



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

James L. Oberstar  
Chairman

Washington, DC 20515

John L. Mica  
Ranking Republican Member

August 6, 2009

David Heymsfeld, Chief of Staff  
Ward W. McCarragher, Chief Counsel

James W. Coon II, Republican Chief of Staff

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

Dear Governor Lynch:

The Committee on Transportation and Infrastructure is committed to ensuring that funds provided pursuant to the American Recovery and Reinvestment Act of 2009 (P.L. 111-5) (Recovery Act) are invested quickly, efficiently, and in harmony with the job-creating purposes of the 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.<sup>1</sup>

Just 13 days after the Recovery Act was signed into law, the Federal Highway Administration (FHWA) provided Federal-aid highway formula funding allocations to each of the States. With this allocation, States were authorized to proceed to bidding and construction of approved projects. On that same day, March 2, 2009, the State of Maryland received approval for a highway project, awarded the contract, and issued the notice to proceed. Work began on the resurfacing project later that week.

Over the past five months, almost all States have moved forward aggressively to use the highway funds provided under the Recovery Act 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 second best record among all States. Based on the State progress reports submitted to the Committee in July 2009, New Hampshire is leading other States in putting to work its Recovery Act highway formula funds. According***

<sup>1</sup> 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 four oversight hearings on implementation of the Recovery Act.

The Honorable John Lynch

August 6, 2009

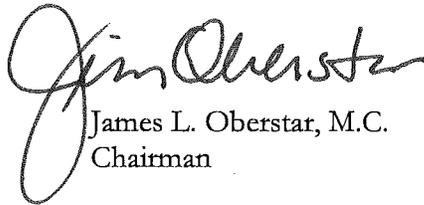
Page 2

*to submissions received from all States and the District of Columbia, your State ranks 2 out of 51,<sup>2</sup> based on an analysis of the percentage of Recovery Act highway formula funds put out to bid, under contract, and underway.<sup>3</sup> As of June 30, New Hampshire had begun construction of projects totaling 64 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

---

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

<sup>3</sup> According to the State's submission, as of June 30, 2009, 81.3 percent of New Hampshire's Recovery Act highway formula funds are out to bid, 64.1 percent of funds are under contract, and 64.1 percent of funds are underway. Nationally, 48.8 percent of Recovery Act highway formula funds are out to bid, 32.1 percent of funds are under contract, and 22.9 percent of funds are underway.