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# KEEPING NEW HAMPSHIRE MOBILE:

PROVIDING A MODERN, SUSTAINABLE  
TRANSPORTATION SYSTEM IN THE GRANITE STATE

MARCH 2026

Founded in 1971, TRIP® of Washington, DC, is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues. TRIP is sponsored by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway and transit engineering and construction; labor unions; and organizations concerned with efficient and safe surface transportation.

## EXECUTIVE SUMMARY

The quality of life in New Hampshire and the pace of the state's economic growth are directly tied to the condition, efficiency, safety and resilience of its transportation system. Transportation funding constraints will make it challenging to make needed improvements to the state's transportation system that will support a high quality of life and economic growth. An adequate and reliable source of transportation funding is critical to providing the system of roads, highways and bridges that can support commerce within New Hampshire and connect the state to markets around the globe, while providing the safe, smooth and efficient mobility that residents require.

TRIP's "Keeping New Hampshire Mobile" report examines the condition, use, safety and efficiency of New Hampshire's surface transportation system and documents needed transportation improvements throughout the state. The report examines the state's transportation funding challenges, which include a significant funding shortfall, decreasing transportation funding revenue due to increasing fuel efficiency and the adoption of electric vehicles, and decreased purchasing power of existing funds due to inflation.

### **NEW HAMPSHIRE TRANSPORTATION FUNDING**

New Hampshire's roads, highways and bridges are funded by investments from local, state and federal governments. Increasing inflation in the cost of highway construction and declining capital threaten the state's ability to deliver needed improvements road and bridge conditions, safety and reliability.

The New Hampshire Department of Transportation (NHDOT) maintains 3,889 miles of the state's 16,269 miles of roadways, including New Hampshire's Interstate highways, 1,305 of the state's 2,549 bridges and the 89-mile New Hampshire Turnpike System. NHDOT is focused on preserving and maintaining its system of roads and bridges and will continue to invest in core system objectives, including paving, bridges, culverts, guardrails and safety. However, funding constraints will make it challenging for NHDOT to address all needed improvements to the state's roads and bridges. NHDOT estimates that the current [Ten Year Plan](#) is overprogrammed by approximately \$400 million due to inflation in project costs, higher costs, and 22 projects being held over from the previous Ten-Year Plan. Due to funding constraints, NHDOT is projected to remove or delay nearly 50 projects from the current Ten Year Plan.

In 2015 NHDOT secured a \$200 million low-interest Transportation Infrastructure Finance and Innovation Act (TIFIA) loan from the U.S. Department of Transportation largely for road and bridge repairs in the I-93 corridor. New Hampshire's repayment of its TIFIA loan increased in 2026 to \$23.4 million from \$2.2 million in 2025 and will remain at this level through 2034

In addition to existing funding challenges in the state, rising vehicle fuel efficiency, increasing adoption of electric and hybrid vehicles and inflation in highway construction costs, which have increased by 52 percent since the beginning of 2022 through the third quarter of 2025, will make it difficult for revenue from state and federal motor fuel taxes and other transportation funding sources to keep pace with New Hampshire's future transportation needs.

This report identifies NHDOT's top 25 transportation priorities, many of which lack sufficient funding to proceed. A summary of the top 10 transportation priorities is below, with a more detailed list of all 25 priorities included in the body of the report.

- 1. Ten Year Transportation Improvement Plan - \$4.5 Billion:** The state's Ten Year Transportation Plan (TYP) contains both preservation and maintenance projects and capital projects to address safety, capacity and improved mobility throughout the state.

2. **Reconstruction of Exits 6 & 7 on I-293 in Manchester - \$280 Million:** Exit 6 is one of the most hazardous interchanges in the state with many crashes occurring at its southbound on-ramp. Exit 7 is currently a half interchange; full access is needed to create economic opportunities for the local communities. Current Turnpike revenue does not support construction of this project.
3. **I-93 widening from south of I-89 to Merrimack River Bridge in Bow-Concord - \$780 Million:** This 6.5-mile corridor has high levels of congestion, high crash rates, short acceleration and deceleration lengths, and Red Listed Bridges. Current Turnpike revenue does not support construction of this project.
4. **NH 125 capacity and traffic management improvements from Brickyard Plaza to NH 87 in Epping - \$22.8 Million.** NH 125 experiences high congestion levels along this nearly 3-mile, heavily developed corridor. Intersection and driveway safety improvements are also needed. \$11 million has been removed from this project due to fiscal constraints.
5. **Intersection improvements along NH 25 at Sheridan Road and Redding Lane in Moultonborough - \$3.4 Million.** The current intersections pose geometry, crash history, and turning movements issues, affecting overall safety. \$1.1 million has been removed from this project due to fiscal constraints.
6. **Pavement rehabilitation on I-93 from MM 116.1 to 125, including ramps at Exits 38 through 42 - \$50 Million.** This nine-mile section of I-93 was built in the 1960s and needs pavement rehabilitation to allow for future preservation measures. \$49 million has been removed from this project due to fiscal constraints; work has not started.
7. **Safety and multimodal improvements to King St (US 3) between High St. and US3/US 4 intersection in Boscawen - \$10.5 Million.** This heavily developed corridor, which serves a large rural area north of the state capital, is in need of access management, multi-modal improvements and a major intersection improvement at US 3 & US 4. \$9.7 million has been removed from this project due to fiscal constraints.
8. **Complete streets improvements from Indian Brook Drive to Innovation Drive on NH 108 in Dover, Somersworth and Rochester - \$71 Million.** This mixed use developed corridor continues to see growth, with high traffic volumes and moderate pedestrian activity along the five-mile stretch. Additional capacity at intersections and increased pedestrian elements are needed. \$59 million has been removed from this project due to fiscal constraints.
9. **Safety improvements at US 3A / River Road and US 3A / Grandview Road in Bow - \$4 Million.** Safety improvements are needed along this corridor, which provides access to heavy commercial development and is a link between Concord and Manchester. \$2.9 million has been removed from this project due to fiscal constraints.
10. **Phase III of East Coast Greenway to construct rail trail on abandoned Hampton Branch rail corridor - \$7.6 Million.** This 2.3-mile trail is an important project to improve multimodal movements along the seacoast. When complete, this four phase trail project will connect Portsmouth, NH to Salisbury, MA.

### **NEW HAMPSHIRE ROADS PROVIDE A ROUGH RIDE**

Due to a lack of funding, 34 percent of major state and locally-owned roads in New Hampshire are in poor or mediocre condition, compared to 40 percent nationally. Driving on rough roads costs the average New Hampshire driver \$551 annually in additional vehicle operating costs – a total of nearly \$602 million statewide. U.S. drivers pay an average of \$723 annually in additional vehicle operating costs. The chart below details pavement conditions on major roads in the state’s largest urban areas and statewide.

Location	Poor	Mediocre	Fair	Good
Merrimack Valley	14%	19%	15%	52%
Seacoast Region	18%	16%	14%	53%
<b>NEW HAMPSHIRE STATEWIDE</b>	<b>17%</b>	<b>17%</b>	<b>14%</b>	<b>51%</b>

When roads are in poor, mediocre or fair condition – which may include potholes, rutting or rough surfaces – the cost to operate and maintain a vehicle increases. These additional vehicle operating costs (VOC) include accelerated vehicle depreciation, additional vehicle repair costs, increased fuel consumption and increased tire wear. TRIP estimates that additional VOC borne by New Hampshire motorists as a result of deteriorated road conditions is nearly \$602 million annually, an average of \$551 per driver statewide. The chart below details additional VOC per motorist in the state’s largest urban areas.

Location	Additional Vehicle Operating Cost per Driver
Merrimack Valley	\$463
Seacoast Region	\$505
<b>NEW HAMPSHIRE STATEWIDE</b>	<b>\$551</b>

### NEW HAMPSHIRE BRIDGE CONDITIONS

Eight percent (192 of 2,549) of New Hampshire’s bridges are rated in poor/structurally deficient condition. Bridges that are rated poor/structurally deficient have significant deterioration of the bridge deck, supports or other major components. Forty-one percent of the state’s bridges are rated in fair condition, and the remaining 51 percent are in good condition. The chart below details bridge conditions statewide and in the state’s largest urban areas.

	POOR/STRUCTURALLY DEFICIENT		FAIR		GOOD		TOTAL BRIDGES
	Number	Share	Number	Share	Number	Share	
Merrimack Valley	58	8%	306	43%	347	49%	711
Seacoast Region	35	8%	128	29%	282	63%	445
<b>NEW HAMPSHIRE STATEWIDE</b>	<b>192</b>	<b>8%</b>	<b>1,054</b>	<b>41%</b>	<b>1,303</b>	<b>51%</b>	<b>2,549</b>

### NEW HAMPSHIRE ROADS ARE CONGESTED

Due to the Covid-19 pandemic, vehicle travel in New Hampshire dropped by as much as 43 percent in April 2020 (as compared to vehicle travel during the same month the previous year). By 2024, vehicle miles of travel (VMT) in New Hampshire had rebounded to pre-pandemic levels.

