



3000 Connecticut Ave., NW, Suite 208 • Washington, DC 20008 • 202.466.6706 • [tripnet.org](http://tripnet.org) • [trip@tripnet.org](mailto:trip@tripnet.org)

For immediate release

Tuesday, February 12, 2013

Report available at: [www.tripnet.org](http://www.tripnet.org)

Contact: [Frank Moretti](#) (202) 262-0714 (cell)

[Will Wilkins](#) (202) 262-6043 (cell)

TRIP office (202) 466-6706

## NEW HAMPSHIRE TRANSPORTATION FUNDING SHORTFALL WILL LEAD TO INCREASING ROAD AND BRIDGE DETERIORATION, HIGHER COSTS TO DRIVERS AND LOST ECONOMIC DEVELOPMENT OPPORTUNITIES

**Concord, New Hampshire** – At a time when New Hampshire faces an annual transportation funding shortfall of \$74 million, more than one third of the state’s major roads are deteriorated, nearly a third of bridges are in need of repair or replacement, and the state’s rural traffic fatality rate is disproportionately higher than that of other roads in the state. Unless the state can increase transportation investment, conditions are projected to worsen significantly in the future. Increased investment in transportation improvements could improve road and bridge conditions, boost safety, and support long-term economic growth in New Hampshire, according to a new report released today by [TRIP](#), a Washington, DC based national transportation organization. The TRIP report, [“New Hampshire Transportation by the Numbers: Meeting the State’s Need for Safe and Efficient Mobility,”](#) provides data on key transportation facts and figures in the state:

<b>37%</b>	Currently, 37 percent of New Hampshire’s state-maintained roads and highways -- the most critical 4,559 miles of roadways in the state, including the Interstate system -- have pavements in poor condition. Under current levels of funding, 43 percent of state-maintained roads in New Hampshire are projected to be in poor condition by 2016.
<b>43%</b>	
<b>\$74 million</b>	The New Hampshire Department of Transportation (NHDOT) projects that it would need to increase annual investment by \$74 million annually to allow the state to maintain current road and bridge conditions, complete the widening of Interstate 93 from Salem to Manchester, a critical state priority to support economic development and adequately fund maintenance and operations.
<b>\$323</b> <b>\$333 million</b> <b>\$503</b> <b>\$400</b>	Driving on rough roads costs the average New Hampshire motorists \$323 annually in additional vehicle operating costs – a total of \$333 million statewide each year. The average driver in the Southern New Hampshire area, including Manchester and Nashua, loses \$503 annually due to driving on deteriorated roads, while rough roads cost the average Dover-Rochester-Portsmouth driver \$400 annually.
<b>25 %</b>	Vehicle miles of travel are anticipated to increase in New Hampshire by 25 percent by 2030.
<b>119</b>	An average of 119 people were killed annually in New Hampshire traffic crashes over the five-year-period from 2007 to 2011.
<b>31 %</b> <b>15 %</b>	Nearly a third – 31 percent - of bridges in New Hampshire show significant deterioration or do not meet current design standards. The number of state-maintained bridges in New Hampshire that are rated poor for one or more structural elements is expected to increase by 15 percent by 2016 under current funding.
<b>\$1.3 billion</b>	The current backlog to repair all state-maintained roads, highways and bridges currently in poor condition in New Hampshire is \$1.3 billion.

<b>63% 26%</b>	Sixty-three percent of the goods shipped annually from sites in New Hampshire are carried by trucks and another 26 percent are carried by courier services or multiple mode deliveries, which include trucking.
<b>3 ½</b>	The fatality rate on New Hampshire's non-Interstate rural roads is approximately three-and-a-half times higher than on all other roads in the state.
<b>1,056,889</b>	New Hampshire has 1,056,889 licensed drivers.

According to the TRIP report, the state faces a \$74 million annual shortfall in funds needed to maintain current road and bridge conditions, adequately fund winter maintenance and complete the widening of I-93 from Salem to Manchester (a critical state priority to support economic development). New Hampshire also faces a \$1.3 billion total backlog to repair all state-maintained roads, highways and bridges currently in poor condition.

“Continuing to delay the maintenance and repair of our roads and bridges jeopardizes public safety, increases needless vehicle repair costs and is fiscally irresponsible,” said State Representative Candace Bouchard, Chair of the House Transportation Committee. “It can cost taxpayers up to five times as much to rebuild a road or bridge due to the delay of routine maintenance.”

Because of this lack of transportation funding, road and bridge conditions are projected to worsen significantly in the future. Currently, 37 percent of New Hampshire's state-maintained roads and highways are in poor condition. This represents the most critical 4,559 miles of roadway in the state, including the Interstate system. But under current funding conditions, the share of miles in poor condition is projected to increase to 43 percent by 2016. Bridge conditions will also deteriorate without additional funding. A total of 31 percent of the state's bridges are currently structurally deficient or functionally obsolete. Under current funding the number of state-maintained bridges in New Hampshire that are rated poor for one or more structural elements is expected to increase by 15 percent by 2016.

Driving on rough roads costs the average New Hampshire motorists \$323 annually in additional vehicle operating costs – a total of \$333 million statewide each year. In the Southern New Hampshire area, including Manchester and Nashua, the average motorist loses \$503 annually due to driving on deteriorated roads, while rough roads cost the average Dover-Rochester-Portsmouth driver \$400 each year.

The fatality rate on New Hampshire's rural non-Interstate roads was 1.89 fatalities per 100 million vehicle miles of travel in 2010, approximately three-and-a-half times higher than the 0.51 fatality rate in 2010 on all other roads and highways in the state. Roadway features are likely a contributing factor in approximately one-third of all fatal and serious traffic crashes. Traffic crashes in New Hampshire claimed the lives of 596 people between 2007 and 2011. Where appropriate, highway improvements can reduce traffic fatalities and crashes while improving traffic flow to help relieve congestion.

“These key transportation numbers in New Hampshire add up to trouble for the state's residents in terms of deteriorated roads and bridges, reduced traffic safety and constrained economic development,” said Will Wilkins, executive director of TRIP. “Improving road and bridge conditions, improving traffic safety and providing a transportation system that will support economic development in New Hampshire will require a significant boost in state and federal funding for road, highway and bridge improvements.”