

Attracting and Retaining a Vibrant Workforce in New Hampshire: The Importance of Transportation

*NH Fiscal Policy Institute
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How Can We Attract and Retain A Vibrant Workforce?

Increasingly, people ask themselves five questions when deciding where to live....

The Five Key Questions...

Question #1: Are jobs available in the area that pay a competitive salary and provide upward mobility?

Question #2: What housing options are available *close to my job* and are those options affordable?

Question #3: Do I feel comfortable raising a family here? (*i.e. How are the Schools and Child Care options?*)

Question #4: How connected will I be to the rest of the world?

Question #5: Can I live, work, and play (with other people my age) in the same community?

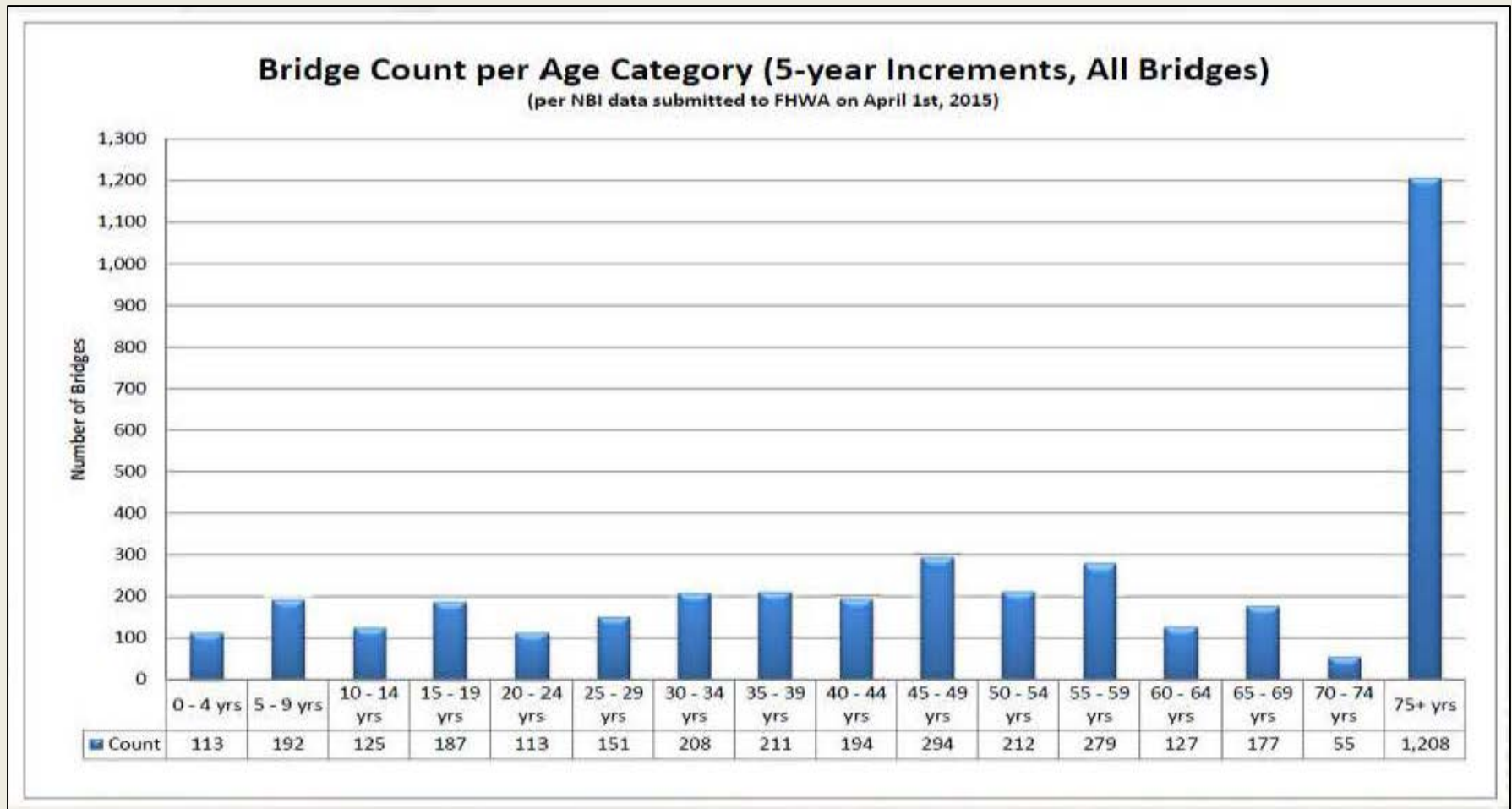
What Does it Mean to be Connected?

- Will I be physically connected to the world by safe and efficient transportation infrastructure? (Transportation infrastructure is more than just roads and bridges!)
 - Roads and Bridges
 - Public Transportation
 - Pedestrian and Bicycle Infrastructure
 - Other Transportation Options (e.g. Air, Rail)
- Will I be digitally connected to the world?
 - Broadband Access

