

# TRANSPORTATION AND TRAFFIC

## Drivers Licenses and Motor Vehicle Registrations

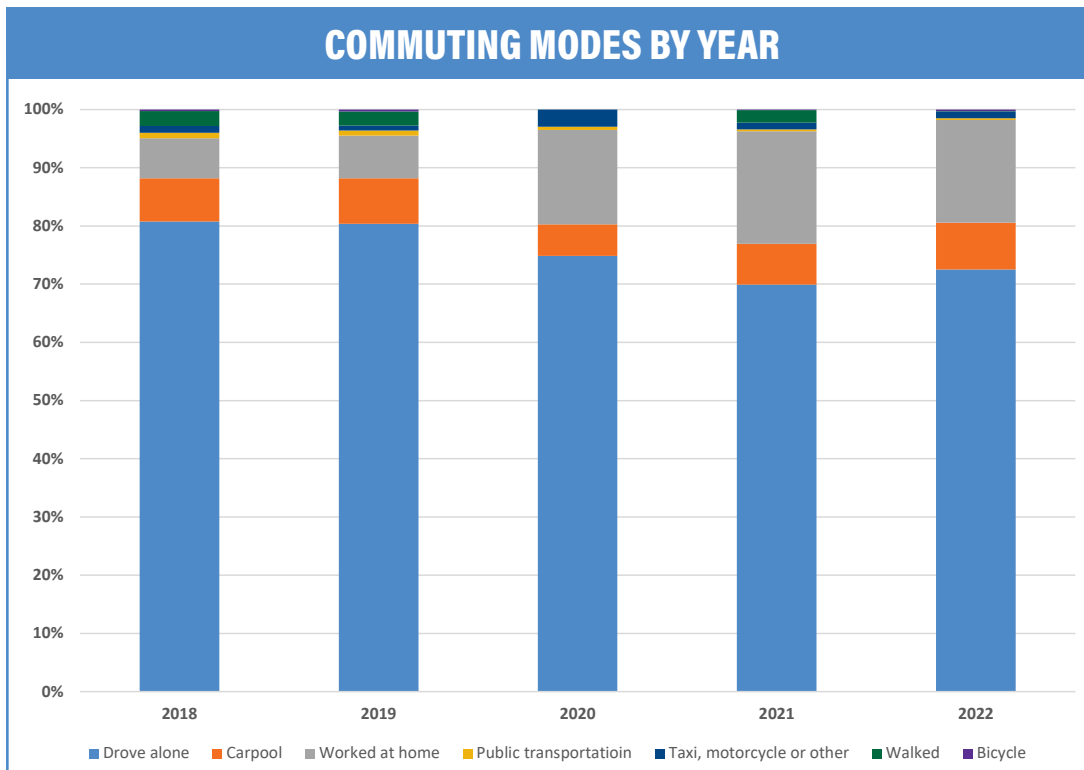
From 2018 to 2022, the number of automobiles registered in the state of New Hampshire decreased by 64,044. However, the total number of motor vehicles registrations increased by 90,833, or 6.7 percent. Most of this increase was attributed to registrations of trucks and motorcycles, which rose by 19.3 percent and 10.6 percent respectively during this time period. A slight increase of 2.8 percent was observed in registrations of buses during this five-year period.

## Commuting Modes

In 2022, the predominant commuting mode for New Hampshire residents remained driving alone, constituting 71.1 percent of total commuters. Despite a consistent decline since 2018, there was a 1.1 percent increase observed in this category in 2022. This slight rise contrasted

with the trend for residents working from home, as, for the first time since 2018, a decrease in the percentage of New Hampshire residents working from home was noted in 2022. This shift coincided with the easing of pandemic-era social distancing restrictions and the resurgence of in-office work, evidenced by the reduced proportion of residents working from home.<sup>1</sup>

Similar to 2021, working from home remained the second most popular commuting mode in 2022, followed by carpooling. Between 2018 and 2022, there was a decline in the percentages of commuters using public transportation and walking, while the proportions of commuters biking, taking a taxi, riding a motorcycle, or employing other modes of transportation remained relatively stable.



Source: U.S. Department of Transportation, Bureau of Transportation Statistics

<sup>1</sup> United States Department of Transportation, State Transportation Statistics: Commute Mode. <https://www.bts.gov/browse-statistical-products-and-data/state-transportation-statistics/commute-mode>.

