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Governor

State of New Hampshire

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January 13, 2012

The Honorable Gene Chandler
Chairman
House Public Works and Highways Committee
Legislative Office Building, Room 201
Concord, NH 03301

Dear Chairman Chandler and Members of the Committee:

Pursuant to RSA 228:99 and RSA 240 of the Laws of New Hampshire, enclosed are copies of the draft 2013-2022 Ten Year Transportation Improvement Plan for the State of New Hampshire.

The Governor's Advisory Commission on Intermodal Transportation developed a draft plan after holding 27 public hearings throughout the state and two public work sessions in Concord. The Commission heard from town officials, representatives of private industry, regional planning commissions, and private citizens, and used their input to develop this plan.

The plan I am submitting to you today will repair 120 red-listed bridges, bring open road tolling to the Hooksett toll plaza, address critical areas of congestion on Route 101 and Route 101-A in the southern part of our state, and improve safety on key roads in the North Country.

This plan builds on the significant progress we have made in improving our transportation infrastructure over the past several years. Work has begun to replace the Memorial Bridge in Portsmouth, which was at the top of the list of red-listed bridges in our state. The widening of the Spaulding Turnpike and the first phase of the Little Bay Bridge project are well underway, which will ease congestion and boost the region's economy. We have introduced Open Road Tolling on Interstate 95 in Hampton, decreasing wait times, making our state more accessible to visitors, and enabling our citizens to spend less time on the road and more time at work and at home with their families. We have continued the process of widening Interstate 93, which is a vital economic engine for our entire state. We should be proud of these accomplishments.

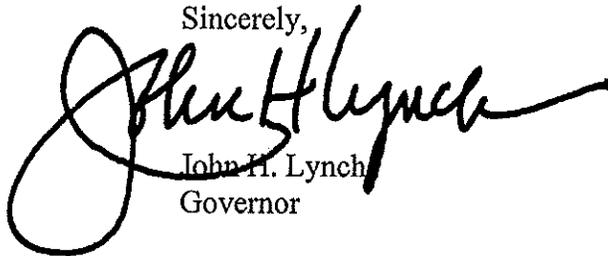
We cannot, however, afford to be complacent. The reduction of state highway fund revenue, combined with anticipated cuts in federal revenue, mean that this plan lacks the revenue to fund several critical projects – including future phases of the widening of Interstate 93. We must approach this project with a greater sense of urgency. The longer we delay, the longer our

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citizens and businesses bear the economic costs of congestion. Bids for construction are coming in far below estimates, and interest rates are at historic lows. Now is the time to invest in Interstate 93 to ensure that we have a safe, efficient corridor through our state for businesses, residents, and visitors.

The plan I am submitting today moves us forward within the constraints of the funding currently available. If we want to continue to grow and prosper as a state, we must commit ourselves to taking the steps necessary to invest prudently in our state's future. I stand ready to work with you and your colleagues in the legislature on this vital issue.

Sincerely,

A handwritten signature in black ink, appearing to read "John H. Lynch". The signature is fluid and cursive, with a large loop at the beginning and a long, sweeping tail.

John H. Lynch
Governor