NH Roads and Bridges



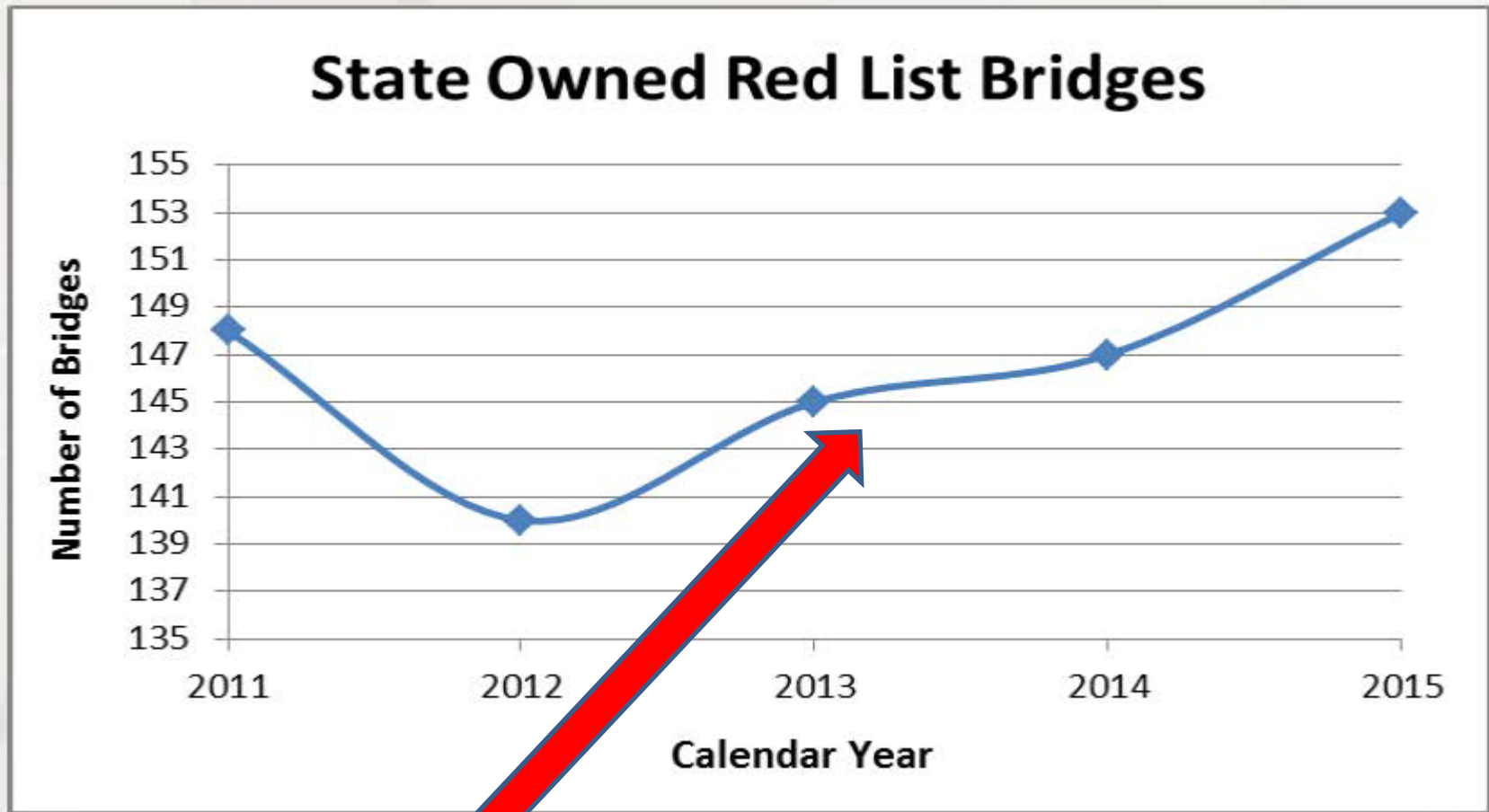
NH Roads and Bridges: Challenges



- **More than 30% of our state's bridges are over 75 years old!**

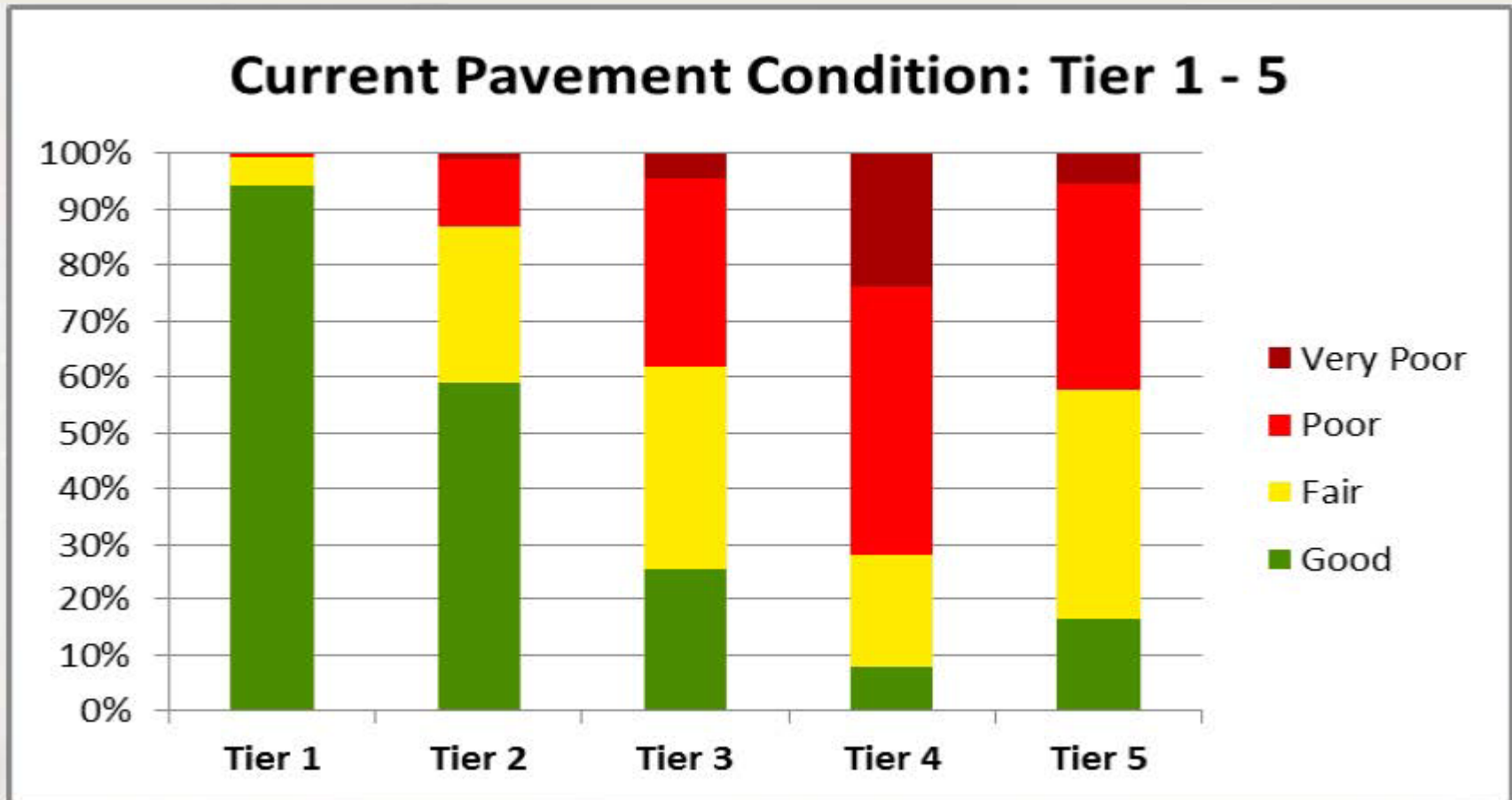
Source: NHDOT

NH Roads and Bridges: Challenges



- This is not a trend in the right direction. Our state is falling behind on bridge condition.

