

Bill as Introduced

SB 78-FN-A-LOCAL - AS INTRODUCED

2011 SESSION

11-0931

03/10

SENATE BILL ***78-FN-A-LOCAL***

AN ACT relative to motor vehicle registration fees.

SPONSORS: Sen. Sanborn, Dist 7; Sen. Bragdon, Dist 11; Sen. Forsythe, Dist 4; Sen. White, Dist 9; Sen. Bradley, Dist 3; Sen. Groen, Dist 6; Sen. De Blois, Dist 18; Rep. T. Keane, Merr 13; Rep. Cohn, Merr 6; Rep. Kreis, Merr 6; Rep. Jennifer Coffey, Merr 6; Rep. Bettencourt, Rock 4

COMMITTEE: Ways and Means

ANALYSIS

This bill eliminates the motor vehicle registration fee increases enacted in 2009, effective upon passage of the bill.

Explanation: Matter added to current law appears in ***bold italics***.
Matter removed from current law appears [~~in brackets and struckthrough.~~]
Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Eleven

AN ACT relative to motor vehicle registration fees.

Be it Enacted by the Senate and House of Representatives in General Court convened:

1 Department of Safety Motor Vehicle Registration Fees. RSA 261:141, III(g)-(o) is repealed and
2 reenacted to read as follows:

3 (g) For all motor vehicles other than those in RSA 261:141, I:

4	0-3000 lbs.	\$31.20 (\$2.60 per month)
5	3001-5000 lbs.	\$43.20 (\$3.60 per month)
6	5001-8000 lbs.	\$55.20 (\$4.60 per month)
7	8001-73,280 lbs.	\$.96 per hundred lbs. gross weight.

8 (h) Truck-tractors to be used in conjunction with a semi-trailer, gross weight shall
9 include the weight of such tractors, the weight of the heaviest semi-trailer to be used therewith, and
10 the weight of the maximum load to be carried thereby: up to 73,280 pounds \$.96 per 100 pounds
11 gross weight, over 73,280 pounds--\$1.44 shall be charged for each 100 pounds gross weight or portion
12 thereof in excess of 73,280 pounds.

13 (i) Each additional semi-trailer used in conjunction with such truck-tractor--\$24.00.

14 (j) For semi-trailers or automobile utility trailers (the weight of the trailer shall include
15 the maximum load to be carried thereby):

16	0-1000 lbs.	\$ 3.00
17	1001-1500 lbs.	6.00
18	1501-3000 lbs.	12.00
19	3001-5000 lbs.	24.00
20	5001-8000 lbs.	36.00
21	8001-up	.60 per hundred lbs. gross weight.

22 (k) For each semi-trailer not registered in connection with a truck-tractor, the gross
23 weight shall include the weight of such trailer and the weight of the maximum load to be carried
24 thereby. The registration fee shall be \$.60 per hundred lbs. gross weight and such trailer shall not
25 be registered for less than 10,000 lbs.

26 (l) For equipment mounted on trucks of which the equipment is an integral part of the
27 unit and the truck is not capable of carrying freight or merchandise, the registration fee shall be 1/3
28 of the regular fee charged as determined by the corresponding weight chart specified in
29 subparagraph (i).

30 (m) For each farm truck or combination of motor type tractor and semi-trailer used only
31 for transportation of agricultural products produced on and meant to be used in connection with the

SB 78-FN-A-LOCAL - AS INTRODUCED

- Page 2 -

1 operation of a farm or farms owned, operated, or occupied by the registrant, for the first 16,000
2 pounds--\$24, for any additional weight above 16,000 pounds--\$.74 per hundred weight.

3 (n) For each additional or extra semi-trailer used in connection with a motor type tractor
4 registered for farm purposes--\$24. (In the event that a farm truck registered under the \$24 fee as
5 provided in this subparagraph and thereafter registered for general use during the same registration
6 year, such fee shall be applied toward the fee for such general registration.)

7 (o) For each motorcycle--\$15.

8 2 Fee for Transfer of Motor Vehicle Registration. RSA 261:141, VII(b) is repealed and reenacted
9 to read as follows:

10 (b) For the transfer of the registration of any motor vehicle, trailer, semi-trailer or
11 tractor for that of another motor vehicle, trailer, semi-trailer or tractor previously registered
12 pursuant to this chapter--\$10.

13 3 Repeal. 2009, 144:247-248, relative to motor vehicle registration fees, is repealed.

14 4 Effective Date. This act shall take effect upon its passage.

LBAO
11-0931
01/27/11

SB 78-FN-A-LOCAL - FISCAL NOTE

AN ACT relative to motor vehicle registration fees.

FISCAL IMPACT:

The Department of Safety states this bill will decrease state highway fund revenue by \$6,595,926 in FY 2011, and decrease state highway fund expenditures and local revenue by \$791,511 in FY 2012. There will be no fiscal impact on county and local expenditures or county revenues.

METHODOLOGY:

This bill eliminates the motor vehicle registration fee increases enacted in 2009, effective upon passage of the bill. The Department of Safety notes the fee increases enacted in 2009 are currently set to expire on June 30, 2011 and states the proposed legislation will reduce FY 2011 state highway fund revenue by the amounts associated with the fee increases from the date of passage through June 30, 2011. For the purposes of estimating the fiscal impact of the proposed legislation, the Department assumes the proposed legislation would be passed on May 1, 2011. Based on a FY 2010 monthly revenue average of \$3,297,963 attributable to the motor vehicle registration fee, the Department estimates state highway fund revenue would decrease by \$6,595,926 ($\$3,297,963 \times 2$) in FY 2011. In accordance with RSA 235:23, this would result in a subsequent reduction in state highway fund expenditures and local revenue of \$791,511 (12% of \$6,595,926) in FY 2012.

SB 78-FN-A-LOCAL - AS AMENDED BY THE HOUSE

27Apr2011... 1519h

2011 SESSION

11-0931

03/10

SENATE BILL *78-FN-A-LOCAL*

AN ACT reducing the rate of the road toll.

SPONSORS: Sen. Sanborn, Dist 7; Sen. Bragdon, Dist 11; Sen. Forsythe, Dist 4; Sen. White, Dist 9; Sen. Bradley, Dist 3; Sen. Groen, Dist 6; Sen. De Blois, Dist 18; Rep. T. Keane, Merr 13; Rep. Cohn, Merr 6; Rep. Kreis, Merr 6; Rep. Jennifer Coffey, Merr 6; Rep. Bettencourt, Rock 4

COMMITTEE: Ways and Means

AMENDED ANALYSIS

This bill reduces the rate of the road toll from \$.18 per gallon to \$.13 per gallon through June 30, 2011.

Explanation: Matter added to current law appears in *bold italics*.

Matter removed from current law appears [~~in brackets and struck through~~]

Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

27Apr2011... 1519h

11-0931

03/10

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Eleven

AN ACT reducing the rate of the road toll.

Be it Enacted by the Senate and House of Representatives in General Court convened:

1 Road Toll; Rate Reduced. For the period beginning on the effective date of this section and ending June 30, 2011, the road toll imposed pursuant to RSA 260:32 shall be \$.13 per gallon.

2 Effective Date. This act shall take effect upon its passage.

LBAO

11-0931

01/27/11

SB 78-FN-A-LOCAL - FISCAL NOTE

AN ACT relative to motor vehicle registration fees.

FISCAL IMPACT:

The Department of Safety states this bill will decrease state highway fund revenue by \$6,595,926 in FY 2011, and decrease state highway fund expenditures and local revenue by \$791,511 in FY 2012. There will be no fiscal impact on county and local expenditures or county revenues.

METHODOLOGY:

This bill eliminates the motor vehicle registration fee increases enacted in 2009, effective upon passage of the bill. The Department of Safety notes the fee increases enacted in 2009 are currently set to expire on June 30, 2011 and states the proposed legislation will reduce FY 2011 state highway fund revenue by the amounts associated with the fee increases from the date of passage through June 30, 2011. For the purposes of estimating the fiscal impact of the proposed legislation, the Department assumes the proposed legislation would be passed on May 1, 2011. Based on a FY 2010 monthly revenue average of \$3,297,963 attributable to the motor vehicle registration fee, the Department estimates state highway fund revenue would decrease by \$6,595,926 ($\$3,297,963 \times 2$) in FY 2011. In accordance with RSA 235:23, this would result in a subsequent reduction in state highway fund expenditures and local revenue of \$791,511 (12% of \$6,595,926) in FY 2012.

