



TOWN COUNCIL – AGENDA REQUEST FORM

THIS FORM WILL BECOME PART OF THE BACKGROUND INFORMATION USED BY THE COUNCIL AND PUBLIC

Please submit Agenda Request Form, **including back up information**, 8 days prior to the requested meeting date. **Public Hearing requests must be submitted 20 days prior to requested meeting date to meet publication deadlines** (exceptions may be authorized by the Town Manager, Chairman/Vice Chair).

MEETING INFORMATION

Date Submitted: November 30, 2017
Submitted by: Town Manager Eileen Cabanel
Department:
Speakers:

Date of Meeting: December 7, 2017

Time Required: 20 minutes

Background Info. Supplied: Yes: No:

CATEGORY OF BUSINESS (PLEASE PLACE AN "X" IN THE APPROPRIATE BOX)

Appointment:	<input type="checkbox"/>	Recognition/Resignation/Retirement:	<input type="checkbox"/>
Public Hearing:	<input type="checkbox"/>	Old Business:	<input type="checkbox"/>
New Business:	<input checked="" type="checkbox"/>	Consent Agenda:	<input type="checkbox"/>
Nonpublic:	<input type="checkbox"/>	Other:	<input type="checkbox"/>

TITLE OF ITEM

Toll Proposal Discussion

DESCRIPTION OF ITEM

Town Council to discuss the Governor's Advisory Commission on Intermodal Transportation's (GACIT) toll proposal for acceleration and expansion of the Turnpike Capital Program.

REFERENCE (IF KNOWN)

RSA:	Warrant Article:	
Charter Article:	Town Meeting:	
Other:	N/A	

EQUIPMENT REQUIRED (PLEASE PLACE AN "X" IN THE APPROPRIATE BOX)

Projector:	<input type="checkbox"/>	Grant Requirements:	<input type="checkbox"/>
Easel:	<input type="checkbox"/>	Joint Meeting:	<input type="checkbox"/>
Special Seating:	<input type="checkbox"/>	Other:	<input type="checkbox"/>
Laptop:	<input type="checkbox"/>	None:	<input type="checkbox"/>

CONTACT INFORMATION

Name:	Eileen Cabanel	Address	6 Baboosic Lake Road
Phone Number	424-2331	Email Address	ecabanel@merrimacknh.gov

APPROVAL

Town Manager: Yes No: Chair/Vice Chair: Yes No:

Hold for Meeting Date: _____

Becky Thompson

From: Paul Micali
Sent: Friday, December 01, 2017 2:20 PM
To: Becky Thompson
Subject: FW: Turnpike Capital Program Letter.doc
Attachments: GACITNotice12042017.pdf; GC Agenda 120617 (Print).pdf; Turnpike Capital Program Letter.doc; DOT Commissioner Request.pdf; Mahon Analysis.pdf; GACITollIncreaseProposal.pdf

Here it is

Paul T Micali

Finance Director/Assistant Town Manager
(603) 424-7075

From: Kyle Fox
Sent: Friday, December 1, 2017 2:13 PM
To: Eileen Cabanel
Cc: 'Thomas J Mahon'; Becky Thompson; Paul Micali
Subject: RE: Turnpike Capital Program Letter.doc

Eileen,

To summarize:

- On November 27, DOT Commissioner Sheehan sent a letter requesting action relative to the toll increases, elimination of toll plazas, and acceleration of the projects in the Ten Year Plan (TYP). The requested action was made based on recommendation from the Governor's Advisory Commission on Intermodal Transportation (GACIT). The letter from Commissioner Sheehan is attached (DOT Commissioner Request.pdf).
- The Governor requested that a public hearing be held for the topic – the hearing is scheduled for Monday December 4, 2017 at the Portsmouth Public Library (175 Parrott Avenue). Doors will open at 5:30 with a hearing and presentation beginning at 6:00 PM. The full notice is attached (GACITNotice12042017.pdf).
- The agenda for the Executive Council meeting on December 6 was set today – the turnpike proposal was included in the agenda as item #20A. The agenda is attached (GC Agenda 120617.pdf).
- The draft support letter from the Town of Merrimack – if you would like, I can read the letter into the public record at the public hearing or email it into the record through NHDOT – responses are due by noon on December 5. Please let me know if there are any additions or changes you would like made to the letter (Turnpike Capital Program Letter.doc).
- Two additional attachments are Toll increase analysis from Tom Mahon, and the NHDOT Proposal for Acceleration and Expansion of Turnpike Capital Program which is a 7-page letter of the proposal for the toll increase, plaza removal, and acceleration of the projects (GACITollIncreaseProposal.pdf).

Please let me know if you need anything else.

Kyle

Kyle Fox, PE

Public Works Director
Public Works Department
6 Baboosic Lake Road
Merrimack, NH 03054
(603) 424-5137



TOWN OF MERRIMACK, NEW HAMPSHIRE

6 BABOOSIC LAKE ROAD · MERRIMACK, NH 03054 · WWW.MERRIMACKNH.GOV

December 1, 2017

William E. Watson, P.E.
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

Mr. Watson,

The Town of Merrimack is pleased to support the recently issued *Proposal for Acceleration and Expansion of Turnpike Capital Program* as it relates to the F.E. Everett Turnpike. The proposal would benefit Merrimack in the following ways:

- Eliminate toll plazas at Exits 10 and 11 - This has been an important issue for the Town and is a key factor in our support. Understanding the original agreement that was made for the construction of the tolls, the Town of Merrimack has seen significant improvements to the FEET, including the addition of Exit 2 in Nashua, with no additional toll locations added. We also insist that the proposal remain removing both exit tolls as removal of only the Exit 11 toll would place additional traffic on the Greeley Street interchange which cannot handle the additional traffic.
- Accelerated construction of the Turnpike Widening from Nashua to Bedford - The traffic congestion on the FEET through Merrimack continues to increase and is experienced by users of the corridor on a daily basis. Even small accidents result in major backups that cause spillover traffic to impact Daniel Webster Highway, impacting the ability of residents and emergency responders to move throughout Town. Shortening the completion time by three years will be a positive step forward.
- Both points noted above will have a positive impact on economic development for the Town and the region. The ramp tolls have long been a barrier to entry for companies wanting to locate their businesses in Merrimack. Congestion on the FEET causes wasted money for companies transporting goods and services through the corridor which will reduce the impact of the toll increase.
- We concur that the extension of the turnpike system to the northern end of the Merrimack River bridges in Concord, which would free up nearly \$180M in future federal funds is a good decision. We strongly encourage that those funds be used in to fund projects that would benefit users /payers of the toll increase including the long

awaited improvements to the Route 101 A corridor and the third river bridge (south end of the Circumferential Highway).

Thanks you for the opportunity to comment on the proposal. The Town of Merrimack looks forward to these projects helping to improve our Town.

