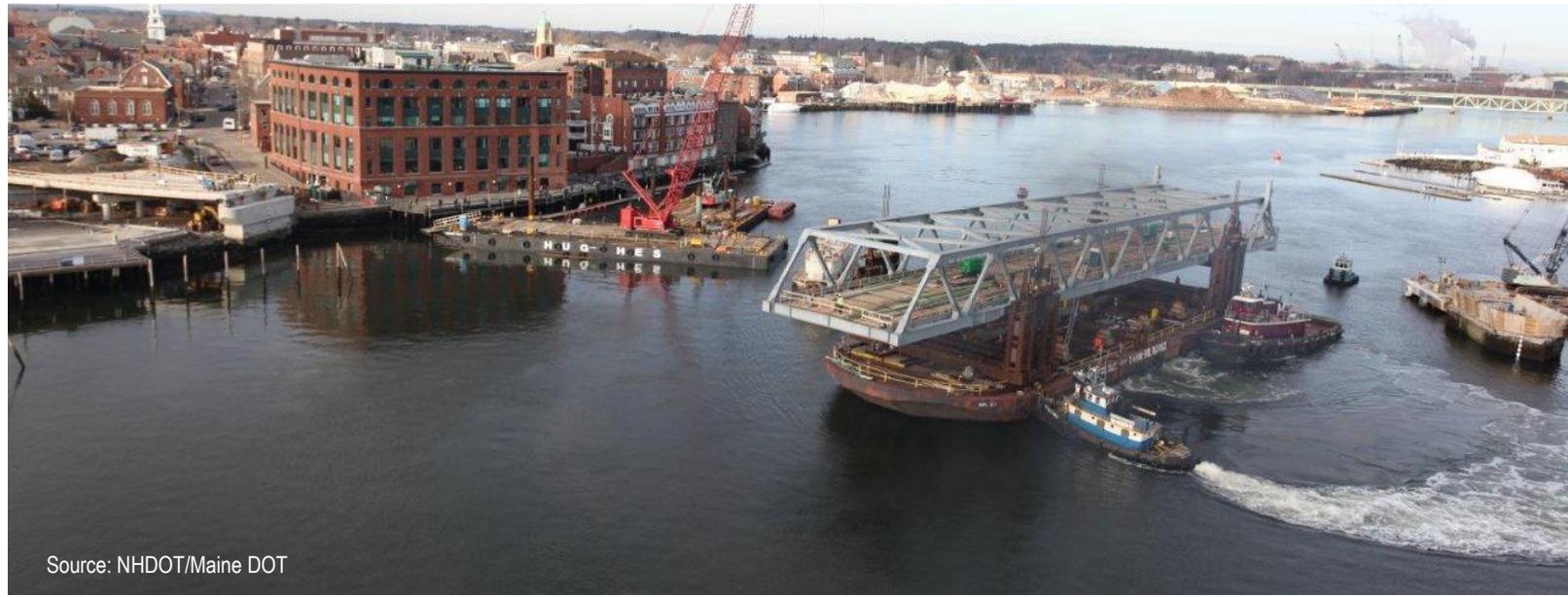


# Annual Listing of Obligated Projects

## FY 2018

October 1, 2017 – September 30, 2018



Source: NHDOT/Maine DOT



Source: AP



Source: COAST



Source: NH DOT

ROCKINGHAM



PLANNING  
COMMISSION

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**Table 3: FY 2018 Funds Obligated to Regional Transportation Projects**

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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. 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 2018 (FY18) between October 1, 2017 and September 30, 2018.

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 shown in the accompanying map. The Region extends from Salem in the west to Portsmouth and Newington in the east and includes communities along the I-93, I-95, NH 101, and NH 125 corridors. The MPO has responsibility for planning, programming, and coordinating federal investments and works in partnership with the communities, the New Hampshire Department of Transportation (NHDOT) and New Hampshire Department of Environmental Services (NHDES), as well as the Federal Highway (FHWA) and Transit (FTA) Administrations and regional transit operators in planning for transportation improvements.

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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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## **Long Range Plan (Plan)**

The [2040 Regional Long Range Transportation Plan](#), last updated and approved in October 2017, 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, including highways, rail, transit, cycling, and walking. The Plan is fully updated every five years, with minor adjustments and project listing updates occurring as necessary. The Plan is required by Federal law to be fiscally constrained meaning that the projects identified as being necessary can be achieved

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

with the resources that are expected to be available. Projects must be included in the fiscally constrained portion of an adopted Long Range Plan before they can be selected for Transportation Improvement Program (TIP) funding.