Committee Minutes

**SENATE CALENDAR NOTICE
WAYS AND MEANS**

Senator Bob Odell Chairman
 Senator Jim Luther V Chairman
 Senator David Boutin
 Senator Lou D'Allesandro
 Senator Chuck Morse
 Senator Jim Rausch

For Use by Senate Clerk's Office ONLY	
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Proof: <input type="checkbox"/>	Calendar <input type="checkbox"/> Bill Status

Date: February 9, 2011

HEARINGS

Tuesday

2/15/2011

WAYS AND MEANS

SH 100

2:00 PM

(Name of Committee)

(Place)

(Time)

EXECUTIVE SESSION MAY FOLLOW

2:00 PM	SB23-FN	establishing a revenue assistant position within the department of justice.
2:15 PM	SB78-FN-A-L	relative to motor vehicle registration fees.
2:30 PM	SB138-FN-A	eliminating the lottery commission and establishing the education lottery authority.

Sponsors:

SB23-FN

Sen. Bob Odell

SB78-FN-A-L

Sen. Andy Sanborn

Sen. Jeb Bradley

Rep. Seth Cohn

SB138-FN-A

Sen. Lou D'Allesandro

Sen. Peter Bragdon

Sen. Fenton Groen

Rep. Kenneth Kreis

Sen. John Gallus

Sen. James Forsythe

Sen. Tom De Blois

Rep. Jennifer Coffey

Sen. Raymond White

Rep. Thomas Keane

Rep. David Bettencourt

Ways and Means Committee

Hearing Report

To: Members of the Senate

From: Sonja Caldwell
Legislative Aide

Re: SB78 – *relative to motor vehicle registration fees.*

Hearing date: February 15, 2011

Members present: Sen. Odell, Sen. Luther, Sen. Boutin, Sen. D'Allesandro, Sen. Morse, Sen. Rausch

Members absent:

Sponsor(s): Sen. Sanborn, Dist 7; Sen. Bragdon, Dist 11; Sen. Forsythe, Dist 4; Sen. White, Dist 9; Sen. Bradley, Dist 3; Sen. Groen, Dist 6; Sen. De Blois, Dist 18; Rep. T. Keane, Merr 13; Rep. Cohn, Merr 6; Rep. Kreis, Merr 6; Rep. Jennifer Coffey, Merr 6; Rep. Bettencourt, Rock 4

What the bill does: This bill eliminates the motor vehicle registration fee increases enacted in 2009, effective upon passage of the bill.

Who supports the bill: Sen. Sanborn, Sen. Forsythe, Sen. White, Sen. Groen, Sen. DeBlois, Sen. Bragdon, Sen. Bradley

Who opposes the bill: Larry Major (Pike Industries), TJ Florence (Pike TP Contracting), Paul Worsowicz (Aggregate Manufacturers Assoc.), Commissioner John Barthelmes (Dept. of Safety), William Graham (NH Troopers Assoc.), Seth Cooper (NH Troopers Assoc.), Commissioner George Campbell (Dept. of Transportation), Christie Walker (UVLSRPC), Rep. Dino Scala, Nancy Johnson (NH Regional Planning Assoc.), Gary Abbott (Associated General Contractors), Susan Olsen (NHMA), Alex Koutroubas (ACEC-NH), Britt Audet (American Society of Civil Engineers), Jill Rockey

Taking no position: Rep. David Campbell

Summary of testimony received:

Senator Sanborn said this bill keeps a promise made to NH residents. He said that two years ago, in HB2, a temporary 2 year increase was passed. It is supposed to sunset in July. He said this bill seeks to make sure we keep promise. The fiscal note was supposed to have taken affect July 1, 2011, but it looks like it was moved up a few months. He said it shouldn't have had a

fiscal note. He said this is simple legislation that makes sure the House and Senate stick to their promise.

Senator Boutin asked for clarification that this bill doesn't propose moving up the timetable for repeal

Senator Sanborn responded that it wasn't supposed to. He added that he is comfortable moving it back to July. He said his intent is for it to be effective July 1st, just letting it sunset.

Senator D'Allesandro asked Senator Sanborn if he has looked at the ramifications of a sunset.

Senator Sanborn answered that the Senate hasn't done revenue projections yet. He said the House did not include the increase in their projections.

Senator D'Allesandro asked if he considered what impact it would have on the communities we represent.

Senator Sanborn answered that people want to cut taxes.

Rep. Campbell provided the committee with a handout. He gave a brief history of how we got to the surcharge. He said we were facing a deficit for the highway fund; the House had passed a gas tax but that proposal failed. The compromise that was eventually arrived at was to raise registration fees by \$30 for 2 years. The consequences of losing the revenue would impact the highway trust fund. There are 137 red listed bridges and 267 pink bridges. We're not making headway on these numbers. Federal aid, road toll, car registration fees and fines are the sources of revenue for the highway fund. The surcharge sunsets June 30th. Registration fees vary by the weight of the vehicle. 13% of highway fund revenue is made up of the surcharge. 12% of all highway fund revenue, including the surcharge goes to cities and town. We have a long term funding problem. Projects will have to be cut or delayed.

Commissioner Barthelmes testified in opposition to the bill. He said this is the most concerning bill to them at the Department of Safety of all the legislation they are tracking. He asked what analysis has been done and what is the impact on public safety as well as funds going back to municipalities. He said we should also recognize that the world is changing in the motor vehicle community. Federal fuel economy standards have led to smaller, lighter cars, which means less revenue from registrations. He said there is less money coming into road toll. The Governor's budget for the Dept. of Safety gives them \$80 million. They are cutting 47 positions. If the surcharge is eliminated, they will have to cut an additional \$11.4 million. These cuts would have to be taken within the Division of State Police and the Division of Motor Vehicles. These cuts would be devastating and would gut the divisions. The State Police provide full coverage to 46 communities. Their

ability to deliver public safety services will not be sustainable with these cuts.

Senator Rausch asked if the Governor's cuts took into account the sunset of the surcharge and if the Commissioner would have to cut his budget further. **Commissioner Barthelmes** said that the Dept. of Safety and State Police is funded at \$80 million. He didn't know whether the Governor considered the sunset or not.

Senator Morse said the Governor counted this as revenue in his budget. He did not sunset it.

Commissioner Barthelmes said any additional reductions will have an impact that will be felt. Smaller communities will be impacted.

Senator D'Allesandro said that the City of Manchester calls upon the State Police for assistance.

Commissioner Barthelmes responded that they are seeing an up-shifting and he can provide data on that.

Commissioner Campbell – Dept. of Transportation

The Commissioner testified in opposition to the bill. He said there were two promises. One was that we would use this motor vehicle money as a bridge/transition until we can get to sustainable funding. However, this bill takes the promise to repeal the \$30 out of context of all the other promises made to communities. The budget submitted by the Governor did include extending the surcharge and accelerating the payment of the I95 transfer. Of the 79 total positions being eliminated at DOT, 18 of them are filled positions. The Commissioner said he doesn't know what the consequences of all of this will be as it will depend on what the legislature decides it wants DOT to undertake.

The hearing was recessed.

**SENATE CALENDAR NOTICE
WAYS AND MEANS**

Senator Bob Odell Chairman
 Senator Jim Luther V Chairman
 Senator David Boutin
 Senator Lou D'Allesandro
 Senator Chuck Morse
 Senator Jim Rausch

For Use by Senate Clerk's Office ONLY	
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Proof: <input type="checkbox"/>	Calendar <input type="checkbox"/> Bill Status

Date: February 16, 2011

HEARINGS

Tuesday

2/22/2011

WAYS AND MEANS

SH 100

1:00 PM

(Name of Committee)

(Place)

(Time)

EXECUTIVE SESSION MAY FOLLOW

Comments: *Please note that SB78, SB138 and SB23 were recessed from 2/15/11.