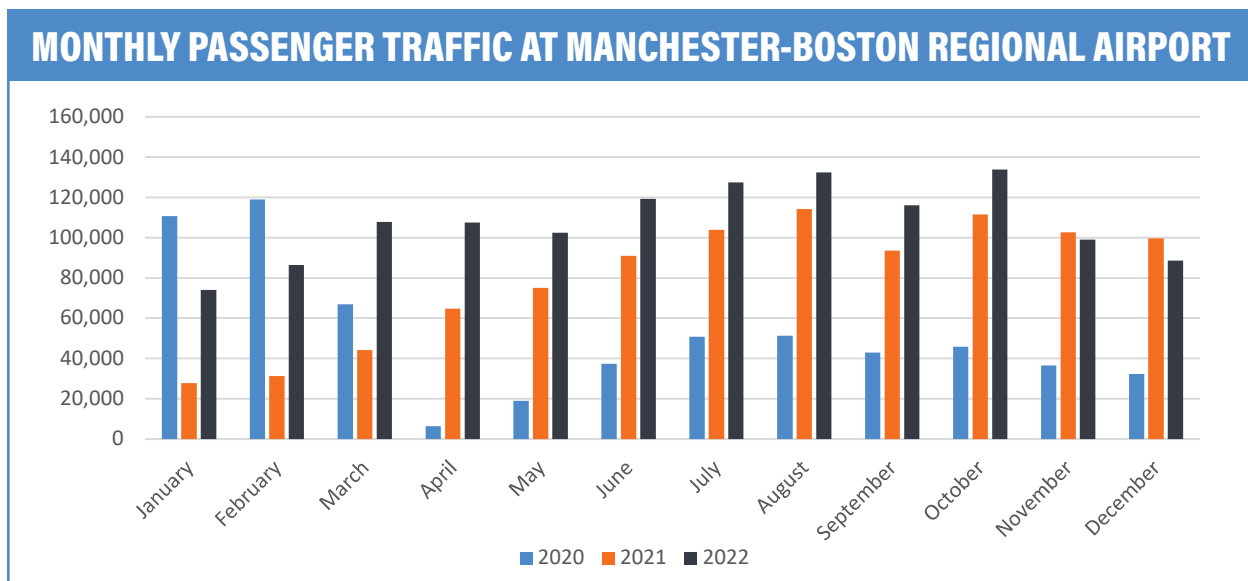
## Airport Traffic

The state of New Hampshire boasts numerous regional airports offering a variety of commercial, private, and charter flight options, with single and multiple runways featuring varying lengths of asphalt and turf, some equipped with control towers. Among these options, Manchester-Boston Regional Airport (MHT) in Manchester stands out as the most popular departure and arrival hub in the region. Another alternative is Portsmouth International Airport (PSM), albeit with limited commercial flight services, primarily with Allegiant Airlines. Despite its smaller size, PSM offers cargo services, catering to a range of cargo sizes from small parcels to oversized freight. PSM also boasts onsite U.S. Customs facilities, making it an attractive option for international routes.<sup>2</sup>

In comparison, Manchester-Boston Regional Airport (MHT) is larger and offers a broader range of flight connections, serving major airlines like American, Southwest, United, and Spirit, although Spirit is planning to pull out of MHT in 2024.<sup>3</sup> Its strategic location just 50 miles north of Boston, Massachusetts, further enhances its appeal, particularly for travelers heading to popular vacation

and tourist destinations in New Hampshire. MHT consistently leads New Hampshire airports in both passenger and freight traffic, ranking as the third-largest cargo airport in New England, processing more air cargo annually than all other regional airports in the region combined.<sup>4</sup>

The coronavirus pandemic significantly impacted travel in 2020, with a steep 63.6 percent decline in passenger traffic at MHT. However, 2021 saw a notable rebound with a 55.1 percent increase, followed by a further 34.9 percent uptick in 2022.<sup>5</sup> The introduction of daily Spirit Airlines flights to Florida and South Carolina in October 2021, alongside increased capacity and flight frequencies from major airlines, contributed to this growth.<sup>6</sup> Conversely, cargo traffic experienced fluctuations, with a 9.3 percent surge in 2020 followed by declines over the next two years. Notably, the launch of daily cargo service by Amazon Air on November 17, 2022, marked a significant milestone for MHT, leading to a substantial 16.6 percent increase in cargo processed in 2023 compared to 2022 levels, promising economic growth and job creation in New Hampshire.<sup>7</sup>



Source: Manchester-Boston Regional Airport, Statistics. 2023

2 Portsmouth International Airport, Business Services, 2023. <https://flypsmairport.com/aviation-business/services/>.  
 3 Shaun Ganley, "Spirit Airlines to pull out of Manchester-Boston airport this spring," WCVB, February 23, 2024. <https://www.wcvb.com/article/spirit-airlines-ending-manchester-boston-service-this-spring/46915329>.  
 4 Manchester-Boston Regional Airport, Flight and Airline, Cargo. <https://www.flymanchester.com/flights-airlines/cargo>.  
 5 Manchester-Boston Regional Airport, Statistics, Passenger & Cargo Statistics. <https://www.flymanchester.com/about-the-airport/statistics/>.  
 6 Manchester-Boston Regional Airport, News. 2023 <https://www.flymanchester.com/news/>.  
 7 Ibid.