Sincerely,

Eileen Cabanel, Town Manager

CC: Merrimack Town Council

~ PUBLIC NOTICE ~

Pursuant to RSA 228:99 and RSA 240, Executive Councilor Russell E. Prescott, and the NH Department of Transportation, on behalf of the Governor's Advisory Commission on Intermodal Transportation (GACIT), which is composed of the five Executive Councilors and the Commissioner of the New Hampshire Department of Transportation announces that a Public Hearing will be held to review and receive input on a toll increase proposal for the NH Turnpike System.

The purpose of this Hearing is to receive public comments/testimony on the toll proposal for the NH Turnpike Improvements to accelerate road and bridge work to enhance safety and reduce congestion projects in the Draft 2019-2028 Ten Year Plan. This proposal was requested from New Hampshire Department of Transportation (NHDOT) by Councilor Prescott as part of the GACIT Public Hearing process.

The Hearing will be held in the Portsmouth Public Library Levenson Community Meeting Room, 175 Parrott Avenue in Portsmouth NH on Monday December 4, 2017, with doors opening at 5:30pm, hearing and presentation starting at 6:00pm, with discussion and public input lasting until no later than 8:30pm.

The toll proposal can be found on the Department's Ten Year Plan Web Page at:

<https://www.nh.gov/dot/org/projectdevelopment/planning/typ/documents/GACITTollIncreaseProposal.pdf>

Written comments can also be submitted by letter or email and be addressed to, and must be received by 12:00pm on Tuesday, December 5, 2017:

William E. Watson, P.E.
Bill.Watson@dot.nh.gov
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building, 7 Hazen Drive
P.O. Box 483
Concord, NH 03302-0483

Any individuals needing assistance or auxiliary communication equipment due to sensory impairment or other disability, should contact Sharon Allaire, (603) 271-3344, NHDOT, P.O. Box 483, Concord, N.H. 03302-0483 - TDD access: Relay N.H. 1-800-735-2964.

The projects developed through the Ten Year Plan process will be administered according to the requirements of Title VI of the Civil Rights Act of 1964 and related statutes to ensure non-discrimination.

Executive Councilor Russell E. Prescott
Governor's Advisory Commission on Intermodal Transportation (GACIT)
Dated at Concord, NH
this 28th day of November 2017

GOVERNOR AND EXECUTIVE COUNCIL AGENDA
State House, Concord, New Hampshire
December 6, 2017, 10:00 a.m.

CONSENT CALENDAR AGENDA

#1 MOP 150, I, B (1): Expenditure Approvals

STATE TREASURY

#A. Authorize the Comptroller to issue a warrant form funds not otherwise appropriated in the amount of \$49,676 and the State Treasurer to issue checks in the amount of \$49,675.91 to the rightful owners of abandoned or unclaimed funds.

DEPARTMENT OF TRANSPORTATION

#B. Authorize the Bureau of Turnpikes to continue membership and participation with the International Bridge, Tunnel and Turnpike Association, Washington, DC, by paying annual membership dues in the amount of \$30,090 for Calendar Year 2018 and in the estimated amount of \$32,000 for Calendar Year 2019. Effective upon G&C approval. **100% Turnpike Funds.**

NEW HAMPSHIRE FISH AND GAME DEPARTMENT

#C. Authorize to pay the Association of Fish and Wildlife Agencies, Washington, DC, \$30,625 annual membership dues. Effective upon G&C approval through June 30, 2018. **100% fish and Game Funds.**

#2 MOP 150, I, B (2): Approval of Acceptances

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Glenclyff Home

#A. Authorize to accept a non-monetary donation of furniture from Rockingham County Nursing Home with a total estimated value of \$32,545. Effective upon G&C approval.

DEPARTMENT OF ADMINISTRATIVE SERVICES

#B. Authorize to accept two Christmas trees to be placed at the Bridges House on Mountain Road and the State House in Concord, NH. The trees are being donated by Nichols Trees LLC. The value of the donation is approximately \$150.

#3 MOP 150, I, B (3): Reports and Findings

DEPARTMENT OF ADMINISTRATIVE SERVICES

#A. Authorize to accept and place on file the Report and Findings of Councilor Joseph D. Kenney with regard to a certain project in participation with Dartmouth-Hitchcock Health, Lebanon, NH.

DEPARTMENT OF ADMINISTRATIVE SERVICES

#B. Authorize to accept and place on file the Report and Findings of Councilor Joseph D. Kenney with regard to a certain project in participation with the Trustees of Dartmouth College, Hanover, NH.

DEPARTMENT OF ADMINISTRATIVE SERVICES

#C. Authorize to accept and place on file the Report and Findings of Councilor Joseph D. Kenney with regard to a certain project in participation with Tilton School, Tilton, NH.

#17 Authorize the Bureau of Construction to enter into a contract with Modern Protective Coatings Inc., Hudson, NH, for maintenance repainting of six steel beam bridges along four miles of Interstate 93 between Northfield and Sanbornton, on the basis of a low bid of \$1,045,920. (2)Further authorize a contingency in the amount of \$52,296 for payment of latent conditions, which may appear during the construction of the project. Effective upon G&C approval through November 16, 2018. **100% Federal Funds.**

#18 Authorize the Bureau of Construction to enter into a contract with CPM Constructors Inc., Freeport, ME, for rehabilitation of the red-listed bridge (Br. No 061/064) that carries NH 107A over Pan Am Railway (Amtrak Downeaster) and a residential drive in the Town of East Kingston, on the basis of a low bid of \$1,651,484.30. (2)Further authorize a contingency in the amount of \$82,574.22 for payment of latent conditions which may appear during the construction of the project. Effective upon G&C approval through September 28, 2018. **100% Federal Funds.**

#19 Authorize the Bureau of Construction to enter into a contract with E.D. Swett Inc., Concord, NH, for replacement of two "Red List" bridges, the Woodbury Avenue Bridge over US Route 1 bypass and the Stark Street bridge over the US Route 1 bypass as well as roadway reconstruction in the City of Portsmouth, on the basis of a low bid of \$7,950,099.25. (2)Further authorize a contingency in the amount of \$477,005.96 for payment of latent conditions which may appear during the construction of the project. Effective upon G&C approval through November 15, 2019. **100% Federal Funds.**

#20 Authorize the Bureau of Construction to enter into a contract with Pike Industries Inc., Belmont, NH, for rehabilitation of roadway and bridges on 5 miles of I-89 from the Hardy Hill Road bridge to just south of Exit 20, on the basis of a single bid of \$14,991,914.27. (2)Further authorize a contingency in the amount of \$599,676.58 for payment of latent conditions which may appear during the construction of the project. Effective upon G&C approval through August 9, 2019. **100% Federal Funds.**

#20A Authorize to increase the rate of tolls at Hooksett, Bedford, and Hampton Mainlines by \$0.50 cents for single rear tire vehicles (classes 1-4) and by \$1.00 for dual rear/super wide tire vehicles (classes 5-12). (2)Further authorize to increase the rate tolls at Hooksett Ramp, Hampton Side, Dover and Rochester plazas by \$0.25 cents for single rear tire vehicles (classes 1-4) and by \$0.50 for dual rear/super wide tire vehicles (classes 5-12). Effective March 1, 2018. (3)Further authorize to eliminate the toll rate at Exit 10 and 11 Toll Plazas in Merrimack, effective April 1, 2020, which reflects the date of the final payment on the bonds used to finance the Merrimack Exit 10 and 11 construction. (4)Further authorize to clarify the toll classification description of a truck or commercial vehicle, which is presently described as a "dual rear tire" vehicle, to the new truck classification description of "dual rear/super wide tire (DT/SW)" vehicle, effective March 1, 2018.

