

A SAFER ROAD TO TOMORROW

November 2020

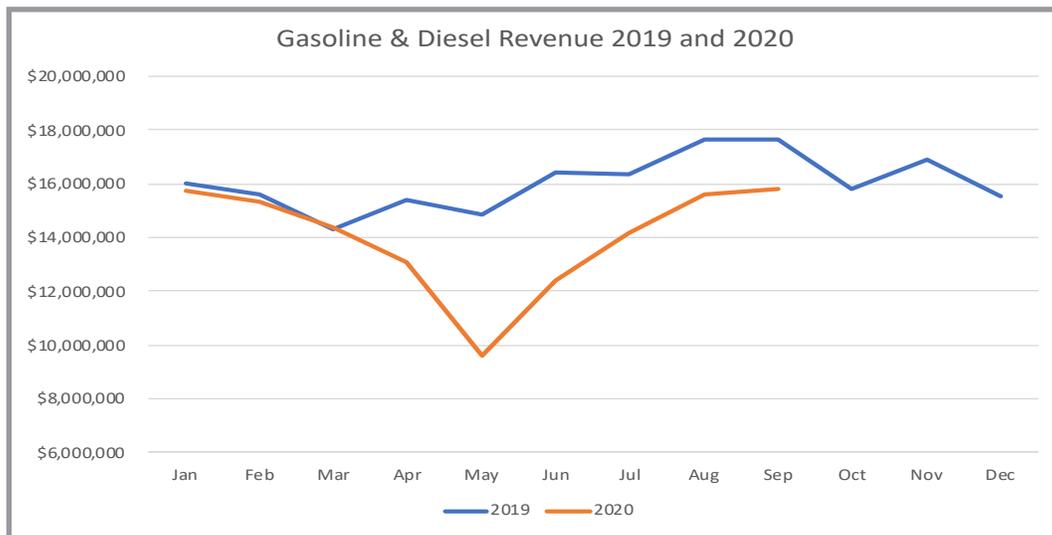
New Hampshire Has Already Lost Over \$36 Million in Transportation Revenue Due to COVID-19 Shutdown

The building and maintenance of New Hampshire’s roads and bridges are primarily funded through revenue from fuel taxes and turnpike tolls. In 2019, fuel taxes generated over \$192 million, while tolls generated \$131 million. These sources of funding rely on Granite Staters using the roads and purchasing fuel regularly. In 2020, traffic declined sharply during the statewide COVID-19 shutdown, causing a concerning drop in revenue and putting future and current infrastructure projects in danger.

Fuel Tax Losses

The latest data from the NH Department of Safety shows a steep decrease in fuel tax revenue between March and May 2020. The numbers rose throughout the summer as businesses and schools reopened and more drivers returned to the roads. However, the state lost a total of \$18 million in gasoline and fuel revenue between March and September. As a result, the NH Department of Transportation (NHDOT) and municipalities will struggle to compensate for the shortfall.

The chart below, based on data provided by the department, shows the difference in the combined revenue of gasoline and diesel in 2019 and 2020. The beginning of 2020 remained on par with 2019 figures until around March and April, when the Coronavirus crisis began and the statewide shutdown took effect. State fuel revenue hit an all-time low in May at \$9.6 million, compared to nearly \$15 million in May of 2019.



Gasoline & Diesel Revenue in Millions

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
2019	\$15.9	\$15.6	\$14.2	\$15.4	\$14.8	\$16.4	\$16.3	\$17.6	\$17.6
2020	\$15.7	\$15.3	\$14.3	\$13.0	\$9.6	\$12.3	\$14.1	\$15.6	\$15.7
Net	(\$0.28)	(\$0.25)	\$0.10	(\$2.4)	(\$5.2)	(\$4.1)	(\$2.1)	(\$2.0)	(\$1.8)

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*“Transportation Revenue” Continued from page 1***Toll Revenue Losses**

Another source of state transportation funding is the collection of tolls on New Hampshire turnpikes, which also saw a significant decrease since the start of the shutdown. According to NHDOT, between the months of March and June 2020, the turnpike system lost \$12.8 million in tolls compared to the previous year. July 2020 was down another \$2.5 million; August \$2.2 million; and September \$1.2 million. This makes a total of approximately \$18.7 million in lost toll revenue between March and September.