Congested roads choke commuting and commerce and cost New Hampshire drivers \$600 million each year in the form of lost time and wasted fuel. The chart below details the annual number of additional hours and gallons of fuel lost due to traffic congestion by the average motorist in each urban area, as well as the annual cost to each average driver in lost time and wasted fuel.

Location	Hours Lost to Congestion	Annual Cost Per Driver	Gallons of Fuel Wasted Per Driver
Merrimack Valley	34	\$561	7
Seacoast Region	30	\$604	7

## NEW HAMPSHIRE TRAFFIC SAFETY AND FATALITIES

From 2019 to 2024, 734 people were killed in traffic crashes in New Hampshire, an average of 147 fatalities each year. New Hampshire traffic fatalities increased sharply in 2021 and spiked in 2022, before falling in 2024. While traffic fatalities in the state have fallen in recent years, the number of fatalities in 2024 was 42 percent higher than a decade ago in 2014.

NEW HAMPSHIRE TRAFFIC FATALITY DATA									
	2014	2019	2020	2021	2022	2023	2024	2014-2024 Change	2021-2024 Change
Traffic Fatalities	95	101	104	118	146	130	135	42%	14%
Fatalities per 100M VMT	0.73	0.73	0.87	0.90	1.10	0.96	0.99	36%	10%

TRIP estimates that roadway features, while not the primary factor, were likely a contributing factor in approximately one-third of all fatal traffic crashes, resulting in \$910 million in economic costs in New Hampshire in 2024. The economic costs of traffic crashes include work and household productivity losses, property damage, medical costs, rehabilitation costs, legal and court costs, congestion costs and emergency services. The chart below shows the number of people killed in traffic crashes in the state's largest urban areas between 2019 and 2023, and the cost of traffic cashes per driver.

Location	Average Fatalities 2019-2023	Crash Costs per Driver
Merrimack Valley	44	\$396
Seacoast Region	34	\$394

## TRANSPORTATION AND ECONOMIC DEVELOPMENT

In 2024 New Hampshire's freight system moved 81.2 million tons of freight, valued at \$117 billion. From 2024 to 2050, freight moving annually in New Hampshire by trucks is expected to increase 50 percent by weight and 81 percent by value (inflation-adjusted dollars). This anticipated growth in freight transport in New Hampshire, and the rest of the U.S., is a result of further economic growth, changing business and retail models, increasing international trade, and rapidly changing consumer expectations that place an emphasis on faster deliveries, often of smaller packages or payloads.

According to a 2015 [report by the American Road & Transportation Builders Association](#), the design, construction and maintenance of transportation infrastructure in New Hampshire supports approximately 18,000 full-time jobs across all sectors of the state economy. These workers earn \$755 million annually. Approximately 320,000 full-time jobs in New Hampshire in key industries like tourism, retail sales, agriculture and manufacturing are completely dependent on the state's transportation network.

*Sources of information for this report include the American Association of State Highway and Transportation Officials (AASHTO), the American Road & Transportation Builders Association (ARTBA), the Bureau of Transportation Statistics (BTS), the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the New Hampshire Department of Transportation (NHDOT), the Texas Transportation Institute (TTI), and the U.S. Census Bureau. Coverage page photo credit: iStockphoto/Getty.*

## INTRODUCTION

New Hampshire's roads, highways and bridges form vital transportation links for the state's residents, visitors and businesses, providing daily access to homes, jobs, shopping, natural resources and recreation. Modernizing New Hampshire's transportation system is critical to quality of life and economic competitiveness in the Granite State. Inadequate transportation investment, which will result in deteriorated transportation facilities and diminished access, will negatively affect New Hampshire's economic competitiveness and quality of life.

To accommodate population and economic growth, maintain its level of economic competitiveness and achieve further economic growth, New Hampshire will need to maintain and modernize its roads, highways and bridges by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, reliable and safe mobility for residents, visitors and businesses. Making needed improvements to New Hampshire's roads, highways, bridges and transit systems could also provide a significant boost to the state's economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

This report examines the condition, use, safety and funding of New Hampshire's roads, highways and bridges, and the state's future mobility needs. Sources of information for this report include the American Association of State Highway and Transportation Officials (AASHTO), the American Road & Transportation Builders Association (ARTBA), the Bureau of Transportation Statistics (BTS), the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the New Hampshire Department of Transportation (NHDOT), the Texas Transportation Institute (TTI), and the U.S. Census Bureau.

In addition to statewide data, the TRIP report includes regional data for the Seacoast region (Portsmouth, Dover and Rochester) and the Merrimack Valley (Concord, Manchester and Nashua). An urban area is defined as a region's municipalities and surrounding suburbs for pavement condition and congestion data; bridge and traffic fatality data include a region's major counties.<sup>1</sup>

## POPULATION, TRAVEL AND ECONOMIC TRENDS IN NEW HAMPSHIRE

New Hampshire motorists and businesses require a high level of personal and commercial mobility. To foster quality of life and spur continued economic growth, the state must provide a safe and modern transportation system that can accommodate future growth in population, tourism, business, recreation and vehicle travel.

New Hampshire's population grew to approximately 1.4 million residents in 2024, an increase of 14 percent since 2000.<sup>2</sup> New Hampshire had nearly 1.1 million licensed drivers in 2024.<sup>3</sup> From 2000 to 2024, New Hampshire's gross domestic product (GDP), a measure of the state's economic output, increased by 56 percent, when adjusted for inflation.<sup>4</sup> U.S. GDP increased 66 percent during the same period.<sup>5</sup>

New Hampshire's roads carried nearly 13.9 billion vehicle miles of travel in 2024, up 15 percent since 2000. Due to the Covid-19 pandemic, vehicle travel in New Hampshire dropped by as much as 43 percent in April 2020 (as compared to vehicle travel during the same month the previous year), but rebounded to pre-Covid levels by 2024.<sup>6</sup>

## CONDITION OF NEW HAMPSHIRE ROADS

The life cycle of New Hampshire’s roads is greatly affected by the state and local governments’ ability to perform timely maintenance and upgrades to ensure that road and highway surfaces last as long as possible.

The pavement data in this report, which is for all arterial and collector roads and highways, is provided by the Federal Highway Administration (FHWA), based on data submitted annually by the New Hampshire Department of Transportation on the condition of major state and locally maintained roads and highways. Pavement data for Interstate highways and other principal arterials is collected for all system mileage, whereas pavement data for minor arterial and all collector roads and highways is based on sampling portions of roadways as prescribed by FHWA to ensure the data collected is adequate to provide an accurate assessment of pavement conditions on these roads and highways.

Statewide, 17 percent of New Hampshire’s major locally and state-maintained roads are in poor condition and 17 percent are in mediocre condition.<sup>7</sup> Fourteen percent of New Hampshire’s major roads are in fair condition, and the remaining 51 percent are in good condition.<sup>8</sup> Nationally, 19 percent of major locally and state-maintained roadways are in poor condition and 21 percent are in mediocre condition.<sup>9</sup>

Twenty-two percent of New Hampshire’s major locally and state-maintained **urban** roads and highways have pavements rated in poor condition and 20 percent are in mediocre condition.<sup>10</sup> Sixteen percent are in fair condition, and the remaining 42 percent New Hampshire’s major urban roads are rated in good condition.<sup>11</sup>

Fourteen percent of New Hampshire’s major locally and state-maintained **rural** roads and highways have pavements rated in poor condition and 14 percent are in mediocre condition.<sup>12</sup> Thirteen percent are in fair condition, and the remaining 58 percent of New Hampshire’s rural roads are rated in good condition.<sup>13</sup>

The chart below details pavement conditions on major locally and state-maintained roads in New Hampshire’s largest urban areas and statewide.

