

A SAFER ROAD TO TOMORROW

July 2018

Legislature Allots \$30M for State Roads and Bridges



In May, legislators passed an amendment to House Bill 1817, a “catch all” omnibus bill, that will appropriate around \$30 million in surplus funds to state and municipal infrastructure. The new amendment mandates that \$20 million of that total will go towards state red list bridges. The remaining \$10 million

will cover municipal red list bridges. The bill also includes salary increases for state employees and appropriations for the revenue stabilization account.

The Department of Transportation recommended the following bridge projects to be covered by the surplus funds:

State:

- Franconia 24497: NH 18 Superstructure Replacement
- Lebanon 25821: Mascoma Street Bridge Rehabilitation
- Lebanon 41191: I-89 Bridges Rehabilitation
- Jackson 27709: NH 16 Bridge Rehabilitation
- Lyme-Thetford: 14460 Bridge Rehabilitation
- Allenstown 40362: Bridge Rehabilitation carrying NH 28 over Suncook River

Municipal:

- Concord 41212: Loudon Road Bridge Rehabilitation
- Manchester 28336: Queen City Bridge Over I-293 Rehabilitation

On May 23rd, Governor Sununu released a statement on HB 1817:

“I am incredibly proud that sound fiscal management, coupled with federal tax reform and state business tax cuts, has resulted in an anticipated revenue surplus for this year. In addition to carrying a significant amount into next year and adding to the rainy day fund, this surplus will give New Hampshire the opportunity to make critical and fiscally responsible investments using one time monies for one time expenditures, all while sending money directly to municipalities to repair roads and bridges in support of local taxpayers. I commend the legislature for passing House Bill 1817 today and look forward to signing the bill when it reaches my desk.”



A SAFER ROAD
TO TOMORROW

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Safer Road Partners

Associated General Contractors of New Hampshire

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.

National Safety 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 close 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.

Motor Vehicle Fatalities in New Hampshire

The New Hampshire Department of Safety, Division of Motor Vehicles recently released a report on motor vehicle fatalities in the state. The chart below, dated June 18, 2018, shows data surrounding fatal motor vehicle crashes compared to previous years. So far this year, fatalities appear to be down in comparison to June of 2017 overall. Fatalities involving commercial vehicles, however, have taken a jump compared compared to this time last year. The chart below is an excerpt from the report.

Totals		FATAL MOTOR VEHICLE CRASHES	SPLY*	2018 to date
2016	2017			
130	98	Crashes for January 1, 2017 to June 17, 2018	50	43
136	102	All Persons Killed	52	46
76	60	Operators Killed	34	32
2	2	16 & 17-Year-Old Operators Killed	2	0
8	11	71+ Year-Old Operators Killed	7	5
18	9	Adult Occupants Killed	5	4
2	3	Child Occupants Killed	0	2
6	10	Fatal Involving Commercial Vehicles	4	9
17	15	Motorcycle Operators Killed	6	7
1	0	Motorcycle Passengers Killed	0	0
1	0	OHRV Operators Killed	0	0
2	2	Adult Bicyclists Killed	1	0

*SPLY = Same Period Last Year

R.S. Audley First Company in New England to Use Tybot

New Hampshire construction company R.S. Audley has become the first in the region to use a robot for tying rebar together. The Tybot is being used to help construct the new Route 102 bridge on the I-93 widening project. Tying together rebar is a menial but often arduous task, and the use of the robot is expected to help save time and physical stress for workers. R. S. Audley was recently featured in a WMUR news story highlighting the advantage of the Tybot. According to the story, tying rebar usually takes six to eight workers, but now only requires the robotic arm and its human supervisor. CEO Ryan Audley is quoted in the article, stating that the Tybot has helped keep the project on deadline with no cost to taxpayers. To see the Tybot in action, watch the video on the WMUR website here: <http://www.wmur.com/article/robot-used-to-tie-rebar-on-route-102-bridge/20736445>

Trump's Infrastructure Plan Unlikely to Happen this Year

Members of Congress and even the Trump administration are growing more pessimistic about the possibility of the promised infrastructure legislation. Trump touted a sweeping infrastructure improvement plan as a top priority in his first term, and when it was released in February, it was quickly met with criticism from both sides of the aisle. The legislation called for \$200 billion in federal funds while expecting a \$1.5 billion investment by incentivizing private and local investors.