OFFICE OF THE GOVERNOR

#20B Authorize to establish a salary of \$124,606.04, Salary Grade KK, maximum step for Mr. Taylor Caswell, Commissioner of the Department of Business and Economic Affairs. Effective upon G&C approval. **100% General Funds.**

OFFICE OF STRATEGIC INITIATIVES

#21 Authorize to amend the **sole source** contract agreement with Southwestern Community Services Inc., Keene, NH (originally approved by G&C on 9-13-17, item #37), for the Fuel Assistance Program, by increasing the amount by \$1,136,136 from \$3,100,686 to \$4,236,822. Effective upon G&C approval through September 30, 2018. **100% Federal Funds.**

#22 Authorize to amend the **sole source** contract agreement with Tri-County Community Action Program Inc., Berlin, NH (originally approved by G&C on 9-13-17, item #35), for the Fuel Assistance Program, by increasing the amount by \$1,606,252 from \$4,237,419 to \$5,843,671. Effective upon G&C approval through September 30, 2018. **100% Federal Funds.**

#23 Authorize to amend the **sole source** contract agreement with Community Action Program Belknap-Merrimack Counties Inc., Concord, NH (originally approved by G&C on 9-13-17, item #38), for the Fuel Assistance Program, by increasing the amount by \$922,926 from \$3,720,727 to \$4,643,653. Effective upon G&C approval through September 30, 2018. **100% Federal Funds.**

PROPOSAL FOR ACCELERATION AND EXPANSION OF TURNPIKE CAPITAL PROGRAM

EXISTING TURNPIKE SYSTEM

EXISTING TOLL STRUCTURE

CURRENT MAJOR TURNPIKE CAPITAL PROJECTS

ACCELERATION & EXPANSION OF TURNPIKE CAPITAL PROJECTS

NEW TOLL STRUCTURE (TOLL INCREASE)

BENEFITS OF TOLL INCREASE & ACCELERATION OF MAJOR TURNPIKE CAPITAL PROJECTS

STEPS TO ENACT TOLL INCREASE & ASSOCIATED LEGISLATIVE AUTHORIZATIONS NEEDED TO ACCELERATE MAJOR PROJECTS

EXISTING TURNPIKE SYSTEM The existing Turnpike System is 89 miles long and consists of 3 segments: Blue Star Turnpike (I-95), Spaulding Turnpike (NH 16) and F.E. Everett Turnpike (US3, I-293 & I-93). The system is comprised of 656 lane miles, 49 interchanges, 170 bridges, 9 toll plazas, 3 rest areas, 5 maintenance facilities, 6 park'n'rides, and a recreational park. In accordance with state statutes and bond covenants, the Turnpike Fund is an enterprise fund, where all Turnpike revenue generated on or by the system must be used on the Turnpike System.

Turnpike revenue pays for the operation and maintenance costs (i.e. toll operation, E-ZPass, bridge and highway maintenance, winter maintenance, state police enforcement, welcome center operation, etc.), debt service on the \$401M of outstanding bonds (secured to finance construction of various segments of the Turnpike over the last 25 years), Renewal & Rehabilitation (TRR) program to ensure the system is generally in good working order, and for capital improvements undertaken on the system.

In FY17, there were 120.2M toll transactions generated on the Turnpike System that resulted in the collection of \$128.1M in toll revenue. It is interesting and important to note that 55% or \$70.1M of the total toll revenue collected in FY17 is from out-of-state travelers.

EXISTING TOLL STRUCTURE The table below lists the current toll structure for Class 1 passenger vehicles and class 5 commercial vehicles.

	Class 1 Toll Rates		Class 5 Toll Rates	
	Current Rates		Current Rates	
	*Effective Oct 22, 2007		*Effective Oct 22, 2007	
	Cash Toll Rate	**NH E-ZPass	Cash Toll Rate	**NH E-ZPass
Hooksett Main Line	\$1.00	\$0.70	\$2.00	\$1.80
Hooksett Ramp	\$0.50	\$0.35	\$1.00	\$0.90
Bedford Main Line	\$1.00	\$0.70	\$2.00	\$1.80
Merrimack - Exit 10 Ramp	\$0.50	\$0.35	\$1.00	\$0.90
Merrimack - Exit 11 Ramp	\$0.50	\$0.35	\$1.00	\$0.90
*Hampton Main Line	\$2.00	\$1.40	\$4.00	\$3.60
Hampton Side	\$0.75	\$0.53	\$1.50	\$1.35
Dover Main Line	\$0.75	\$0.53	\$1.50	\$1.35
Rochester Main Line	\$0.75	\$0.53	\$1.50	\$1.35

* Hampton Main Line toll rates were increased on July 1, 2009 from \$1.50 to \$2.00 (class 1 toll)
 ** Passenger Vehicles (Class 1 -4) receive a 30% toll discount with NHE-ZPass transponder
 ** Commercial Vehicles (Class 5 -12) receive a 10% toll discount with NHE-ZPass transponder

A system wide toll increase was passed by the Executive Council effective October 22, 2007 to support the then \$420M capital program, which focused on red list bridges and safety and congestion improvements on the Turnpike System. A toll increase focused solely at the Hampton Mainline Plaza was passed by the Executive Council effective July 1, 2009 to fund the acquisition of the 1.6-mile segment of I-95 from the Portsmouth Circle to the State line, Open Road Tolling at the Hampton Mainline Plaza, capacity improvements on NH107 bridge in Seabrook and construction of noise barrier along I-95 in Portsmouth as part of HB 391 (2009 session).

CURRENT MAJOR TURNPIKE CAPITAL PROJECTS The current draft TYP (dated August 23, 2017) contains the following major Turnpike capital projects with construction timeframes that can be progressed under the current toll structure.

- | | |
|---|--------------------|
| ➤ Construction Dover End & GSB Rehabilitation (\$79M): | 2019 - 2022 |
| ➤ Nashua-Bedford FEET Widening (\$127M): | 2022 - 2026 |
| ➤ Manchester Exit 7 Reconstruction (\$52M): | 2024 - 2026 |
| ➤ Manchester Exit 6 Improvements & FEET Widening (\$99M): | 2026 - 2029 |
| ➤ Bow-Concord: I-93 Widening (I-89 to I-393) (\$132M)*: | 2027 – 2033 |

***Only includes Tpk. portion (south of Exit 14), does not include Federal portion, which has an estimated cost of \$178M with construction completion in 2033 contingent on average \$27M per year in federal funds being committed to the project's construction in years 2029 – 2033.**

The Dover end (or Exit 6) construction is the second to last construction contract underway as part of the overall 3.6-mile Newington-Dover Spaulding Turnpike improvements and Little Bay Bridge widening project. This construction contract will complete the Spaulding Turnpike and Little Bay Bridge work, which expands the Turnpike from 2-lanes in each direction to 4 lanes over the Little Bay Bridges and between Exits 3 and 6. Construction completion for the Dover contact is Fall 2020.