## Rail and Train

Amtrak stations in New Hampshire serve as crucial links along the Downeaster and Vermonter routes, providing connections to major cities such as Boston, New York City, and Washington D.C. Additionally, Amtrak buses extend service to various other cities within the state. The state's tourist excursion railroads play a pivotal role in preserving and upkeeping New Hampshire's railroad infrastructure, while also contributing to the tourism sector. The state currently owns approximately 330 miles of abandoned railroad corridors, acquired with the intention of preserving them for potential future transportation needs. Many of these corridors have been repurposed into recreational trails, managed by the Department of Natural and Cultural Resources.<sup>8</sup>

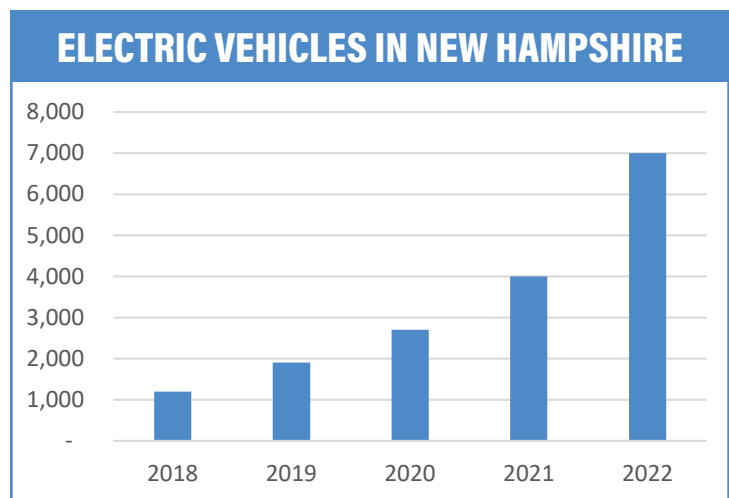
As of the end of FY 2022, Amtrak operated 11 trains daily in New Hampshire, serving Claremont (CLA), Dover (DOV), Durham (DHM), and Exeter (EXR). In 2018, the total ridership at New Hampshire stations was recorded at 212,562 riders. Since then, total station usage experienced a consistent decline each year until FY 2021, when ridership hit a low of 60,937 riders. The significant drop in ridership and station usage can be attributed largely to the coronavirus pandemic. However, for the first time since 2018, an increase in ridership was observed in FY 2022. Total station ridership data for New Hampshire in 2022 reached 135,048 riders, more than doubling the ridership figures from 2021.<sup>9</sup>

## Electric Vehicles

In recent years electric vehicles (EVs) have become increasingly popular in United States. New Hampshire has seen a rapid increase in EVs on its roads. The number of EVs registered in New Hampshire increased from 1,200 in 2018 to 7,000 in 2022 and this 483 percent increase in electric vehicles registration speaks volumes about the popularity of EVs among New Hampshire's residents.<sup>10</sup>

In 2019, New Hampshire's EVs accounted for 0.1 percent of the state's vehicle share; by June 2022, New Hampshire grew to more than 7,000 EV's registered, 0.5 percent of all registered vehicles. This increase is mainly due to New Hampshire's efforts to increase charging infrastructure and providing incentives to lower the upfront costs of EV's and EVSE (Electric Vehicle Supply Equipment) from 2019 onwards. However, the state lags slightly behind the national average adoption rate of 0.9 percent.<sup>11</sup> California tops the list when it comes to electric vehicles registration count, with over 903,620 electric vehicles registered in total, 2.5 percent of all registered vehicles in the state. Currently, New Hampshire ranks 34th among all states in Electric Vehicles registration count. This count only includes all-electric vehicles; plug in hybrid electric vehicles (PHEVs) are not included. The popularity of EVs in New Hampshire is expected to grow due to the enhanced EV infrastructure, more EV models available, additional policies to drive adoption and financial incentives.<sup>12</sup>

On August 2, 2022, the New Hampshire Department of Transportation (NH DOT) submitted an Electric Vehicle Infrastructure Deployment Plan. This plan, developed in accordance with the requirements of the National Electric Vehicle



Source: US Department of Energy, Alternative Fuels Data Center

8 New Hampshire Department of Transportation, Rail Transportation. <https://www.dot.nh.gov/navigating-nh/air-rail-or-bus/rail-transportation>.

