

A SAFER ROAD TO TOMORROW

April 2011 Newsletter

Highway Fund In Danger of Losing Funding

New Hampshire's highway fund is once again facing funding uncertainty as the state legislature moves to repeal the registration fee increases enacted in 2009. The fee increases were passed as a mechanism to support highway funding for two years, during which time the Commission to Study Future Sustainable Funding Sources for Funding Improvements to State and Municipal Roads and Bridges was to prepare recommendations to the legislature on sustainable funding. Their recommendations included maintaining the registration fee surcharge, which is also included as part of the Governor's 2012-2013 Budget.



Three bills introduced in the 2011 Legislative Session, two in the House (House Bills 645 & 646) and one in the Senate (Senate Bill 78), all seek to repeal the registration fee increase. While the House Bills have been retained by the House Ways and Means Committee, the Senate Bill is still active. The loss of the increase amounts to approximately \$232 million dollars in lost projects over ten years and an additional \$15 million from the betterment program per year. The lost projects include items such as bridge replacements, road reconstruction, and safety improvements among others. The Department of Safety will be affected by the lost revenue as well in the form of cutbacks to state troopers, operating budget and additional layoffs. Below is a list of projects from the Department of Transportation that will be removed in 2012 and 2013 due to lack of funding (this list continues through 2020):

2012	
Alton 1412D-NH 28/Stockbridge Corner Road Intersection	1.5 M
Concord 12004- Sewalls Falls Bridge Replacement	14.0 M
Durham- Newmarket 13080- NH 108 Rehabilitation & Shoulders	4.2 M
Milford- Nashua 10136- NH 101A Intersection Improvements	3.0 M
Nashua 10136A- NH 101 widening, Celine Ave- Amherst St.	3.6 M
Walpole- Charlestown 14747- NH 12 reconstruction	4.0 M
2013	
Haverhill- Bath 1-436- US 302 Reconstruction	2.5 M
Keene- Swanzey 10309P- NH 9/10/12/101 Multi-use Trail Bridge	3.1 M
Lebanon 10034A- Mechanic Street Reconstruction	2.5 M
Plaistow- Kingston 10044G- NH 125 Reconstruction	6.0 M
Wilton- Bedford 13692- NH 101 Safety Improvements	3.0 M

The effect of the lost revenue will be two-fold. The Department of Transportation and the Department of Safety will need to re-organize and re-prioritize their departments, but the loss of revenue will also mean routine and necessary maintenance of New Hampshire's infrastructure will not be adequately funded. This affects the economy and citizen's safety in numerous ways.

In New Hampshire, 416,570 full time jobs in industries such as tourism, retail sales, agriculture, and manufacturing directly depend on the state's transportation system. Ignoring the necessary routine maintenance and failing to find a sustainable funding mechanism for the transportation system puts these jobs and industries at risk. Each road or bridge closure increases delivery time and puts more pressure on already high-traffic

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TO TOMORROW

Safety · Quality of Life · Economic Development

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Safer Road Partners

Associated General Contractors of NH

The Associated General Contractors is a non-profit trade organization of general contractors, subcontractors, and industry professionals dedicated to improving industry standards.

NH Good Roads Association

NH Good Roads Association is a non-profit trade organization established to encourage the development of a safe, efficient and environmentally sound highway transportation system.

Safety and Health Council of Northern New England

The Council's mission is to educate and promote safety & health policies, practices and procedures that prevent and mitigate human economic losses arising from unintended causes.

NH Association of Chiefs of Police

The Association secures a closer relationship among commanding officers all over the state, to encourage a cooperative relationship among all police officials.

NH Lodging & Restaurant Association

The Association is a non-partisan organization to promote, protect and educate the food service and lodging industries and to ensure positive business growth for our members.

Business & Industry Association

The Association is NH's leading business trade association. It advocates for business interests with state and federal legislators and regulators.

Read Up on Transportation Through Safer Roads' Resources

The A Safer Road to Tomorrow coalition has produced a number of educational and informative resources over the years in addition to the quarterly newsletter. Each publication focuses on how the transportation system plays an important role in the everyday lives of New Hampshire citizens, but they also offer unique perspectives on funding, maintenance, and sustainability. Below is a look at a few of the available publications; they are all available at www.saferoadsnh.com under the "Publications" tab.