**Transportation Improvement Program (TIP)**

The [Transportation Improvement Program \(TIP\)](#) is a multi-year program of regional transportation improvement projects scheduled for implementation in the MPO area in the near future. The current TIP covers the Federal fiscal years from 2017-2020 and must include all transportation projects within the MPO area proposed for federal funding, as well as any regionally significant project that require 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. Under conformity rules, "consistent with" the transportation plan is interpreted to mean that TIP projects must be specifically recommended in the Plan. The TIP is prepared by MPO staff and is reviewed and endorsed by the MPO Technical Advisory (TAC). Final TIP endorsement is received from the Planning Commission acting as the MPO Policy Committee. The 2017-2020 TIP was adopted by the MPO in December, 2016 and has been amended four times since approval. The obligated projects listed in this report come from the 2017-2020 TIP as well as from previous TIPs.

**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 public notice, full public 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.

**Summary of Obligated Projects**

*Table 1* shows that just over \$50.5 million of Federal Highway Administration funding was obligated transportation planning, design, and construction projects within the region. Another \$25.5 million was obligated to “Statewide” programs and projects, which are funds used throughout New Hampshire and are not distributed at the regional level. Additionally, approximately \$12.5 million of Federal Transit

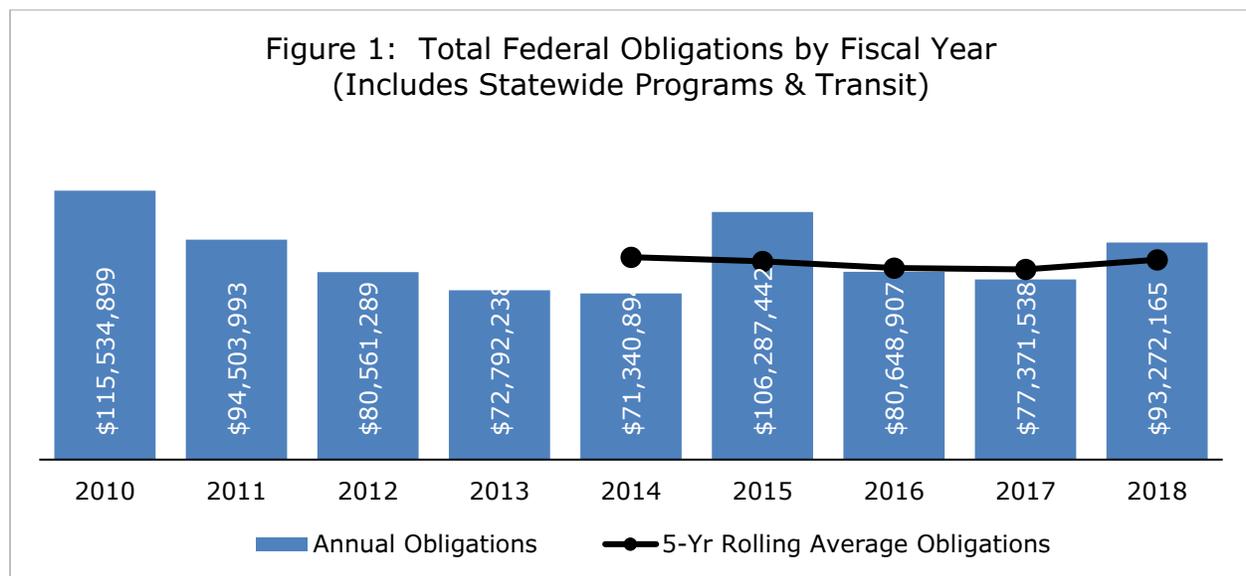
Administration funding was committed for expenditure in the Rockingham Planning Commission region during Fiscal Year (FY) 2018 on transit operations for COAST, CART, and UNH Wildcat Transit. Just under \$4.8 million in FTA funding

**Table 1: Federal Obligated Funding Totals**

Project Type	Federal Highway	Federal Transit	Total
Regional Projects	\$50,551,197	\$12,459,699	\$63,010,896
Statewide Programs	\$25,491,541	\$4,769,728	\$30,261,269
<b>Total Obligated</b>	<b>\$76,042,738</b>	<b>\$17,229,427</b>	<b>\$93,272,165</b>

for statewide programs was also obligated, with \$88,000 of that dedicated towards a Statewide Strategic Transit Assessment in 2018, while the remainder was awarded to agencies as part of the FTA 5310 and FTA 5339 programs.

**Figure 1** shows the federally obligated funds annually from 2010 to 2018. This value has averaged around \$87.5million since 2010 ranging between a low of \$71.3 million (2014) and a high of \$115.5 million (2010) due to variations in the number of projects programmed within the MPO on a year to year basis. Examining a 5-year rolling average to identify a trend shows a decline in the funds obligated over time in the region from \$86.9 million per year during the 2010-2014 timeframe to \$81.7 million obligated per year during the 2013-2017 five-year period, and now a slight increase for the 2014-2018 period to an average of \$84.8 million.



**Table 2** 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 **Table 2**, there were 32 contracts active in the region during FY18 and of those, 11(34%) have advertised while the remaining 21 (66%) are working towards a future advertising data or are active in some other manner. For the Statewide Programs, 4 of the 40 contracts have advertised (10%) while the remainder (90%) work towards future advertisement or remain active in some manner.

