY 2022	Journey level training for women, minorities, and disadvantaged individuals.	\$24,253	\$24,253	\$0	
43753	POST CONSTRUCTION MITIGATION FOR 2022	Post Construction Mitigation for FFY 2022	\$35,003	\$35,003	\$0	
P8903Z	PROGRAM	Statewide Rec Trails Program projects for 2022 administered by DNCR for groups in NH	\$1,255,265	\$1,255,265	\$0	
42372K	SPR-STATEWIDE	Bus Stops and Passenger Amenities in Public Highway Right-Of-Ways	\$55,000	\$55,000	\$55,000	
40844	Statewide	Installation of rumble strips along State roadways.	\$22,000	\$22,000	\$528,000	3/28/2023
15609M	STATEWIDE	Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance	\$2,000,000	\$2,000,000	\$0	
41756	STATEWIDE	Evaluate signalized intersections and develop & implement signal timings to improve traffic flow.	\$253,000	\$253,000	\$25,000	
42953	STATEWIDE	Curve warning sign improvements on State highways	\$2,200	\$2,000	\$0	9/1/2020
43931	STATEWIDE	Construct Weigh-in-Motion Stations for Traffic Data Collection	2,813,640	\$2,301,732	\$511,908	9/13/2022

Figure 6: FY 2022 Funds Obligated to Statewide Transportation Projects

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed Federal Funds FY 22	Obligated Federal Funds FY 22	Remaining Funds 2021-2024 TIP¹	Advertising Date²
43104	STATEWIDE	Underwater Bridge Inspection for years 2021 to 2023.	\$75,000	\$75,000	\$38,000	
43932	Statewide	Construct Vehicle Classification Stations and Vehicle Count Stations for Traffic Data Collection	46,000	\$21,120	\$2,265,120	11/15/2022
43956	Statewide	Highway Safety Improvement Program Implementation Plan for 2022	\$33,000	\$33,000	\$0	
43368	STATEWIDE 2021 USGS ORTHOIMAGERY	Statewide USGS 2021 orthoimagery acquisition and services	\$429,388	\$429,388	\$480,781	
41694	Statewide Bicycle and Pedestrian Plan	Statewide pedestrian & bicycle plan and limited economic analysis	\$66,000	\$66,000	\$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	\$250,000	
16344L	Statewide Contamination of 2022	Post Construction Monitoring of Contaminated Sites FFY 2022	\$66,424	\$66,424	\$0	
43400A	Statewide Pavement Marking SFY22	Statewide Pavement Marking Program SFY2022	\$1,549,500	\$1,549,500	\$0	
43400B	Statewide Pavement Marking SFY23	Statewide Pavement Marking Program SFY2023	\$1,549,500	\$1,549,500	\$1,674,500	
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)	\$1,800,000	\$1,800,000	\$4,252,897	
43934	Statewide Signs	Replacement and upgrade of Enhanced Reference Location Signs (mile markers)	\$1,584,099	\$1,584,099	\$241,464	9/27/2022
43431	STATEWIDE SPR PART 1 PROGRAM, 2022-2023	NHDOT SPR Part 1 Program for SFY 2022-2023 for NHDOT managed activities (No RPC Contracts)	\$1,100,000	\$1,100,000	\$787,191	
43289	STATEWIDE TIER 2 (S)	Resurfacing of various Tier 2 roadways	\$58,300	\$58,300	\$65,808	3/23/2021
42293	STATEWIDE TIER 2 (S) RESURFACING	Resurfacing of various Tier 2 roadways in the Southwest region for Maintenance & Preservation.	\$10,019	\$10,019	\$0	11/05/2019
42292	STATEWIDE TIER 2 (SE) RESURFACING	Resurfacing of various Tier 2 roadways in the Southeast region for Maintenance & Preservation.	\$18,128	\$11,809	\$0	11/12/2019
42372B	STATEWIDE-SPR	Unmanned Aircraft Systems (UAS) Program Plan	\$184,449	\$184,449	\$0	
15260H	STATEWIDE-SPR	Implementation of Research and Technology Transfer	\$66,000	\$66,000	\$66,000	
15261H	STATEWIDE-SPR	AASHTO Engineering Technical Service Programs	\$84,000	\$84,000	\$0	
15262H	STATEWIDE-SPR	Research Related Expenses	\$16,500	\$16,500	\$16,500	

