Potential Toll Increase For Acceleration & Expansion of Turnpike Capital Program

Presented by:
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Deputy Commissioner

December 4, 2017
COMMENTS AT TEN YEAR PLAN GACIT HRGS

- Major Turnpike Projects’ schedules are concerning – Can they be advanced

- Condition of Bridges & Pavements are Declining – Number of Red List Bridges are projected to grow in TYP period

- Bow-Concord Project requires significant federal investment

- Neighborhoods along Turnpikes & Interstates suffering from intolerable highway noise – Soundwalls needed
Federal/State Highway Funded System & Turnpike System

Federal Aid / State Highway Funded System
- 4,600 miles
- 3,452 Federal Aid Eligible Highways
- 1,144 Non-Federal Aid Eligible Highways
- Primary source of revenue
  - Federal Aid - federal gas tax (18.4¢)
  - State Highway Fund – state gas tax (22.2¢) & vehicle registration fees

Turnpike System
- Located in SE part of State
- 3 Turnpike Segments - 89 Miles Long
- High Volumes of Traffic
- Primary source of revenue - tolls
NH Turnpike System

- 3 Turnpike Segments
- 89 Miles Long
- 170 Bridges
- 9 Toll Facilities
- Enterprise Fund – All Turnpike revenue must be used on the Turnpike System.

Turnpike Revenue pays for:
- Operation, Maint & Enforcement - $48M
- Debt Service - $44M
- R&R Work - $12M
- Capital Improvements – approx. $30M

FY17: 120M transactions
$128M toll revenue
$134M total revenue
## Turnpike Traffic & Revenue

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

*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

- FY 2017 Estimated Out-of-State Revenue - $70 million (55%)
- FY 2014 Estimated Out-of-State Revenue - $59 million (50%)
- FY 2012 Estimated Out-of-State Revenue - $56 million (48%)
## Existing Toll Rates

<table>
<thead>
<tr>
<th>Class 1 Toll Rates</th>
<th>Class 5 Toll Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current Rates</strong></td>
<td><strong>Current Rates</strong></td>
</tr>
<tr>
<td><em>Effective Oct 22, 2007</em></td>
<td><em>Effective Oct 22, 2007</em></td>
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<tr>
<td>Cash Toll Rate</td>
<td>Cash Toll Rate</td>
</tr>
<tr>
<td><strong>NH E-ZPass</strong></td>
<td><strong>NH E-ZPass</strong></td>
</tr>
<tr>
<td>Hooksett Main Line</td>
<td>$1.00</td>
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<tr>
<td>Hooksett Ramp</td>
<td>$0.50</td>
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<tr>
<td>Bedford Main Line</td>
<td>$1.00</td>
</tr>
<tr>
<td>Merrimack - Exit 10 Ramp</td>
<td>$0.50</td>
</tr>
<tr>
<td>Merrimack - Exit 11 Ramp</td>
<td>$0.50</td>
</tr>
<tr>
<td>*Hampton Main Line</td>
<td>$2.00</td>
</tr>
<tr>
<td>Hampton Side</td>
<td>$0.75</td>
</tr>
<tr>
<td>Dover Main Line</td>
<td>$0.75</td>
</tr>
<tr>
<td>Rochester Main Line</td>
<td>$0.75</td>
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</table>
| **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** |
| Hampton Main Line toll rates were increased on July 1, 2009 from $1.50 to $2.00 (class 1 toll) |

- NH Toll Rate Per Mile – Cash Rate is 6.2 cents per mile
- NH Toll Rate Per Mile – E-ZPass Rate is 4.3 cents per mile
- E-ZPass utilization – 75.7% overall (74.7% - Autos, 90.8% - Trucks)
TIMETABLE FOR MAJOR TURNPIKE PROJECTS’ CONSTRUCTION

- Construction Dover End & GSB Rehabilitation ($79M): 2019 - 2022
- Construction of FEET Widening, Nashua-Bedford ($127M): 2022 - 2026
- Manchester Exit 7 Reconstruction ($52M): 2024 - 2026
- Manchester Exit 6 Improvements & FEET Widening ($99M): 2026 - 2029