**Table 2: Obligated Project Status Summary**

Status	Regional Project Contracts		Statewide Program Contracts		Transit Grants*	
	Count	Percentage	Count	Percentage	Count	Percentage
Advertised	11	34%	4	8%		
Future Advertise Date	10	32%	5	10%		
Other Active	11	34%	41	82%	12	100%
<b>Total</b>	<b>32</b>		<b>50</b>		<b>12</b>	

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

Each of the individual FHWA funded projects are listed in **Table 3** and **Table 4** along with the amount of federal funding obligated in FY18, the remaining funding available in the 2017-2020 TIP, and the Advertising Date (where available).

Federal Transit Administration (FTA) grants are handled somewhat 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). During FY18 there were 12 active FTA grants in the region between CART (**Table 5**), Wildcat Transit (**Table 6**), and COAST (**Table 7**) with approximately \$12.5 million in total federal funding available. Only 1 transit grant (UNH Wildcat Transit NH-2017-019-00) closed during FY18 indicating that the funds had been completely expended or the 4-year time limit had been reached.

The replacement of the Sarah Mildred Long Bridge on the US 1 Bypass in Portsmouth at \$18.9 million is the largest individual project to obligate funds in the region in FY18 and accounts for over 37% of the regional total for individual projects. In recent years, the I-93 expansion project between Salem and Manchester has been the largest project in the region however, as work has progressed northward and out of the RPC region, the project has dropped to the second largest using federal funds in the region. The \$17.5 million obligated for this project during FY18 is almost double from what was allocated in FY17 and accounts for 34.6% of net FHWA obligations in the region. Almost \$10 million of that funding was obligated for debt service on the completion portions of the project with the remaining going towards work between the Massachusetts state line and Exit 1, preparation for paving the fourth lane along the entire corridor, and other corridor-wide contracts such as the roadside service patrol and design and engineering services. The other 22 active projects in the region account for the remaining 28% of the obligated funds for regional projects.

## Reading the Obligation Reports

**Tables 3 & 4** show regional roadway related projects (Table 3) and statewide projects (Table 4) organized by the community or communities in which the project occurs, and each project lists the Identification number (Project #), the roadway(s) involved, a brief scope of work, federal funding programmed for FY18, federal funding obligated during FY18, any funds remaining in the 2017-2020 TIP, and the advertising date. In addition, **Figure 2** shows the location of many of the regional roadway projects. All projects are sponsored by NH DOT unless otherwise specified. The following definitions apply:

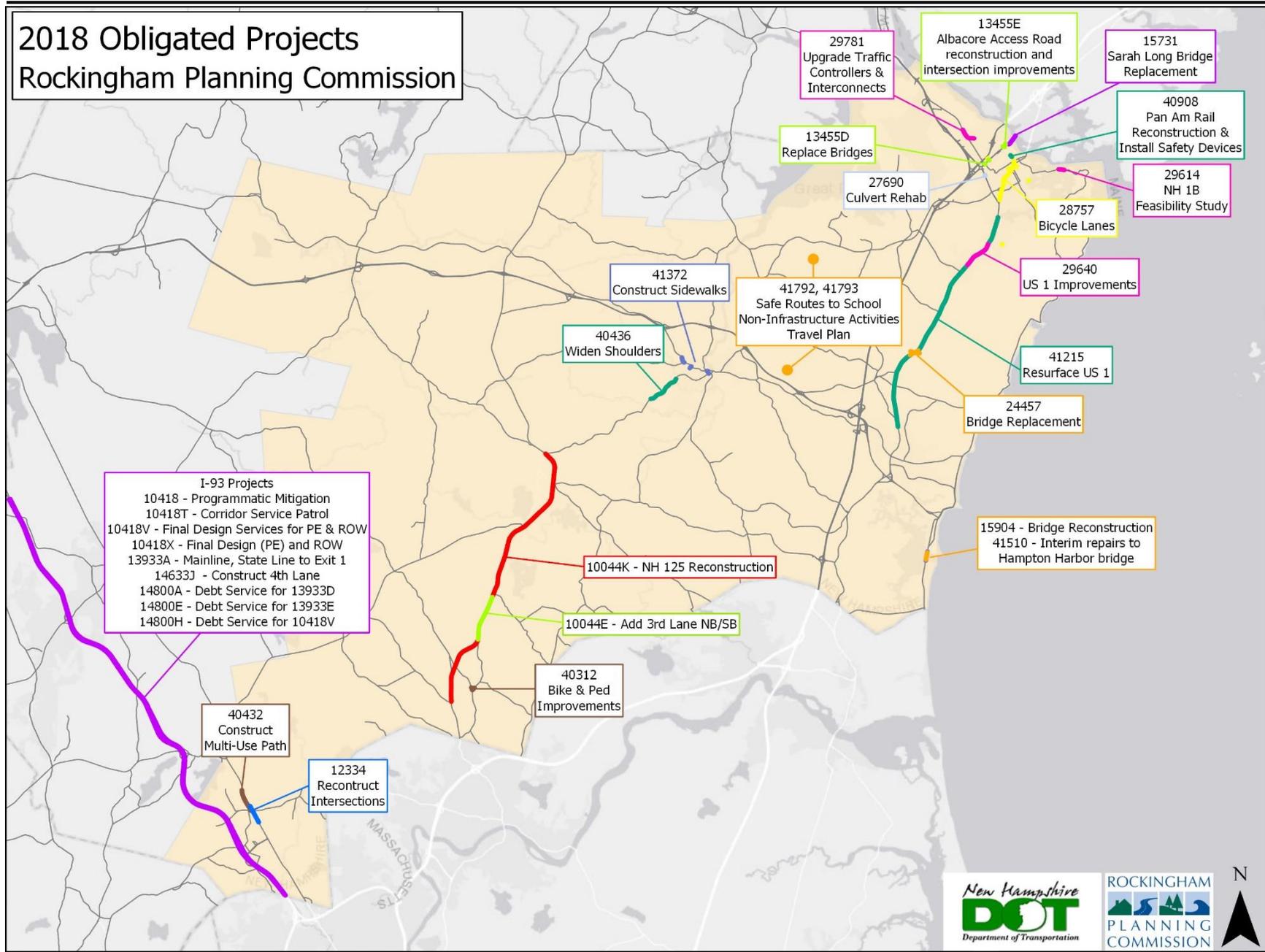
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- **The Location** provides the community or communities where the project is occurring. Some projects are statewide or regional in nature and do not have any communities listed.
  - **The Project #** is a unique number given to each project that is 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 FY18** lists the amount of funding programmed for each project during FY18. This is the amount of federal funding that was intended to be spent on each project as defined in the 2017-2020 MPO TIP. Projects with zeros in this column have no funding programmed for FY18.
  - **Obligated Federal Funds FY18** are the total Federal funds applied to the project during the fiscal year. Some 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 2017-2020 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.