Figure 6: FY 2022 Funds Obligated to Statewide Transportation Projects

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed Federal Funds FY 22	Obligated Federal Funds FY 22	Remaining Funds 2021-2024 TIP¹	Advertising Date²
42372F	STATEWIDE-SPR	Use of Drilling Parameters for Enhancing Geotechnical Site Evaluations	\$87,866	\$87,866	\$59,400	
42372G	STATEWIDE-SPR	Advancing Subsurface Investigations Beyond the Borehole	\$93,500	\$93,500	\$0	
42372I	STATEWIDE-SPR	Wildlife Vehicle Collisions Data Gathering and Best Management Practices	\$44,000	\$44,000	\$0	
40792N	STIC – Expand Digital Inspection Efforts	STIC Incentive to expand digital inspection efforts using GNSS rover and UAS with LiDAR technology.	\$100,000	\$100,000	\$0	
14058I	TSMO	Statewide Transportation Systems Management & Operations, ITS Technologies	\$665,438	\$665,438	\$0	
Grand Total			\$18,857,842	\$17,339,946	\$18,396,588	

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 FY22

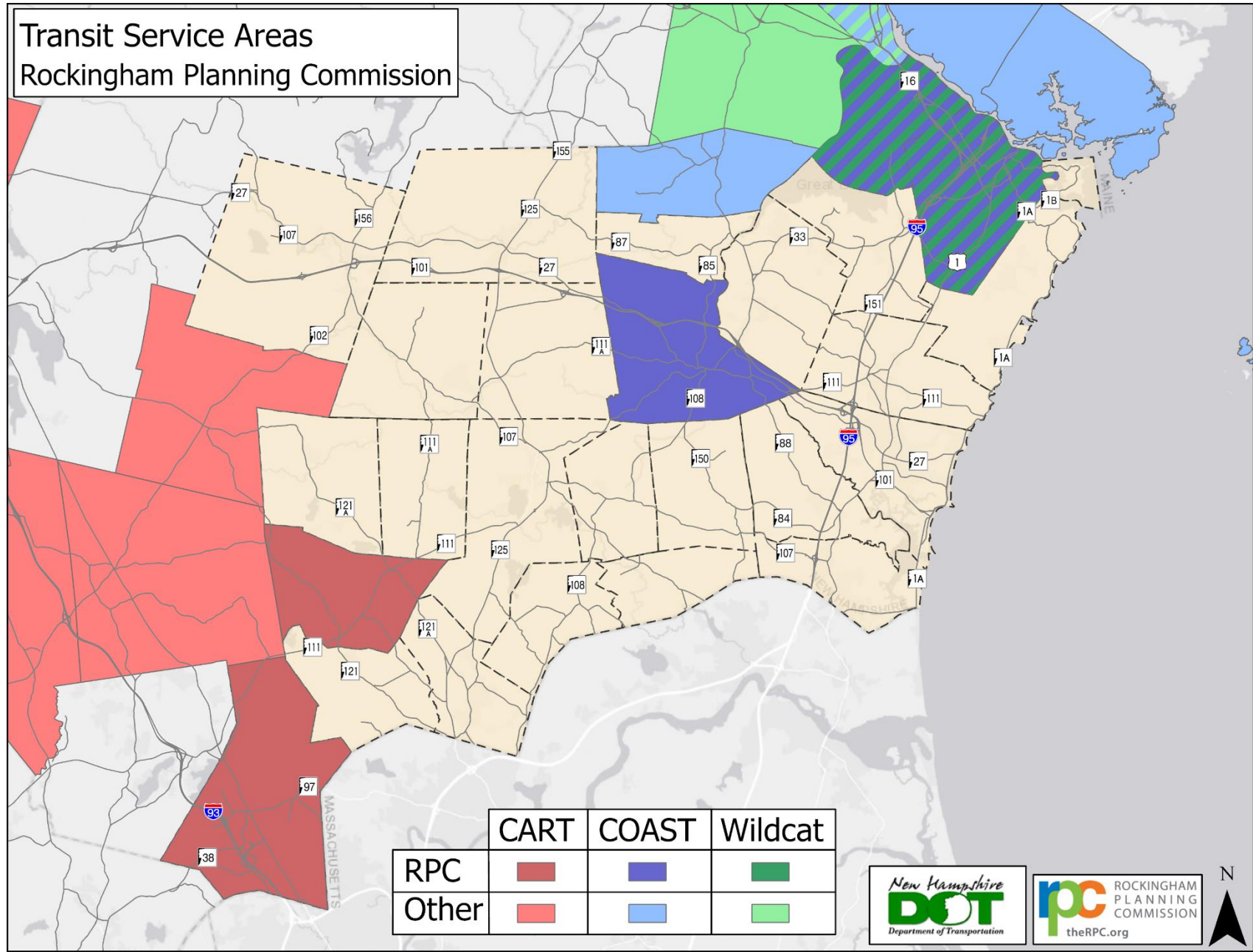


Figure 8: CART/MTA Federal Obligations FY22*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
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)					Closed
	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 1	\$61,784	\$15,446	\$77,230	
	Preventive Maintenance (5307) Amend 2	\$219,642	\$54,911	\$274,553	