NH Roads and Bridges: Challenges



- **91% of Tier 1 and 2 roads are in good or fair condition.**
- **49% of Tier 3 and 4 roads are in good or fair condition.**

NH Roads and Bridges: Successes

TEN YEAR TRANSPORTATION IMPROVEMENT PLAN

2017 - 2026

Projects Only

APPROVED BY THE NH LEGISLATURE
AND SIGNED INTO LAW BY THE GOVERNOR

PURSUANT TO
RSA 228:99 AND RSA 240 OF THE LAWS OF NEW HAMPSHIRE



PROJECTS LISTED ALPHABETICALLY

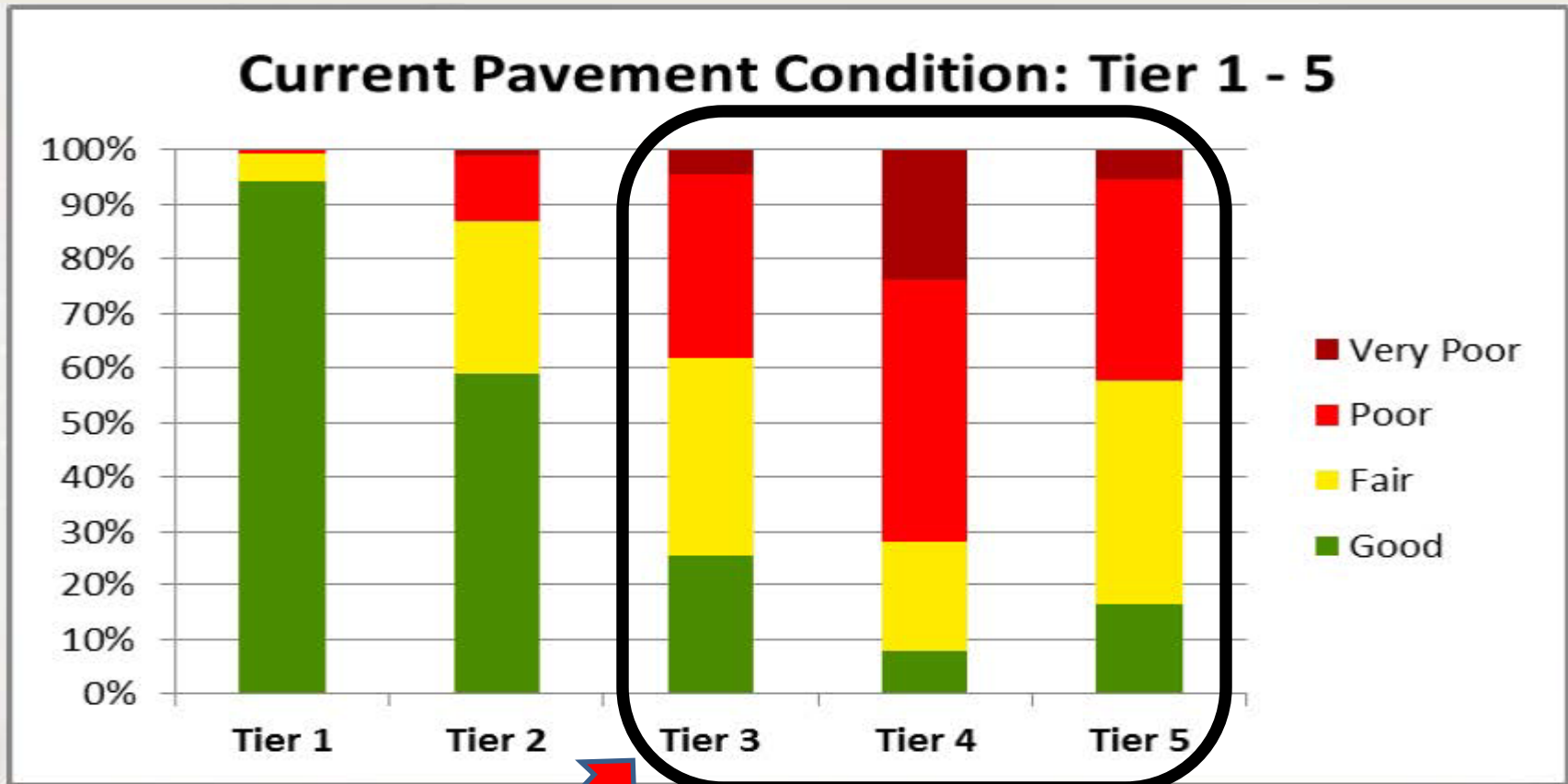


PREPARED BY THE NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

June 24, 2016

- The Ten-Year Transportation Improvement Plan is entirely fiscally-constrained.
- Major projects of statewide significance are moving forward:
 - Expansion of I-93 from Salem to Manchester
 - Construction of I-93 Exit 4A
 - Reconstruction of I-89 Bridge over the Connecticut River
 - Construction of new Hinsdale-Brattleboro Bridge

NH Roads and Bridges: Policy Considerations



- **“Keep the Good Roads Good” Policy means that these roads will not see rehabilitation or reconstruction.**

NH Roads and Bridges: Policy Considerations

- The “Keep the Good Roads Good” policy means that:
 - Interstates and Principal State Highways will be well-maintained.
 - The Secondary State Highways that often serve as Main Street in smaller communities around the state will continue to fall into disrepair.
- The State of New Hampshire has chosen to match federal-aid transportation dollars with Turnpike Toll Credits, which provide no actual purchasing power.
 - The federal share of the Ten-Year Plan, which used to be approximately 80% of the program is now effectively 100% of the program.

NH Roads and Bridges: Policy Considerations

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COMPARISON OF ACTUAL FY 2015 APPORTIONMENTS UNDER THE HIGHWAY AND TRANSPORTATION FUNDING ACT OF 2014, AS AMENDED, AND ESTIMATED FY 2016 - FY 2020 APPORTIONMENTS UNDER THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT (before post-apportionment set-asides; before penalties; before sequestration)