The last Newington-Dover construction contract involves the rehabilitation of the General Sullivan Bridge to provide a bicycle, pedestrian and alternative modes connection across Little Bay. Due to the condition of the historic General Sullivan Bridge and increased cost of rehabilitation, the Department is reviewing rehabilitation options, taking into consideration the cultural significance of the bridge, as well as its functionality, durability, and maintenance requirements to ensure a cost-effective solution is advanced to final design and construction. Presently, the estimated cost of the rehabilitation is \$31.5M and involves major truss rehabilitation/replacement atop the existing substructure with construction from 2019 through 2022.

The Nashua to Bedford FEET widening project involves widening three segments of the Turnpike from 2-lanes in each direction to 3-lanes in each direction to provide a consistent 6-lane facility from Nashua to NH101 in Bedford. The project is in the preliminary engineering phase with a selected alternative nearly identified and Public Hearing targeted for spring of 2018. The estimated construction cost is \$127M. Based on the current toll structure, construction cannot begin until 2022 and cannot be completed until 2026.

The Manchester Exit 6 & 7 Interchange Reconstruction and FEET widening project involves addressing the serious safety, capacity and access related deficiencies along a 3.5-mile segment of the FEET (I-293) between Exit 5 and north of Exit 7 in Manchester. The project is in the preliminary engineering phase with a selected alternative nearly identified and Public Hearing targeted for summer of 2018. The estimated construction cost is \$151M. Based on the current toll structure, construction cannot begin until 2024 and cannot be completed until 2029. The consultant for this project has completed an assessment of the existing conditions noting many deficiencies and has compiled crash data for the study area. In total 549 crashes were reported for the 7-year period of 2009-2015 with high crash locations noted at the ramp junctions, major intersections and along the FEET between Exits 5 and 6 and at Exit 7. Two fatal crashes were reported in 2009, one just north of the Exit 5 on-ramp merge and the other between the Exit 6 off and on-ramps. Also concerning is that the crash rate is

increasing with 35% more crashes in the 3-year period from 2013-2015 as compared with the 3-year period from 2009-2011.

The Bow-Concord I-93 Improvements project involves widening I-93 from I-89 to north of Exit 15 (I-393) to add an additional lane in each direction and collector/distributor roads, as well as reconstruct/modify five interchanges (I-89/I-93 including Exit 1, Exit 12, Exit 13 NB off-ramp, Exit 14, and Exit 15). Presently, the physical limit of the Turnpike ends on I-93 at the northern end of the Exit 14 Bridge, which results in this project being funded with federal and turnpike funds. The project is in the preliminary engineering phase with a selected alternative nearly identified and Public Hearing targeted for spring of 2018. The estimated construction cost of the project is \$290M. Based on the current toll structure, construction cannot start until 2026 with the Turnpike portion (south of Exit 14) not completed until 2031 and federal portion not completed until 2033 (under the presumption that an average of \$27M per year of federal funds are committed to the project's construction in 2029 thru 2033).

Travel time data is being collected for the 10-mile segment of I-93 from the Hooksett toll plaza to Exit 15 in Concord. Probe data shows travelers experience an average 15-minute peak delay on Fridays in the late afternoon to early evening during the weeks from Memorial Day to Columbus Day. This delay is expected to grow significantly by the completion date of 2033. This corresponds to a cost of \$5.36 to the individual driver experiencing the average peak delay of 15 minutes. In total, delays alone on Fridays cost users of the corridor \$1.6M annually. This has a negative effect on the state's economy and tourism, where travelers may decide to shorten their travel route or pick another area to visit, should delay and congestion continue to grow and become intolerable.

ACCELERATION & EXPANSION OF TURNPIKE CAPITAL PROJECTS The following major Turnpike capital projects can be accelerated and additional projects/programs added under the timeframes listed below with a toll increase and \$50M Bond (FY22), where the users of the facilities would benefit from and pay for the improvements to the system. Total capital investment of \$754M over Ten Year Plan period.

➤ Construction Dover End & GSB Rehabilitation (\$79M):	2019 - 2022
➤ Construction of FEET Widening , Nashua-Bedford (\$122M):	2020 – 2023 (completed <u>3 yrs</u> sooner)
➤ Manchester Exit 7 Reconstruction (\$49M):	2021 – 2023 (completed <u>3 yrs</u> sooner)
➤ Manchester Exit 6 Improvements & FEET Widening (\$90M):	2023 – 2025 (completed <u>4 yrs</u> sooner)
➤ *Bow-Concord: I-93 Widening (I-89 to I-393) (\$261M):	2022 – 2027 (completed <u>6 yrs</u> sooner)
➤ Dover-Rochester-Somersworth Feasibility Study (\$2M):	2020 (advanced <u>2 years</u>)
➤ **Dover & Rochester AET mainline plazas (\$12M):	2020-2023 (advanced <u>1 year</u>)
➤ **Bedford AET mainline plaza (\$7.3M):	2020-2023 (advanced <u>1 year</u>)
➤ Type II Soundwall Program (\$4M/year, total \$36M):	2020-2028 (new program)
➤ Hampton ORT expansion to 6 lanes (\$7.3M):	2021 (new project)
➤ **Hooksett Ramp AET project (\$2M):	2020 (new project)
➤ Merrimack Exit 10 & Exit 11 Toll Removal (\$1.2M):	2021 (new project)
➤ Manchester I-293 Widening Feasibility Study (\$2.0M):	2021 (new project)
➤ Portsmouth I-95 HL Bridge Widening Feasibility Study (\$2.0M):	2021 (new project)
➤ Dover Spaulding Turnpike Exit 6 to 9 Feasibility Study (\$2.0M):	2021 (new project)
➤ Concord I-93 Merrimack River Bridges Rehabilitation (\$32M):	2027-2028 (new project)
➤ Transportation Demand Management (\$3M/year, total \$27M):	2020-2028 (new program)

***Legislative authorization (similar to authorization for the I-95 extension completed in 2009) is needed to extend the Turnpike from Exit 14 to the northern end of the I-93 Merrimack River Bridge to encompass the Bow-Concord project and convert the Merrimack River Bridges to be turnpike funded.**

****Legislative authorization required to install All Electronic Tolling (AET) plaza.**

NEW TOLL STRUCTURE (TOLL INCREASE) The table below lists the current toll rates and proposed toll rates effective March 1, 2018 to provide the additional revenue needed to accelerate the major Turnpike capital projects and fund the additional capital investments listed in the previous section.