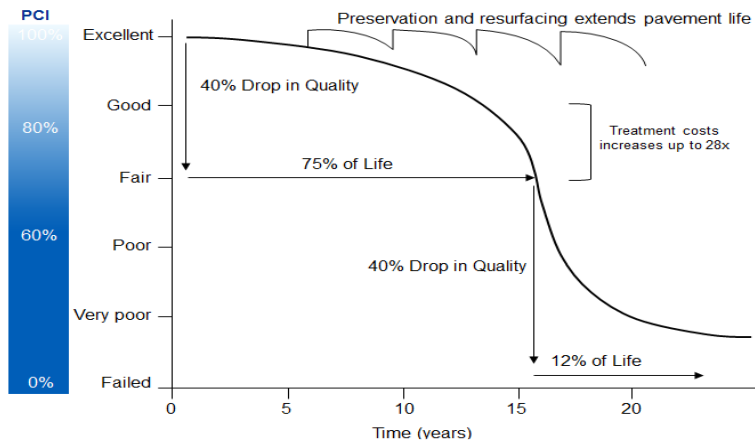
**Chart 1. Pavement conditions on major roads in New Hampshire’s largest urban areas and statewide.**

Location	Poor	Mediocre	Fair	Good
Merrimack Valley	14%	19%	15%	52%
Seacoast Region	18%	16%	14%	53%
<b>NEW HAMPSHIRE STATEWIDE</b>	<b>17%</b>	<b>17%</b>	<b>14%</b>	<b>51%</b>

**Source: TRIP analysis of Federal Highway Administration data.**

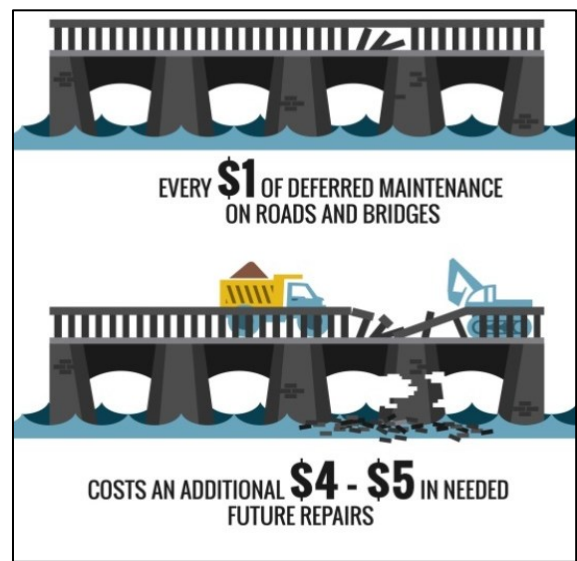
Pavement failure is caused by a combination of traffic, moisture and climate. Moisture often works its way into road surfaces and the materials that form the road’s foundation. Road surfaces at intersections are more prone to deterioration because the slow-moving or standing loads occurring at these sites subject the pavement to higher levels of stress. It is critical that roads are fixed before they require major repairs because reconstructing roads costs approximately four times more than resurfacing them.<sup>14</sup> As roads and highways continue to age, they will reach a point of deterioration where routine paving and maintenance will not be adequate to keep pavement surfaces in good condition and costly reconstruction of the roadway and its underlying surfaces will become necessary.

**Chart 2. Pavement Condition Cycle Time with Treatment and Cost.**



Source: North Carolina DOT (2016). [2016 Maintenance Operations and Performance Analysis Report](#)

Long-term repair costs increase significantly when road and bridge maintenance is deferred, as road and bridge deterioration accelerates later in the service life of a transportation facility and requires more costly repairs. A [report on maintaining pavements](#) found that every \$1 of deferred maintenance on roads and bridges costs an additional \$4 to \$5 in needed future repairs.<sup>15</sup>



### THE COST TO MOTORISTS OF ROADS IN INADEQUATE CONDITION

TRIP has calculated the additional cost to motorists of driving on roads in poor, mediocre or fair condition. When roads are in poor, mediocre or fair condition – which may include potholes, rutting or rough surfaces – the cost to operate and maintain a vehicle increases. These additional vehicle operating costs (VOC) include accelerated vehicle depreciation, additional vehicle repair costs, increased fuel consumption and increased tire wear. TRIP estimates that additional VOC borne by New Hampshire motorists as a result of deteriorated road conditions is nearly \$602 million annually, an average of \$551 per driver statewide.<sup>16</sup> The average annual U.S. additional vehicle operating cost to U.S. motorists as a result of driving on deteriorated roads is \$723.<sup>17</sup> The chart below details additional VOC per motorist in the state’s largest urban areas.

**Chart 3. Vehicle operating costs per motorist as a result of driving on deteriorated roads.**

Location	Additional Vehicle Operating Cost per Driver
Merrimack Valley	\$463
Seacoast Region	\$505
<b>NEW HAMPSHIRE STATEWIDE</b>	<b>\$551</b>

**Source: TRIP estimates.**

Additional vehicle operating costs have been calculated in the Highway Development and Management Model (HDM), which is recognized by the U.S. Department of Transportation and more than 100 other countries as the definitive analysis of the impact of road conditions on vehicle operating costs. The HDM report is based on numerous studies that have measured the impact of various factors, including road conditions, on vehicle operating costs.<sup>18</sup> The HDM study found that road deterioration increases ownership, repair, fuel and tire costs. The report found that deteriorated roads accelerate the pace of depreciation of vehicles and the need for repairs because the stress on the vehicle increases in proportion to the level of roughness of the pavement surface. Similarly, tire wear and fuel consumption increase as roads deteriorate since there is less efficient transfer of power to the drive train and additional friction between the road and the tires.

TRIP’s additional VOC estimate is based on taking the average number of miles driven annually by a motorist, calculating current VOC based on [AAA’s driving cost estimates](#) and then using the HDM model to estimate the additional VOC paid by drivers as a result of substandard roads.<sup>19</sup> Additional research on the impact of road conditions on fuel consumption by the Texas Transportation Institute (TTI) is also factored into TRIP’s vehicle operating cost methodology.

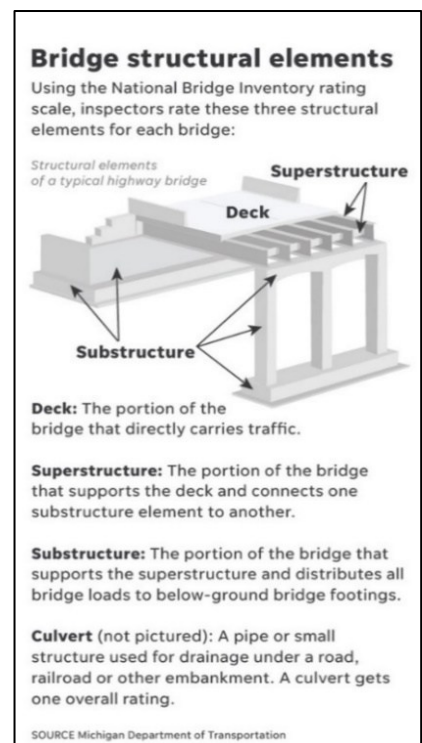
### BRIDGE CONDITIONS IN NEW HAMPSHIRE

New Hampshire’s bridges form key links in the state’s highway system, providing communities and individuals access to employment, schools, shopping and medical facilities, and facilitating commerce and access for emergency vehicles.

Eight percent (192 of 2,549) of New Hampshire’s locally and state-owned bridges are rated in poor/structurally deficient condition, the tenth highest share in the U.S.<sup>20</sup> This includes all bridges 20 feet or longer. A bridge is deemed poor/structurally deficient if there is significant deterioration of the bridge deck, supports or other major components.

Bridges that are poor/structurally deficient may be posted for lower weight limits or closed if their condition warrants such action. Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid posted bridges. Redirected trips also lengthen travel time, waste fuel and reduce the efficiency of the local economy.

Forty-one percent of New Hampshire’s locally and state-owned bridges have been rated in fair condition.<sup>21</sup> A fair rating indicates that



a bridge’s structural elements are sound but minor deterioration has occurred to the bridge’s deck, substructure or superstructure. The remaining 51 percent of the state’s bridges are rated in good condition.<sup>22</sup>

The chart below shows the condition of bridges statewide and in New Hampshire’s largest urban areas.

**Chart 4. Bridge conditions statewide and in New Hampshire’s largest urban areas.**

	POOR/STRUCTURALLY DEFICIENT		FAIR		GOOD		TOTAL BRIDGES
	Number	Share	Number	Share	Number	Share	
Merrimack Valley	58	8%	306	43%	347	49%	711
Seacoast Region	35	8%	128	29%	282	63%	445
<b>NEW HAMPSHIRE STATEWIDE</b>	<b>192</b>	<b>8%</b>	<b>1,054</b>	<b>41%</b>	<b>1,303</b>	<b>51%</b>	<b>2,549</b>

**Source: TRIP analysis of Federal Highway Administration National Bridge Inventory (2025).**

Most bridges are designed to last 50 years before major overhaul or replacement, although many newer bridges are being designed to last 75 years or longer. In New Hampshire, 53 percent of the state’s bridges were built in 1969 or earlier.<sup>23</sup>

The service life of bridges can be extended by performing routine maintenance such as resurfacing decks, painting surfaces, ensuring that a facility has good drainage and replacing deteriorating components. But most bridges will eventually require more costly reconstruction or major rehabilitation to remain operable.