State	Actual FY 2015	Est. FY 2016	Est. FY 2017	Est. FY 2018	Est. FY 2019	Est. FY 2020	FY 2016 to 2020 Total	FY 2016 to 2020 Average
Alabama	732,263,043	789,571,910	795,463,751	802,438,701	820,550,261	840,202,114	4,018,228,717	803,645,743
Alaska	483,855,039	508,614,600	518,117,557	530,336,370	542,306,359	555,294,332	2,655,669,216	531,133,844
Arizona	708,182,063	747,166,445	757,492,248	773,882,621	791,329,101	810,281,016	3,875,131,431	775,026,285
Arkansas	498,714,166	525,175,061	538,020,027	547,604,161	559,963,932	573,374,836	2,742,138,017	548,427,603
California	3,542,468,412	3,723,001,547	3,799,891,396	3,882,001,196	3,969,619,475	4,064,899,233	19,439,192,847	3,887,938,589
Colorado	519,112,989	562,112,989	553,613,657	565,577,911	579,543,213	592,194,216	2,832,141,526	566,429,305
Connecticut	491,770,706	509,278,713	513,954,372	531,232,062	543,222,356	558,232,120	2,860,154,653	532,030,911
Delaware	183,267,961	171,587,491	175,130,767	178,915,597	182,653,904	187,335,461	895,023,120	170,184,624
Dist. of Col.	154,002,708	161,850,034	165,192,253	168,782,270	172,571,324	176,704,316	845,090,197	169,016,039
Florida	1,829,688,002	1,921,860,045	1,961,547,470	2,003,939,203	2,049,168,471	2,098,246,272	10,034,763,124	2,006,952,625
Georgia	1,248,238,772	1,309,738,919	1,336,798,115	1,365,675,624	1,399,489,894	1,429,945,382	6,838,047,044	1,367,729,409
Hawaii	193,244,192	171,562,378	175,105,158	178,889,407	182,527,036	187,309,045	895,792,024	178,158,405
Idaho	276,061,294	290,127,532	298,119,707	302,518,229	309,346,239	316,754,938	1,514,865,644	302,973,129
Illinois	1,372,231,384	1,442,156,608	1,471,937,238	1,503,747,647	1,537,687,978	1,574,514,759	7,530,044,230	1,508,009,846
Indiana	919,698,926	986,529,532	988,488,488	1,007,807,822	1,030,554,618	1,055,235,912	5,046,615,382	1,009,323,276
Iowa	474,345,450	498,613,780	508,808,188	519,804,234	531,536,542	544,289,622	2,602,929,364	520,589,873
Kansas	384,737,489	393,321,318	391,238,975	399,692,143	407,713,444	418,501,959	2,001,465,839	400,293,189
Kentucky	841,252,458	873,688,719	887,984,265	702,750,399	718,611,920	735,822,382	3,519,035,684	703,807,137
Louisiana	877,413,014	711,927,486	728,629,945	742,332,405	750,067,323	777,287,157	3,717,243,324	743,448,895
Maine	178,165,580	187,243,965	191,110,574	195,240,722	199,647,412	204,428,868	977,671,541	195,534,309
Maryland	590,007,300	609,563,599	622,151,114	635,596,565	649,942,279	665,509,023	3,182,781,580	636,552,316
Massachusetts	598,191,765	616,064,316	628,798,048	642,374,865	656,673,544	672,005,261	3,216,704,034	643,340,807
Michigan	1,016,207,628	1,067,989,969	1,090,043,951	1,113,001,189	1,138,735,743	1,166,007,659	5,576,379,610	1,116,275,722
Minnesota	929,372,872	991,441,891	975,100,754	989,680,575	705,257,282	722,147,855	3,453,638,327	690,727,671
Mississippi	498,803,912	490,587,975	500,718,610	511,539,931	523,665,607	535,613,291	2,561,545,214	512,309,043
Missouri	913,718,741	990,274,903	990,104,758	1,001,286,170	1,023,665,822	1,048,040,655	5,013,859,108	1,002,781,822
Montana	398,007,484	416,184,959	424,779,247	433,959,302	443,754,023	454,381,736	2,173,059,267	434,611,853
Nebraska	278,976,662	293,191,186	299,245,632	305,712,735	312,612,854	320,099,752	1,530,852,199	306,172,440
Nevada	350,472,546	398,332,024	375,938,058	384,082,585	392,731,061	402,138,745	1,923,200,513	384,840,103
New Hampshire	159,468,843	167,595,715	171,058,684	174,763,337	178,697,613	182,977,330	875,080,579	175,016,116
New Jersey	993,682,894	1,012,792,350	1,033,708,218	1,056,045,947	1,079,681,265	1,105,743,762	5,298,169,142	1,057,633,829
New Mexico	354,430,590	372,498,916	380,191,064	388,407,532	397,174,129	406,699,776	1,944,067,636	388,991,597
New York	1,620,088,480	1,702,648,572	1,737,809,260	1,775,365,392	1,815,436,141	1,859,914,689	8,990,175,064	1,778,035,017
North Carolina	1,006,630,450	1,067,922,052	1,079,769,267	1,103,103,510	1,128,001,196	1,156,019,278	5,623,811,313	1,104,762,293
North Dakota	239,621,802	251,831,284	251,901,648	262,586,445	268,513,174	274,943,940	1,314,909,501	262,981,300
Ohio	1,293,738,008	1,369,663,237	1,387,740,356	1,417,731,235	1,449,730,162	1,484,450,428	7,099,315,462	1,418,863,092
Oklahoma	612,127,810	643,315,998	656,600,603	670,790,659	689,930,828	702,358,565	3,358,985,681	671,789,339
Oregon	492,423,497	507,004,353	517,474,070	528,657,361	540,689,488	553,593,361	2,847,281,653	528,452,331
Pennsylvania	1,583,603,275	1,664,296,590	1,698,684,445	1,735,374,775	1,774,543,112	1,817,042,511	8,689,821,394	1,737,984,279
Rhode Island	211,081,927	221,837,373	226,418,345	231,311,545	236,532,377	242,197,215	1,158,296,865	231,659,371
South Carolina	848,306,850	679,236,584	693,262,955	708,245,330	724,230,875	741,575,911	3,546,551,655	709,310,331
South Dakota	272,190,802	286,059,805	281,969,963	268,276,779	305,006,059	312,313,885	1,493,605,511	298,726,302
Tennessee	815,605,297	857,163,013	874,983,555	885,770,525	913,943,445	935,931,968	4,475,572,506	896,114,501
Texas	3,331,698,890	3,501,554,175	3,578,957,617	3,650,889,004	3,730,251,741	3,822,702,566	18,291,854,639	3,656,379,597
Utah	335,146,600	352,225,353	359,499,902	367,289,158	375,557,614	384,552,048	1,839,102,113	367,820,423
Vermont	195,896,832	205,868,282	210,119,484	214,680,439	219,505,440	224,762,485	1,074,910,128	214,963,225
Virginia	992,180,040	1,032,226,472	1,053,542,076	1,076,310,501	1,100,603,428	1,126,962,342	5,389,044,819	1,077,928,994
Washington	654,304,963	687,644,962	701,844,910	717,012,683	733,186,062	750,755,744	3,590,454,371	718,090,874
West Virginia	421,787,542	443,288,929	452,442,922	462,220,829	472,653,435	483,973,278	2,314,579,364	462,915,879
Wisconsin	735,225,908	763,225,908	778,990,803	785,825,845	793,798,109	803,727,568	3,985,112,707	797,022,541
Wyoming	247,267,623	259,861,381	265,227,558	270,959,481	277,075,196	283,711,020	1,356,834,636	271,366,927
Apportioned Total	37,799,000,000	39,724,000,000	40,544,305,000	41,420,520,075	42,355,403,896	43,369,794,311	207,414,023,082	41,842,804,616