1:00 PM	SB78-FN-A-L	relative to motor vehicle registration fees.
1:05 PM	SB138-FN-A	eliminating the lottery commission and establishing the education lottery authority.
1:15 PM	SB23-FN	establishing a revenue assistant position within the department of justice.
1:20 PM	SB131-FN	repealing the exemption for water and air pollution control facilities from local property taxation.
1:35 PM	SB133-FN	relative to reestablishing the exemption from property taxation for telecommunications poles and conduits.
1:50 PM	SB126-FN	relative to net operating loss carryovers under the business profits tax.
2:05 PM	SB168-FN	conforming the interest and dividends tax to federal tax definitions.

Sponsors:

SB78-FN-A-L	Sen. Peter Bragdon	Sen. James Forsythe	Sen. Raymond White
Sen. Andy Sanborn	Sen. Fenton Groen	Sen. Tom De Blois	Rep. Thomas Keane
Sen. Jeb Bradley	Rep. Kenneth Kreis	Rep. Jennifer Coffey	Rep. David Bettencourt
SB138-FN-A	Sen. John Gallus		
Sen. Lou D'Allesandro			
SB23-FN			
Sen. Bob Odell			
SB131-FN	Rep. Neal Kurk	Rep. Kathleen Taylor	
Sen. John Gallus			
SB133-FN	Sen. Lou D'Allesandro	Rep. Norman Major	Rep. Mary Griffin
Sen. Sharon Carson			
SB126-FN	Sen. John Barnes, Jr.	Sen. David Boutin	Sen. Peter Bragdon
Sen. Jim Luther	Sen. James Forsythe	Sen. John Gallus	Sen. Fenton Groen
Sen. Sharon Carson	Sen. Jim Rausch	Sen. Andy Sanborn	Sen. Raymond White
Sen. Gary Lambert	Rep. Norman Major	Rep. Gene Chandler	Rep. Pamela Tucker
Rep. David Bettencourt			
SB168-FN	Sen. Jeb Bradley	Sen. Raymond White	Sen. Gary Lambert
Sen. Jim Luther			
Sen. Bob Odell			

Sonja Caldwell 271-2117

Sen. Bob Odell
Chairman

Ways and Means Committee

Hearing Report

To: Members of the Senate

From: Sonja Caldwell
Legislative Aide

Re: SB78-FN-A-L – *relative to motor vehicle registration fees.*

Hearing date: February 22, 2011

Members present: Sen. Odell, Sen. Luther, Sen. Boutin, Sen. D'Allesandro, Sen. Morse, Sen. Rausch

Members absent:

Sponsor(s): Sen. Sanborn, Dist 7; Sen. Bragdon, Dist 11; Sen. Forsythe, Dist 4; Sen. White, Dist 9; Sen. Bradley, Dist 3; Sen. Groen, Dist 6; Sen. De Blois, Dist 18; Rep. T. Keane, Merr 13; Rep. Cohn, Merr 6; Rep. Kreis, Merr 6; Rep. Jennifer Coffey, Merr 6; Rep. Bettencourt, Rock 4

What the bill does: This bill eliminates the motor vehicle registration fee increases enacted in 2009, effective upon passage of the bill.

Who supports the bill: Senator Raymond White, Senator Peter Bragdon, Senator Jeb Bradley, Senator Tom De Blois, Senator Groen

Who opposes the bill: William Graham (NH Troopers Association), Larry Major (Pike Industries), Paul A Worsawicz (Aggregate Manufactures Association), Brenda Clemons (NH Good Roads Assoc.), John C. Bousquet (RM Piper Inc.), Steve Kayender (Dept. of Safety), Alex Koutroubas (ACEC-NH), Jack Munn (Southern NH Planning Commission), Judy Silva (NHMA), Gary Abbott (Assoc. of General Contractors), Seth Cooper (NH Troopers Assoc.), Jill Rockey (NH Troopers Assoc.) Nancy Johnson (Assoc. of Regional Planning Commission)

Taking no position:

Summary of testimony received:

Senator Odell opened the hearing at 1:03

Paul Worsawicz testified in opposition to the bill. He is representing the Aggregate Manufacturers Association. He said weather effects our roads, causing maintenance problems. He handed out a report that goes back to 1992 and shows where betterment projects go.

William Graham - NH Troopers Association – testified in opposition to the bill. He is concerned that the Dept. of Safety will lose \$11 million if this bill passes. They are already at the breaking point with State Police as they are short handed with troopers. They have seen an increase in calls for service, an up-shifting from towns. He said they can barely function now. Any cuts will put the safety of NH citizens at risk. If the money is taken away and not replaced, they will be in a difficult position.

John C. Bousquet (RM Piper Inc.) of Plymouth, testified in opposition. The registration surcharge put in place in 2009 was a compromise. The additional revenue was and still is necessary because the gas tax doesn't meet the needs of the highway fund. The highway fund provides funds for highway construction, repairs, and state police. We have a lot of red list bridges, and when one is taken off, another goes on. This has been ongoing for 20 years. We're not making improvements. Further cuts and inaction could put some roads and bridges beyond repair. Construction prices are down so there's an advantage for the state to move forward with projects in a down economy. Currently, the legislature isn't looking at a new revenue source for the highway fund.

Larry Major - Pike Industries, testified in opposition. He said his company supports 400 families in NH and they do highway and bridge construction. His company has partnered with DOT for over 100 years. Motor vehicle fees have kept the program going over the last year and a half. This has a job creating and preserving ability.

Steve Kayender – Dept. of Safety – testified in opposition. He said the Dept. of Safety relies heavily on the highway fund. They have a statutory cap on their highway fund appropriation.

Alex Koutroubas – ACEC-NH – testified in opposition – He represents 46 engineering firms throughout the state who employ 800 people. They use civil engineering principals to improve transportation systems. Reducing highway fund revenue will negatively impact highways and safety and could mean cuts in local projects. This hinders the state's ability to properly maintain infrastructure. They support continuation of the 30 dollar surcharge beyond Kune 30th.

Jack Munn - Southern NH Planning Commission. Testified in opposition. He said the surcharge should be kept in place. Manchester and 12 surrounding communities, with a population totaling 270,000 people, are represented by the commission. The Planning Commission is aware of the transportation needs of the state as well as its fiscal challenges. They support a long-term sustainable funding source. Repealing the surcharge will result in a loss of \$6.6 million to the highway fund, which will mean a further loss to communities and betterment. There has been no adjustment in the gas tax since 1971 and we have more fuel efficient vehicles. He projects a \$1.2 billion deficit in the highway fund in 10 years if nothing is done. Many projects in the 10 year plan have been pushed out. If the surcharge sunsets without a replacement funding, there will be no choice but to remove important projects from plan.

Judy Silva - NH Municipal Association – testified in opposition. Their members supported an increase in the gas tax to support the highway fund. They asked their committee about this bill, and they voted that until an acceptable replacement source of funding is adopted they are opposed to reducing the registration fee.

Gary Abbott - Associated General Contractors. Testified in opposition. Without an appropriate replacement they are opposed to the repeal. They equate the registration fee to four things: Highway construction through betterment, DOT administration and operation cost, Dept. of Safety costs, and the 12% that goes to municipalities.

Seth Cooper - NH Troopers Association. Testified in opposition. He works in Troop F, which covers the northern 35% of the state. This represents a large geographical area. They have 9 patrols in troop F. He reviewed stats from August to December, a total of 112 days and 224 shifts, and he found that 162 shifts had 5 troopers or less. He said its almost impossible to cover that kind of area. It can take an hour or more to respond to a call. 28 shifts had 3 troopers or less. The midnight shift could have only 1 or 2 troopers. He recently had call in Jefferson and he was in Plymouth and it took him 55 minutes to get there.

Jill Rockey - NH Troopers Association. Testified in opposition. She testified about the various way that the State Police are called upon for services. Many towns and cities don't maintain specialty units like bomb squads. State police are responsible for running criminal record checks. They have a Terrorism Intelligence Unit and their role is crucial. State police are also responsible for verifying sex offender addresses and only one trooper is currently assigned to the registry.

Nancy Johnson - Association of Regional Planning Commissions. Testified in opposition. She said the surcharge can't sunset without a replacement.

Senator Odell closed the hearing at 1:39.

Speakers

Senate Ways + Means Committee

SB78-FN-A-Local

Speaking
NO

Favor
✓

Opposed

Name

Representing

Yes

✓

Sen De Blois

Dist 18

Jill Rockey

Testimony

PIKE INDUSTRIES, INC.