Class 1 Toll Rates

	Current Rates		Proposed Rate Increase	Proposed Toll Increase		Estimated Additional Annual Toll Revenue (millions)
	*Effective Oct 22, 2007			Effective March 1, 2018		
	Cash Toll Rate	NH E-ZPass		Cash Toll Rate	NH E-ZPass	
Hooksett Main Line	\$1.00	\$0.70	\$0.50	\$1.50	\$1.05	\$11.1
Hooksett Ramp	\$0.50	\$0.35	\$0.25	\$0.75	\$0.53	\$0.6
Bedford Main Line	\$1.00	\$0.70	\$0.50	\$1.50	\$1.05	\$6.9
Merrimack - Exit 10 Ramp	\$0.50	\$0.35		\$0.50	\$0.35	
Merrimack - Exit 11 Ramp	\$0.50	\$0.35		\$0.50	\$0.35	
Hampton Main Line	\$2.00	\$1.40	\$0.50	\$2.50	\$1.75	\$11.7
Hampton Side	\$0.75	\$0.53	\$0.25	\$1.00	\$0.70	\$3.0
Dover Main Line	\$0.75	\$0.53	\$0.25	\$1.00	\$0.70	\$2.9
Rochester Main Line	\$0.75	\$0.53	\$0.25	\$1.00	\$0.70	\$2.0

* Hampton Main Line toll rates were increased on July 1, 2009 from \$1.50 to \$2.00

** Class 5 commercial toll rate is twice class 1 passenger rate. Commercial NHE-ZPass discount is 10%.

Additionally, a frequent user/commuter plan (effective July 1, 2018) would be implemented with the intent to soften the impact of the toll increase on commuters that travel through multiple plazas and pay relatively high monthly tolls. The plan would be NH transponder based and require a valid NH E-ZPass account for the entire month to qualify. Ten additional free trips (transactions) would be provided monthly to commuters that make 40 trips (transactions) monthly. (For example, a NH E-ZPass customer would pay for E-ZPass toll transactions 1 through 40 at the E-ZPass discount toll rate, receive subsequent transactions 41 through 50 free, and pay for subsequent transactions 51 and higher at the E-ZPass discount toll rate based on a calendar month). Transactions do not roll over into subsequent month.

This new toll rate structure with frequent user/commuter plan represents an approximate 27% increase in toll revenue and would generate an estimated \$36M in additional toll revenue per year. \$50M of additional bonding (10-year duration) would be required in FY22 to advance the projects on the schedule shown on the preceding page (this additional \$50M of bonding would utilize the remaining authorized and un-issued bonding authority, which is statutorily set at \$766,050,000). All of the increased revenue would be directed towards capital work on the Turnpike System. Toll increase would be paid by the users of the system with an estimated \$19.6M per year or 54% of the toll increase paid by the out-of-state users of the system.

BENEFITS OF TOLL INCREASE & ACCELERATION OF MAJOR TURNPIKE CAPITAL PROJECTS

- All of the increased revenue would be directed towards capital work on the Turnpike System.
- Toll increase would be paid by the users of the system.
- Users directly benefit from the capital investments made of the system.
- \$19.6M per year or 54% of the toll increase would be paid by the out-of-state users of the system.
- Travel time, reliability of travel, and safety would significantly improve on those segments of the Turnpike System
- The construction industry would see a significant increase in Turnpike Capital spending resulting in increased job creation.
- Funding for a much needed Type II Soundwall program at \$4M per year (\$36M in this TYP period would address nearly 14 miles or roughly 15 priority locations along the Turnpike System)
- Funding for feasibility studies to identify potential problems and conceptual solutions to the next wave of Turnpike needs such as potential improvements to the FEET in Manchester from NH101 to

Exit 5 that is currently at capacity during peak hours of the weekday; potential expansion possibilities for the I-95 High Level Bridge that is at capacity during summer weekends; potential improvements to the Spaulding Turnpike in Dover between Exits 6 and 9.

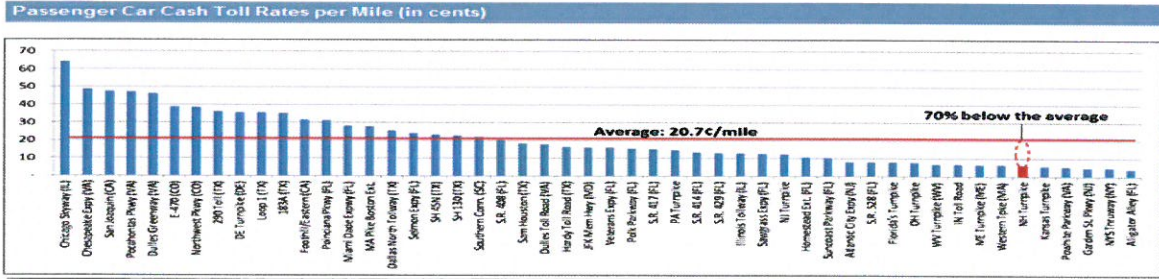
- Funding for a transportation demand management program at \$3M per year for projects that reduce future travel demand on the Turnpike System (i.e. alternative modes of travel such as transit, bike, rail).
- Extension of the Turnpike System to the northern end of the Merrimack River Bridges in Concord to encompass the northern end of the Bow-Concord project would complete the entire Bow-Concord project by 2027 and free up nearly \$180M in future federal funds to be used elsewhere across the state. Also allow federal funds in the amount of \$32M presently dedicated to Merrimack River Bridges project in Concord (project #41468) to be used elsewhere across the state to address an additional 11 Red List bridges and effectively reduce the state’s red list bridge total.

STEPS TO ENACT TOLL INCREASE & ASSOCIATED LEGISLATIVE AUTHORIZATIONS NEEDED TO ACCELERATE MAJOR PROJECTS

- Resolution from the Department to the Executive Council to increase tolls (effective March 1, 2018) for council approval in early December to fund accelerated projects and the new projects and programs that will be shown in the draft Ten Year Plan submitted from GACIT to Governor.
- Transmittal of the draft Ten Year Plan submitted from GACIT to Governor at the December 20th GACIT meeting. Accelerated projects and new projects and programs shown in the revised draft TYP.
- Legislative authorization as part of TYP bill for:
 - Extension of Turnpike limits on the FEET (I-93) from Exit 14 bridge to southern limit of I-93 Bridges over the Merrimack River in Concord. Sale of the 1.4-mile segment at the presently estimated value of \$18.5M to the Turnpike System would be consummated in FY19 with funds deposited into the Highway Fund.
 - Implementation of a frequent user / commuter plan (40-trip plan providing additional 10 free trips per month)
 - AET at Dover, Rochester, Bedford and Hooksett ramp
 - Appropriations for advanced construction projects and new projects
 - Appropriations for Type II Soundwall Program and TDM Program

NEW HAMPSHIRE TOLL RATES ARE ECONOMICAL and a great value when compared to toll rates across the country. NH toll rates (6.2 cents per mile overall cash rate) are well below the national average and lower than rates in the neighboring states.