*Only includes Tpk. portion (south of Exit 14), Does not include Federal portion - Est. cost $178M, completion 2033 contingent on average of $27M future federal funds being committed to project's construction in 2029 thru 2033.
Major Turnpike Capital Projects

Newington-Dover Exit 1 to Exit 6 (3.5-Miles) Spaulding Turnpike Improvements & General Sullivan Bridge Rehabilitation

• Overall $260M project ($79M included in draft TYP)
• Consists of five (5) major construction contracts & new maintenance facility contract
• N-D construction started in Sept 2010 with 3 contracts totaling $121M complete
• 4th Contract – Dover Exit 6 Interchange $70M contract started in July 2016 and is ongoing
• Overall construction on Spaulding Turnpike is on schedule for completion in Fall 2020
• When Completed, project will provide 4-lanes in each direction from Exit 3 to Exit 6 and significantly improve safety & congestion

Dover Exit 6 construction contract could not be advanced due to Turnpike cash flow
Major Turnpike Capital Projects

Newington-Dover Exit 6 Interchange Improvements
• Dover Exit 6 Interchange $70M contract started in July 2016 and is ongoing
• Overall construction completion on Spaulding Turnpike targeted in Fall 2020

Project Website:
http://www.newington-dover.com/index.html

Newington-Dover GSB & Maint Facility
• GSB Rehabilitation ($32M) – to provide bicycle, pedestrian, alternative mode connection across Little Bay
• GSB Rehabilitation is in alternative analysis / preliminary design phase with construction targeted in FY19- FY22
• Newington Maintenance Facility ($7M) is in preliminary engineering phase with construction targeted in FY20 – FY21
Major Turnpike Capital Projects

Nashua-Bedford: FEET Widening (Exit 8 to I-293/NH101)
- 12-Mile Corridor
- 3 Capacity Constrained Locations
  - Exit 8 to 10
  - Exit 11 to MAAR Southerly Limits
  - MAAR Northerly Limits to NH 101 Interchange
- Commuters experience average delay of 7 minutes during the evening (annual cost to traveler is $2.2M)
Nashua-Bedford: FEET Widening (Exit 8 to I-293/NH101)

- 12-Mile Corridor
- 3 Capacity Constrained Locations
  - Exit 8 to 10
  - Exit 11 to MAAR Southerly Limits
  - MAAR Northerly Limits to NH 101 Interchange
- Improves Safety and Congestion
- Replaces or Rehabilitates 5 Bridges
- Constructs Soundwalls
- Provides consistent 6-lane facility from Nashua to NH 101
- Crucial as MAAR traffic grows with future development adjacent to airport - 41% over last 4 years
- Current draft TYP includes funding for construction in FY2022 – FY2026
- Public Hearing to identify Selected Alternative & Finish Environmental Assessment targeted in Spring 2018
- Estimated Project Cost $141M

Project Website: http://www.everettturnpikewidening.com/
Major Turnpike Capital Projects

Manchester I-293 Reconstruction of Exit 6 & 7 and FEET widening

• Serious Safety, Capacity and Access Deficiencies
• High Accident Rate – 549 crashes over 7-year period, 2 fatalities, crash rate increasing with 35% more crashes in recent 3-year period over previous 3-year period
• Two Red List Bridges & One Near Red List Bridge
• Preliminary Design & Environmental Evaluation Phase
Manchester I-293 Reconstruction of Exit 6 & 7 and FEET widening

- 3.5-Mile Segment
- Major reconstruction of Exit 6 and Relocation of Exit 7
- FEET Widening with one additional lane in each direction
- Improvements to safety, congestion & air quality
- Public Hearing to identify selected alternative and complete environmental analysis targeted for Spring/Summer 2018
- Funding in draft TYP for construction in FY24-FY29
- Estimated total project cost $151M

Project Website: [http://www.293planningstudy.com/](http://www.293planningstudy.com/)
Major Turnpike System Capital Projects

Bow-Concord: I-93 Widening

- Construction along I-93 corridor from I-89 Interchange to south of Exit 16
- Heavily Congested Corridor on Holidays and Summer Months
- Vital Link for Tourist Travel to North
- Travelers experience average 15-minute delay Friday evenings from Memorial Day to Columbus Day (annual cost to traveler is $1.6M)
Bow-Concord: I-93 Widening