**Tables 5, 6, and 7** show CART, UNH Wildcat transit, and COAST FTA grants respectively and are listed by the FTA Grant number. Projects are sponsored by the respective transit agency and 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, the status column identifies if a grant is new in FY18 or a grant opened in a previous fiscal year. In addition, there are a few grants for Wildcat transit that were submitted in FY 18 but are pending for FY19.
- **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 2: FY 2018 Regional Transportation Projects with Obligated Funds



**Table 3: FY 2018 Funds Obligated to Regional Transportation Projects**

Location/ Project #	Route/ Road	Scope	Programmed Federal Funds FY 18	Obligated Federal Funds FY 18	Remaining Funds 2017- 2020 TIP <sup>1</sup>	Advertising Date <sup>2</sup>
<b>EXETER</b>						
40436	NH Route 111 (Kingston Road)	Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles. (14-26TAP)	\$1,342,386	\$3,600	\$621,702	1/29/2019
41372	NH 27, NH 111A, Winter St, Spring St	Construct sidewalks on Epping Road, Brentwood Road, Winter Street, and Spring Street	\$456,359	\$40,514	\$399,845	10/31/2019
<b>HAMPTON-PORTSMOUTH</b>						
41215	US 1	Resurface US 1 from the northern end of Urban Compact north 7.7 miles.	\$5,346,186	\$6,562,868	(\$1,326,682)	3/20/2018
<b>NEW CASTLE</b>						
29614	NH 1B	Feasibility study for causeway improvements for NH Rte 1B	\$137,500	\$137,500	\$0	
<b>NORTH HAMPTON</b>						
24457	US Route 1	Superstructure replacement of bridge carrying US 1 over Boston & Maine RR (Red List Br No 148/132)	\$220,000	\$220,000	\$579,604	11/24/2020
<b>PLAISTOW</b>						
403 12	Main St.	Bicycle & pedestrian improvements on Main St./other streets around Pollard School - Infrastructure	\$414,134	\$340,451	\$71,994	4/24/2018
<b>PLAISTOW - KINGSTON</b>						
10044E	NH 125	Reconstruct NH 125: anticipated 3 lanes, from south of town line northerly approx 1.8 mi	\$1,760,000	\$1,760,000	\$2,213,984	8/27/2023
10044K	NH 125	NH 125 Reconstruction East Road, Plaistow northerly approximately 6.0 mile to Main St. Kingston.	\$506,000	\$506,000	\$0	