**TRAFFIC CONGESTION IN NEW HAMPSHIRE**

While traffic congestion is largely constrained to the state’s urban areas, increasing congestion on New Hampshire’s major highways and roads hampers the state’s ability to support economic development and quality of life by reducing the reliability and efficiency of personal and commercial travel, including the transport of goods and services. Traffic congestion robs commuters of time and money and imposes increased costs on businesses, shippers and manufacturers, which are often passed along to consumers. Increased levels of congestion can also reduce the attractiveness of a location when a company is considering expansion or deciding where to locate a new facility.

Based on the [Texas Transportation Institute’s 2025 Urban Mobility Report](#), which analyzes urban traffic congestion levels and provides estimates on the amount of time and the value of lost time and wasted fuel as a result of traffic congestion, the chart below includes the average annual additional per-driver number of hours and gallons of fuel lost and the cost of lost time and wasted fuel due to traffic congestion in each of New Hampshire’s largest urban areas.

**Chart 5. Annual hours and gallons of fuel lost due to congestion and congestion costs per driver.**

Location	Hours Lost to Congestion	Annual Cost Per Driver	Gallons of Fuel Wasted Per Driver
Merrimack Valley	34	\$561	7
Seacoast Region	30	\$604	7

**Source: 2025 Texas Transportation Institute (TTI) Urban Mobility Report**

Based on the TTI report, TRIP estimates that the total cost of traffic congestion in New Hampshire in the form of lost time and wasted fuel is \$600 million annually.<sup>24</sup> Increasing congestion on New Hampshire’s major highways and roads hampers the state’s ability to support economic development and quality of life by reducing the reliability and efficiency of personal and commercial travel, including the transport of goods and services.

## TRAFFIC SAFETY IN NEW HAMPSHIRE

A total of 734 people were killed in New Hampshire traffic crashes from 2019 to 2024, an average of 147 fatalities per year.<sup>25</sup> New Hampshire had 0.99 traffic fatalities for every 100 million miles traveled in 2024, lower than the national average of 1.2.<sup>26</sup> The fatality rate per 100 million miles of travel on New Hampshire’s rural, non-Interstate roads in 2023 was significantly higher than all other roads in the state (1.3 vs. 0.80).<sup>27</sup> From 2019 to 2023, 12 percent of those killed in New Hampshire traffic crashes were pedestrians or bicyclists.<sup>28</sup>

**Chart 6. Traffic fatalities and fatality rates in New Hampshire 2019 – 2023.**

NEW HAMPSHIRE TRAFFIC FATALITY DATA									
	2014	2019	2020	2021	2022	2023	2024	2014-2024 Change	2021-2024 Change
Traffic Fatalities	95	101	104	118	146	130	135	42%	14%
Fatalities per 100M VMT	0.73	0.73	0.87	0.90	1.10	0.96	0.99	36%	10%

**Source: TRIP analysis of Federal Highway Administration and National Highway Traffic Safety Administration data.**

Three major factors are associated with fatal vehicle crashes: driver behavior, vehicle characteristics and roadway features. Roadway features that impact safety include the number of lanes, lane widths, lighting, lane markings, rumble strips, shoulders, guard rails, other shielding devices, median barriers and intersection design.

Traffic crashes in New Hampshire imposed a total of \$2.7 billion in economic costs in 2024.<sup>29</sup> TRIP estimates that roadway features, while not the primary factor, were likely a contributing factor in approximately one-third of all fatal traffic crashes, resulting in \$ 910 million in economic costs in New Hampshire in 2024.<sup>30</sup>

According to a [2023 National Highway Traffic Safety Administration \(NHTSA\) report](#), the tangible economic costs of traffic crashes include medical care, lost productivity, legal and court costs, insurance administrative costs, workplace costs, congestion impacts (travel delay, excess fuel consumption and pollution), emergency services, and property damage. NHTSA has also estimated the annual value of the lost quality-of-life cost of traffic crashes causing serious injury or death. The lost quality-of-life costs include the loss of remaining lifespan, extended or lifelong physical impairment, or physical pain.

The chart below shows the average number of people killed in traffic crashes in the state’s largest urban areas between 2019 and 2023 and the cost of traffic crashes per driver.<sup>31</sup>

**Chart 7. Average fatalities between 2019 and 2023 and the annual cost of crashes per driver.**

Location	Average Fatalities 2019-2023	Crash Costs per Driver
Merrimack Valley	44	\$396
Seacoast Region	34	\$394

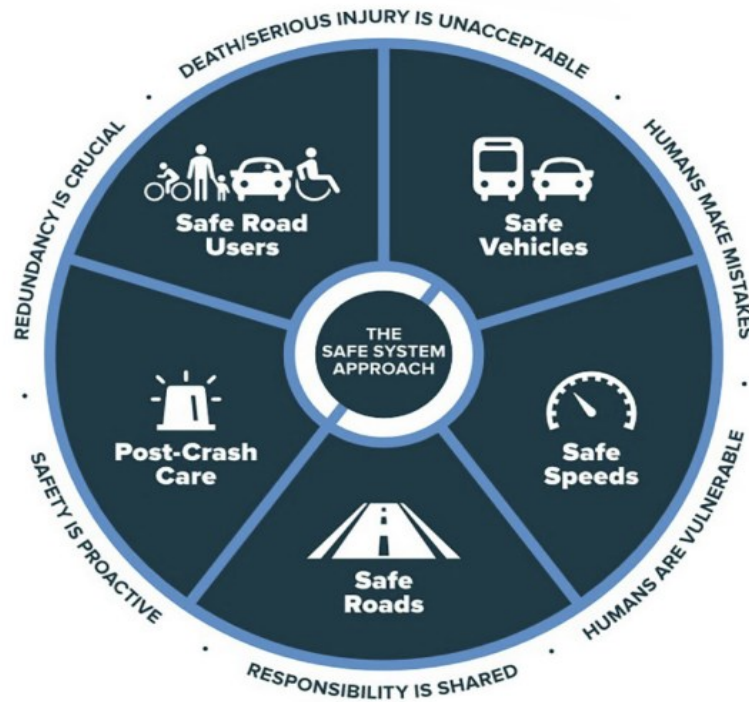
**Source: TRIP analysis of NHTSA data.**

The significant increase in traffic fatalities since the onset of the pandemic appears largely related to increased risks being taken by drivers. In an [October 2021 report](#), the National Highway Traffic Safety Administration found that “after the declaration of the public health emergency in March 2020, driving patterns and behaviors in the United States changed significantly. Of the drivers who drove on the roads, some engaged in riskier behavior, including speeding, failure to wear seat belts, and driving under the influence of alcohol or drugs.”<sup>32</sup>The AAA Foundation for Traffic Safety (AAFTS) drew similar conclusions about the role of increased risks being taken by drivers during the pandemic. A survey taken of drivers in October and November 2020 by the AAFTS asked whether their level of

driving had decreased, remained the same or increased since the beginning of COVID-19 related restrictions, and whether the motorist had engaged in a variety of risky driving behaviors in the previous 30 days.<sup>33</sup> In a February 2022 [brief](#) about the survey, the AAAFTS noted that drivers who maintained or increased their pre-COVID travel levels indicated that they were more likely to engage in risky driving behavior, including speeding, not wearing a seat belt, being impaired and driving aggressively. “It is possible that many of the individuals who were willing to travel—and even increase their travel—despite the health risks associated with the pandemic were already more willing than average to take other risks,” the AAAFTS report found.<sup>34</sup>

In early 2022 the U.S. Department of Transportation adopted a comprehensive [National Roadway Safety Strategy](#), a roadmap for addressing the nation’s roadway safety crisis based on a [Safe System](#) approach that acknowledges the following: humans make mistakes and are physically vulnerable; traffic deaths and serious injuries are unacceptable; traffic deaths and serious injuries need to be reduced by the provision of a redundant transportation system that reduces or minimizes crashes and ensures that, if crashes do occur, they do not result in serious injury or death.<sup>35</sup>

**Chart 8. The Safe System Approach**



**Source: US Department of Transportation.**

The Safe System approach, which is also being adopted by state and local transportation agencies has five objectives:

- [Safer People](#): Encourage safe, responsible behavior by people who use our roads, and create conditions that prioritize their ability to reach their destination unharmed.
- [Safer Roads](#): Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- [Safer Vehicles](#): Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