Transportation: Funding New Hampshire's Needs

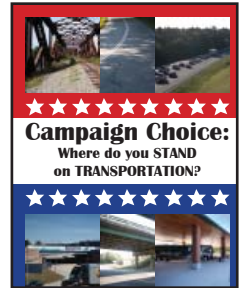
Transportation: Funding New Hampshire's Needs continues the A Safer Road to Tomorrow's coalition mission to educate the public about the importance of funding the transportation system. Whether or not it is apparent, the transportation system makes modern day life possible. Commuting to work, taking vacations, or running simple errands would not be as easy today if this system did not exist. Additionally, our economy depends on new businesses coming to the state, accessible delivery routes, and tourism; all of which depend on a reliable transportation system. As the cracks on the roads become bigger, New Hampshire's quality of life also shows cracks.

This booklet examines the role transportation plays in our everyday lives through foundations for improvement:

1. Improving the User Funding Model
2. Addressing the Transportation Deficit
3. Improving NH's Economy Through Strategic Investments
4. Emphasizing the Importance of Infrastructure to Congress.

Campaign Choice: Where Do You Stand on Transportation?

"Campaign Choice: Where Do You Stand on Transportation" looks at the integral part our transportation system plays in our everyday life, and asks how our elected officials and those running for office plan to support it. The booklet touches federal and state funding, making the case that while both are running low on funding, neither branch can support the entire system on its own. The booklet tackles the numerous excuses for not increasing investments with commonsense responses that show that investing in our transportation system means investing in America.



In The Red



In The Red makes a strong case for the state to develop a financial plan to adequately fund the state's Ten Year Plan. The booklet explains that our highway is now "in the red," showing what trends got us there, what have been their effects on our infrastructure, and what we are likely to see in the future if our past trends continue unaltered into the future.

We know that the consequences of not formulating a financial plan will be far-reaching and hinder New Hampshire's quality of life. Tourism, the second largest industry New Hampshire, relies on efficient and reliable transportation to attract customers. Safety concerns also rise as the transportation system is left unfunded and inadequately maintained.

New Hampshire needs a long-term solution. Now is the time for choices. The difficult choice is for New Hampshire to develop a strategy that would attach the necessary cost to a transportation service or product in order to sufficiently finance a long-term solution for maintaining the state's infrastructure.

2011 A Safer Road to Tomorrow Calendar

Each year, the coalition produces a calendar that showcases some of the worst roads and bridges in the state. The calendar is a commentary on the current state of New Hampshire's roadways. Facts accompanying the photos describe the impact poor infrastructure can have on the economy, and the positive effect greater investment can have. This year's calendar focused on the need for state and federal sustainable funding.



With 2011 here, there isn't another road and bridge stimulus, but there are still many roads and bridges in need of repair. States have a responsibility to develop a funding method that supports the needs of their transportation system. Similarly, the federal government must do the same. Federal aid helps complete a number of state-level projects that otherwise wouldn't be completed. Funding should be a priority for each member of the driving public, including elected officials, transportation officials, and road agents.

Visit www.saferoadsnh.com to see the full list of available publications. Questions or comments concerning the publications can be directed to info@saferoadsnh.com.

Federal Highway Funding Extended Once Again



The U.S. Congress has voted to extend the transportation authorization (SAFETEA-LU) once again, this time until September 30, 2011. The vote helped avoid another shutdown of the highway system;

without the extension state Departments of Transportation would have had to go without federal funding for projects. House Transportation and Infrastructure Chairman, John Mica, has said that he expects this latest extension to be the last. He is committed to working on a multi-year transportation bill and moving it out of the House Committee this summer. Similarly, Senate Environment and Public Works Committee Chairman Barbara Boxer has said that she would like to see the Senate pass a multi-year transportation bill this summer as well.

In the same vein, the American Association of State Highway and Transportation Officials (AASHTO) has reached out to the Senate Environment and Public Works Committee about the importance of maintaining federal funding for state departments of transportation. The organization told the Committee that “federal transportation funding is crucial to states, the economy, and

job creation and must be continued at nothing less than current levels.”