REGION 1

3 Eastgate Park Road • Belmont, New Hampshire 03220 • (603) 527-5100

AN EQUAL OPPORTUNITY EMPLOYER

ESTABLISHED 1872

SB 78 Committee Members,

Thank you for the opportunity to address you on this important issue related to highway funding. My name is Larry Major and I represent Pike Industries.

Pike employs over 400 people in New Hampshire. We are one of a handful of companies within the State that are qualified to do large DOT projects. Our company is vertically integrated. We operate the quarries where the construction aggregates are mined and processed. We operate hot mix asphalt plants where we further process the aggregates into pavements that will meet NHDOT specifications. We have a heavy highway division that excels at roadway rehabilitation and pavement recycling. We also employ numerous paving crews throughout the state which install the road surfaces that we all drove on to get here today.

Our company began in 1872 and has long partnered with the State of New Hampshire to build the network of roads and highways that we all depend upon for the high quality of life that we enjoy in New Hampshire. The relationship between the State and our industry is unique in that it is the government who directly funds the construction and maintenance of New Hampshire's highway system. I can think of no other non-military industry which is so directly affected by the actions of government. In New Hampshire, it is the government that owns the roads and has sole responsibility for the maintenance of the highway system.

Over the last year and a half, the increase in motor vehicle registration fees has allowed DOT to advertise and award projects for work that would have otherwise remained undone. The work has added to the safety of our highway network. It has improved commerce by creating more efficient movement of goods, services, and employees. It improves tourism and recreation for our neighbors in the North Country who are so reliant on those two industries.

Let me share one example of how detrimental the repeal of this fee increase would be. Pike was awarded a \$6.2M project on I89 in New London. It is a good example of two points. 1) the critical importance of keeping a well trained and adequate construction workforce in NH and 2) The degree to which highway funding is a job producer. During this project we partnered with many entities in addition to DOT. We were able to call on a stable force of sub-contractors and trucking companies to accomplish the work with the confidence that their skills would ensure the success of the project. Of the \$6.2M contract, \$2.4M (39%) was paid to 3rd parties; vendors, sub-contractors, independent truckers, lodging etc. According to a survey of those parties, 174 jobs were either created or saved through this project. At a time when unemployment within the construction industry in New Hampshire hovers near 20%, there were 174 families that did not have to rely on unemployment compensation for the duration of this job at least.

Finally, I would also point out that the increase in fees has raised Pike's annual registration about \$100 per truck on average. By any measurement - per mile, per ton, per hour; it is pennies per unit. Even without passage of Senate Bill 78, these fees are scheduled to sunset in 2011. With that in mind, I suggest that our conversation should be about extending these fees into the future or finding some other means of funding our transportation infrastructure - not about impulsively eliminating them. The passage of this bill will be bad for the state of our highway system, bad for employment in the State and bad for our economy as a whole. Our economy, indeed our way of life, relies upon safe and efficient highways which must be maintained with a vision for the future.

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STATE OF NEW HAMPSHIRE
HIGHWAY BLOCK GRANT AID TO TOWNS AND CITIES
FOR FISCAL YEAR ENDING JUNE 30, 2011
FOR CLASS IV & V HIGHWAY MILEAGE



Prepared By
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
John O. Morton Building
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Concord, NH 03301
Telephone: (603) 271-2107
E-mail: Bureau46@dot.state.nh.us

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING AND COMMUNITY ASSISTANCE

HIGHWAY BLOCK GRANT AID FOR FISCAL YEAR ENDING JUNE 30, 2011

MUNICIPALITY	JULY 2010 30%	OCTOBER 2010 30%	JANUARY 2011 20%	APRIL 2011 20%	TOTAL FIRST HALF	TOTAL SECOND HALF	APRIL 2011 ADJUSTMENT	TOTAL FY 2011
ACWORTH	\$44,313.39	\$44,313.39	\$29,542.26	\$29,542.31	\$88,626.78	\$59,084.57	2,313.55	\$147,711.35
ALBANY	\$11,191.93	\$11,191.93	\$7,461.29	\$7,461.30	\$22,383.86	\$14,922.59	1,077.97	\$37,306.45
ALEXANDRIA	\$24,898.94	\$24,898.94	\$16,599.29	\$16,599.30	\$49,797.88	\$33,198.59	2,398.16	\$82,996.47
ALLENSTOWN	\$29,660.67	\$29,660.67	\$19,773.78	\$19,773.80	\$59,321.34	\$39,547.58	2,856.80	\$98,868.92
ALSTEAD	\$28,841.30	\$28,841.30	\$19,227.53	\$19,227.55	\$57,682.60	\$38,455.08	2,777.88	\$96,137.68
ALTON	\$55,539.29	\$55,539.29	\$37,026.19	\$37,026.22	\$111,078.58	\$74,052.41	5,349.32	\$185,130.99
AMHERST	\$98,701.61	\$98,701.61	\$65,801.07	\$65,801.10	\$197,403.22	\$131,602.17	9,506.54	\$329,005.39
ANDOVER	\$29,379.34	\$29,379.34	\$19,586.22	\$19,586.24	\$58,758.68	\$39,172.46	2,829.70	\$97,931.14
ANTRIM	\$28,298.55	\$28,298.55	\$18,865.70	\$18,865.71	\$56,597.10	\$37,731.41	2,725.60	\$94,328.51
ASHLAND	\$16,715.33	\$16,715.33	\$11,143.55	\$11,143.56	\$33,430.66	\$22,287.11	1,609.95	\$55,717.77
ATKINSON	\$45,838.89	\$45,838.89	\$30,559.26	\$30,559.28	\$91,677.78	\$61,118.54	4,415.02	\$152,796.32
AUBURN	\$44,750.00	\$44,750.00	\$29,833.33	\$29,833.35	\$89,500.00	\$59,666.68	4,310.14	\$149,166.68
BARNSTEAD	\$53,585.32	\$53,585.32	\$35,723.54	\$35,723.56	\$107,170.64	\$71,447.10	5,161.13	\$178,617.74
BARRINGTON	\$61,879.95	\$61,879.95	\$41,253.30	\$41,253.30	\$123,759.90	\$82,506.60	5,960.03	\$206,266.50
BARTLETT	\$30,847.53	\$30,847.53	\$20,565.02	\$20,565.04	\$61,695.06	\$41,130.06	2,971.12	\$102,825.12
BATH	\$29,406.67	\$29,406.67	\$19,604.45	\$19,604.48	\$58,813.34	\$39,208.93	2,086.00	\$98,022.27
BEDFORD	\$162,080.30	\$162,080.30	\$108,053.53	\$108,053.55	\$324,160.60	\$216,107.08	15,610.93	\$540,267.68
BELMONT	\$58,142.29	\$58,142.29	\$38,761.52	\$38,761.54	\$116,284.58	\$77,523.06	5,600.03	\$193,807.64
BENNINGTON	\$13,395.75	\$13,395.75	\$8,930.50	\$8,930.53	\$26,791.50	\$17,861.03	1,290.22	\$44,652.53
BENTON	\$4,139.14	\$4,139.14	\$2,759.43	\$2,759.45	\$8,278.28	\$5,518.88	398.66	\$13,797.16
BERLIN	\$66,662.02	\$66,662.02	\$44,441.35	\$44,441.37	\$133,324.04	\$88,882.72	6,420.62	\$222,206.76
BETHLEHEM	\$32,038.56	\$32,038.56	\$21,359.04	\$21,359.07	\$64,077.12	\$42,718.11	3,085.83	\$106,795.23
BOSCAWEN	\$25,539.51	\$25,539.51	\$17,026.34	\$17,026.36	\$51,079.02	\$34,052.70	2,459.87	\$85,131.72
BOW	\$65,810.72	\$65,810.72	\$43,873.81	\$43,873.83	\$131,621.44	\$87,747.64	6,338.63	\$219,369.08
BRADFORD	\$27,261.38	\$27,261.38	\$18,174.25	\$18,174.27	\$54,522.76	\$36,348.52	2,625.70	\$90,871.28
BRENTWOOD	\$32,739.78	\$32,739.78	\$21,826.52	\$21,826.55	\$65,479.56	\$43,653.07	3,153.37	\$109,132.63
BRIDGEWATER	\$14,760.95	\$14,760.95	\$9,840.63	\$9,840.65	\$29,521.90	\$19,681.28	1,421.72	\$49,203.18
BRISTOL	\$28,516.58	\$28,516.58	\$19,011.05	\$19,011.07	\$57,033.16	\$38,022.12	2,746.60	\$95,055.28
BROOKFIELD	\$9,547.73	\$9,547.73	\$6,365.15	\$6,365.18	\$19,095.46	\$12,730.33	919.6	\$31,825.79
BROOKLINE	\$41,955.91	\$41,955.91	\$27,970.61	\$27,970.62	\$83,911.82	\$55,941.23	4,041.03	\$139,853.05
CAMPTON	\$36,253.43	\$36,253.43	\$24,168.95	\$24,168.96	\$72,506.86	\$48,337.91	3,491.78	\$120,844.77
CANAAN	\$45,965.75	\$45,965.75	\$30,643.83	\$30,643.86	\$91,931.50	\$61,287.69	4,427.23	\$153,219.19
CANDIA	\$34,467.06	\$34,467.06	\$22,978.04	\$22,978.05	\$68,934.12	\$45,956.09	3,319.73	\$114,890.21
CANTERBURY	\$27,777.70	\$27,777.70	\$18,518.47	\$18,518.49	\$55,555.40	\$37,036.96	2,675.43	\$92,592.36
CARROLL	\$7,737.42	\$7,737.42	\$5,158.28	\$5,158.31	\$15,474.84	\$10,316.59	745.24	\$25,791.43