	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	\$2,434,983	\$1,687,040	\$4,122,023	
NH-2020-017-00 (FTA 5339)					Active
	Capital Vehicle (5339)	\$1,207,035	\$213,007	\$1,420,042	
	Capital Vehicle (5339) Amend	\$310,811	\$54,850	\$365,661	
	Capital Vehicle (5339)	\$119,000	\$21,000	\$140,000	
	Capital Vehicle (5339) Amend	\$118,954	\$20,992	\$139,946	
	Capital Lifts (5339)	\$135,287	\$33,822	\$169,109	
	Capital Fareboxes (5339)	\$147,833	\$36,959	\$184,792	
	Total	\$2,038,920	\$380,630	\$2,419,550	
NH-2021-013-00					Active
	Capital Vehicle (CARES Act)	\$1,341,982	0	\$1,341,982	
	Capital Fueling Station (CARES Act)	\$42,200	0	\$42,200	
	Capital Security Access (CARES Act)	\$69,062	0	\$69,062	
	Capital Mobil Fare (CARES Act)	\$176,513	0	\$176,513	
	Capital HVAC (CARES Act)	\$204,443	0	\$204,443	
	Total	\$1,834,200	0	\$1,834,200	
NH-2021-015-00					Active
	Mobility Management (5310)	\$270,038	0	\$270,038	
NH-2022-017-00 (NEW – Awarded 8/17/2022)					Active
	Operations (5307)	\$1,858,168	\$1,858,168	\$3,716,336	
	Preventive Maintenance (5307)	\$522,000	\$130,500	\$652,500	
	Paratransit (5307)	\$353,000	\$88,250	\$441,250	
	Mobility Management (5310)	\$156,339	\$0	\$156,339	
	Mobility Management (5307)	\$29,661	\$7,416	\$37,077	
	Planning (5307)	\$104,000	\$26,000	\$130,000	
	Total	\$3,023,168	\$2,110,334	\$5,133,502	