In written testimony, the organization presented the following key points to the Committee:

- Transportation is vital to the economy. It is currently supporting a \$700 billion trucking industry, \$600 billion in international trade, transportation for \$365 billion in agriculture products, and access for a \$500 billion travel and tourism industry.
- Sustaining an export-led recovery: for the past year, U.S. exports have been expanding at double-digit rates. Sustaining an export-led economic recovery strategy will require a national freight transportation system that is efficient and reliable.
- Infrastructure investment deficit: as a nation, we face not only a fiscal deficit but a transportation infrastructure deficit that must be addressed if we are to ensure a prosperous and economically competitive future.
- Construction jobs: as demonstrated through ARRA projects, which helped reduce the unemployment rate in the construction industry from 27% in January 2010 to 18% by November 2010, transportation investment creates jobs.

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roadways. Longer commutes and greater congestion prevent new businesses from coming to the state, and are a threat to the tourism industry.

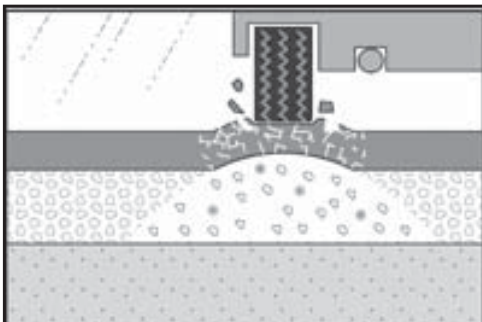
Poorly designed roadways and inadequate funding for repairs affects driver safety. On average, 146 people are killed each year on New Hampshire roadways. Road geometrics have been shown to be a factor in approximately one-third of highway accidents; the other two-thirds can be attributed to driver behavior, vehicle characteristics, and other causes. With sustainable funding, the state can make improvements such as widening lanes, improving intersection layouts, and upgrading or installing traffic signals that could reduce the severity and consequences of serious traffic crashes.



The continual availability of sustainable funding for maintenance is necessary, as the transportation system plays a role in each NH citizen’s life everyday. The amount of resurfacing pavement, the most routine form of maintenance, continues to fall each year as a result of less funding. This leads to larger cracks, bigger potholes, and a greater need for rebuilding in the future. Adequately maintaining the system now equals a longer lifespan. While it is accurate to say that the 2009 stimulus funds helped the state to resurface roadways, it was not enough to resurface all the state’s roadways. Now that the road stimulus funds have been allocated and spent, many roadways and bridges are still in need of maintenance.

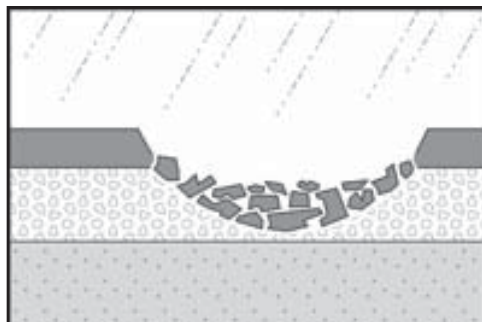
Without adequate funding, it is only a matter of time before roads and bridges become permanently closed because of safety concerns.

Anatomy of a Pothole



1. Water from melting snow and ice seeps into the pavement and softens it. During repeated cold spells, the water in the pavement refreezes and expands, breaking up the pavement, on and below the surface.

2. When the ice melts, it leaves gaps inside the pavement, and the moisture further softens it. The soft, fractured asphalt cannot support the weight of passing vehicles and begins to break up.



3. As vehicles pass over the weakened spot, pieces of roadway are kicked out, creating the hole.

Reprinted from Arlington, Virginia county newsletter on internet.



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Gas Consumption to Be 20% Less in 2030

Gas consumption in the U.S. has reached its peak, and by 2030 will be 20% less than it is today. It is typical for gas consumption to decline in periods of recession, however experts are saying that consumption will continue to decline even as the U.S. pulls out of the 2008 Great Recession.

Contributing factors for the decrease in consumption include:

- A carmakers 2012 model year fleet must meet an average of 30.1 mpg.
- Electric and partial electric cars are becoming a larger part of the auto industry's offerings.
- By 2022, federal mandates require that the country's fuel mix must include 36 billion gallons of ethanol and other biofuels.
- Increased oil use by developing Asian and Middle Eastern countries will keep gasoline prices high.

Source: 2010 Energy Outlook for Energy: A View to 2030, ExxonMobil

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