- 5-Mile Segment
- Presently multi-funded project (Turnpike & Federal) in draft TYP
- Additional lane in each direction
- 5 Interchanges Modified / Reconstructed
- Public Hearing to identify selected alternative & complete environmental analysis targeted for late spring 2018
- Total Estimated Project Cost $320M ($144M Turnpike & $178M Federal)
- Project will significantly improve safety, traffic flow and relieve congestion

Project Website: http://www.i93bowconcord.com/
### Acceleration of Major Turnpike Capital Projects

<table>
<thead>
<tr>
<th>Proposed Anticipated Schedule</th>
<th>State Fiscal Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nashua-Bedford 13761</td>
<td>2020</td>
</tr>
<tr>
<td>Manchester 16099 I-293 Widening &amp; Exit 6&amp;7 Reconstruct</td>
<td>2021</td>
</tr>
<tr>
<td>Bow-Concord 13762</td>
<td>2022</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Proposed Aggressive Schedule with Toll Increase</th>
<th>Completed 3 years sooner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nashua-Bedford 13761</td>
<td>2020</td>
</tr>
<tr>
<td>Manchester 16099 I-293 Widening &amp; Exit 6&amp;7 Reconstruct</td>
<td>2021</td>
</tr>
<tr>
<td>Bow-Concord 13762</td>
<td>2022</td>
</tr>
</tbody>
</table>

- Toll Increase Required to Accelerate Major Turnpike
- $50M in Bonds (FY22) Required
- Legislative Authorization Required to Extend Turnpike

Completed 4 years sooner
Completed 6 years sooner
Toll Increase Proposal

Under New Toll Structure w/ Frequent User Commuter Plan (27% Toll Increase)

- Hooksett ML & Bedford ML Plazas: 50 cents ↑ ($1.00 to $1.50 toll), Commercial toll - $1.00 ↑
- Hampton ML Plaza: 50 cents ↑ ($2.00 to $2.50 toll), Commercial toll - $1.00 ↑
- Hampton Side Plaza: 25 cent ↑ ($0.75 to $1.00 toll), Commercial toll – 50 cents ↑
- Dover & Rochester ML Plazas: 25 cent ↑ ($0.75 to $1.00 toll), Commercial toll – 50 cents ↑
- Hooksett Ramp Plaza: 25 cent ↑ ($0.50 to $0.75 toll), Commercial toll – 50 cents ↑

- $36M additional annual toll revenue per year

- $50M Additional Bonding Required

- Toll Increase is paid by users of the system
  - Users directly benefit from the capital investment
  - Estimated $19.6M/Year or 54% of additional revenue is from out-of-state travelers
Toll Increase Proposal

Proposed Toll Rate Table based on November 22, 2017 Proposal for Turnpike's Accelerated and Expanded Capital Program.

<table>
<thead>
<tr>
<th>Plaza</th>
<th>Fare Type/Class</th>
<th>2 axles - single rear tires</th>
<th>3 axles - single rear tires</th>
<th>4 axles - single rear tires</th>
<th>5 axles - dual rear tires</th>
<th>6 axles - dual rear tires</th>
<th>7 axles - dual rear tires</th>
<th>8 axles - dual rear tires</th>
<th>9 axles - dual rear tires</th>
<th>10 axles - dual rear tires</th>
<th>11 axles - dual rear tires</th>
<th>12 axles - dual rear tires</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hooksett, Main I-93</td>
<td>Cash Fare</td>
<td>1.50</td>
<td>1.75</td>
<td>2.00</td>
<td>2.25</td>
<td>3.00</td>
<td>3.50</td>
<td>4.00</td>
<td>4.50</td>
<td>5.00</td>
<td>5.50</td>
<td>6.00</td>
</tr>
<tr>
<td></td>
<td>E-ZPass Fare</td>
<td>1.05</td>
<td>1.23</td>
<td>1.40</td>
<td>1.58</td>
<td>2.70</td>
<td>3.15</td>
<td>3.60</td>
<td>4.05</td>
<td>4.50</td>
<td>4.95</td>
<td>5.40</td>
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<td>Hooksett, Ramp I-93</td>
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<td>1.50</td>
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<td>2.50</td>
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<td>5.00</td>
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<tr>
<td></td>
<td>E-ZPass Fare</td>
<td>0.53</td>
<td>0.70</td>
<td>0.88</td>
<td>1.05</td>
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<td>1.80</td>
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<td>5.50</td>
<td>6.00</td>
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<td>0.90</td>
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<td>1.80</td>
<td>2.25</td>
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<td>7.50</td>
<td>8.00</td>
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<td>2.70</td>
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<tr>
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<td>3.15</td>
<td>3.60</td>
<td>4.05</td>
<td>4.50</td>
</tr>
</tbody>
</table>