- [Safer Speeds](#): Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.
- [Post-Crash Care](#): Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Improving safety on the nation's roadways will require that additional steps are taken to make further progress in achieving the Safe System's objectives. NHTSA, which provides states with roadway safety grants, requires states to submit annually a [state highway safety plan](#). The state plans outline numerous steps states are taking to improve traffic safety. Elements of these state roadway safety plans aimed at addressing the Safe System objectives include:

- [Safer People](#): education on speeding, impaired or disadvantaged driving; education on safe pedestrian and bicycling behavior; education on driving safely around large commercial vehicles; enforcement of commercial driver license and vehicle weight requirements; extension of safety belt laws and their enforcement to include all passenger vehicle occupants; enhancing enforcement action of speeding, impaired, aggressive and distracted driving, particularly at high-risk locations; increase penalties, particularly for repeat offender drivers; and increased enforcement at work zones.
- [Safer Roads](#): converting intersections to roundabouts; removing or shielding roadside objects; the addition of left-turn lanes at intersections; improved signalization and lighting at intersections; adding or improving median barriers; improved roadway lighting; adding centerline or shoulder rumble strips; improving pedestrian and bicycle facilities, including sidewalks and bike lanes and providing pedestrian crossing islands; improved work zone safety measures; wider lanes and paved shoulders; upgrading roads from two lanes to four lanes; providing or improving lane markings; updating rail crossings; eliminating vertical pavement drop-offs; and providing large truck parking spaces.
- [Safer Vehicles](#): Support the development, testing and deployment of connected and autonomous vehicle technology such as collision avoidance, lane departure avoidance systems and turning detection systems.
- [Safer Speeds](#): Where appropriate, provide roadway features to encourage safer speeds, including traffic roundabouts and curb extensions; improved signage and dynamic speed signing at high-risk locations; education on the consequences of speeding; and increased speeding enforcement, particularly at high-risk locations.
- [Post-Crash Care](#): Reduce crash response time including the use of emergency vehicle preemption technology; improve emergency response to multi-vehicle or hazardous material crashes; and increase access to level one or two trauma centers for seriously-injured crash victims.

The U.S. has a \$146 billion backlog in needed roadway safety improvements, according to a 2017 [report](#) from the AAA Foundation for Traffic Safety. The report found implementing these cost-effective and needed roadway safety improvements on U.S. roadways would save approximately 63,700 lives and reduce the number of serious injuries as a result of traffic crashes by approximately 350,000 over 20 years.

## TRANSPORTATION FUNDING IN NEW HAMPSHIRE

Investment in New Hampshire's roads, highways and bridges is funded by local, state and federal governments. A lack of sufficient funding at all levels, coupled with the impact of rising inflation, will make it difficult to adequately maintain and improve the state's existing transportation system.

NHDOT maintains 3,889 miles of the state's 16,269 miles of roadways, including New Hampshire's Interstate highways, 1,305 of the state's 2,549 bridges and the 89-mile New Hampshire Turnpike System.<sup>36</sup> The New Hampshire Department of Transportation (NHDOT) is focused on preserving and maintaining the system of roads and bridges and will continue to invest in core system objectives, including paving, bridges, culverts, guardrails and safety. However, funding constraints will make it challenging for NHDOT to address all needed improvements to the state's roads and bridges.

The state's draft Ten Year Plan (2027-36) identifies reductions in transportation revenue, including a \$20 million per year reduction in paving and bridge aid as a result of funds being reallocated to debt service, and toll revenues that are below pre-pandemic levels.<sup>37</sup> NHDOT estimates that the current Ten Year Plan is overprogrammed by approximately \$400 million due to inflation in project costs, higher costs, and 22 projects being held over from the previous Ten Year Plan. Due to funding constraints, NHDOT is projected to remove or delay nearly 50 projects from the current Ten Year Plan.<sup>38</sup>

In addition to state transportation funding, the [Infrastructure Investment and Jobs Act](#) (IIJA), signed into law on November 2021, provides \$1.1 billion in federal funds to the state for highway and bridge investments in New Hampshire over five years, representing a 26 percent increase in annual federal funding for roads and bridges in the state over the previous federal surface transportation program.<sup>39</sup>

In 2015 NHDOT secured a \$200 million low-interest Transportation Infrastructure Finance and Innovation Act (TIFIA) loan from the U.S. Department of Transportation largely for road and bridge repairs in the I-93 corridor. Repayment of TIFIA loans can be deferred for up to 10 years. New Hampshire's repayment of its TIFIA loan increased in 2026 to \$23.4 million from \$2.2 million in 2025 and will remain at this level through 2034.<sup>40</sup>

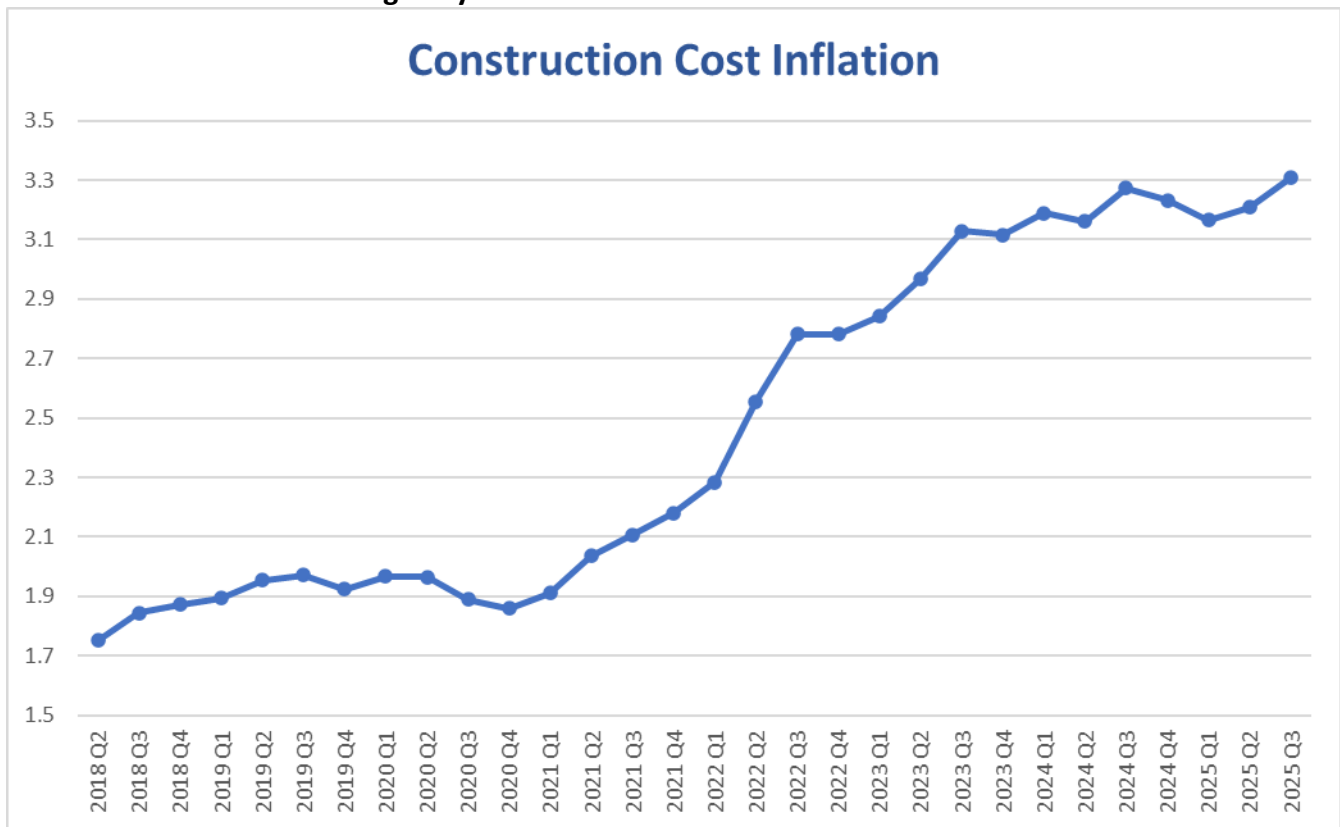
Most federal funds for highway and transit improvements in New Hampshire are provided by federal highway user fees, largely an 18.4 cents-per-gallon tax on gasoline and a 24.4 cents-per-gallon tax on diesel fuel (additional revenue is generated by fees on the sale of large trucks, a highway use tax levied on vehicles in excess of 55,000 pounds and a tax on the sale of large truck tires).

Increasing vehicle fuel efficiency, wider adoption of electric and hybrid vehicles and inflation in highway construction costs will hamper the ability of revenue from state and federal motor fuel taxes and other sources of state and federal transportation funding to keep pace with the state's transportation needs.