NH-2022-018 (NEW – Awarded 8/22/2022)				Active
Operations (5307 ARP)	\$1,018,368	\$0	\$1,018,368	
Preventative Maintenance (5307 ARP)	\$178,299	\$0	\$178,299	
Preventative Maintenance (5310 ARP)	\$7,701	\$0	\$7,701	
Total	\$1,204,368	\$0	\$1,204,368	
Total Active Grants	\$16,390,677	\$4,178,004	\$20,568,681	6
Total Closed During FY22	\$2,434,983	\$1,687,040	\$4,122,023	1
Newly Obligated in FY22	\$4,447,178	\$2,165,245	\$6,612,423	2

*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 FY22*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-2017-015-00	UNH Real Time Transit Information Sign Installation (Resident West)	\$14,000	\$3,500	\$17,500	Closed
ARP	ARP: Transit Services	\$504,980	\$0	\$504,980	Active
42873	Fleet Replacement V (CMAQ 2019)	\$1,200,000	\$474,700	\$1,674,700	Active
5339 Bus & Bus Facilities	Phase 1: UNH CNG Equipment Upgrades (New for 2022)	\$787,500	\$87,500	\$875,000	Active
Expected in FY23					
5339 Bus & Bus Facilities	Phase 2: Electrification Infrastructure and fleet	\$2,741,500	\$443,500	\$3,185,000	Expected FY23
41753	CMAQ – Rail Station & Platform Enhancement (2017)	\$772,000	\$193,000	\$965,000	Expected FY23
Total Active Grants		\$6,005,980	\$1,198,700	\$7,204,680	
Newly Obligated during FY22		\$784,500	\$87,500	\$875,000	
Closed During FY22		\$14,000	\$3,500	\$17,500	

*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 FY22*

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-2020-002-01 (FTA 5307)					
	Short Range Transit Planning	\$112,000	\$28,000	\$140,000	Active
	Operating Assistance	\$915,000	\$915,000	\$1,830,000	
	CMAQ Operating	\$950,000	\$237,500	\$1,187,500	
	Other Capital Items (Bus)	\$2,085,129	\$521,282	\$2,606,412	
	Bus – Rolling Stock	\$1,520,000	\$380,000	\$1,900,000	
	Bus – Support Equip. & Facilities	\$24,060	\$6,015	\$30,075	
	ER Funds for Direct COVID-19	\$407,656	\$0	\$407,656	
	Total	\$6,013,845	\$2,087,797	\$8,101,642	
NH-2020-005-01 (FTA 5307)					
	Emergency Relief Operating Asst.	\$5,333,025	\$0	\$5,333,025	Active
NH-2021-012 (FTA 5307)					
	Preventive Maintenance	\$1,354,077	\$338,520	\$1,692,597	Active
	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	
NH-2022-003 (FTA 5307) – NEW IN FY22					
	Emergency Relief Operating Asst.	\$3,203,961	\$0	\$3,203,961	Active
NH-2022-015 (FTA 5307) – NEW IN FY22					
	ADA Operating Assistance (80%)	\$119,984	\$29,996	\$149,980	Active
	CMAQ Operating (80%)	\$1,200,000	\$300,000	\$1,500,000	
	Bus – Rolling Stock	\$493,000	\$87,000	\$580,000	
	Support Vehicle	\$28,000	\$7,000	\$35,000	
	Bus – Rolling Stock	\$139,039	\$24,537	\$163,576	
	Total	\$1,980,023	\$448,533	\$2,428,556	
NH-2022-016 (FTA 5307) – NEW IN FY22					
	ADA Operating Assistance (80%)	\$401,600	\$100,400	\$502,000	Active
	Constr. Misc Equip	\$50,000	\$12,500	\$62,500	
	Total	\$451,600	\$112,900	\$564,500	
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	Total of Active Grants:	\$20,477,103	\$3,614,024	\$24,091,127	6
	Newly Obligated during FY22	\$5,635,584	\$561,433	\$6,197,017	3
	Closed during FY22	\$0	\$0	\$0	0

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