STATE OF NEW HAMPSHIRE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF PLANNING AND COMMUNITY ASSISTANCE

HIGHWAY BLOCK GRANT AID FOR FISCAL YEAR ENDING JUNE 30, 2011

MUNICIPALITY	JULY 2010 30%	OCTOBER 2010 30%	JANUARY 2011 20%	APRIL 2011 20%	TOTAL FIRST HALF	TOTAL SECOND HALF	APRIL 2011 ADJUSTMENT	TOTAL FY 2011
CENTER HARBOR	\$11,597.91	\$11,597.91	\$7,731.94	\$7,731.95	\$23,195.82	\$15,463.89	1,117.06	\$38,659.71
CHARLESTOWN	\$45,879.76	\$45,879.76	\$30,586.51	\$30,586.52	\$91,759.52	\$61,173.03	4,418.95	\$152,932.55
CHATHAM	\$5,092.62	\$5,092.62	\$3,395.08	\$3,395.09	\$10,185.24	\$6,790.17	490.5	\$16,975.41
CHESTER	\$40,835.06	\$40,835.06	\$27,223.37	\$27,223.40	\$81,670.12	\$54,446.77	3,933.07	\$136,116.89
CHESTERFIELD	\$45,851.51	\$45,851.51	\$30,567.67	\$30,567.69	\$91,703.02	\$61,135.36	4,416.24	\$152,838.38

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
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HIGHWAY BLOCK GRANT AID FOR FISCAL YEAR ENDING JUNE 30, 2011

MUNICIPALITY	JULY 2010 30%	OCTOBER 2010 30%	JANUARY 2011 20%	APRIL 2011 20%	TOTAL FIRST HALF	TOTAL SECOND HALF	APRIL 2011 ADJUSTMENT	TOTAL FY 2011
CHICHESTER	\$27,042.58	\$27,042.58	\$18,028.38	\$18,028.40	\$54,085.16	\$36,056.78	2,604.63	\$90,141.94
CLAREMONT	\$94,102.52	\$94,102.52	\$62,735.01	\$62,735.03	\$188,205.04	\$125,470.04	9,063.58	\$313,675.08
CLARKSVILLE	\$6,508.61	\$6,508.61	\$4,339.07	\$4,339.08	\$13,017.22	\$8,678.15	626.89	\$21,695.37
COLEBROOK	\$28,724.93	\$28,724.93	\$19,149.95	\$19,149.98	\$57,449.86	\$38,299.93	2,766.67	\$95,749.79
COLUMBIA	\$12,573.68	\$12,573.68	\$8,382.45	\$8,382.46	\$25,147.36	\$16,764.91	1,211.04	\$41,912.27
CONCORD	\$259,863.78	\$259,863.78	\$173,242.52	\$173,242.53	\$519,727.56	\$346,485.05	25,029.03	\$866,212.61
CONWAY	\$72,044.10	\$72,044.10	\$48,029.40	\$48,029.42	\$144,088.20	\$96,058.82	6,939.00	\$240,147.02
CORNISH	\$30,031.14	\$30,031.14	\$20,020.76	\$20,020.79	\$60,062.28	\$40,041.55	2,892.48	\$100,103.83
CROYDON	\$11,586.74	\$11,586.74	\$7,724.49	\$7,724.51	\$23,173.48	\$15,449.00	1,115.99	\$38,622.48
DALTON	\$25,994.97	\$25,994.97	\$17,329.98	\$17,330.01	\$51,989.94	\$34,659.99	1,801.18	\$86,649.93
DANBURY	\$39,336.56	\$39,336.56	\$26,224.38	\$26,224.41	\$78,673.12	\$52,448.79	2,566.29	\$131,121.91
DANVILLE	\$31,821.56	\$31,821.56	\$21,214.37	\$21,214.38	\$63,643.12	\$42,428.75	3,064.92	\$106,071.87
DEERFIELD	\$42,890.60	\$42,890.60	\$28,593.73	\$28,593.75	\$85,781.20	\$57,187.48	4,131.05	\$142,968.68
DEERING	\$29,107.87	\$29,107.87	\$19,405.25	\$19,405.26	\$58,215.74	\$38,810.51	2,803.56	\$97,026.25
DERRY	\$204,401.52	\$204,401.52	\$136,267.68	\$136,267.68	\$408,803.04	\$272,535.36	19,687.13	\$681,338.40
DORCHESTER	\$9,936.88	\$9,936.88	\$6,624.58	\$6,624.61	\$19,873.76	\$13,249.19	732.83	\$33,122.95
DOVER	\$169,252.33	\$169,252.33	\$112,834.89	\$112,834.90	\$338,504.66	\$225,669.79	16,301.70	\$564,174.45
DUBLIN	\$23,579.03	\$23,579.03	\$15,719.35	\$15,719.36	\$47,158.06	\$31,438.71	2,271.04	\$78,596.77
DUMMER	\$5,409.90	\$5,409.90	\$3,606.60	\$3,606.62	\$10,819.80	\$7,213.22	521.06	\$18,033.02
DUNBARTON	\$28,307.09	\$28,307.09	\$18,871.39	\$18,871.42	\$56,614.18	\$37,742.81	2,726.43	\$94,356.99
DURHAM	\$81,602.20	\$81,602.20	\$54,401.47	\$54,401.49	\$163,204.40	\$108,802.96	7,859.59	\$272,007.36
EAST KINGSTON	\$15,171.55	\$15,171.55	\$10,114.36	\$10,114.38	\$30,343.10	\$20,228.74	1,461.26	\$50,571.84
EASTON	\$3,153.49	\$3,153.49	\$2,102.32	\$2,102.34	\$6,306.98	\$4,204.66	303.73	\$10,511.64
EATON	\$12,489.11	\$12,489.11	\$8,326.07	\$8,326.08	\$24,978.22	\$16,652.15	1,202.90	\$41,630.37
EFFINGHAM	\$24,094.68	\$24,094.68	\$16,063.12	\$16,063.13	\$48,189.36	\$32,126.25	2,320.70	\$80,315.61
ELLSWORTH	\$1,735.01	\$1,735.01	\$1,156.67	\$1,156.69	\$3,470.02	\$2,313.36	167.11	\$5,783.38
ENFIELD	\$43,412.86	\$43,412.86	\$28,941.90	\$28,941.92	\$86,825.72	\$57,883.82	4,181.36	\$144,709.54
EPPING	\$53,552.28	\$53,552.28	\$35,701.52	\$35,701.55	\$107,104.56	\$71,403.07	5,157.94	\$178,507.63
EPSOM	\$38,281.17	\$38,281.17	\$25,520.78	\$25,520.78	\$76,562.34	\$51,041.56	3,687.09	\$127,603.90
ERROL	\$1,882.25	\$1,882.25	\$1,254.83	\$1,254.85	\$3,764.50	\$2,509.68	181.29	\$6,274.18
EXETER	\$86,921.76	\$86,921.76	\$57,947.84	\$57,947.85	\$173,843.52	\$115,895.69	8,371.95	\$289,739.21