9 Amtrak, State Fact Sheet, New Hampshire. <https://www.amtrak.com/state-fact-sheets>.

10 U.S. Department of Energy, Alternative Fuels Data Center. [https://afdc.energy.gov/transatlas/#/?state=NH&view=vehicle\\_count](https://afdc.energy.gov/transatlas/#/?state=NH&view=vehicle_count).

11 U.S. Department of Energy, Vehicle Registration Counts by State. <https://afdc.energy.gov/vehicle-registration>.

12 New Hampshire Department of Transportation, The Updated NH NEVI Plan. <https://www.dot.nh.gov/projects-plans-and-programs/ev-charging-infrastructure>.

Infrastructure (NEVI) formula program, presents a structured framework to address the increasing demand for electrification in the state. Under the NEVI program, approximately \$17 million in funds were allocated for the period spanning 2022 to 2027. These funds are intended to support the expansion of electric vehicle charging infrastructure across New Hampshire.<sup>13</sup>

Following approval by the Federal Highway Administration (FHWA) on September 15, 2022, NHDOT assembled an in-house team along with an engineering consultant partner to collaborate with the Electric Vehicle Working Committee in overseeing the deployment of electric vehicle charging stations. In 2023, the goals, roles, and responsibilities outlined in the New Hampshire NEVI plan were finalized, incorporating some changes from the previous version. On September 29th, 2022, the updated New Hampshire NEVI plan received approval. The initial three years of the plan prioritize the establishment of NEVI-compliant EV charging stations along the interstate system, facilitating connectivity between New Hampshire and its neighboring states as well as Canada.

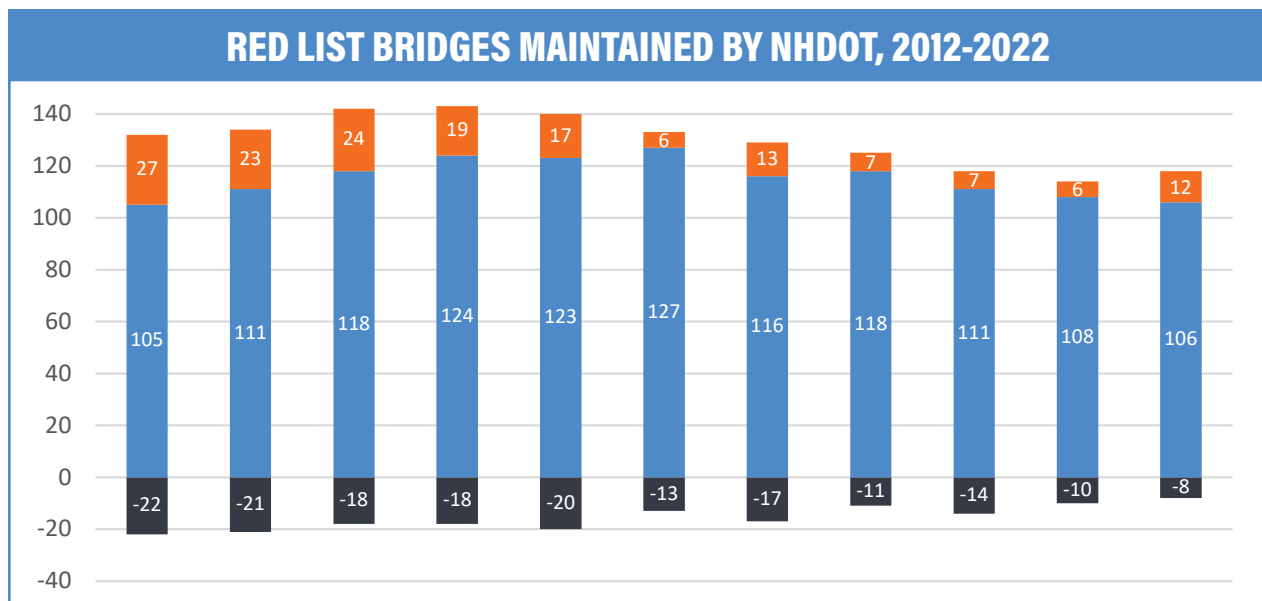
## Bridge Maintenance

The Bureau of Bridge Design is responsible for designing and preparing contract plans for bridge rehabilitation and replacement projects. According to the New Hampshire Department of Transportation, as of December 31, 2022, there were a total of 2,159 state-owned bridges in New Hampshire, with 118 of them classified as “Red Listed,” constituting five percent of the total state-owned bridges.<sup>14</sup>

A “Red List Bridge” is structurally deficient, meaning it has one or more major elements in poor or worse condition. In 2022, eight bridges were removed from the state’s “Red List,” while 12 bridges were newly added. Additionally, during the same period, 210 municipally owned bridges were included in the “Red List.”