Compared to its peers, NH Turnpike toll rates are below the national average



New Hampshire Toll Plaza	Current Car Cash / NH E-ZPass Rates
Hooksett Ramp, Merrimack Exit 10, Exit 11	\$0.50 / \$0.35
Dover, Rochester, Hampton Side	\$0.75 / \$0.53
Hooksett Main, Bedford Main	\$1.00 / \$0.70
Hampton Main	\$2.00 / \$1.40

Cash rates shown. NH E-ZPass account holders receive a 30% discount on the passenger rate at NH Turnpike plazas. Toll Rate Source: Jacobs Engineering, October 30, 2017.

APPENDIX**Out-of-State Revenue at each Toll Plaza (FY 2017)**

RANKING OF TRAFFIC & REVENUE REPORT						
Fiscal Year 2017						
Plaza	Traffic	Revenue	%	*Out-of-State Revenue	%	
Hampton Main	25,314,562	\$ 54,061,236	42.2%	\$ 41,943,990	77.6%	
Hooksett Main	27,923,121	\$ 26,118,578	20.4%	\$ 10,716,522	41.0%	
Bedford	17,544,243	\$ 16,021,316	12.5%	\$ 5,725,476	35.7%	
Hampton Side	15,097,099	\$ 10,924,831	8.5%	\$ 4,644,833	42.5%	
Dover Plaza	15,001,042	\$ 10,033,682	7.8%	\$ 3,084,260	30.7%	
Rochester	10,293,994	\$ 6,850,613	5.3%	\$ 2,705,318	39.5%	
Merrimack Exit 11	3,254,343	\$ 1,329,542	1.0%	\$ 287,665	21.6%	
Merrimack Exit 12 (Bedford)	0	\$ 98	0.0%	\$ -	0.0%	
Hooksett Ramp	2,983,301	\$ 1,498,005	1.2%	\$ 313,328	20.9%	
Merrimack Exit 10	2,761,679	\$ 1,302,525	1.0%	\$ 706,223	54.2%	
	120,173,384	\$128,140,427		\$ 70,127,614	55%	

*Estimated cash revenue for NH and out-of-state customers is based on the percentage of E-ZPass NH and out-of-state transactions, which correlate well with the license plate survey information contained in the Technical Memorandum completed by Vollmer Associates dated 9/25/03.

**Bedford Road closed July 18, 2014

Historic Toll Rates (1989 – Current)

NH BUREAU OF TURNPIKES									
TOLL RATES - PASSENGER VEHICLES (1989 - CURRENT)									
	1989	1990	2005	2007	2009	Current	Turnpike Length (Miles)	*CPI Adjusted Toll Rate from 1989 (1.99 Factor)	Potential New Toll Rate
<u>Central Turnpike</u>							39.5		
Hooksett Mainline Plaza	\$0.75	\$0.75	\$0.75	\$1.00	\$1.00	\$1.00		\$1.49	\$1.50
Hooksett Ramp Plaza	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50		\$1.00	\$0.75
Bedford Mainline Plaza	\$0.75	\$0.75	\$0.75	\$1.00	\$1.00	\$1.00		\$1.49	\$1.50
Merrimack Exit 10 Ramp Plazas	-	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50		\$1.00	\$0.50
Merrimack Exit 11 Ramp Plazas	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50		\$1.00	\$0.50
Merrimack Exit 12 Ramp Plazas	-	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50		\$1.00	\$0.00
<u>Blue Star Turnpike</u>							16.2		
Hampton Mainline Plaza	\$1.00	\$1.00	\$1.00	\$1.50	\$2.00	\$2.00		\$1.99	\$2.50
Hampton Side Plaza	\$0.50	\$0.50	\$0.50	\$0.75	\$0.75	\$0.75		\$1.00	\$1.00
<u>Spaulding Turnpike</u>							33.2		
Dover Mainline Plaza	\$0.50	\$0.50	\$0.50	\$0.75	\$0.75	\$0.75		\$1.00	\$1.00
Rochester Mainline Plaza	\$0.50	\$0.50	\$0.50	\$0.75	\$0.75	\$0.75		\$1.00	\$1.00
Average Toll Rate per Mile	\$0.039	\$0.039	\$0.039	\$0.056	\$0.062	\$0.062	88.9	\$0.078	\$0.084
	50% Discount on Tokens	50% Discount on Tokens	30% E-ZPass Discount	30% E-ZPass Discount	30% E-ZPass Discount	30% E-ZPass Discount			

*Consumer Price Index (CPI-U) data is provided by the U.S. Department of Labor Bureau of Labor Statistic. CPI calculated from consumer price index data from 1989 to 2017 located at <http://www.usinflationcalculator.com/inflation/consumer-price-index-and-annual-percent-changes-from-1913-to-2008/>

Commuter / Frequent User Plan

40 Transactions per Month Program (10 free trips/month after 40)

- Transponder based, passenger vehicles (Class 1)
 - Image tolls (based on a license plate reads will not count)
 - Class mismatches will not count (i.e. vehicle pulling a trailer)
- 40 transactions per month systemwide, 41st thru 50th will be free
- Revenue impact is 1.0% of total revenue or **\$1.7M**
- **30% Discount equates to roughly 12% of total revenue (or \$15.6M based on current toll rate structure)**

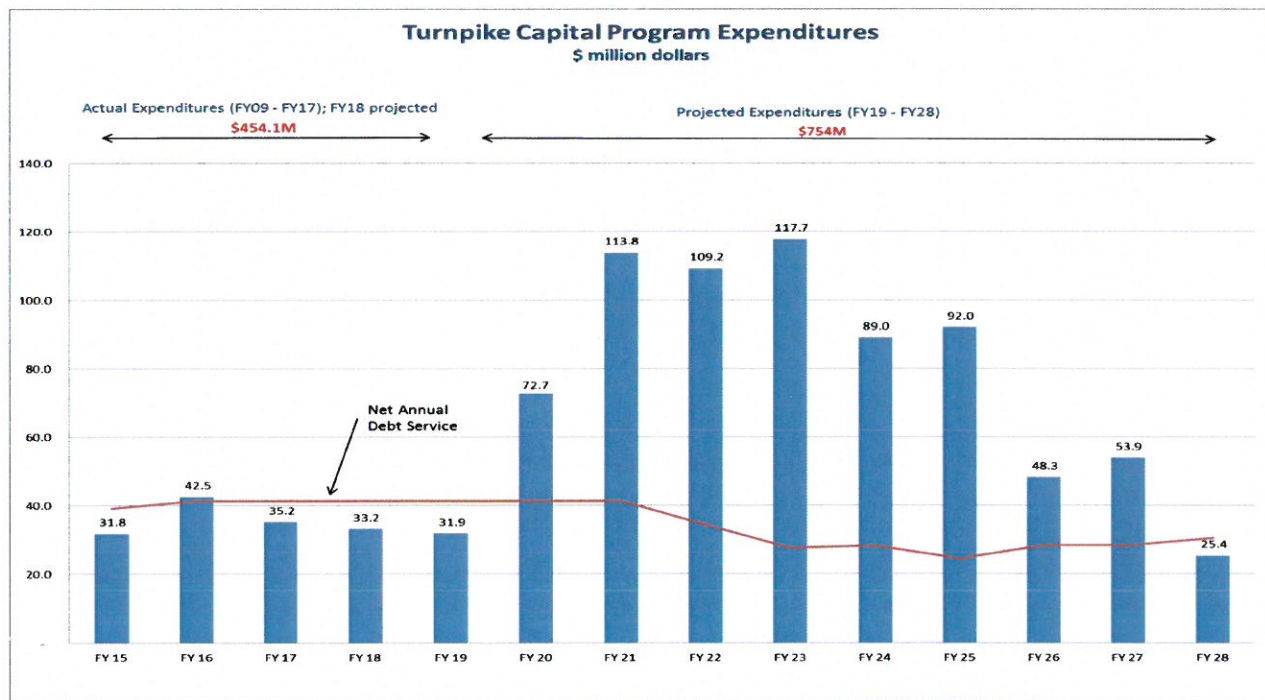
Implement Commuter / Frequent User Program subsequent to toll increase (eff. 7/1/18)