**Table 3: FY 2018 Funds Obligated to Regional Transportation Projects**

Location/ Project #	Route/ Road	Scope	Programmed Federal Funds FY 18	Obligated Federal Funds FY 18	Remaining Funds 2017- 2020 TIP <sup>1</sup>	Advertising Date <sup>2</sup>
<b>PORTSMOUTH</b>						
13455D	US 1 BYPASS	US 1 Bypass: Replace Woodbury Avenue and Stark Street bridges over US 1 Bypass	\$0	\$7,693	(\$7,693)	9/19/2017
13455E	US Rte. 1 Bypass	Albacore Access Road reconstruction and intersection improvements with US 1 Bypass and Market Street	\$0	\$304,250	(\$304,250)	9/19/2017
27690	US 1 By-Pass	Culvert Rehabilitation, US 1 By-Pass over Hodgson Brook Br No 192/106	\$1,582,329	\$1,582,329	\$0	9/4/2018
28757	Various Schools in Portsmouth	Bicycle lanes on Lafayette Road and Middle Street.	\$180,407	\$180,407	\$0	4/2/2018
29640	US 1	US Rte 1 Improvements (1.7 mi.) from Constitution Dr to Wilson Rd & from Ocean Rd to White Cedar Dr	\$330,000	\$330,000	\$2,860,307	10/5/2021
29781	Woodbury Ave., Market St., Granite St.	Upgrade 5 existing traffic controllers and interconnects on Woodbury Ave. Market St. and Granite St	\$536,142	\$145,600	(\$145,600)	2/5/2018
40908	Maplewood Ave	Pan Am Railways, reconstruct railway-highway crossing, roadway approaches and protective devices	\$530,562	\$109,812	\$420,750	1/15/2019
<b>PORTSMOUTH, NH - KITTERY, ME</b>						
15731	US 1 BYPASS	Bridge Replacement, US 1 Bypass over Piscataqua River (Sarah Mildred Long Bridge) (Red List)	\$18,124,621	\$18,908,385	\$15,162,761	11/21/2014
<b>SALEM</b>						
12334	NH 28	Reconstruct Intersection NH28 (Broadway) and NH97 (Main St.) add turn lanes on NH28	\$3,334,938	\$9,938	\$5,950,286	9/6/2019
40432	Rail Trail	Construct approximately 3,000' of multi-use path along the existing M&L rail corridor. (14-40TA)	\$456,322	\$351,483	\$2,798	4/24/2018

**Table 3: FY 2018 Funds Obligated to Regional Transportation Projects**

Location/ Project #	Route/ Road	Scope	Programmed Federal Funds FY 18	Obligated Federal Funds FY 18	Remaining Funds 2017- 2020 TIP <sup>1</sup>	Advertising Date <sup>2</sup>
<b>SALEM TO MANCHESTER</b>						
10418	I-93	Programmatic Mitigation (CTAP, NHDES Land Protection Program) (PE & ROW Only)	\$1,357,999	\$1,357,999	(\$127,076)	1/1/1988
10418T	I-93	Corridor Service Patrol (Salem to Manchester)	\$93,500	\$93,500	\$104,781	
10418V	I-93	Final design services for PE & ROW	\$0	\$1,456,526	(\$1,456,526)	
10418X	I-93	Final Design (PE) and ROW for I-93 Salem to Manchester corridor post September 4, 2014	\$1,540,403	\$1,124,535	\$27,183	
13933A	I-93	Mainline, State Line to Exit 1 NB & SB	\$18,975,019	\$3,080,000	\$14,789,280	2/19/2019
14633J	I-93	Exit 1 to Exit 5 - Construct 4th lane northbound and southbound	\$11,550,000	\$385,000	\$350,281	1/15/2019
14800A	I-93	Mainline, Exit 1-Sta 1130 & NH38 (Salem), Bridges 073/063 & 077/063 Both Red List-Debt Serv 13933D	\$1,701,895	\$1,701,895	\$2,486,558	
14800E	I-93	I-93 Exit 2 Interchange reconstruction & Pelham Rd - debt service project for 13933E (Salem)	\$6,823,321	\$6,823,321	\$8,817,878	
14800H	I-93	Final Design Services for PE & ROW - Debt service for 10418V	\$1,456,526	\$1,456,526	\$2,546,603	
<b>SEABROOK - HAMPTON</b>						
15904	NH 1A	Reconstruction of the Red List bridge carrying NH 1A over Hampton River (Br No 235/025)	\$2,975,610	\$825,000	\$1,875,610	9/5/2023
41510	NH Route 1A	Interim repairs to the Hampton Harbor bascule lift bridge carrying NH 1A over Hampton River	\$773,080	\$696,080	\$0	11/14/2017
<b>STRATHAM</b>						
41792	Stratham Mem School & CMS	Stratham Memorial School and Cooperative Middle School- Provide non-infrastructure activities-SRTS	\$19,995	\$19,995	\$0	
41793	Stratham Mem School & CMS	Stratham Memorial School and Cooperative Middle School-to develop a travel plan non-infra - SRTS	\$29,989	\$29,989	\$0	
<b>Grand Total</b>			<b>\$82,555,222</b>	<b>\$50,551,197</b>	<b>\$55,914,375</b>	

1. Negative "Remaining Funds 2017-2022 TIP" balances indicate that funding from outside the TIP was allocated during FY 18.