STATE OF NEW HAMPSHIRE
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HIGHWAY BLOCK GRANT AID FOR FISCAL YEAR ENDING JUNE 30, 2011

MUNICIPALITY	JULY 2010 30%	OCTOBER 2010 30%	JANUARY 2011 20%	APRIL 2011 20%	TOTAL FIRST HALF	TOTAL SECOND HALF	APRIL 2011 ADJUSTMENT	TOTAL FY 2011
FARMINGTON	\$49,223.39	\$49,223.39	\$32,815.59	\$32,815.62	\$98,446.78	\$65,631.21	4,741.00	\$164,077.99
FITZWILLIAM	\$29,873.83	\$29,873.83	\$19,915.89	\$19,915.91	\$59,747.66	\$39,831.80	2,877.33	\$99,579.46
FRANCESTOWN	\$28,492.70	\$28,492.70	\$18,995.13	\$18,995.15	\$56,985.40	\$37,990.28	2,744.30	\$94,975.68
FRANCONIA	\$15,714.34	\$15,714.34	\$10,476.23	\$10,476.24	\$31,428.68	\$20,952.47	1,513.54	\$52,381.15
FRANKLIN	\$61,535.06	\$61,535.06	\$41,023.37	\$41,023.39	\$123,070.12	\$82,046.76	5,926.81	\$205,116.88
FREEDOM	\$24,341.74	\$24,341.74	\$16,227.83	\$16,227.85	\$48,683.48	\$32,455.68	2,344.50	\$81,139.16
FREMONT	\$32,039.48	\$32,039.48	\$21,359.65	\$21,359.68	\$64,078.96	\$42,719.33	3,085.91	\$106,798.29
GILFORD	\$67,236.45	\$67,236.45	\$44,824.30	\$44,824.32	\$134,472.90	\$89,648.62	6,475.94	\$224,121.52
GILMANTON	\$45,127.12	\$45,127.12	\$30,084.74	\$30,084.76	\$90,254.24	\$60,169.50	4,346.46	\$150,423.74
GILSUM	\$9,734.03	\$9,734.03	\$6,489.35	\$6,489.37	\$19,468.06	\$12,978.72	937.54	\$32,446.78
GOFFSTOWN	\$125,480.05	\$125,480.05	\$83,653.37	\$83,653.38	\$250,960.10	\$167,306.75	12,085.74	\$418,266.85
GORHAM	\$18,536.57	\$18,536.57	\$12,357.71	\$12,357.73	\$37,073.14	\$24,715.44	1,785.37	\$61,788.58
GOSHEN	\$9,274.90	\$9,274.90	\$6,183.27	\$6,183.28	\$18,549.80	\$12,366.55	893.32	\$30,916.35
GRAFTON	\$45,495.74	\$45,495.74	\$30,330.49	\$30,330.52	\$90,991.48	\$60,661.01	2,648.70	\$151,652.49
GRANTHAM	\$17,707.99	\$17,707.99	\$11,805.32	\$11,805.34	\$35,415.98	\$23,610.66	1,705.56	\$59,026.64
GREENFIELD	\$22,917.88	\$22,917.88	\$15,278.58	\$15,278.60	\$45,835.76	\$30,557.18	2,207.35	\$76,392.94
GREENLAND	\$22,825.47	\$22,825.47	\$15,216.98	\$15,216.98	\$45,650.94	\$30,433.96	2,198.46	\$76,084.90
GREENVILLE	\$13,795.99	\$13,795.99	\$9,197.33	\$9,197.34	\$27,591.98	\$18,394.67	1,328.77	\$45,986.65
GROTON	\$7,502.55	\$7,502.55	\$5,001.70	\$5,001.71	\$15,005.10	\$10,003.41	722.62	\$25,008.51
HAMPSTEAD	\$59,212.32	\$59,212.32	\$39,474.88	\$39,474.90	\$118,424.64	\$78,949.78	5,703.09	\$197,374.42
HAMPTON	\$92,511.86	\$92,511.86	\$61,674.57	\$61,674.58	\$185,023.72	\$123,349.15	8,910.37	\$308,372.87
HAMPTON FALLS	\$19,157.94	\$19,157.94	\$12,771.96	\$12,771.99	\$38,315.88	\$25,543.95	1,845.21	\$63,859.83
HANCOCK	\$28,095.89	\$28,095.89	\$18,730.59	\$18,730.61	\$56,191.78	\$37,461.20	2,706.08	\$93,652.98
HANOVER	\$83,784.69	\$83,784.69	\$55,856.46	\$55,856.46	\$167,569.38	\$111,712.92	8,069.80	\$279,282.30
HARRISVILLE	\$17,335.75	\$17,335.75	\$11,557.17	\$11,557.19	\$34,671.50	\$23,114.36	1,669.71	\$57,785.86
HARTS LOCATION	\$587.67	\$587.67	\$391.78	\$391.81	\$1,175.34	\$783.59	56.61	\$1,958.93
HAVERHILL	\$52,937.08	\$52,937.08	\$35,291.38	\$35,291.40	\$105,874.16	\$70,582.78	5,098.68	\$176,456.94
HEBRON	\$8,059.29	\$8,059.29	\$5,372.86	\$5,372.89	\$16,118.58	\$10,745.75	776.24	\$26,864.33
HENNIKER	\$50,547.54	\$50,547.54	\$33,698.36	\$33,698.36	\$101,095.08	\$67,396.72	4,868.53	\$168,491.80
HILL	\$15,706.74	\$15,706.74	\$10,471.16	\$10,471.17	\$31,413.48	\$20,942.33	1,512.81	\$52,355.81
HILLSBOROUGH	\$51,747.19	\$51,747.19	\$34,498.12	\$34,498.14	\$103,494.38	\$68,996.26	4,984.08	\$172,490.64
HINSDALE	\$29,969.28	\$29,969.28	\$19,979.52	\$19,979.54	\$59,938.56	\$39,959.06	2,886.52	\$99,897.62
HOLDERNESS	\$21,342.92	\$21,342.92	\$14,228.61	\$14,228.63	\$42,685.84	\$28,457.24	2,055.67	\$71,143.08
HOLLIS	\$65,604.29	\$65,604.29	\$43,736.19	\$43,736.21	\$131,208.58	\$87,472.40	6,318.74	\$218,680.98

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
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HIGHWAY BLOCK GRANT AID FOR FISCAL YEAR ENDING JUNE 30, 2011

MUNICIPALITY	JULY 2010 30%	OCTOBER 2010 30%	JANUARY 2011 20%	APRIL 2011 20%	TOTAL FIRST HALF	TOTAL SECOND HALF	APRIL 2011 ADJUSTMENT	TOTAL FY 2011
HOOKSETT	\$85,059.21	\$85,059.21	\$56,706.14	\$56,706.17	\$170,118.42	\$113,412.31	8,192.56	\$283,530.73
HOPKINTON	\$56,690.15	\$56,690.15	\$37,793.43	\$37,793.44	\$113,380.30	\$75,586.87	5,460.17	\$188,967.17
HUDSON	\$160,906.65	\$160,906.65	\$107,271.10	\$107,271.13	\$321,813.30	\$214,542.23	15,497.89	\$536,355.53