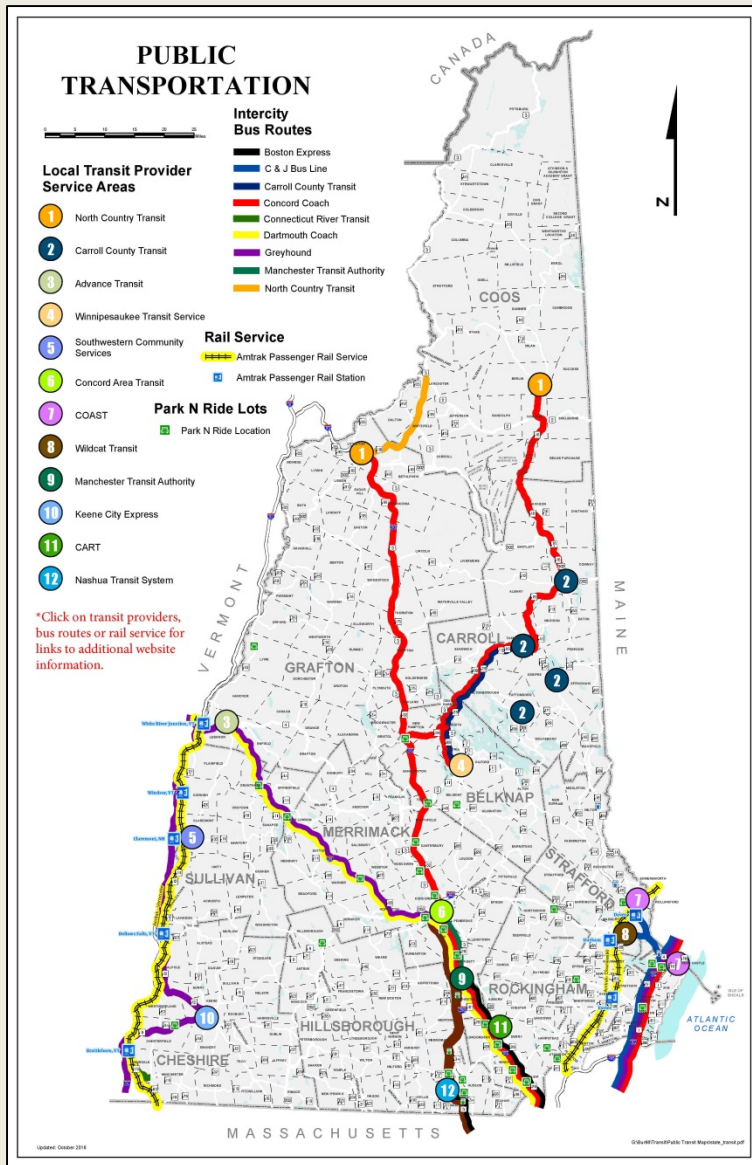
* Reflects \$3,500,000 take-down for safety-related programs for each fiscal year 2016 -2020.

- New Hampshire will get less federal-aid transportation funding over the next five years than any state in the union.
- For comparison, Vermont (with half the population and fewer lane miles) will receive 22.8% more funding than New Hampshire.

NH Public Transportation



NH Public Transportation: Challenges



- Only 24% of the State's population has efficient access to public transportation.
- Substantial local and intercity transit gaps remain to be filled.
 - Many successful local routes can only provide hourly service due to financial constraints.
 - No commuter service on the I-89 Corridor.
 - Insufficient intercity bus connections to Manchester – Boston Regional Airport.
 - Lack of east-west connectivity between services.

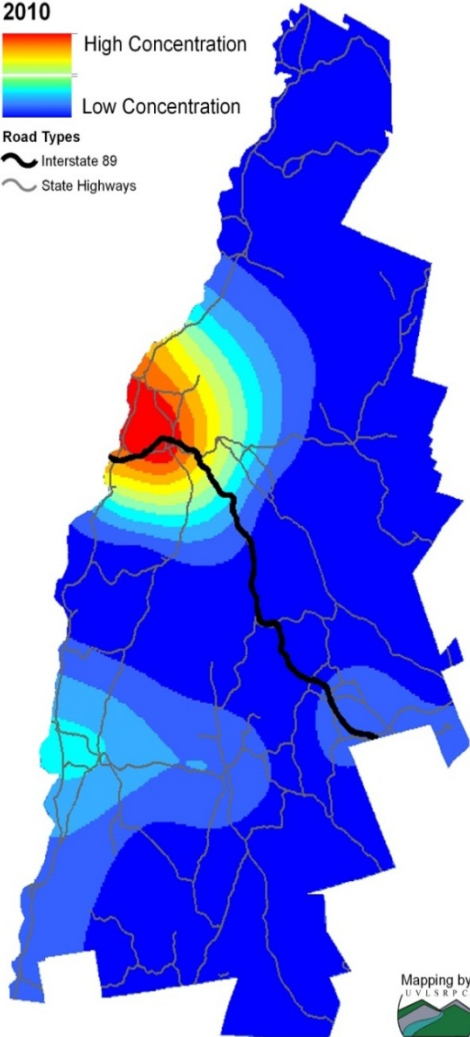
NH Public Transportation: Challenges

REGIONAL JOB DISTRIBUTION

2010



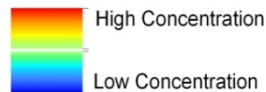
Road Types



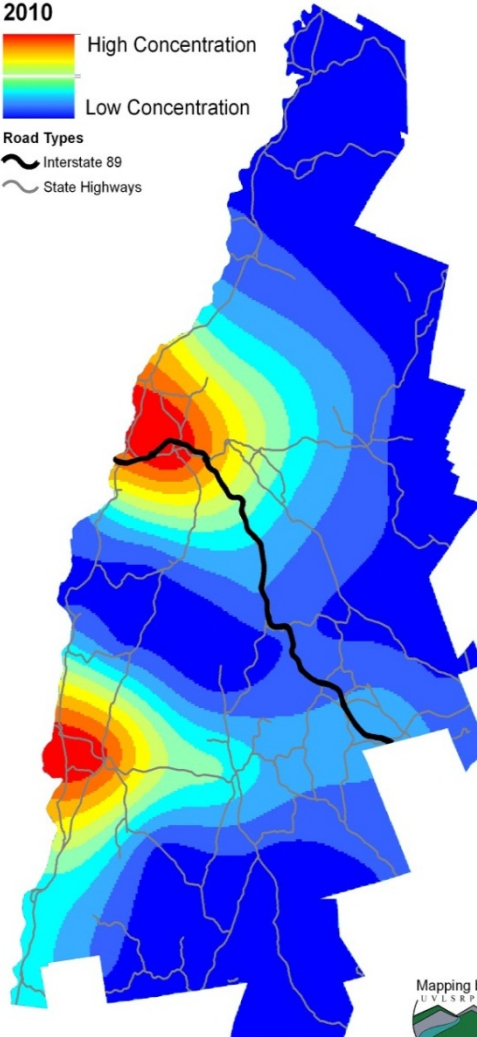
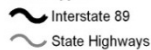
Mapping by:
UVLSRPC
Feb. 2012

REGIONAL HOUSING DISTRIBUTION

2010



Road Types



Mapping by:
UVLSRPC
Feb. 2012

- Housing costs (and lack of housing options) near employment centers drive development patterns that result in sprawl.
- This drives commuting costs higher for the workforce and increases demand for public transit.