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.

**Table 4: FY 2018 Funds Obligated to Statewide Transportation Projects**

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed Federal Funds FY 18	Obligated Federal Funds FY 18	Remaining Funds 2017-2022 TIP <sup>1</sup>	Advertising Date <sup>2</sup>
10336W	DBE	To provide DBE supportive services and continue Business Development Program in 2018	\$43,591	\$43,591	\$0	
10344O	UNH T2 Center	Local Technical Assistance Program (LTAP) administered by the Technology Transfer Center @ UNH	\$1,007,890	\$420,000	\$587,890	
12223X	Pavement Marking FY 19	Statewide Pavement Marking Program SFY 2019	\$3,100,000	\$1,552,500	\$1,547,500	
12563V	2018 FFY Training Budget	To provide both employee development and outreach to attract and retain workers.	\$213,613	\$200,000	\$13,613	
14058E	TSMO	Statewide Transportation Systems Management & Operations, ITS Technologies	\$350,000	\$350,000	\$0	
15609I	Statewide	Statewide Bridge Maintenance, Preservation, & Improvements performed by Bridge Maintenance.	\$2,200,000	\$2,200,000	\$0	
16011	Statewide	Bike/Walk Alliance; Bicycle Safety Training - Non-Infrastructure	\$20,000	\$3,500	\$16,500	
16344H	HAZMAT	POST CONSTRUCTION MONITORING OF CONTAMINATED PROJECTS of 2018.	\$48,000	\$48,000	\$0	
16425G	2018 FFY TRAC Program	TRAC - Transportation and Civil Engineering program	\$20,845	\$20,845	\$0	
28139	Statewide	Horizontal curve signing project - Two lane urban roads in D6	\$550,000	\$165,000	\$385,000	January, 2019
29337	Statewide	Develop State Freight Plan to comport with MAP-21 funding authorization.	\$373,978	\$373,978	\$0	
29729	Strategic Transit Assessment Study	Inventory & assess the needs of NH's public transit systems & intercity bus transportation network.	\$297,000	\$88,000	\$0	
40609	Statewide	Inspect and report condition of culverts along I-89	\$39,996	\$28,996	\$0	
40759	Complex Bridge Inspection & Emergency Response Services	Statewide Complex Bridge Inspections child project for FY 2017, FY 2018, and FY 2019	\$750,000	\$250,000	\$250,000	

**Table 4: FY 2018 Funds Obligated to Statewide Transportation Projects**

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed Federal Funds FY 18	Obligated Federal Funds FY 18	Remaining Funds 2017-2022 TIP <sup>1</sup>	Advertising Date <sup>2</sup>
40792D	STIC - SPAT	STIC Incentive for AASHTO SPaT Challenge	\$66,400	\$66,400	\$0	
40792E	STIC – Green Infrastructure	STIC Incentive for Green Infrastructure Restoration and Resiliency for Linear Transportation	\$31,194	\$24,955	\$6,239	
40792F	STIC - 3D Mapping	STIC Incentive for High Resolution Rock Slope 3D Modeling	\$10,000	\$10,000	\$0	
40792G	STIC - CONSTR MGMT	STIC Incentive for Small Scale Mobile Construction Program Management	\$24,000	\$24,000	\$0	
40792H	STIC - SHRP2 R06B	STIC Incentive for Advance SHRP2 R06B program	\$41,040	\$41,045	(\$5)	
40921	Statewide	Perform Road Safety Audits at various locations; RSAs to be conducted by NHDOT personnel	\$71,500	\$60,500	\$0	
41175B	TRCK-WGHT-SFTY 2018	Truck Weight Safety Inspection Maintenance Program	\$100,000	\$100,000	\$0	
41269	Statewide	Replace substandard F-Unit guardrail terminals and substandard cable guardrail.	\$1,438,678	\$1,270,378	(\$13,200)	February, 2019
41279	Statewide	Crack Seal Tier 1 including ramps	\$0	\$691,569	(\$691,569)	March, 2018
41293	Statewide	Consultant services for Asset Management (On-Call).	\$550,000	\$275,000	\$275,000	
41327	TIER 1 CRACKSEAL	Crack Seal Full width NH 101 MM 102.1 to 109.4 and MM 124.6 to 132.4.	\$649,000	\$82,500	\$566,500	January, 2019
41338	STATEWIDE	Upgrade signal heads with retroreflective backplates at approximately 192 intersections statewide.	\$752,181	\$728,767	(\$92,085)	March, 2018
41374	STATEWIDE	Underwater Bridge Inspection for years 2018 to 2020	\$181,530	\$60,000	\$121,530	
41375	SPR Part 1 Program, 2018-2019	NHDOT SPR Part 1 Program for SFY 2018-2019 for NHDOT managed activities (No RPC Contracts)	\$3,322,000	\$825,000	\$1,666,500	
41375A	RPC UPWP Contracts 2018-2019	SFY 2018-2019 Unified Planning Work Program (UPWP) Contracts with 9 RPCs (7/1/17-6/30/19)	\$8,666,667	\$2,275,000	\$3,638,026	