- Commuter/Frequent User Program would soften the impact of the toll increase on everyday commuters, and those that travel through multiple plazas
- Based on Jacobs Study
 - 680,000 transponders (April 2016)
 - 61% or 415,000 are used less than 2x/month
 - **3.5% or 24,000 passenger tags are used more than 40x/month**

Commuter Chart Thru Multiple Plazas (based on 20 days per month of commuting with no other trips on the Turnpike)

	Current E-Zpass Toll Rate	Current E-Zpass Monthly Cost	Proposed E-Zpass Toll Rate	Proposed E-Zpass Monthly Cost	
Two ML Plazas (i.e. Hooksett & Bedford)	\$1.40	\$56.00	\$2.10	\$73.50	31% ↑
Two ML Plazas (i.e. Dover & Rochester)	\$1.05	\$42.00	\$1.40	\$49.00	17% ↑

Accelerated & Expanded Capital Program Expenditures Under Toll Increase Proposal



Capital Program annual expenditures more than double in FY20 over previous years and exceed \$100M per year in FY21 through FY23 when all three major Turnpike capital projects (i.e Nashua-Bedford FEET Widening Manchester Exit 6/7, Bow-Concord I-93 Widening & Improvements). Total projected capital expenditures over Ten Year Plan period (2019-2028) is \$754M.



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

LCM
20A

November 27, 2017

His Excellency, Governor Christopher T. Sununu
and the Honorable Council
State House
Concord, New Hampshire 03301

REQUESTED ACTION

I. Authorize the Commissioner of the Department of Transportation to increase the rate of tolls at Hooksett, Bedford, and Hampton Mainlines by 50 cents for single rear tire vehicles (classes 1 – 4) and by \$1.00 for dual rear /super wide tire vehicles (classes 5 – 12)) in accordance with RSA 237:9, RSA 237:24 and RSA 237:40. Also authorize the Commissioner to increase the rates of tolls at Hooksett Ramp, Hampton Side, Dover and Rochester plazas by \$0.25 cents for single rear tire vehicles (classes 1 – 4) and by \$0.50 for dual rear /super wide tire vehicles (classes 5 – 12. These changes in the rate of tolls will be effective at 12:01 a.m. on March 1, 2018. Also authorize the Commissioner to eliminate the toll rate at Exit 10 and 11 Toll Plazas in Merrimack effective at 12:01 a.m. on April 1, 2020, which reflects the date of the final payment on the bonds used to finance the Merrimack Exit 10 and Exit 11 construction.

II. Authorize the Commissioner to clarify the toll classification description of a truck or commercial vehicle, which is presently described as a “dual rear tire” vehicle, to the new truck classification description of “dual rear/super wide tire (DT/SW)” vehicle, effective at 12:01 a.m. on March 1, 2018.

EXPLANATION

I. Based on comments received during the state’s Ten Year Plan (TYP) process and at the Governor’s Advisory Commission on Intermodal Transportation (GACIT) public hearings that were held in September and October across the state, where the need to advance turnpike major projects, extend the turnpike system, mitigate for highway noise impacts, enhance turnpike revenue and provide for alternative mode choices was evident, a proposal for the acceleration and expansion of the turnpike capital program was developed. It was recommended by GACIT to put forth a proposed toll increase for Governor & Council consideration. If approved, this additional revenue would be available for the turnpike capital program and allocated to projects through the TYP.

The new toll rate structure represents an approximate 27% increase in toll revenue and will generate an estimated \$36 million in additional toll revenue per year. All of the increased revenue will be directed towards capital projects on the Turnpike system. The toll increase will be paid by the users of the system who will also benefit from any capital improvements with an estimated \$20 million of the toll increase paid by out-of-state users of the system.

Following approval of this action, GACIT will transmit a draft TYP document to the Governor (reflecting the above increase in revenue) for the Governor and Legislature to consider and enact into law as part of the final TYP document and legislation.

It is the intent of GACIT to use this additional revenue to advance the construction of the turnpike major projects, fund a noise mitigation program, fund a travel demand management program, eliminate tolls at Exits 10 and 11 in Merrimack, implement a frequent user program for commuters, implement all electronic tolling

**NEW HAMPSHIRE TURNPIKE SYSTEM
TOLL RATE SCHEDULE
EXHIBIT A**

**HOOKSETT & BEDFORD MAINLINES
\$0.50 INCREASE, SINGLE REAR TIRE CLASSES 1-4
\$1.00 INCREASE, DUAL REAR/SUPER WIDE TIRE CLASSES 5-12**

Class	Description	Number of Axles	Full Toll Current Rate	Full Toll Proposed Rate
1	2 axles - single rear tires	2	\$1.00	\$1.50
2	3 axles - single rear tires	3	\$1.25	\$1.75
3	4 axles - single rear tires	4	\$1.50	\$2.00
4	5 axles - single rear tires	5	\$1.75	\$2.25
5	2 axles - dual rear tires	2	\$2.00	\$3.00
6	3 axles - dual rear tires	3	\$2.50	\$3.50
7	4 axles - dual rear tires	4	\$3.00	\$4.00
8	5 axles - dual rear tires	5	\$3.50	\$4.50
9	6 axles - dual rear tires	6	\$4.00	\$5.00
10	7 axles - dual rear tires	7	\$4.50	\$5.50
11	8 axles - dual rear tires	8	\$5.00	\$6.00
12	9 axles - dual rear tires	9	\$5.50	\$6.50

**HAMPTON MAINLINE
\$0.50 INCREASE, SINGLE REAR TIRE CLASSES 1-4
\$1.00 INCREASE, DUAL REAR/SUPER WIDE TIRE CLASSES 5-12**