Source: UVLSRPC

NH Public Transportation: Challenges

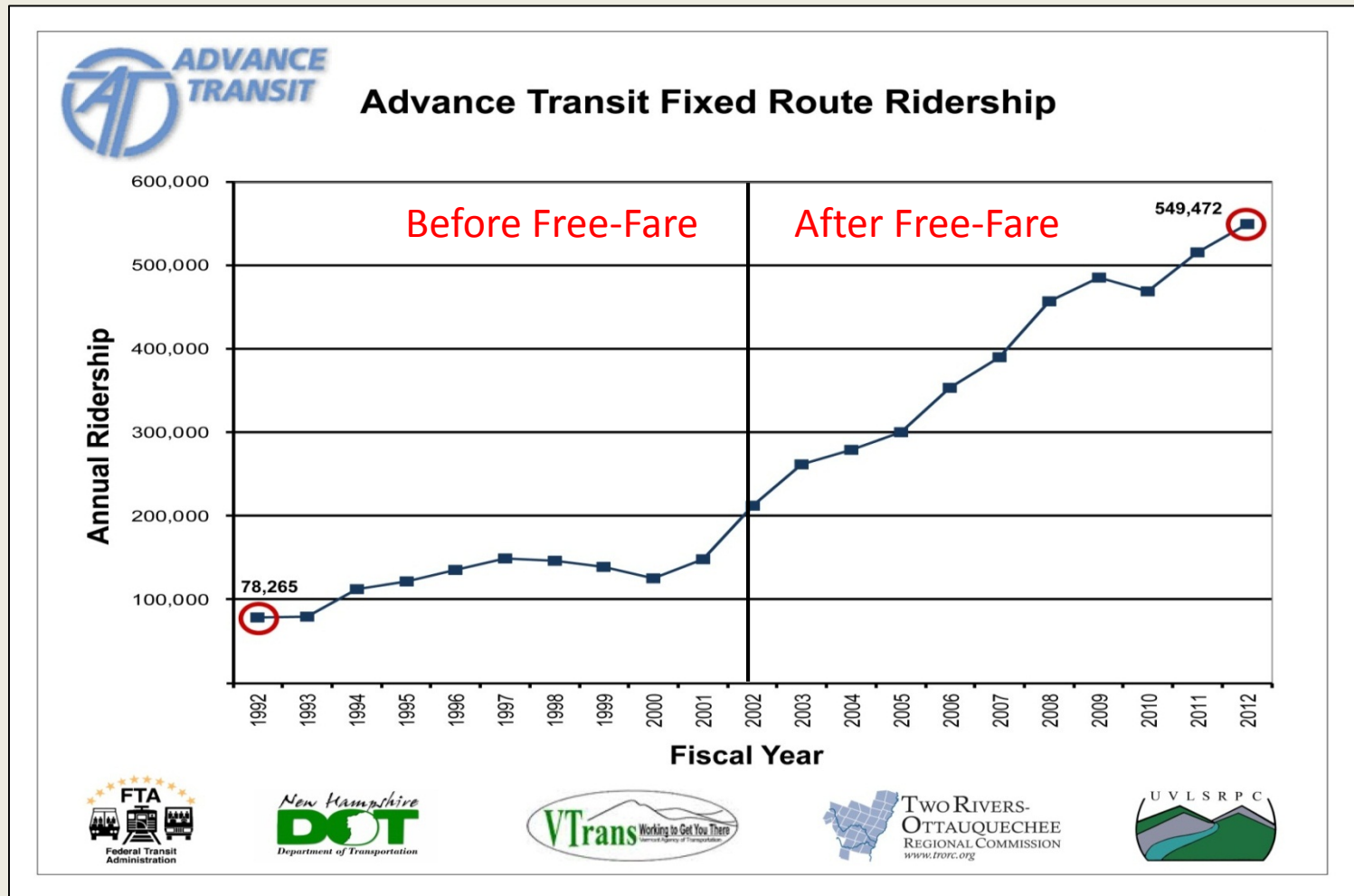


Many policy makers (at the state and local levels) still view transit as being a social welfare service for the elderly, disabled, and low-income residents. This results in a stigma.



Today, transit services are modern, accessible, and utilized by people across income ranges and age groups. Transit is a sought-after amenity for a young workforce.

NH Public Transportation: Successes



- **Businesses recognize the importance of public transit, and public-private funding partnerships are having a big impact.**

NH Public Transportation: Policy Considerations

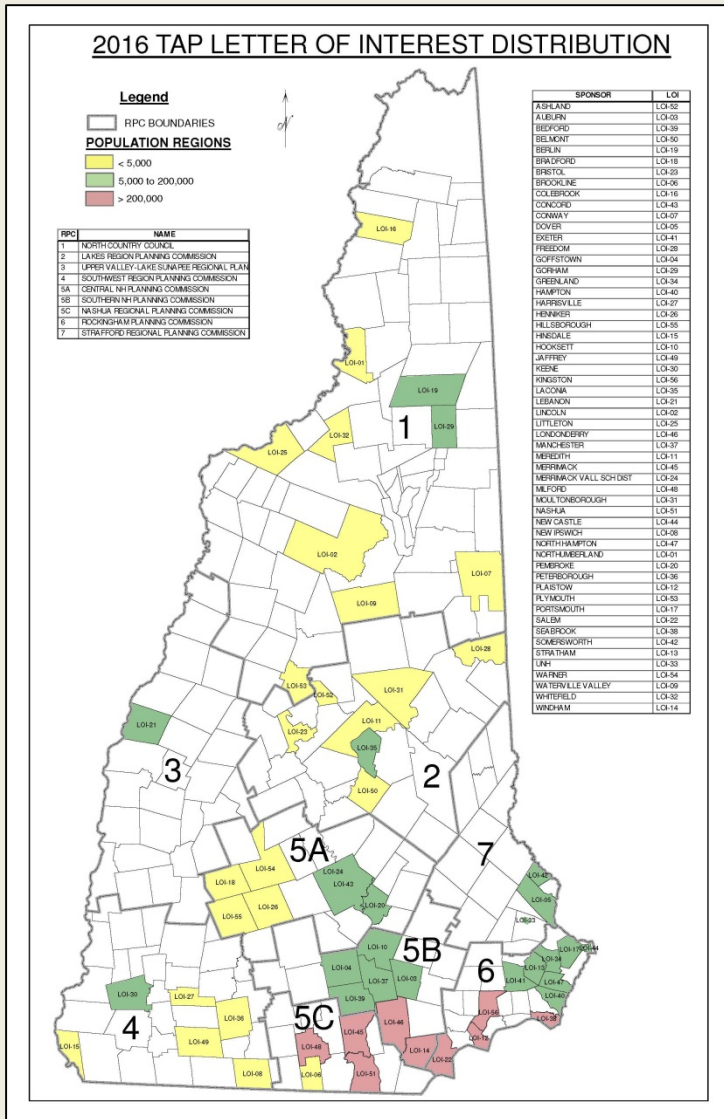
- Article 6A of the NH State Constitution is widely interpreted as prohibiting the expenditure of State Highway Fund dollars on public transportation.
 - Thus, any State operating support contributions to transit must come from the General Fund.
- New Hampshire is one of approximately five states in the union that does not contribute to the operation of public transit.
- Municipalities continue to put transit contributions in their social welfare budget (often the first item on the chopping block) rather than the community development budget.