Note: E-ZPass fare is for NH E-ZPass account holders only. Non-NH E-ZPass Account holder’s fare rate is the same as the cash rate.

- **Cash Toll rate for Passenger Vehicles (Class 1-4)** would increase 25 cents & 50 cents
- **E-ZPass rate for Passenger Vehicles (Class 1-4)** would increase 18 cents & 35 cents
- **Cash Toll rate for Commercial Vehicles (Class 5-12)** would increase 50 cents & 1.00 dollar
- **E-ZPass rate for Commercial Vehicles (Class 5-12)** would increase 45 cents & 90 cents
- **E-ZPass utilization – 75.7% overall** (74.7% - Autos, 90.8% - Trucks)

Annualized Rate of Increase, CL 1 & 5
Hooksett & Bedford – 3.3%
Dover, Rochester, Hampton ML & Side – 2.7%
Under New Toll Structure w/ Toll Increase - $36M/yr Additional Revenue

- Construction Dover End & GSB Rehabilitation ($79M): 2019 - 2022
- Construction of FEET Widening, Nashua-Bedford ($122M): 2020 – 2023 (completed 3 yrs sooner)
- Manchester Exit 7 Reconstruction ($49M): 2021 – 2023 (completed 3 yrs sooner)
- Manchester Exit 6 Improvements & FEET Widening ($90M): 2023 – 2025 (completed 4 yrs sooner)

*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.
Benefits of Toll Increase

- All Increased Revenue Dedicated to Capital Investment & Acceleration of Major Turnpike Projects & Shortening Construction Duration
- Users of the system pay for the improvements & benefit from improvements
- Nearly $20M of toll increase paid by out-of-state travelers
- $754M of Capital Investment Completed within next 10 years and Equates to 15,800 Jobs* resulting in significant economic benefit in short-term & long-term
- Travel time, reliability & safety would improve
- Funding for much needed Type II Soundwall Program would be established ($4M/year)
- Funding for feasibility studies to identify future Turnpike needs
- Funding for transportation demand management program to reduce future travel demand and mitigate need for future Turnpike widening ($3M/year)
- Extension of Turnpike to northern end of Merrimack River Bridges in Concord would encompass entire Bow-Concord project, complete construction with Turnpike funds by 2027, and free up over $210M of future federal funds to be used elsewhere across the state for Red-List Bridges & Highway Projects

*Source: Infrastructure Investment Creates American Jobs
By Lukas Brun; G. Jason Jolley, Ph.D.; Andrew Hull; Stacey Frederick, Ph.D. | Wednesday, October 15, 2014
http://www.americanmanufacturing.org/research/entry/infrastructure-creates-american-jobs
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.
## NH Toll Rates