Class	Description	Number of Axles	Full Toll Current Rate	Full Toll Proposed Rate
1	2 axles - single rear tires	2	\$2.00	\$2.50
2	3 axles - single rear tires	3	\$2.25	\$2.75
3	4 axles - single rear tires	4	\$2.50	\$3.00
4	5 axles - single rear tires	5	\$2.75	\$3.25
5	2 axles - dual rear tires	2	\$4.00	\$5.00
6	3 axles - dual rear tires	3	\$4.50	\$5.50
7	4 axles - dual rear tires	4	\$5.00	\$6.00
8	5 axles - dual rear tires	5	\$5.50	\$6.50
9	6 axles - dual rear tires	6	\$6.00	\$7.00
10	7 axles - dual rear tires	7	\$6.50	\$7.50
11	8 axles - dual rear tires	8	\$7.00	\$8.00
12	9 axles - dual rear tires	9	\$7.50	\$8.50

HOOKSETT RAMP
\$0.25 INCREASE, SINGLE REAR TIRE CLASSES 1-4
\$0.50 INCREASE, DUAL REAR/SUPER WIDE TIRE CLASSES 5-12

Class	Description	Number of Axles	Full Toll Current Rate	Full Toll Proposed Rate
1	2 axles - single rear tires	2	\$0.50	\$0.75
2	3 axles - single rear tires	3	\$0.75	\$1.00
3	4 axles - single rear tires	4	\$1.00	\$1.25
4	5 axles - single rear tires	5	\$1.25	\$1.50
5	2 axles - dual rear tires	2	\$1.00	\$1.50
6	3 axles - dual rear tires	3	\$1.50	\$2.00
7	4 axles - dual rear tires	4	\$2.00	\$2.50
8	5 axles - dual rear tires	5	\$2.50	\$3.00
9	6 axles - dual rear tires	6	\$3.00	\$3.50
10	7 axles - dual rear tires	7	\$3.50	\$4.00
11	8 axles - dual rear tires	8	\$4.00	\$4.50
12	9 axles - dual rear tires	9	\$4.50	\$5.00

Note: Discounts offered to NH E-ZPass account holders:

1. Classes 1-4: 30% of full fare
2. Classes 5-12: 10% of full fare

Toll Increase Analysis
Eileen,

Per your request, I have reviewed to DOT proposal and the proposed Ten-Year Plan (TYP). Regardless of the timing of the projects there is still 4-5 years of inconvenience occasioned by the proposed construction. The toll issue came to the fore after an article in last week's Sunday News reporting on a meeting regarding the Ten-Year Plan (TYP).

I have tried to dredge up my historical information on the Merrimack tolls. Once again, toll booths have taken on a life of their own. It's Merrimack's version of a Zombie Apocalypse, the return of the Undead. Yesterday, the U-L cherry-picked the DOT report and produced a semi-factual enumeration of only one issue, the increase in tolls. I guess McQuaid figures that the more complete explanation given in this morning's piece makes up for his lack of supplying the fact that the \$750M in projects was part of a ten-year proposal. He also neglected to tell his readers that there is a proposed commuter schedule that will lessen the impact on frequent users. He also offers no explanation of the scope of the work to be accomplished state-wide and the likely economic benefits of congestion mitigation and shorter travel times. McQuaid also neglects to inform his readers that ALL of these concepts have been under discussion and review for at least 6 years and the commuter toll issue goes back almost 20 years. But, it's an editorial. It's not meant to enlighten.

The Sunday News reported on the seven page report that I sent around on Monday which outlined the turnpike projects and offered a means to accelerate the schedule by increasing the tolls. Merrimack was not among the exits that would see an increase in tolls. The TYP also contains a project to REMOVE the Exit 10 and 11 plazas in 2021, as part of the accelerated widening project from Exit 8 to I-293. This removal has not been part of the widening discussion and was not mentioned last year when the Turnpike people presented at a council meeting.

At this time, Merrimack tolls account for 2.05% of the turnpike tolls collected in New Hampshire. Thirty-seven and seven tenths (37.7%) of the collections (\$993,888) is from out-of-state users, well below the state average of 55%. In addition, only 14.2% of the state's out-of-state revenues come from Exits 10 and 11.

With All Electronic Tolling (AET) proposed, the cost to collect tolls in Merrimack probably exceeds revenues. Since initial construction on or about 1990, toll collections at Exits 10, 11, and 12 did not cover costs associated with collections until 2012. In 2014, we beat back an attempt to relocate the toll plaza from Bedford to Exit 10.

There is much in the TYP that benefits Merrimack. Here are the proposed project that affect Merrimack:

Central Turnpike a.k.a. FE Everett Turnpike (FEET)

Project	Cost (Est.) \$\$
All Electronic Tolling (AET)	4,690,947
FEET Widening Exit 8 to I-293	146,000,000
Exit 10 and 11 Toll Removal	1,200,000
Resurfacing MM5.6-9.1 Exit 10 and 11 Ramps	3,599,250
	160,490,197
 <u>MERRIMACK</u>	
101A WIDENING Boston Post Road –Continental Blvd.	6,375,446

RT 3 Bridge Baboosic Brook	3,765,446
Town Center Trail	564,610
Woodbury Street Sidewalk	721,889
US3/Wire Road Intersection	1,152,126
Total	12,579,545

The entire turnpike proposal is very comprehensive. It provides for the reconstruction of Exits 6 and the development of a new Exit 7 in Manchester to access commercial/industrial areas in Manchester and Goffstown. This has been on the radar for at least 10 years. In my testimony before the House committees I pointed out the unfairness regarding no toll plazas for access to these industrial areas as opposed to Merrimack receiving the same only if they were tolled. Exit 6 in Manchester is horrible. If anyone expects the Millyard initiatives regarding technology and bio-medical efforts to attract and retain qualified employees you have to have a transportation system that aids business development not impedes it as the current situation does. Currently, the lack of development in the Hackett Hill Road area is the victim of lack of reasonable access.

We also hear loud calls about tourism. Once the spigot of I-93 is opened the delays from the Hooksett tolls to Exit 14 in Concord will get worse. The Governor should be acutely aware of this as he operates the Waterville Valley resort.

We operate in a regional economy. When there is development in the region all the communities benefit. The widening of the FEET and removal of the toll plazas in Merrimack will benefit the town's commercial and industrial base and the region.

<http://www.unionleader.com/roads-and-transportation/first-turnpike-toll-hike-in-10-years-proposed-20171126>

<http://www.unionleader.com/article/20171128/NEWS0621/171129315>

<http://www.unionleader.com/An-Editorial-Joseph-W-McQuaid-Publisher-Toll-hike-plan-sticks-it-to-the-taxpayers-11292017>

<http://www.unionleader.com/state-government/Toll-hike-opponents-bracing-for-battle-11302017>

RSA 237:7 FUNDS PROVIDED

(o) Construction of a bridge crossing the Merrimack River 75,000,000 connecting U.S. 3 in Merrimack and N.H. 102 in Litchfield with future design consideration for a segment of highway connecting N.H. 102 in Litchfield and N.H. 111 in Hudson. RSA 237:2, IV(g).

Rep David Campbell (D) Nashua Rep John Graham (R) Bedford