NH Bicycle/Pedestrian Transportation



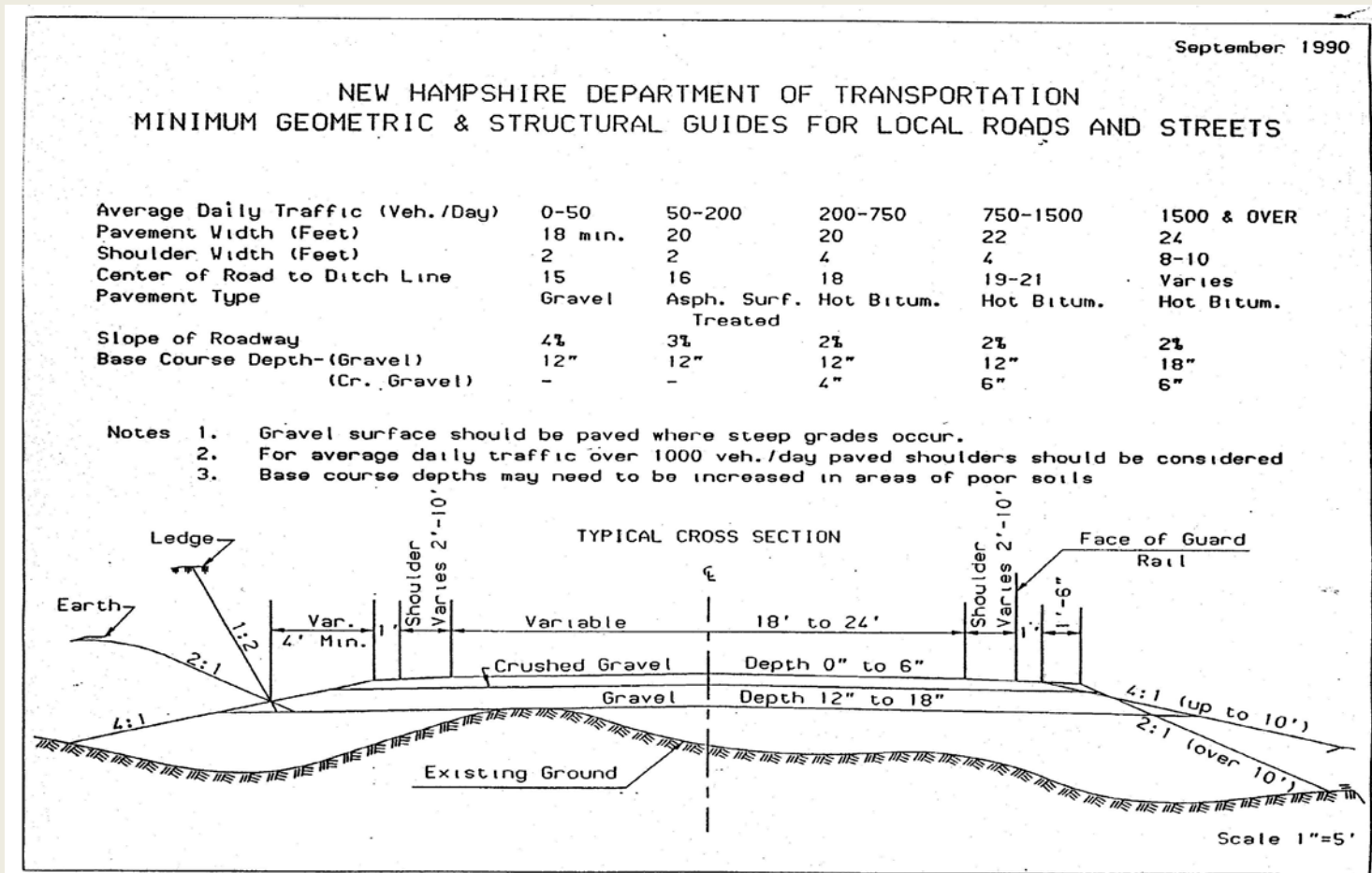
- **“Walkability” and “Bikeability” are more than just buzzwords to a younger, health-conscious generation.**

NH Bicycle/Pedestrian Transportation: Challenges



- The Transportation Alternatives Program (TAP) is essentially the only State or Federal funding source for bicycle/pedestrian transportation in New Hampshire.
- The demand far outpaces available funding.
 - In the most recent TAP solicitation, 46 communities submitted applications and provided a local match funding commitment. NHDOT awarded 12 projects with the available funding.

NH Bicycle/Pedestrian Transportation: Challenges



- Antiquated design guidance leads to overbuilt subdivision streets that are not friendly for bicycles and pedestrians.

NH Bicycle/Pedestrian Transportation: Challenges



- The above road is typical of recently developed subdivision streets in New Hampshire. The road is 28' wide (which facilitates speeding) and has no sidewalk to the nearby park.

NH Bicycle/Pedestrian Transportation: Successes



- The NHDOT has recently published a Citizen's Guide to Promoting Walking and Bicycling Accommodations in New Hampshire.
- The NHDOT has established a Technical Advisory Committee (BPTAC) to advise the Department on bicycle/pedestrian issues.