These turnpike losses, combined with the fuel revenue losses, total \$36.7 million in state transportation funding that would have otherwise gone toward infrastructure projects. While those figures will likely continue to level off throughout the end of 2020 barring another major shutdown, the damage has been done. New Hampshire will begin 2021 with an alarming deficit in infrastructure funding. Funding legislation will be crucial in the upcoming session to ensure the future of the state’s roads and bridges as well as New Hampshire’s economic recovery from the Coronavirus crisis.

Federal Transportation Funding Bill Extended One Year

Latest Congressional Effort to Improve Dwindling HTF Only Temporary Fix

On September 30th, President Trump signed a Continuing Resolution (CR) that includes an extension to current surface transportation funding, known as the FAST Act. The act was set to expire on September 30, but the new extension will cover FY 2020 through FY 2021 and includes apportionments to state DOTs. The CR also provides stopgap appropriations to fund federal government agencies and programs, including the federal aid highway and transit programs, through December 11. The Senate passed the bill on September 22 and the President signed it soon after, narrowly averting a government shutdown.

The CR also includes:

- \$9.1 billion for the federal aid highway program, obligated through December 11
- A \$10.4 billion fund transfer to the Highway Trust Fund (HTF) account
- A \$3.2 billion transfer to the Mass Transit Account
- An increase to the Infrastructure for Rebuilding America (INFRA) discretionary grant program from \$500 million to \$600 million

While the extension will help states continue important infrastructure projects, it’s only a temporary fix. Neither the House nor the Senate have offered highway proposals with a long-term fix for the looming insolvency of the HTF, which receives most of its revenue from federal fuel taxes that have not been raised since 1993. Senate leaders hope the extension will give Congress more time to finish a long-term bipartisan plan for transportation infrastructure.



New Hampshire Motor Vehicle Fatalities

The New Hampshire Department of Safety Division of Motor Vehicles has released its latest report on motor vehicle fatalities in the state. The October 25, 2020 report shows overall motor vehicle crashes has stayed the same compared to last year. Fatalities have decreased slightly so far, while pedestrian deaths have increased. The chart below is an excerpt of the data included in the October report.

2018 Totals	2019 Totals	Fatal Motor Vehicle Crashes	Same Period Last Year	2020 To Date
134	90	Crashes for January 1, 2020 to October 25, 2020	79	79
147	101	All Persons Killed	90	84
83	47	Operators Killed	41	40
1	0	16 & 17 Year-Old Operators Killed	0	1
13	16	17 + Year-Old Operators Killed	10	7
19	13	Adult Occupants Killed	12	8
4	1	Child (<18) Occupants Killed	1	0
11	10	Adult Pedestrians Killed	7	11
0	0	Child (<18) Pedestrians Killed	0	0
14	7	Fatal Involving Commercial Vehicles	5	5
2	0	Commercial Vehicle Operators Killed	0	1
1	0	Commercial Vehicle Passengers Killed	0	0
27	27	Motorcycle Operators Killed	26	21
1	3	Motorcycle Passengers Killed	3	3
0	0	Moped Operators Killed	0	0
0	0	OHRV Operators Killed	0	0
2	0	Adult Bicyclists Killed	0	1
0	0	Child (<18) Bicyclists Killed	0	0
0	0	Snowmobile Operators Killed	0	0

Safer Roads Partners:

Associated General Contractors of New Hampshire

AGC of NH is a non-profit trade organization of general contractors, subcontractors, & industry professionals dedicated to improving industry standards.

NH Good Roads Association

NHGR is a non-profit trade organization established to encourage the development of a safe, efficient & environmentally sound highway transportation system.

Safety & Health Council of Northern New England

The Council's mission is to educate and promote safety & health policies that prevent & 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, & educate the food service and lodging industries & to ensure positive business growth for 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.

To learn more about the coalition and its partners, visit <http://saferoadsnh.com>.



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Safety · Quality of Life · Economic Development