



U.S. House of Representatives
Committee on Transportation and Infrastructure

James L. Oberstar
Chairman

Washington, DC 20515

John L. Mica
Ranking Republican Member

October 1, 2009

David Heymsfeld, Chief of Staff
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The Honorable John Lynch
Office of Governor John Lynch
107 North Main Street
Room 208
Concord, NH 03301

Dear Governor Lynch:

The Committee on Transportation and Infrastructure continues to closely oversee the implementation of transportation and infrastructure provisions of the American Recovery and Reinvestment Act of 2009 (P.L. 111-5) (Recovery Act), to ensure that the funds provided are invested quickly, efficiently, and in harmony with the job-creating purposes of the Recovery Act. Throughout development of the Recovery Act, I emphasized the importance of transparency and accountability and ensured that the transportation and infrastructure provisions are subject to the most rigorous transparency and accountability requirements of the Act.¹

In August 2009, almost six months after enactment of the Recovery Act, I sent letters to the best and worst performers in putting to work Recovery Act highway funds. Since then, we have watched many States move aggressively to use these funds to create and sustain family-wage jobs, contribute to our nation's long-term economic growth, and help the United States recover from the worst recession since the Great Depression.

Commendably, New Hampshire has the third best record among all States. Based on the State progress reports submitted to the Committee in September 2009, New Hampshire is leading other States in putting to work its Recovery Act highway formula funds. According to submissions received from all States and the District of Columbia, your State ranks 3 out of 51,² based on an analysis of the percentage of Recovery Act highway

¹ See P.L. 111-5, § 1201. In addition to the statutory reporting requirements of the Recovery Act, the Committee has requested and received transparency and accountability information on implementation of the transportation and infrastructure provisions of the Recovery Act from Federal agencies, States, metropolitan planning organizations, and public transit agencies. Those recipients have reported regularly to the Committee. The Committee has also held five oversight hearings on implementation of the Recovery Act.

² These rankings include the 50 States and the District of Columbia. The rankings do not include the Territories.

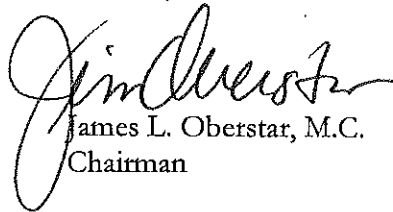
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formula funds put out to bid, under contract, and underway.³ As of August 31, New Hampshire had begun construction of projects totaling 78 percent of the State's funding.

I expect that your State will continue to keep up the good work and serve as a model for other States around the nation.

Thank you for your efforts.

Sincerely,



James L. Oberstar, M.C.
Chairman

³ According to the State's submission, as of August 31, 2009, 94.7 percent of New Hampshire's Recovery Act highway formula funds are out to bid, 78.7 percent of funds are under contract, and 78 percent of funds are underway. Nationally, 65.2 percent of Recovery Act highway formula funds are out to bid, 48.9 percent of funds are under contract, and 42.7 percent of funds are underway.