When asked about the likelihood of a bill coming out this year, White House Press Secretary Sarah Huckabee Sanders said, "I don't know that there will be one by the end of this year. Certainly, the administration, as you mentioned, secured some funding for infrastructure projects. We're going to continue to look at ways to improve the nation's infrastructure. But in terms of a specific piece of legislation, I'm not aware that that will happen by the end of the year."

Representative Bill Shuster, chairman of the House Transportation and Infrastructure Committee, has been trying to keep the focus this year on two transportation sectors that need immediate attention – aviation and waterways. On June 8th, the House passed the Water Resources Development Act, a biennial water resources bill that authorizes improvements to the nation's ports, inland waterways, locks, dams, flood protection, and other water resource infrastructure. There doesn't seem to be as much push for highway infrastructure improvement at the moment, especially after the president's infrastructure policy adviser, D.J. Gribbin, left the administration in April, with no new potential names for the position.

Source: <http://thehill.com/policy/transportation/388071-trumps-infrastructure-plan-hits-a-dead-end>

More States Turn to Electric Vehicle Fees for Infrastructure Funding

While New Hampshire recently rejected a bill to implement a registration fee for electric and hybrid vehicles, many other states are adopting such bills to alleviate infrastructure funding constraints. A total of 18 states have already implemented electric vehicle fees, including Virginia, Michigan, Colorado, and California. The charges generally range from \$100 to \$200 a year. Vermont, Maine, and Massachusetts were the other New England states to consider similar bills this year, in addition to five other states across the country.

Not finding success in other areas, such as raising gas taxes, states are turning to registration fees as a way to increase funds for road and bridge maintenance. Supporters argue that electric and hybrid drivers aren't paying their fair share in fuel taxes and that the extra fees will help level things out. Opponents say it discourages drivers from purchasing the more eco-conscious cars and that electric and hybrid drivers already pay more in state excise and sales taxes.

The New Hampshire legislature saw multiple bills this year attempting to address the issue. House Bill 1541 would have implemented a \$75 registration fee for hybrid vehicles and a \$125 fee for electric vehicles. The bill failed in the House in March. A road usage fee was proposed for the third year in a row, which takes a different approach by charging an annual fee based on the equivalent miles per gallon of the vehicle, but it was once again sent to Interim Study.

Roads and bridges across the country continue to deteriorate as the debate carries on. Raising state registration fees and gas taxes may generate revenue, but they are not long-term solutions. As more drivers switch to alternative vehicles, a more balanced, sustainable infrastructure funding system will be essential.

The chart below shows all 18 states that had registration fees for alternative vehicles, as of 2017. All states have annual fees, except South Carolina, which is biennial. States with indexed fees include Georgia, Indiana, Michigan, North Carolina, and Virginia.

State Electric Vehicle Fees (as of 2017)			
	Electric Fee	Hybrid Fee	Year Fee Passed
California	\$100		2017
Colorado	\$50		2013
Georgia	\$200 / \$300		2015
Idaho	\$140		2015
Indiana	\$150	\$50	2017
Michigan	\$135 - \$235	\$47.50 - \$117.50	2015
Minnesota	\$75		2017
Missouri	\$75 - \$1,000	\$37.50 - \$500	1998
Nebraska	\$75		2011
North Carolina	\$130		2013
Oregon	\$110		2017
South Carolina	120*	\$60*	2017
Tennessee	\$100		2017
Virginia	\$64		2014
Washington	\$150	\$50	2012
West Virginia	\$200	\$100	2017
Wisconsin	\$100	\$75	2017
Wyoming	\$50		2015

*Biennial



A Safer Road to Tomorrow
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Domino's Pizza Announces Paving for Pizza Program



Domino's Pizza wants to save "good pizza from bad roads." The company has recently unveiled a program called Paving for Pizza, in which they will partner up with towns to help fund road repairs. On their website, customers are encouraged to enter their own town for a chance to be considered for the program.

The website states, "Potholes, cracks, and bumps in the road can cause irreversible damage to your pizza during the drive home from Domino's. We can't stand by and let your cheese slide to one side, your toppings get un-topped, or your boxes get flipped. So we're helping to pave in towns across the country to save your good pizza from bad roads."

To nominate your town, visit <https://www.pavingforpizza.com>.

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