**Table 4: FY 2018 Funds Obligated to Statewide Transportation Projects**

STATE PROJECT #	STATEWIDE PROJECT NAME	SCOPE	Programmed Federal Funds FY 18	Obligated Federal Funds FY 18	Remaining Funds 2017-2022 TIP <sup>1</sup>	Advertising Date <sup>2</sup>
41535	Statewide (FED-AID)	Emergency paving repair contract for Fed-Aid Highways. Districts 1,2 & 3, July 1, 2017 flooding.	\$0	\$299,959	(\$299,959)	
41550	Statewide	Pavement resurfacing on Tier 2 roadways	\$5,773,183	\$5,751,183	\$0	March, 2018
41612	Statewide	Pavement resurfacing on Tier 2 roadways	\$3,006,837	\$3,234,673	(\$227,836)	
41694	Statewide Pedestrian & Bicycle Plan	Statewide pedestrian & bicycle plan and limited economic analysis	\$314,743	\$45,375	\$269,368	
41897	Statewide	Replace cable guardrail and F terminal units on Tier 2 and 3 roads	\$1,463,000	\$55,000	\$1,408,000	June, 2019
41899	Statewide	Replace cable guardrail and F terminal units on Tier 2 and 3 roads	\$1,463,000	\$55,000	\$1,408,000	July, 2019
68069B	Statewide	Statewide rideshare database utilizing Trapeze Ridepro software	\$112,019	\$35,719	\$33,777	
NH-2018-010	Various	State-owned Facility & P&R preventative maintenance & improvements, operating assistance	\$0	\$950,000	(\$950,000)	August, 2018
NH-2018-011	Various	5310 Formula for mobility management and state administration	\$0	\$735,108	(\$735,108)	July, 2018
NH-2018-012	Various	FFY2018 Flex fund STP transfer for 5310 POS SFY19	\$0	\$800,000	(\$800,000)	August, 2018
P8903V	Statewide	Statewide Recreational Trails-Projects selected for 2018	\$1,562,500	\$1,250,000	\$312,500	
FTA5310	Statewide	Capital, Mobility Mgmt, and Operating for Seniors & Individuals w/ Disabilities - FTA 5310 Program	\$3,268,336	\$2,119,335	\$1,149,001	
FTA5339	Statewide	Capital bus and bus facilities - FTA 5339 Program for statewide public transportation	\$3,474,449	\$2,562,393	\$912,056	
Grand Total			<b>\$38,614,385</b>	<b>\$25,491,541</b>	<b>\$8,696,181</b>	
			<b>\$45,357,170</b>	<b>30,173,269</b>	<b>10,757,238</b>	

1. Negative "Remaining Funds 2017-2022 TIP" balances indicate that funding from outside the TIP was allocated during FY 18.

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.

TABLE 5: CART Federal Obligations FY18

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
NH-90-X202-00 (FTA 5307)					Active
	Preventive Maintenance	\$104,675	\$26,170	\$130,845	
	Operating Assistance	\$227,972	\$227,972	\$455,944	
	Planning	\$12,278	\$3,072	\$15,359	
	ADA Operating Assistance	\$0	\$0	\$0	
	<b>Total</b>	<b>\$344,934</b>	<b>\$257,214</b>	<b>\$602,148</b>	
NH-16-X045-00 (FTA 5310)					Active
	Mobility Management	\$113,200	\$28,300	\$141,500	
	Purchase of Transportation Service	\$52,255	\$13,064	\$65,319	
	<b>Total</b>	<b>\$165,455</b>	<b>\$41,364</b>	<b>\$206,819</b>	
NH-2017-017-00 (FTA 5307& 5310)					Active
	Preventive Maintenance (5307)	\$86,500	\$21,265	\$107,765	
	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	
	<b>Total</b>	<b>\$728,185</b>	<b>\$343,972</b>	<b>\$1,072,157</b>	
	<b>**New 5310 Funds Obligated in FY18</b>	<b>\$138,185</b>	<b>\$34,547</b>	<b>\$172,732</b>	
NH-2017-018-00 (FTA 5307 & 5339)					Active
	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	
	<b>Total</b>	<b>\$341,503</b>	<b>\$60,265</b>	<b>\$401,768</b>	
	<b>**New 5307 Funds Obligated in FY18</b>	<b>\$70,000</b>	<b>\$12,353</b>	<b>\$82,353</b>	
	<b>**New 5339 Funds Obligated in FY18</b>	<b>\$31,803</b>	<b>\$5,612</b>	<b>\$37,415</b>	
	<b>Total Active Grants</b>	<b>\$1,580,077</b>	<b>\$702,815</b>	<b>\$2,282,892</b>	<b>4</b>
	<b>Newly Obligated during FY18</b>	<b>\$239,988</b>	<b>\$52,512</b>	<b>\$292,500</b>	
	<b>Total Closed During FY18</b>	<b>\$0</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.