In the first quarter of 2025, hybrid vehicles, plug-in hybrid electric vehicles, and battery electric vehicles made up approximately 22 percent of total new light-duty vehicle sales in the U.S.<sup>41</sup> The average fuel efficiency of U.S. passenger vehicles increased from 20 miles per gallon in 2010 to 24.5 miles per gallon in 2020. Average fuel efficiency is expected to increase another 31 percent by 2030, to 32 miles per gallon, and increase 51 percent by 2040, to 37 miles per gallon.<sup>42</sup>

Increasing inflation has also hampered New Hampshire's ability to complete needed projects and improvements, as the available funding now covers significantly less work. The Federal Highway Administration's national highway construction cost index, which measures labor and materials cost, increased by 52 percent from the beginning of 2022 through the third quarter of 2025.<sup>43</sup>

**Chart 10. FHWA’s national highway construction cost index.**



**Source: Federal Highway Administration.**

Highway and bridge spending multiplies through the economy by stimulating additional output. A 2021 macroeconomic [analysis](#) by [IHS Markit](#) found that that every dollar spent on highway and bridge improvements results in \$3.4 dollars in combined direct, indirect and induced output from industries throughout the economy, resulting in a multiplier for highway and bridge investment of 3.4.<sup>44</sup>

### NEW HAMPSHIRE’S TOP TRANSPORTATION PRIORITIES

The New Hampshire Department of Transportation has identified the agency’s top 25 transportation priorities, many of which lack sufficient funding to proceed. The chart below details each of the 25 priorities, including the current cost, current status, why the project is needed, its importance to regional mobility, and the benefit of each project.

Project Name	Route or Facility	Length (Mi.)	Project Description	Cost	Current Project Status	Why Project is Needed	Importance to Regional Mobility	Benefits of Project
Ten Year Transportation Improvement Plan (TYP)	All		The TYP is updated every 2 years and represents all capital transportation projects and programs planned over the next 10 years.	\$4.5B	Current approved TYP in 2025 to 2034. Draft update is 2027 to 2036	The TYP is required by State statute and is required to be fiscally constrained.	This plan contains both preservation and maintenance projects and capital projects to address safety, capacity and improved mobility.	This plan is a play book for the next several years and provides transparency to the public for local and regional priorities.
Manchester	I-293	3.9	Reconstruction of Exits 6 & 7 to address safety and access needs	\$280M	Project has been to a Public Hearing, another hearing will be required due to changes in the proposed alternative. The project is on the NH Turnpike System and the current Turnpike revenue does not support the construction of this project, which is currently estimated at \$230M.	Exit 6 is one of the most hazardous interchanges in NH with many interchange related crashes occurring at the Exit 6 southbound on-ramp. Exit 7 is currently a half interchange. Full access is need to create economic opportunities for the local communities.	I-293 is an Interstate on the National Highway System and these two interchanges service the northern parts of Manchester, the states largest city. A full interchange at Exit 7 will better serve these urban areas.	Safety improvements to both interchanges and surface roads. Increased mobility for vehicles and pedestrians on all surface roads.
Bow-Concord	I-93	6.5	I-93 widening from south of I-89 to Merrimack River Bridge.	\$780M	Project has been to a Public Hearing, another hearing will be required due to changes in the proposed alternative. The project is on the NH Turnpike System and the current Turnpike revenue does not support the construction of this project, which is currently estimated at \$750M.	The need is demonstrated by poor levels of service for the interstate and interchanges for the existing and design year; highway geometric deficiencies between entrance and exit ramps, as well as short acceleration and deceleration lengths; higher crash rates within the interchanges; as well as to address Red Listed Bridges within the corridor.	I-93 traffic has grown far beyond its original capacity, causing frequent congestion, reliability issues, and diversion to local roads. Freight movement is heavily impacted by bottlenecks at key interchanges. Active transportation connectivity is improving with planned trail and road projects, but I-93 remains a major barrier.	Safety improvements, congestion mitigation, efficient freight movement, increased pedestrian connectivity.
Epping	NH 125	2.9	NH 125 capacity and traffic management improvements from Brickyard Plaza to NH 87	\$22.8M	Design is approximately 20% complete. \$11M has been removed from this project for Construction to deliver a fiscally constrained TYP	Heavily developed corridor, heavy congestion. Intersection and driveway safety improvements.	NH 125 is a Principal Arterial on the National Highway System. This segment is the most heavily congested between Epping and Rochester.	More efficient traffic flow, safer intersection and driveway movements.
Moultonborough	NH 25	Intersections	Intersection improvements along NH 25 at Sheridan Road and Redding Lane.	\$3.4M	Design has just started. \$1.1M has been removed from this project for Construction to deliver a fiscally constrained TYP	Implement recommendations of the 2008 NH Corridor Study. The current intersections poses geometry, crash history, and turning movements affecting overall safety.	NH 25 is a minor arterial on the National Highway System. This segment of NH 25 is a critical link in the northern lakes region.	Improved intersection safety.
Franconia - Littleton	I-93	9	I-93 4R from MM 116.1 to 125.0 including ramps at exits 38, 39, 40, 41, & 42.	\$50M	Work has not started on this project. \$49M has been removed from this project for Construction to deliver a fiscally constrained TYP	This section of I-93 was built in the 1960s and is in need of a pavement rehabilitation to allow for future preservation measures.	I-93 is the only interstate in the northern region of New Hampshire .	Improves the riding surface resulting in less costly preservation treatments for many years following, and improves substandard ramp geometry.
Boscawen	US 3	2.3	Multimodal & safety improvements to King St between High St & US3/US4 intersection	\$10.5M	Design is approximately 20% complete. \$9.7M has been removed from this project for Construction to deliver a fiscally constrained TYP	Heavily developed corridor in need of access management, multi-modal improvements and a major intersection improvement at US 3 & US 4.	This segment of US 3 services a large rural area north of the state capitol. Vehicle and pedestrian volumes have increased and commercial development has followed.	Improved mobility and safety for all road users.

Dover-Somersworth-Rochester	NH 108	5	Complete streets improvements from Indian Brook Drive to Innovation Drive	\$71M	Design is approximately 20% complete. \$59M has been removed from this project for Construction to deliver a fiscally constrained TYP	Mixed use developed corridor that continues to see growth. High traffic volumes with moderate pedestrian activity. Additional capacity at intersections and increased pedestrian elements needed.	This segment of NH 108 connects three large municipalities. This route is used to access commercial, medical and residential destinations.	Improved mobility and safety for all road users.
Bow	US 3A	2 intersections	Safety improvements at the intersection of US 3A and River Road and US 3A and Grandview Road	\$4.0M	Design is approximately 20% complete. \$2.9M has been removed from this project for Construction to deliver a fiscally constrained TYP	Safety improvement identified as part of a US 3A corridor study.	This segment of 3A provides access to heavy commercial development and is a link between Concord and Manchester and runs parallel to the Central Turnpike.	Improved operations and safety at both intersections.
Hampton-Hampton Falls	Trail	2.3	Construct rail trail on the abandoned Hampton Branch rail corridor Phase III of the East Coast Greenway.	\$7.6M	Design has not started on this project. The first two phases of this rail trail project are soon to be completed and opened.	This is an important project to improve multimodal movements along the seacoast. The trail parallels Route 1, where traffic is heavy and less attractive for active transportation.	When complete this four phase trail project would connect Portsmouth NH to Salisbury MA. This would serve people who need to travel to work, errands, or for recreation. It would be an active transportation corridor free of vehicles.	Active transportation corridor that offer less stress and more safety to vulnerable road users.
Loudon-Canterbury	NH 106	2.7	Phase III of a roadway widening between I-393 in Concord to Ames Road in Canterbury.	\$25.5M	Design is approximately 10% complete. \$24M has been removed from this project for Construction to deliver a fiscally constrained TYP	This project improves safety with the installation of a two-way left turn lane and increases capacity to the motor speedway during special events.	Route 106 connects Concord and Laconia.	Improved safety and increased access for economic development.
Enfield	US 4	1.5	Widen shoulder and improve alignment and remove clear zone obstructions	\$8.5M	Design is approximately 20% complete. \$6.9M has been removed from this project for Construction to deliver a fiscally constrained TYP	This section of US 4 has little to no shoulders and therefore makes biking this section very stressful. There are also roadway structure issues and roadside obstructions.	US 4 links Enfield and Lebanon. Increased development in Lebanon has increased commuter volumes for both vehicles and vulnerable road users.	Improved riding surface and safer for vulnerable road users.
Nashua	NH 101A	1.8	Capacity, pedestrian, bike, and transit improvements to NH 101A from Celina Ave to Somerset Parkway.	\$52M	Design is approximately 5% complete. \$38M has been removed from this project for Construction to deliver a fiscally constrained TYP	To reduce congestion and improve pedestrian and transit facilities. The corridor currently experiences a low level of service during most hours of the day. The sidewalks and bike facilities do not provide continuous connectivity through the corridor.	This is a principal arterial in and out of the city of Nashua, the second largest city in NH. Little to no active transportation facilities exist along this segment with many residential units and commercial development destinations.	Improved safety and mobility for all users.
Northwood-Nottingham	US 4/152	Intersection	Safety improvements at US 4 / NH 152 intersection	\$4.6M	Design is approximately 10% complete. \$3.9M has been removed from this project for Construction to deliver a fiscally constrained TYP	Many safety concerns exist at this intersection, including high speeds and high volumes of automobile and freight traffic. The skewed intersection alignment, steep grades, and obstructions reduce sight distance and increase risk for users of this intersection.	Route 4 is a major east-west corridor in central NH. Even moderate volume intersections introduce a safety risk.	Improved intersection safety.