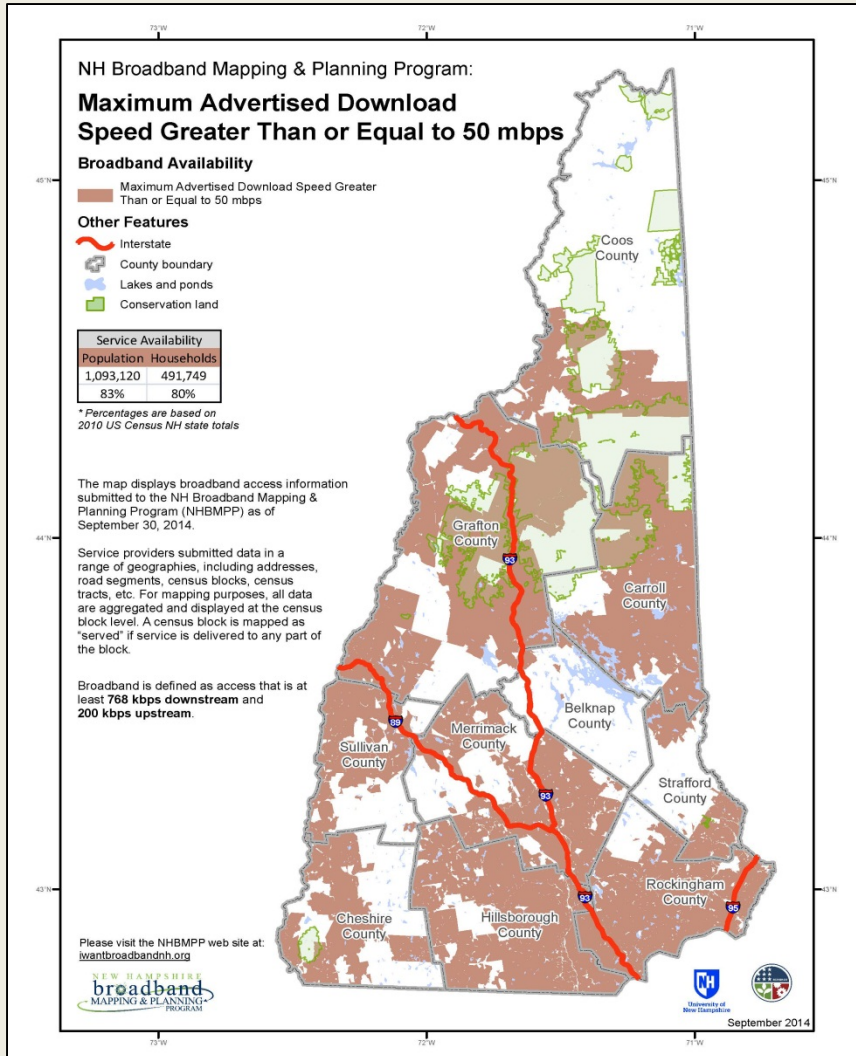
NH Bicycle/Pedestrian Transportation: Policy Considerations

- The SB 364 Legislative Study Committee recently released their report and recommended the following:
 - That the NHDOT develop formalized criteria to help prioritize Complete Streets project applications;
 - That the NHDOT develop a guidebook to aid municipalities in implementing Complete Streets; and
 - That the NHDOT update any out-of-date documents (including the minimum geometric guidelines) to aid in the implementation of Complete Streets.
 - That there be a new \$2.5 Million state-funded pilot program to facilitate the implementation of Complete Streets initiatives around the State of New Hampshire.

How Can We Attract and Retain A Vibrant Workforce?

**Lastly, a word about digital
connections....**

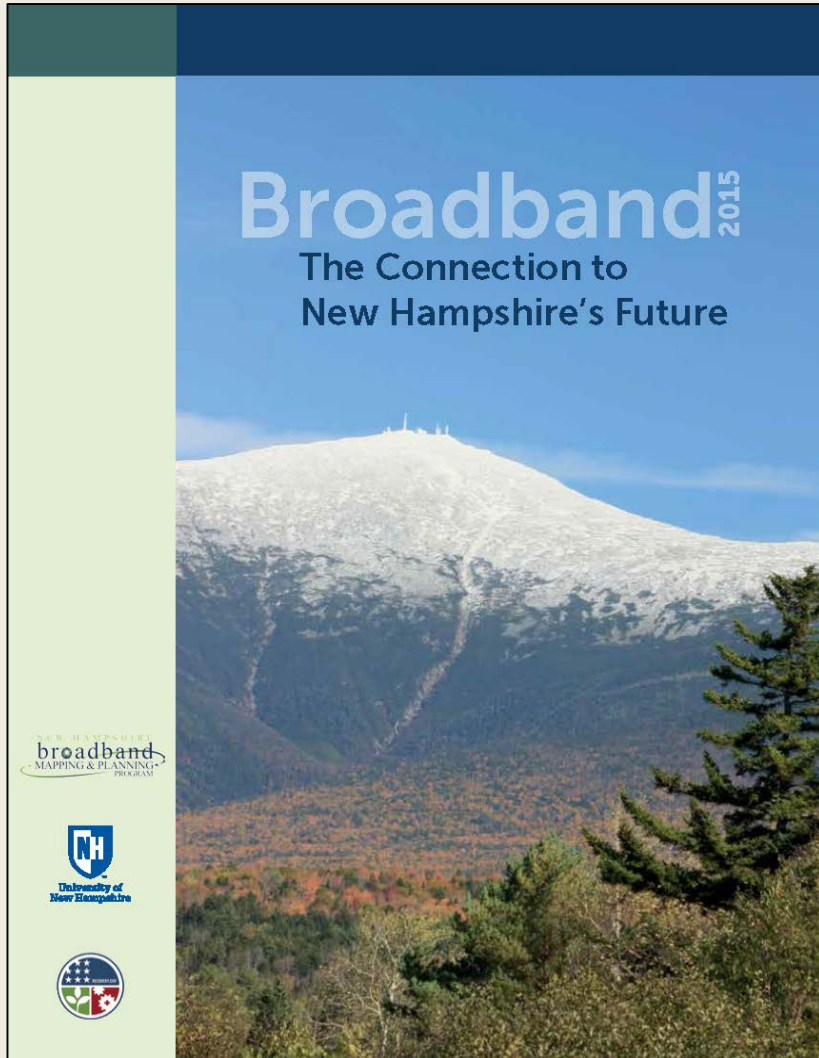
Digital Connections: The Need for Broadband



- Young professionals live in a digital world. **They will not live in an area with no (or limited) cellular service or broadband.**
- Building and expanding the state's broadband network should remain a top priority for policy makers in New Hampshire.

Learn more at: www.iwantbroadbandnh.org

Digital Connections: State Broadband Plan Highlights



- Establish a Broadband Authority and Broadband Council
- Eliminate Barriers to Broadband Availability
- Encourage Competition to Improve Broadband Affordability
- Coordinate, Promote, and Sponsor Trainings to Increase Broadband Adoption
- Monitor Broadband Availability and Adoption

Learn more at: www.iwantbroadbandnh.org

Thank You!

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