### Historic Toll Rates (1989 – Current)

**NH BUREAU OF TURNPIKES**  
**TOLL RATES - PASSENGER VEHICLES (1989 - CURRENT)**

<table>
<thead>
<tr>
<th>Turnpike Length (Miles)</th>
<th>1989</th>
<th>1990</th>
<th>2005</th>
<th>2007</th>
<th>2009</th>
<th>Current</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Turnpike</td>
<td>39.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hooksett Mainline Plaza</td>
<td>$0.75</td>
<td>$0.75</td>
<td>$0.75</td>
<td>$1.00</td>
<td>$1.00</td>
<td>$1.00</td>
</tr>
<tr>
<td>Hooksett Ramp Plaza</td>
<td>$0.50</td>
<td>$0.50</td>
<td>$0.50</td>
<td>$0.50</td>
<td>$0.50</td>
<td>$0.50</td>
</tr>
<tr>
<td>Bedford Mainline Plaza</td>
<td>$0.75</td>
<td>$0.75</td>
<td>$0.75</td>
<td>$1.00</td>
<td>$1.00</td>
<td>$1.00</td>
</tr>
<tr>
<td>Merrimack Exit 10 Ramp Plazas</td>
<td>-</td>
<td>$0.50</td>
<td>$0.50</td>
<td>$0.50</td>
<td>$0.50</td>
<td>$0.50</td>
</tr>
<tr>
<td>Merrimack Exit 11 Ramp Plazas</td>
<td>$0.50</td>
<td>$0.50</td>
<td>$0.50</td>
<td>$0.50</td>
<td>$0.50</td>
<td>$0.50</td>
</tr>
<tr>
<td>Merrimack Exit 12 Ramp Plazas</td>
<td>-</td>
<td>$0.50</td>
<td>$0.50</td>
<td>$0.50</td>
<td>$0.50</td>
<td>$0.50</td>
</tr>
</tbody>
</table>

| Blue Star Turnpike      | 16.2 |      |      |      |      |         |
| Hampton Mainline Plaza  | $1.00 | $1.00 | $1.00 | $1.50 | $2.00 | $2.00   |
| Hampton Side Plaza      | $0.50 | $0.50 | $0.50 | $0.75 | $0.75 | $0.75   |

| Spaulding Turnpike      | 33.2 |      |      |      |      |         |
| Dover Mainline Plaza    | $0.50 | $0.50 | $0.50 | $0.75 | $0.75 | $0.75   |
| Rochester Mainline Plaza| $0.50 | $0.50 | $0.50 | $0.75 | $0.75 | $0.75   |

| Average Toll Rate per Mile | $0.039 | $0.039 | $0.039 | $0.056 | $0.062 | $0.062 |

| 50% Discount on Tokens   |      |      | 30% E-ZPass Discount | 30% E-ZPass Discount | 30% E-ZPass Discount | 30% E-ZPass Discount |
| Discount on Tokens       |      |      |                    |                    |                    |                     |

*CPI Adjusted Toll Rate from 1989 (1.99 Factor)  
Potential New Toll Rate

Taking into account inflation, the CPI adjusted toll rate from 1989 coincides with the potential new toll rates at nearly all the plazas.
**NH Toll Rates**

### 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)

<table>
<thead>
<tr>
<th></th>
<th>Current E-Zpass Toll Rate</th>
<th>Current E-Zpass Monthly Cost</th>
<th>Proposed E-Zpass Toll Rate</th>
<th>Proposed E-Zpass Monthly Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two ML Plazas (i.e. Hooksett &amp; Bedford)</td>
<td>$1.40</td>
<td>$56.00</td>
<td>$2.10</td>
<td>$73.50</td>
</tr>
<tr>
<td>Two ML Plazas (i.e. Dover &amp; Rochester)</td>
<td>$1.05</td>
<td>$42.00</td>
<td>$1.40</td>
<td>$49.00</td>
</tr>
</tbody>
</table>

**Legislative Authorization is required for Frequent User / Commuter Plan**
WHAT DOES THIS TOLL INCREASE PROVIDE

- 27% OVERALL TOLL INCREASE
- ACCELERATES MUCH NEEDED MAJOR TURNPIKE PROJECTS
- ALLOWS EXTENSION OF TURNPIKE THAT FREES UP SCARCE FEDERAL FUNDS FOR FUTURE REDLIST BRIDGE PROJECTS ACROSS THE STATE
- FUNDS A MUCH NEEDED TYPE II SOUNDWALL PROGRAM
A Look Ahead – State Bridge Condition

Based on recommended level of investment in draft TYP

- Number of State Red List Bridges (SRL) - which is representative of bridges in poor condition (rating of 4 or lower) is expected to increase from 140 to 159
- Higher number of fair condition bridges w/ rating of 5 today than 7 years ago
- 135 of 140 red list bridges addressed in draft TYP
- Extension of Tpk limits to encompass Bow-Concord will free up $34M in federal funds in TYP window & reduce projected number of Red List Bridges from 159 to 148.
THANK YOU