Brookline	NH 13	Intersection	Improve safety at the intersection of NH 13 and Old Milford Road.	\$1.5M	Design is approximately 20% complete. \$0.75M has been removed from this project for Construction to deliver a fiscally constrained TYP	Difficulty turning south from Route 13 onto Old Milford Rd., which provides access to a large residential section of the Town. Vehicles moving southbound on NH 13 use the southbound shoulder to pass vehicles queued to turn left, which users report as unsafe.	Improved safety for NH 13 which connects Milford to northern Massachusetts	Improved intersection safety.
Lower Department Vacancy Rate	N/A	N/A	Workforce recruiting and retention	N/A	Current department vacancy rate is 23%. Engineering and Technicians in our design bureaus has a vacancy rate of 30% and Winter Maintenance employees are at 28%.	Vacancy rate has forced the Department to use more contracted help at a much higher price. The focus has shifted to the things we must do and is leading to employee burn-out. Many projects are being delayed from delivery and level of service is forced to decrease.	Allow Department to operate more efficiently and meet stated mission and vision.	This has been a focus for many years now and we need to continue to look for ways to attract good employees to help us meet our mission and vision. A nearly full staff allows the Department to do more of the things we should be doing to meet the needs of the transportation system.
Driving Toward Zero	All	N/A	Achieving zero traffic-related fatalities and serious injuries through safer road design, advanced vehicle technologies, responsible driving behaviors, and collaborative partnerships. This vision emphasizes proactive measures, data-driven strategies, and continuous innovation to create a transportation system where every journey is safe.	N/A	The Department has created a Highway Safety Active Transportation Bureau that crosses all Divisions to promote consistent safety initiatives and messaging. This includes mainstream workflow reviews for active capital improvement projects along with public outreach to schools, communities, safety organizations, drives education, and other community events. "Slow down it's not a race" is a recent campaign that has been launched to combat speeding, a major contributor to fatal injuries.	One death is too many. Implementing a Safe System Approach to reduce fatalities and serious injuries due to crashes reflects a significant paradigm shift.		
Railroad Bridge Clearances	Statewide	N/A	Increase RR bridge clearance		N/A	To increase freight rail capacity to industry standards for double stack rail transport	Increase shipping by freight to reduce trucking on roadways	Increased movement of goods via rail, reduction in trucks on roadway. Safety improvements for all modes, lower delivery costs of goods to consumers
Railroad Bridge Conditions	Statewide	N/A	Bring railroad bridges to a state of good repair and increase capacity to industry standard		N/A	Railroad bridge conditions and capacities limited movement of freight much like vertical clearances	Increase shipping by freight to reduce trucking on roadways	Increased movement of goods via rail, reduction in trucks on roadway. Safety improvements for all modes, lower delivery costs of goods to consumers
Railroad At-Grade Crossings	Statewide	N/A	Improve highway at-grade crossings for safe railroad, vehicle and active transportation users		N/A	NH has a backlog of at-grade crossings in need of improvement and most only address safety of railroad and passenger vehicles. Considering active transportation use and safety would be two important aspects	Improved roadway safety, improved railroad safety & operating speeds, additional safe active transportation use of roadway network	Improved roadway safety, improved railroad safety & operating speeds, additional safe active transportation use of roadway network

More transportation options in rural communities	Statewide	N/A	Increased shared ride transportation services - public transit, demand response, volunteer driver programs, etc.			Inadequate funding to address statewide transit/transportation gaps	Transportation is vital to access to healthcare, nutritional, pharmacy, employment, social and recreational opportunities for many NH residents, including our most vulnerable citizens (seniors, individuals with disabilities, and low income).	Improved access to medical, nutritional, pharmacy, employment, social and recreational activities. Reduced cost to medical transportation for non-emergency medical issues, reduction in missed medical appointments with longer term implications. Reduction in isolation. Better access overall.
Advanced Air Mobility Infrastructure	Statewide	N/A	Build out the land-based infrastructure to support Advanced Air Mobility (AAM) and eVTOL (electric vertical take-off and landing)		N/A	NH does not have the infrastructure to support the integration of eVTOL into the transportation network. eVTOL will allow some transportation of people & goods to take place via aircraft, but ground-based infrastructure (charging stations, collector parking hubs, etc.) would be necessary	Movement of goods and people via aircraft, reduction in some highway-based trips and congestion. Improved multi-modal connection and mobility options. Enhanced logistics (cargo/emergency/healthcare). Enables new public and private transportation options to supplement ground-based options.	Movement of goods and people via aircraft, reduction in some highway-based trips and congestion. Improved multi-modal connection and mobility options. Enhanced logistics (cargo/emergency/healthcare). Enables new public and private transportation options to supplement ground-based options.
Asset Management	All	N/A	Track condition of major assets to allow strategic investment.		The Department created the Asset Management, Performance and Strategy (AMPS) Bureau. This Bureau is responsible for the creation and maintenance of the Transportation Asset Management Plan (TAMP), strategic and tactical asset management support for major assets.	With aging infrastructure and limited funding a need to track asset condition was realized. This will allow funding to be directed to the most critical needs and investment can be related to asset condition.	A safe, reliable, and connected system is the root of the Departments vision. Aging infrastructure threatens this vision without a an active asset management program.	Investments can be targeted where needed to preserve assets in good condition and to plan for replacement of assets that have passed their useful life. This results in an efficient use of funds and reduces the risk of regional impacts to the transportation system.
Accurate crash information for project prioritization	All	N/A	Crash database used to support location and prioritization of safety projects.			The state does not have the resources to address all safety related issues. Good data would allow limited resources to target safety improvements that would have the most impact.		More efficient use of safety resources.
Security fencing on I-95 over Piscataqua River	I-95		Install security fencing on the I-95 bridge over the Piscataqua River	Ukn	The feasibility is currently being reviewed.	This bridge has a history of people jumping from the bridge.		The safety fence will deter people who are looking to jump from the bridge. This delay with other intervention can lead to lives being saved.

## TRANSPORTATION AND ECONOMIC GROWTH

Today's business culture demands that an area has well-maintained and efficient roads, highways and bridges if it is to remain economically competitive. Global communications and the impact of free trade in North America and elsewhere have resulted in a significant increase in freight movement, making the quality of a region's transportation system a key component in a business's ability to compete locally, nationally and internationally.

Businesses have responded to improved communications and the need to cut costs with a variety of innovations including just-in-time delivery, increased small package delivery, demand-side inventory management and e-commerce. The result of these changes has been a significant improvement in logistics efficiency as firms move from a push-style distribution system, which relies on large-scale warehousing of materials, to a pull-style distribution system, which relies on smaller, more strategic movement of goods. These improvements have made mobile inventories the norm, resulting in the nation's trucks literally becoming rolling warehouses.

Highways are vitally important to continued economic development in New Hampshire. As the economy expands, creating more jobs and increasing consumer confidence, the demand for consumer and business products grows. In turn, manufacturers ship greater quantities of goods to market to meet this demand, a process that adds to truck traffic on the state's highways and major arterial roads.

The amount of freight transported in New Hampshire and the rest of the U.S. is expected to increase significantly as a result of economic growth, changing business and retail models, increasing international trade, and rapidly changing consumer expectations that place an emphasis on faster deliveries, often of smaller packages or payloads.

