



STATE OF NEW HAMPSHIRE
OFFICE OF THE GOVERNOR

CHRISTOPHER T. SUNUNU
Governor

January 11, 2024

The Honorable Mark McConkey
Chairman
House Public Works and Highways Committee
Legislative Office Building
33 North State Street, Room 201
Concord, NH 03301

Dear Chairman McConkey:

Pursuant to RSA 228:99 and RSA 240 of the Laws of New Hampshire, enclosed are two copies of the draft 2025-2034 Ten Year Transportation Improvement Plan (Ten Year Plan) for the State of New Hampshire.

The Department met with the Governor's Advisory Commission on Intermodal Transportation (GACIT) on June 28, 2023 to begin the development of the Draft 2025-2034 Ten Year Plan and to receive strategic direction on a number of policy issues regarding funding, prioritization of investments, financial constraint and unfunded needs. Based on discussions with and direction received from GACIT, the NH Department of Transportation (NHDOT) developed the Draft Ten Year Plan. It addressed financial constraint using projected funding levels in the Infrastructure Investment and Jobs Act (IIJA) legislation and continues to rely on turnpike toll credits in lieu of State hard match to the federal highway program. The draft plan addressed the highest priorities developed by each Regional Planning Commission and new CMAQ (Congestion Mitigation and Air Quality) projects as part of the recent application process. The result was a financially constrained document that identified the needs that best aligned with the priorities of communities, Regional Planning Commissions and NHDOT.

The NHDOT prepared and distributed a financially constrained Draft Ten Year Plan for 2025-2034 to the GACIT members on August 23, 2023, prior to the first public hearing on September 7, 2023. Proposed strategies for the Draft Ten Year Plan included a focus on maintenance and preservation of the existing road and bridge network, continue to invest in core system programs, increased focus on Regional Planning Commission priorities, increased investment on municipally owned red listed bridges, and focusing on existing projects and programs with the revenue to be received from the IIJA.

GACIT held twenty-four (24) in person public hearings with the final hearing held on October 25, 2023. Seven of the 24 meetings were also hybrid meetings. Written comments were accepted through November 3, 2023. In addition, an online transportation survey was made available to anyone with access to the internet, and the survey was also open for input until November 1, 2023.

Dozens of comments were shared through the Hearing process: the need to expand travel options (public transportation funding and routes, and bicycle and pedestrian options), the need to invest in renewable energy, EV options, address resiliency and climate change in projects, and the need to address infrastructure condition including

safety, pavements, bridges, and congestion were important themes. Also, many attending the public hearings advocated for advancing projects or increasing project funding.

NHDOT then met with each of the GACIT members individually to review their comments and for the Councilors to provide direction to NHDOT on final changes to be made to the draft 2023-2032 Ten Year Plan. On November 8, 2023, NHDOT met with GACIT to present specific project requests heard at the GACIT Hearings, the NHDOT's recommendations to address requests, and to discuss CMAQ applications, the Corridor Study program and other priority items for GACIT. At all of the GACIT Hearings, it was noted that SB367 funds, which have been used in previous Ten Year Plans for rural paving projects on state roadways not eligible for federal funding will not be available after FY2026. The SB367 funds are required to pay debt service payments for the completion of the I-93 expansion between Salem and Manchester. This results in a reduction of about \$20M annually for paving and bridge work. This leads to a reduction in paving of approximately 200+ miles, which is projected to result in a decline of roads in good/fair condition. GACIT sees this as a priority that needs to be addressed at the State level and urges that options be developed and considered to continue funding this effort for roadways not eligible for federal funds.

On November 29, 2023, NHDOT met with GACIT again, and GACIT adopted the 2025-2034 Ten Year Plan at that time and transmitted it to my office.

In this draft Ten Year Plan NHDOT, GACIT, and my office have worked to fully fund 32 new CMAQ projects, including both EV and non-EV projects, advanced the engineering efforts for the New Castle NH 1B Causeway, identified specific Corridors to be studied by the Department to manage those areas more proactively, and adjusted Turnpike funding to allow the I-293 Exit 6 & 7 projects to be completed within the draft 2025-2034 Ten Year Plan years. Further changes that were incorporated in the plan involved replacing several of the more expensive private EV CMAQ projects with additional funding for transit capital projects/bus purchases, Statewide Transportation Demand Management, and additional support to regional mobility management and services; as well as funding to complete several rail trail projects that are currently underfunded within the TYP. These changes related directly to feedback that was received during the TYP hearings to do more to support community transportation/transit opportunities.

In all, this plan identifies and addresses the transportation priorities that best align with the public input received from citizens, Regional Planning Commissions, and transportation stakeholders. I hereby present this recommended update to the Ten Year Plan for 2025-2034. As you review the Plan document and other supporting information, both my staff and NHDOT staff are available for any input you feel is needed.

Sincerely,



Christopher T. Sununu
Governor

Enclosures

1. Governor's Recommendations for the Ten Year Transportation Improvement Plan 2025-2034

cc: The Honorable Sherman Packard, Speaker of the House
The Honorable Jeb Bradley, President of the Senate
Governor's Advisory Commission on Intermodal Transportation