\*\* NH 2017-017-00 and NH-2017-018-00 were Amended in July, 2018 to add the funds identified as "New" above

**TABLE 6: UNH Wildcat Transit Federal Obligations FY18\***

<b>FTA Grants (#s)</b>	<b>Project Description</b>	<b>Federal</b>	<b>Local</b>	<b>Total</b>	<b>Status</b>
<b>NH-2017-014-01</b>					
	UNH Bus Maintenance Lift Replacement	\$106,000	\$0	\$106,000	Active
<b>NH-2018-003-00</b>					
	CMAQ – UNH NHDOT Little Bay Bridge Transit Service	\$575,046	\$143,761	\$718,807	Active
<b>NH-2017-016-00</b>					
	UNH Main Street West Bus Pads, Shelters & Enhancements	\$60,000	\$15,000	\$75,000	Active
<b>NH-2017-015-00</b>					
	UNH Real Time Transit Information Sign Installation (Resident West)	\$14,000	\$3,500	\$17,500	Active
<b>NH-2017-019-00</b>					
	Bus Washing Facility Engineering & Design Study	\$56,000	\$14,000	\$70,000	Closed
<b>Expected in FY19</b>					
NH-2017-014-00	UNH Bus Maintenance Lift Replacement – Additional Funding	\$144,000	\$36,000	\$180,000	
N/A	CMAQ – Fleet Replacement	\$1,200,000	\$964,800	\$2,164,800	
N/A	CMAQ – Rail Station & Platform Enhancement	\$779,200	\$194,800	\$974,000	
<b>Total Active Grants</b>		<b>\$755,046</b>	<b>\$162,261</b>	<b>\$917,307</b>	<b>4</b>
<b>Newly Obligated during FY18</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>
<b>Closed During FY18</b>		<b>\$56,000</b>	<b>\$14,000</b>	<b>\$70,000</b>	<b>1</b>

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

**Table 7: COAST Federal Obligations FY18\***

FTA Grants (#s)	Project Description	Federal	Local	Total	Status
<b>NH-90-X159-04 (FTA 5307)</b>					Active
	NFI Projects - Operating	\$64,147	\$64,147	\$128,294	
	NFI Projects - Mobility Management	\$540,042	\$135,011	\$675,053	
	NFI Projects – Rolling Stock – Bus	\$357,821	\$89,455	\$447,276	
	JARC Projects – Mobility Management	\$46,625	\$11,656	\$58,281	
	<b>Total</b>	<b>\$1,008,635</b>	<b>\$300,269</b>	<b>\$1,308,904</b>	
<b>NH-2017-009 (FTA 5307)</b>					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	\$852,438	\$213,110	\$1,065,548	
	Non Fixed Route ADA Service	\$377,357	\$94,340	\$471,697	
	TDM Activities	\$224,000	\$56,000	\$280,000	
	Mobility Management	\$69,900	\$17,475	\$87,375	
	Up to 50% Federal Share	\$1,415,988	\$1,415,988	\$2,831,976	
Operating Assistance	Up to 80% Federal Share	\$804,542	\$201,135	\$1,005,677	
Metropolitan Planning	Short Range Transit Planning	\$88,162	\$22,041	\$110,203	
	<b>Total</b>	<b>\$4,913,757</b>	<b>\$2,250,568</b>	<b>\$7,164,325</b>	
<b>NH-90-X199-00</b>					Active
	Station Stops/Terminals (Bus)	\$28,000	\$7,000	\$35,000	
	Support Equipment/Facilities (Bus)	\$424,681	\$106,171	\$530,852	
	Other Capital Items (Bus)	\$1,066,395	\$266,599	\$1,332,994	
	Operating Assistance	\$1,550,000	\$1,550,000	\$3,100,000	
	Planning	\$80,000	\$20,000	\$100,000	
	<b>Total</b>	<b>\$3,149,076</b>	<b>\$1,949,770</b>	<b>\$5,098,846</b>	
<b>NH-2016-005-00 (FTA 5307)</b>					Active
	Support Equipment & Facilities (Bus)	\$22,116	\$5,529	\$27,645	
	Other Capital Items (Bus)	\$459,264	\$114,816	\$574,080	
	Operating Assistance	\$505,680	\$505,680	\$1,011,360	
	Planning	\$66,048	\$16,512	\$82,560	
	<b>Total</b>	<b>\$1,053,108</b>	<b>\$642,537</b>	<b>\$1,695,645</b>	
<b>Total of Active Grants:</b>		<b>\$10,124,576</b>	<b>\$5,143,144</b>	<b>\$15,267,720</b>	<b>4</b>
<b>Newly Obligated during FY18</b>		<b>\$0</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.