



U.S. Chamber of Commerce

New Hampshire

About the Infrastructure Network

In the state of New Hampshire:



Roads

16,262 miles of roads, with **34%** in poor or mediocre condition



Bridges

7.5% of **2,549** bridges are deemed structurally deficient



Rail

541 miles of freight rail; **146** miles of passenger rail



Transit

10+ transit providers serve **over 2.9 million** riders annually



Ports and Waterways

75 waterways throughout the state

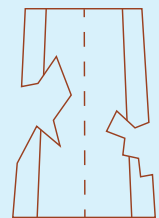


Airports

312 airports in the state

Moving People and Goods

Driving on deteriorated roads costs New Hampshire motorists **\$602 million**, or **\$551 per driver**, in the form of additional repairs, accelerated vehicle depreciation, and increased fuel consumption and tire wear.



Commuting:

80.8%

of workers in New Hampshire commute by driving

15.1%

use transit, walking, biking, or other modes of transportation

Freight:

\$52 billion

in domestic trade is shipped from the state each year

72%

of that volume moved by truck

Economic Impact



1,847
direct

and

9,793
indirect

transportation jobs generate
over \$586 million in wages
each year within New Hampshire.

Safety



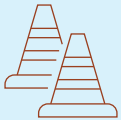
660

people died on New Hampshire
highways from 2020 through 2025,
an average of **132** fatalities per year.



0.99 < 1.1

New Hampshire traffic fatality rate
of **0.99** fatalities per **100** million
vehicle miles traveled is **lower**
than the national average of **1.1**.



4 work zone fatalities

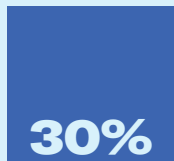
occurred in New Hampshire between
2020–2024.



**192 structurally
deficient bridges**

pose safety risks if not addressed.

Federal Funding for Infrastructure



Federal funding accounts for
30% of spending
on road and bridge projects...



and provides
39% of the revenue
that keeps transit systems
operating and investing in
new projects.



IIJA Allocation (2021–2026)

New Hampshire has received
approximately **\$1.38 billion** in federal
transportation funding under the
Infrastructure Investment and Jobs Act.



What's at Stake

Without reauthorization at current or
increased levels, **New Hampshire**
risks losing federal funding needed
to maintain key corridors like I-93, support
the tourism economy, and ensure reliable
transportation connections for residents,
businesses, and visitors across the state.

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