

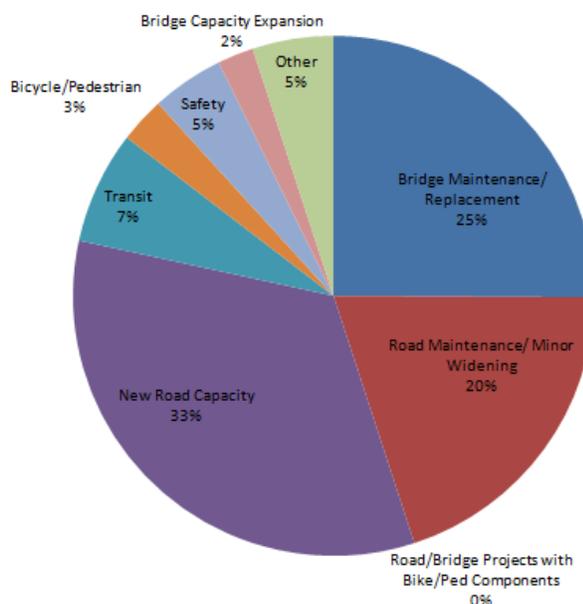
New Hampshire

An examination of New Hampshire's 2010-2014 Statewide Transportation Improvement Program reveals that new road capacity projects account for the largest chunk of planned spending (33 percent). New road capacity projects include the I-93 widening project. At 25 percent of the STIP, bridge maintenance/replacement projects follow, and road maintenance/minor widening projects account for 20 percent. Transit projects* make up 7 percent of the planned spending. ** Safety and projects classified as "other" each account for 5 percent of the STIP. Bicycle/pedestrian projects make up 3 percent. Bridge capacity expansion projects account for 2 percent of the planned spending. No road or bridge projects that had bicycle/pedestrian components (such as adding sidewalks when reconstructing a roadway) were identified.



Proposed Spending, FY 2010-2014

Project Type	Cost (\$Millions)
Bridge Maintenance/Replacement	318.37
Road Maintenance/ Minor Widening	252.56
Road/Bridge Projects with Bike/Ped Components	0
New Road Capacity	424.30
Transit *	88.83**
Bicycle/Pedestrian	35.98
Safety	56.84
Bridge Capacity Expansion	28.52
Other	63.74
Total *	\$1,269.12



* Because the Capital Corridor Rail project, totaling \$255.83 million, was removed from the state's Ten Year Plan, it has been removed from this analysis.

** The New Hampshire DOT's share of transit spending during this period is \$3.56 million, or 4 percent of the total transit spending.

These summary sheets were produced by the Tri-State Transportation Campaign, a non-profit organization working toward more balanced, transit-friendly and equitable transportation policies in Connecticut, New York and New Jersey. The full report is available at Trackstatedollars.org. The analysis was conducted using the Statewide Transportation Improvement Plan (STIP). TSTC staff analyzed each individual project listing in the STIP, categorizing projects by either an assigned project type where available, or by the project description and supporting documentation. This analysis examines all projects listed in the STIP. States are required to list all transportation projects that receive federal aid, though many states also include projects that only receive state dollars. However, there may be certain projects not included in the STIP, such as those undertaken by toll road authorities or through state infrastructure banks. All percentages have been rounded. For more information on the methodology utilized, please contact TSTC. Image of New Hampshire from 50states.com. This project was made possible by support from the Rockefeller Foundation.

TRI-STATE TRANSPORTATION CAMPAIGN