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HIGHWAY BLOCK GRANT AID FOR FISCAL YEAR ENDING JUNE 30, 2011

MUNICIPALITY	JULY 2010 30%	OCTOBER 2010 30%	JANUARY 2011 20%	APRIL 2011 20%	TOTAL FIRST HALF	TOTAL SECOND HALF	APRIL 2011 ADJUSTMENT	TOTAL FY 2011
JACKSON	\$12,318.34	\$12,318.34	\$8,212.23	\$8,212.25	\$24,636.68	\$16,424.48	1,186.46	\$41,061.16
JAFFREY	\$49,615.65	\$49,615.65	\$33,077.10	\$33,077.11	\$99,231.30	\$66,154.21	4,778.78	\$165,385.51
JEFFERSON	\$13,899.01	\$13,899.01	\$9,266.01	\$9,266.02	\$27,798.02	\$18,532.03	1,338.70	\$46,330.05
KEENE	\$142,823.01	\$142,823.01	\$95,215.34	\$95,215.37	\$285,646.02	\$190,430.71	13,756.14	\$476,076.73
KENSINGTON	\$16,267.24	\$16,267.24	\$10,844.83	\$10,844.85	\$32,534.48	\$21,689.68	1,566.80	\$54,224.16
KINGSTON	\$50,823.63	\$50,823.63	\$33,882.42	\$33,882.43	\$101,647.26	\$67,764.85	4,895.12	\$169,412.11
LACONIA	\$104,798.31	\$104,798.31	\$69,865.54	\$69,865.56	\$209,596.62	\$139,731.10	10,093.75	\$349,327.72
LANCASTER	\$31,137.49	\$31,137.49	\$20,758.32	\$20,758.34	\$62,274.98	\$41,516.66	2,999.04	\$103,791.64
LANDAFF	\$11,593.35	\$11,593.35	\$7,728.89	\$7,728.93	\$23,186.70	\$15,457.82	831.56	\$38,644.52
LANGDON	\$15,061.07	\$15,061.07	\$10,040.71	\$10,040.74	\$30,122.14	\$20,081.45	1,160.24	\$50,203.59
LEBANON	\$95,398.58	\$95,398.58	\$63,599.05	\$63,599.06	\$190,797.16	\$127,198.11	9,188.41	\$317,995.27
LEE	\$33,483.71	\$33,483.71	\$22,322.47	\$22,322.49	\$66,967.42	\$44,644.96	3,225.02	\$111,612.38
LEMPSTER	\$19,502.52	\$19,502.52	\$13,001.68	\$13,001.71	\$39,005.04	\$26,003.39	1,878.40	\$65,008.43
LINCOLN	\$8,430.35	\$8,430.35	\$5,620.23	\$5,620.25	\$16,860.70	\$11,240.48	811.97	\$28,101.18
LISBON	\$25,537.29	\$25,537.29	\$17,024.85	\$17,024.90	\$51,074.58	\$34,049.75	2,290.16	\$85,124.33
LITCHFIELD	\$60,011.75	\$60,011.75	\$40,007.83	\$40,007.86	\$120,023.50	\$80,015.69	5,780.09	\$200,039.19
LITTLETON	\$53,838.31	\$53,838.31	\$35,892.20	\$35,892.22	\$107,676.62	\$71,784.42	5,185.49	\$179,461.04
LONDONDERRY	\$176,878.79	\$176,878.79	\$117,919.19	\$117,919.20	\$353,757.58	\$235,838.39	17,036.25	\$589,595.97
LOUDON	\$50,685.69	\$50,685.69	\$33,790.46	\$33,790.48	\$101,371.38	\$67,580.94	4,881.84	\$168,952.32
LYMAN	\$31,898.78	\$31,898.78	\$21,265.86	\$21,265.89	\$63,797.56	\$42,531.75	1,531.28	\$106,329.31
LYME	\$28,835.64	\$28,835.64	\$19,223.76	\$19,223.78	\$57,671.28	\$38,447.54	2,777.34	\$96,118.82
LYNDEBOROUGH	\$26,719.12	\$26,719.12	\$17,812.75	\$17,812.76	\$53,438.24	\$35,625.51	2,573.48	\$89,063.75
MADBURY	\$15,952.10	\$15,952.10	\$10,634.73	\$10,634.75	\$31,904.20	\$21,269.48	1,536.44	\$53,173.68
MADISON	\$29,407.78	\$29,407.78	\$19,605.19	\$19,605.21	\$58,815.56	\$39,210.40	2,832.44	\$98,025.96
MANCHESTER	\$597,203.78	\$597,203.78	\$398,135.85	\$398,135.87	\$1,194,407.56	\$796,271.72	57,520.26	\$1,990,679.28
MARLBOROUGH	\$22,465.26	\$22,465.26	\$14,976.84	\$14,976.87	\$44,930.52	\$29,953.71	2,163.77	\$74,884.23
MARLOW	\$14,854.09	\$14,854.09	\$9,902.73	\$9,902.77	\$29,708.18	\$19,805.50	1,283.81	\$49,513.68
MASON	\$22,522.37	\$22,522.37	\$15,014.91	\$15,014.94	\$45,044.74	\$30,029.85	2,169.26	\$75,074.59
MEREDITH	\$64,072.08	\$64,072.08	\$42,714.72	\$42,714.73	\$128,144.16	\$85,429.45	6,171.17	\$213,573.61
MERRIMACK	\$176,723.00	\$176,723.00	\$117,815.33	\$117,815.34	\$353,446.00	\$235,630.67	17,021.25	\$589,076.67
MIDDLETON	\$18,629.97	\$18,629.97	\$12,419.98	\$12,420.01	\$37,259.94	\$24,839.99	1,794.37	\$62,099.93
MILAN	\$12,316.48	\$12,316.48	\$8,210.98	\$8,211.00	\$24,632.96	\$16,421.98	1,186.28	\$41,054.94

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING AND COMMUNITY ASSISTANCE

HIGHWAY BLOCK GRANT AID FOR FISCAL YEAR ENDING JUNE 30, 2011

MUNICIPALITY	JULY 2010 30%	OCTOBER 2010 30%	JANUARY 2011 20%	APRIL 2011 20%	TOTAL FIRST HALF	TOTAL SECOND HALF	APRIL 2011 ADJUSTMENT	TOTAL FY 2011
MILFORD	\$94,624.89	\$94,624.89	\$63,083.26	\$63,083.29	\$189,249.78	\$126,166.55	9,113.88	\$315,416.33
MILTON	\$38,632.26	\$38,632.26	\$25,754.84	\$25,754.84	\$77,264.52	\$51,509.68	3,720.90	\$128,774.20
MONROE	\$10,137.32	\$10,137.32	\$6,758.21	\$6,758.22	\$20,274.64	\$13,516.43	976.38	\$33,791.07
MONT VERNON	\$26,802.11	\$26,802.11	\$17,868.07	\$17,868.10	\$53,604.22	\$35,736.17	2,581.47	\$89,340.39
MOULTONBOROUGH	\$47,601.38	\$47,601.38	\$31,734.25	\$31,734.26	\$95,202.76	\$63,468.51	4,584.77	\$158,671.27
NASHUA	\$474,320.59	\$474,320.59	\$316,213.73	\$316,213.74	\$948,641.18	\$632,427.47	45,684.64	\$1,581,068.65
NELSON	\$12,403.51	\$12,403.51	\$8,269.01	\$8,269.03	\$24,807.02	\$16,538.04	1,194.66	\$41,345.06
NEW BOSTON	\$58,791.01	\$58,791.01	\$39,194.01	\$39,194.02	\$117,582.02	\$78,388.03	5,662.51	\$195,970.05
NEW CASTLE	\$6,170.40	\$6,170.40	\$4,113.60	\$4,113.60	\$12,340.80	\$8,227.20	594.31	\$20,568.00
NEW DURHAM	\$33,615.46	\$33,615.46	\$22,410.31	\$22,410.33	\$67,230.92	\$44,820.64	3,237.71	\$112,051.56
NEW HAMPTON	\$30,721.20	\$30,721.20	\$20,480.80	\$20,480.81	\$61,442.40	\$40,961.61	2,958.94	\$102,404.01
NEW IPSWICH	\$43,848.02	\$43,848.02	\$29,232.01	\$29,232.02	\$87,696.04	\$58,464.03	4,223.26	\$146,160.07
NEW LONDON	\$40,878.98	\$40,878.98	\$27,252.65	\$27,252.66	\$81,757.96	\$54,505.31	3,937.30	\$136,263.27
NEWBURY	\$34,226.88	\$34,226.88	\$22,817.92	\$22,817.95	\$68,453.76	\$45,635.87	3,296.60	\$114,089.63
NEWFIELDS	\$12,282.97	\$12,282.97	\$8,188.65	\$8,188.66	\$24,565.94	\$16,377.31	1,183.05	\$40,943.25
NEWINGTON	\$11,659.10	\$11,659.10	\$7,772.73	\$7,772.74	\$23,318.20	\$15,545.47	1,122.96	\$38,863.67
NEWMARKET	\$53,991.97	\$53,991.97	\$35,994.65	\$35,994.67	\$107,983.94	\$71,989.32	5,200.29	\$179,973.26
NEWPORT	\$53,721.28	\$53,721.28	\$35,814.18	\$35,814.20	\$107,442.56	\$71,628.38	5,174.22	\$179,070.94
NEWTON	\$30,434.35	\$30,434.35	\$20,289.57	\$20,289.59	\$60,868.70	\$40,579.16	2,931.32	\$101,447.86
NORTH HAMPTON	\$30,066.96	\$30,066.96	\$20,044.64	\$20,044.67	\$60,133.92	\$40,089.31	2,895.93	\$100,223.23
NORTHFIELD	\$36,762.72	\$36,762.72	\$24,508.48	\$24,508.48	\$73,525.44	\$49,016.96	3,540.83	\$122,542.40
NORTHUMBERLAND	\$15,098.40	\$15,098.40	\$10,065.60	\$10,065.63	\$30,196.80	\$20,131.23	1,454.22	\$50,328.03
NORTHWOOD	\$29,998.09	\$29,998.09	\$19,998.73	\$19,998.75	\$59,996.18	\$39,997.48	2,889.30	\$99,993.66
NOTTINGHAM	\$42,418.34	\$42,418.34	\$28,278.89	\$28,278.92	\$84,836.68	\$56,557.81	4,085.56	\$141,394.49
ORANGE	\$9,283.80	\$9,283.80	\$6,189.20	\$6,189.22	\$18,567.60	\$12,378.42	614.84	\$30,946.02
ORFORD	\$18,388.05	\$18,388.05	\$12,258.70	\$12,258.72	\$36,776.10	\$24,517.42	1,771.07	\$61,293.52
OSSIPEE	\$54,591.79	\$54,591.79	\$36,394.53	\$36,394.55	\$109,183.58	\$72,789.08	5,258.06	\$181,972.66
PELHAM	\$91,419.00	\$91,419.00	\$60,946.00	\$60,946.00	\$182,838.00	\$121,892.00	8,805.11	\$304,730.00
PEMBROKE	\$50,337.17	\$50,337.17	\$33,558.11	\$33,558.12	\$100,674.34	\$67,116.23	4,848.27	\$167,790.57
PETERBOROUGH	\$55,559.98	\$55,559.98	\$37,039.98	\$37,040.00	\$111,119.96	\$74,079.98	5,351.31	\$185,199.94
PIERMONT	\$11,074.52	\$11,074.52	\$7,383.01	\$7,383.03	\$22,149.04	\$14,766.04	1,066.65	\$36,915.08
PITTSBURG	\$19,187.09	\$19,187.09	\$12,791.39	\$12,791.41	\$38,374.18	\$25,582.80	1,848.03	\$63,956.98
PITTSFIELD	\$35,696.01	\$35,696.01	\$23,797.34	\$23,797.35	\$71,392.02	\$47,594.69	3,438.10	\$118,986.71