In 2022, the total deck area of “Red Listed” bridges was measured at 615,419 square feet, an increase of 35,561 square feet compared to the previous year.

– Abhinav Bountra



Source: New Hampshire Department of Transportation, Bridge Design, 2022 State Red List

<sup>13</sup> New Hampshire Department of Transportation, NEVI Charging Deployment Plan for NH. <https://www.dot.nh.gov/projects-plans-and-programs/ev-charging-infrastructure>.

<sup>14</sup> New Hampshire Department of Transportation, Bridge Design, 2022 State Red List. <https://www.dot.nh.gov/about-nh-dot/divisions-bureaus-districts/bridge-design>.

HIGHWAY TRAFFIC - ANNUAL TOTALS	2018	2019	2020	2021	2022
Average Annual Daily Traffic					
I-93 at Mass. State Line (Salem)	109,466	110,780	93,498	109,291	113,331
Annual percent change	2.0%	1.2%	-15.6%	16.9%	3.7%
I-95 at Mass. State Line (Seabrook)	98,783	100,908	80,619	95,378	98,777
Annual percent change	0.9%	2.2%	-20.1%	18.3%	3.6%

Source: New Hampshire Department of Transportation, ELMI analysis. Last Update 9/22/2023

LICENSES ISSUED & REGISTRATIONS	2018	2019	2020	2021	2022
Motor-Vehicle Registrations					
All Motor Vehicles	1,346,318	1,363,379	1,357,535	1,417,949	1,437,151
Automobiles	506,959	489,224	460,825	458,141	442,915
Buses	3,045	3,096	3,080	2,423	3,131
Trucks	757,353	791,892	814,942	872,359	903,740
Motorcycles	78,962	79,167	78,688	85,026	87,365
Licensed Drivers					
Male	587,031	604,347	528,941	594,386	
Female	574,634	590,864	531,440	580,440	
Age 19 and under	38,413	38,485	35,093	37,292	
Age 65 and over	272,831	292,748	253,097	318,578	

Source: Federal Highway Administration, Policy and Governmental Affairs, Office of Highway Policy Information. Last Update 1/18/2024

AIRCRAFT TRAVEL	2018	2019	2020	2021	2022
Manchester-Boston Regional Airport					
Total Passengers, Domestic and International Carriers	1,803,778	1,698,109	618,517	959,490	1,294,751
Annual Percent Change	-6.3%	-5.9%	-63.6%	55.1%	34.9%
Enplanements	902,788	847,899	306,907	479,526	645,269
Annual Percent Change	-6.2%	-6.1%	-63.8%	56.2%	34.6%
Deplanements	900,990	850,210	313,610	479,964	649,482
Annual Percent Change	-6.5%	-5.6%	-63.1%	53.0%	35.3%
Air Cargo, Domestic and International Carriers (Tons) <sup>a</sup>	92,903	96,890	105,897	103,445	100,444
Annual Percent Change	8.7%	4.3%	9.3%	-2.3%	-2.9%

<sup>a</sup> Does not include air mail

Source: Manchester-Boston Regional Airport, ELMI analysis. Last Update 9/22/2023

PORTSMOUTH HARBOR FREIGHT TRAFFIC	2018	2019	2020	2021	2022
Total (thousands of short tons)	2,627	2,869	2,631	2,737	2,243
Annual percent change	11.6%	9.2%	-8.3%	4.0%	-18.0%
Domestic	386	689	444	205	276
Annual percent change	5.7%	78.5%	-35.6%	-53.8%	34.6%
Foreign Imports	2,241	2,179	2,187	2,532	1,967
Annual percent change	14.4%	-2.8%	0.4%	15.8%	-22.3%
Foreign Exports	1	0	33	9	0
Annual percent change	-96.6%	-100.0%	n/a	-72.7%	-100.0%

Source: US Army Corp of Engineers - Navigational Data Center, ELMI analysis. Last Update 9/22/2023

Prepared by: New Hampshire Employment Security, Economic and Labor Market Information Bureau

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