In 2024 New Hampshire's freight system moved 81.2 million tons of freight, valued at \$117 billion.<sup>45</sup> From 2024 to 2050, freight moving annually in New Hampshire by trucks is expected to increase 50 percent by weight and 81 percent by value (inflation-adjusted dollars).<sup>46</sup>

The ability of the nation's freight transportation system to efficiently and safely accommodate the growing demand for freight movement could be hampered by inadequate transportation capacity, a lack of adequate safety features on some transportation facilities, institutional barriers to enhancing the nation's freight facilities, a lack of adequate funding for needed improvements to the freight network and a shortage of drivers.

The need to improve the U.S. freight network is occurring at a time when the nation's freight delivery system is being transformed by advances in vehicle autonomy, manufacturing, warehousing and supply chain automation, increasing e-commerce, and the growing logistic networks being developed by Amazon and other retail organizations in response to the demand for a faster and more responsive delivery and logistics cycle.

Investments in transportation improvements in New Hampshire play a critical role in the state's economy. A 2015 [report by the American Road & Transportation Builders Association](#) found that the design, construction and maintenance of transportation infrastructure supports the equivalent of approximately 18,000 full-time jobs across all sectors of the state economy, earning these workers approximately \$755 million annually.<sup>47</sup> These jobs include approximately 8,800 full-time jobs directly involved in transportation infrastructure construction and related activities. Spending by employees and companies in the transportation design and construction industry supports an additional 8,900 full-time jobs in New Hampshire.<sup>48</sup> Transportation construction in New Hampshire contributes an estimated \$ 137.7 million annually in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.<sup>49</sup>

Approximately 320,000 full-time jobs in New Hampshire in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the quality, safety and reliability of the state's

transportation infrastructure network. These workers earn \$ 13.3 billion in wages and contribute an estimated \$ 2.4 billion in state and local income, corporate and unemployment insurance taxes, and the federal payroll tax.<sup>50</sup>

Local, regional and state economic performance is improved when a region's surface transportation system is expanded or repaired. This improvement comes as a result of the initial job creation and increased employment created over the long-term because of improved access, reduced transport costs and improved safety.

Increasingly, companies are looking at the quality of a region's transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads may see businesses relocate to areas with a smoother, more efficient and more modern transportation system. Highway access has a significant impact on the competitiveness of a region's economy.

## **IMPROVING TRANSPORTATION SAFETY, RESILIENCY AND EFFICIENCY**

Recognizing that extreme weather, sea level change, and changes in environmental conditions may threaten the condition and longevity of the nation's transportation infrastructure, transportation agencies have begun to assess vulnerabilities and consider the resilience of their transportation assets during the transportation planning process. Transportation agencies across the country have begun to incorporate resilience in asset management plans, addressing resilience in project development and design and optimizing operations and maintenance practices.<sup>51</sup>

Based on the importance of maximizing the level and safety of mobility provided by its transportation system, transportation agencies are adopting Transportation Systems Management and Operations (TSMO) practices and incorporating improved resiliency into their transportation network. While a TSMO program does not eliminate the need for capacity expansions along some routes, it helps enhance the mobility of an existing corridor as much as possible.

A TSMO program adopts an integrated set of strategies to improve traffic flow and safety on a portion of a roadway, including work zone management, traffic incident management, freight management, traveler information, traffic signal coordination, ramp management, transit management and improved bicycle and pedestrian crossings.<sup>52</sup> The benefits of TSMO can include reduced traffic congestion, reduced fuel consumption and reduced emissions.

## **CONCLUSION**

As New Hampshire works to enhance its thriving, growing and dynamic state, it will be critical that it is able to address the most significant transportation issues by providing a 21<sup>st</sup> century network of roads, highways, bridges and transit that can accommodate the mobility demands of a modern society and allow for economic recovery and growth. But declining investments and the impact of inflation will hamper the state's ability to complete needed projects and provide a transportation network that is smooth, safe and efficient.

New Hampshire will need to modernize its surface transportation system by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, safe and reliable mobility for residents, visitors and businesses. Making needed improvements to the state's roads, highways, bridges and transit systems would provide a significant boost to the economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

Numerous projects to improve the condition of New Hampshire's roads, highways, bridges and transit systems will not be able to proceed without a boost in local, state or federal transportation funding. If New Hampshire is unable to complete needed transportation projects, it will hamper the state's ability to improve the condition and efficiency of its transportation system or enhance economic development opportunities and quality of life.

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## ENDNOTES

- <sup>1</sup> Bridge condition data and safety data for each urban area includes the counties noted: Merrimack Valley Region: Hillsborough and Merrimack Counties; Seacoast Region: Rockingham and Strafford Counties.
- <sup>2</sup> U.S. Census Bureau QuickFacts (2025).
- <sup>3</sup> Highway Statistics (2024). Federal Highway Administration. DL-1C.
- <sup>4</sup> TRIP analysis of Bureau of Economic Analysis data (2025).  
<https://apps.bea.gov/itable/itable.cfm?ReqID=70&step=1#reqid=70&step=1&isuri=1>
- <sup>5</sup> Ibid.
- <sup>6</sup> Federal Highway Administration – Traffic Volume Trends.  
[https://www.fhwa.dot.gov/policyinformation/travel\\_monitoring/tvt.cfm](https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm)
- <sup>7</sup> Federal Highway Administration: Highway Statistics 2024. TRIP analysis of Charts HM-63 and HM-64.
- <sup>8</sup> Ibid.
- <sup>9</sup> Ibid.
- <sup>10</sup> Ibid.
- <sup>11</sup> Ibid.
- <sup>12</sup> Ibid.
- <sup>13</sup> Ibid.
- <sup>14</sup> Selecting a Preventative Maintenance Treatment for Flexible Pavements. R. Hicks, J. Moulthrop. Transportation Research Board. 1999. Figure 1.
- <sup>15</sup> Pavement Maintenance, by David P. Orr, PE Senior Engineer, Cornell Local Roads Program, March 2006.
- <sup>16</sup> TRIP calculation.
- <sup>17</sup> Ibid.
- <sup>18</sup> Highway Development and Management: Volume Seven. Modeling Road User and Environmental Effects in HDM-4. Bennett, C. and Greenwood, I. 2000.
- <sup>19</sup> Your Driving Costs. American Automobile Association. 2023.
- <sup>20</sup> Federal Highway Administration National Bridge Inventory. 2025.  
<https://www.fhwa.dot.gov/bridge/nbi/no10/county25c.cfm#ny>
- <sup>21</sup> Ibid.
- <sup>22</sup> Ibid.
- <sup>23</sup> TRIP analysis of Federal Highway Administration National Bridge Inventory data (2025).
- <sup>24</sup> TRIP estimate based on the 2025 Urban Mobility Report by the Texas Transportation Institute and 2024 Federal Highway Administration traffic volume trends data.
- <sup>25</sup> Federal Highway Administration National Highway Traffic Safety Administration, 2019-2023.
- <sup>26</sup> National Highway Traffic Safety Administration and Federal Highway Administration data (2024 Preliminary).
- <sup>27</sup> TRIP analysis of National Highway Traffic Safety Administration and Federal Highway Administration data (2023).
- <sup>28</sup> TRIP analysis of National Highway Traffic Safety Administration data. Fatality Analysis Reporting System (2019-2023).
- <sup>29</sup> TRIP. *Addressing America's Traffic Safety Crisis*. July 2025. <https://tripnet.org/reports/addressing-americas-traffic-safety-crisis-july-2025/>
- <sup>30</sup> Ibid.
- <sup>31</sup> Ibid.
- <sup>32</sup> Continuation of Research on Traffic Safety During the COVID-19 Public Health Emergency: January-June 2021. U.S. Department of Transportation National Highway Traffic Safety Administration.
- <sup>33</sup> Self-Reported Risky Driving in Relation to Changes in Amount of Driving During the COVID-19 Pandemic. February 2022. AAA Foundation for Traffic Safety.
- <sup>34</sup> Ibid.
- <sup>35</sup> U.S. Department of Transportation National Roadway Safety Strategy, 2022. <https://www.transportation.gov/NRSS>
- <sup>36</sup> Federal Highway Administration (2026) Highway Statistic Series. Tables 3.2.4 and HM-10. Highway Statistics 2024 - Policy | Federal Highway Administration
- <sup>37</sup> NHDOT presentation to New Hampshire House Public Works Committee, January 20, 2026.  
[https://www.dot.nh.gov/sites/g/files/ehbemt811/files/inline-documents/house-pwh-hearing-presentation-1-20-2026\\_1.pdf](https://www.dot.nh.gov/sites/g/files/ehbemt811/files/inline-documents/house-pwh-hearing-presentation-1-20-2026_1.pdf)
- <sup>38</sup> Ibid.
- <sup>39</sup> Federal Highway Administration (2024). Bipartisan Infrastructure Law. Additional analysis by NYSDOT and TRIP.  
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