

TRANSPORTATION in Central NH

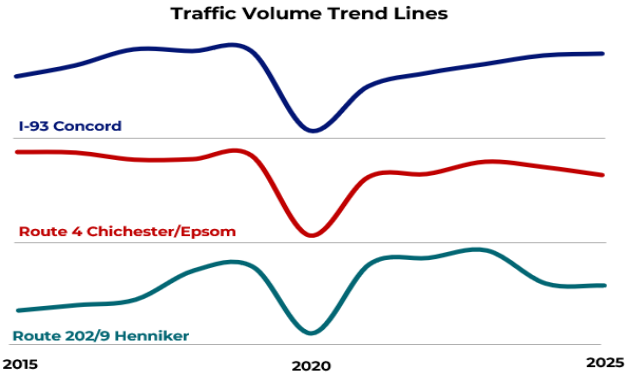
INTRODUCTION

The region's transportation system, consisting of roads, bridges, trails, and transit opportunities, is a critical system that enables commerce and day to day activity. **Continuous maintenance and adaptation** are needed as the system ages and the needs of the community change. **Improved safety** is an ongoing goal with an aspiration for zero fatalities or serious injuries. **Transportation planning** requires a long view and broad view. It takes time for projects to be implemented and for funding to be allocated, and the needs of a range of transportation users must be met at the local and statewide level.

FACTS TODAY

New Hampshire municipalities rely heavily on state **Highway Block Grant Aid** derived from state fuel taxes to fund town roadway repairs and maintenance. From 2015 to 2025, Highway Block Grant Aid to CNHRPC communities increased from $2.8 million to $3.36 million, a 20% increase. During this time, the cost of hot asphalt in NH increased about 50%. Roadway construction costs overall have increased an average of over 8% per year from 2015 to 2025, compounding to approximately 120% increase from 2015 to 2025. *(Source: NHDOT Construction Cost Index reports)* Without additional revenue, less work can be completed each year.

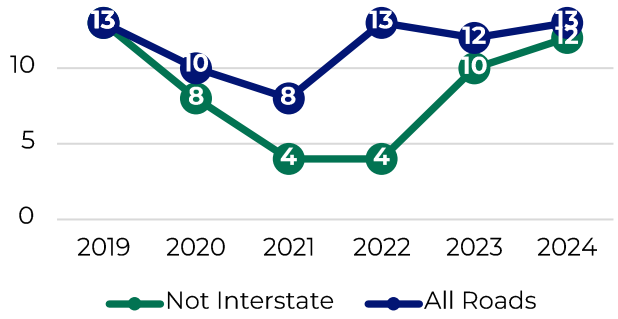
Traffic Volumes are flat or growing slowly.



Traffic volumes in New Hampshire and the CNHRPC region had been flat or slowly growing prior to the Covid-19 pandemic. Volumes which dropped precipitously in 2020 rebounded quickly at first and are just now slowly approaching pre-Covid levels. Projections call for continued slow growth.

Roadway Fatalities are variable but are not declining.

CNHRPC Roadway Fatalities by Year



While motor vehicles have become much safer for their occupants over the last decade, the number of serious injuries and fatalities NH remains high compared to other developed countries. Improving safety requires multi-faceted **Safe Systems Approach** of safer vehicles, safer speeds, safer roads, post-crash care, and safer people.



WHAT'S IMPROVING?

1 ___ State Road and Bridge Maintenance

The State has been **investing in road and bridge maintenance** over the last 10 years, with roadway condition improving and the number of Red-List bridges declining.

2 ___ Better On-Demand Transit Services

Mid-State Transit run by Community Action Program Belknap-Merrimack Counties (CAP-BM) has provided thousands of rides for critical trips, including medical appointments and groceries, for those who do not drive and are dependent on transit.

3 ___ More Nonmotorized Transportation Trails

Trail groups have added miles of shared use **trails for non-motorized transportation and recreation.** These groups have raised private funds to leverage Federal grants and partnered with NHDOT and municipalities to create a budding trail system. Concord, Bradford, Boscawen, Hopkinton, Warner, and Epsom each have shared use trails.

WHAT DO WE NEED TO WORK ON?

- ☐ **State Road and Bridge Maintenance.** Spending programmed in the most recent Ten Year Plan will result in a **decline in road conditions** over the next 10 years and increase in the number of Red List bridges.
- ☐ **Need for Rides Continues to Grow.** The need for **on-demand transportation services** for critical trips such as medical appointments and groceries continues to grow as our population ages.
- ☐ **Costs are Rising Fast.** With traffic volumes and revenue flat or declining, **less infrastructure gets built each year**. NHDOT construction costs have grown nearly 120% over the last ten years