STATE OF NEW HAMPSHIRE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF PLANNING AND COMMUNITY ASSISTANCE

HIGHWAY BLOCK GRANT AID FOR FISCAL YEAR ENDING JUNE 30, 2011

MUNICIPALITY	JULY 2010 30%	OCTOBER 2010 30%	JANUARY 2011 20%	APRIL 2011 20%	TOTAL FIRST HALF	TOTAL SECOND HALF	APRIL 2011 ADJUSTMENT	TOTAL FY 2011
PLAINFIELD	\$35,005.03	\$35,005.03	\$23,336.69	\$23,336.71	\$70,010.06	\$46,673.40	3,371.55	\$116,683.46
PLAISTOW	\$45,476.51	\$45,476.51	\$30,317.67	\$30,317.68	\$90,953.02	\$60,635.35	4,380.11	\$151,588.37
PLYMOUTH	\$44,285.19	\$44,285.19	\$29,523.46	\$29,523.49	\$88,570.38	\$59,046.95	4,265.37	\$147,617.33
PORTSMOUTH	\$125,515.77	\$125,515.77	\$83,677.18	\$83,677.21	\$251,031.54	\$167,354.39	12,089.17	\$418,385.93

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING AND COMMUNITY ASSISTANCE

HIGHWAY BLOCK GRANT AID FOR FISCAL YEAR ENDING JUNE 30, 2011

MUNICIPALITY	JULY 2010 30%	OCTOBER 2010 30%	JANUARY 2011 20%	APRIL 2011 20%	TOTAL FIRST HALF	TOTAL SECOND HALF	APRIL 2011 ADJUSTMENT	TOTAL FY 2011
RANDOLPH	\$4,735.71	\$4,735.71	\$3,157.14	\$3,157.14	\$9,471.42	\$6,314.28	456.12	\$15,785.70
RAYMOND	\$75,207.31	\$75,207.31	\$50,138.21	\$50,138.23	\$150,414.62	\$100,276.44	7,243.67	\$250,691.06
RICHMOND	\$17,411.74	\$17,411.74	\$11,607.83	\$11,607.84	\$34,823.48	\$23,215.67	1,677.03	\$58,039.15
RINDGE	\$52,276.56	\$52,276.56	\$34,851.04	\$34,851.06	\$104,553.12	\$69,702.10	5,035.07	\$174,255.22
ROCHESTER	\$187,938.04	\$187,938.04	\$125,292.03	\$125,292.04	\$375,876.08	\$250,584.07	18,101.44	\$626,460.15
ROLLINSFORD	\$17,442.41	\$17,442.41	\$11,628.27	\$11,628.29	\$34,884.82	\$23,256.56	1,679.98	\$58,141.38
ROXBURY	\$10,192.84	\$10,192.84	\$6,795.23	\$6,795.28	\$20,385.68	\$13,590.51	586.96	\$33,976.19
RUMNEY	\$15,894.56	\$15,894.56	\$10,596.37	\$10,596.38	\$31,789.12	\$21,192.75	1,530.90	\$52,981.87
RYE	\$39,344.13	\$39,344.13	\$26,229.42	\$26,229.44	\$78,688.26	\$52,458.86	3,789.47	\$131,147.12
SALEM	\$199,285.66	\$199,285.66	\$132,857.10	\$132,857.12	\$398,571.32	\$265,714.22	19,194.40	\$664,285.54
SALISBURY	\$19,572.12	\$19,572.12	\$13,048.08	\$13,048.08	\$39,144.24	\$26,096.16	1,885.10	\$65,240.40
SANBORNTON	\$37,082.55	\$37,082.55	\$24,721.70	\$24,721.72	\$74,165.10	\$49,443.42	3,571.64	\$123,608.52
SANDOWN	\$44,883.36	\$44,883.36	\$29,922.24	\$29,922.27	\$89,766.72	\$59,844.51	4,322.98	\$149,611.23
SANDWICH	\$33,748.44	\$33,748.44	\$22,498.96	\$22,498.98	\$67,496.88	\$44,997.94	3,250.52	\$112,494.82
SEABROOK	\$50,329.52	\$50,329.52	\$33,553.01	\$33,553.02	\$100,659.04	\$67,106.03	4,847.54	\$167,765.07
SHARON	\$6,254.03	\$6,254.03	\$4,169.35	\$4,169.38	\$12,508.06	\$8,338.73	602.37	\$20,846.79
SHELBURNE	\$4,507.60	\$4,507.60	\$3,005.07	\$3,005.09	\$9,015.20	\$6,010.16	434.15	\$15,025.36
SOMERSWORTH	\$68,696.58	\$68,696.58	\$45,797.72	\$45,797.72	\$137,393.16	\$91,595.44	6,616.58	\$228,988.60
SOUTH HAMPTON	\$7,185.04	\$7,185.04	\$4,790.03	\$4,790.05	\$14,370.08	\$9,580.08	692.04	\$23,950.16
SPRINGFIELD	\$16,675.09	\$16,675.09	\$11,116.73	\$11,116.74	\$33,350.18	\$22,233.47	1,606.08	\$55,583.65
STARK	\$19,181.70	\$19,181.70	\$12,787.80	\$12,787.80	\$38,363.40	\$25,575.60	1,215.48	\$63,939.00
STEWARTSTOWN	\$24,563.85	\$24,563.85	\$16,375.90	\$16,375.95	\$49,127.70	\$32,751.85	1,876.59	\$81,879.55
STODDARD	\$9,445.84	\$9,445.84	\$6,297.23	\$6,297.24	\$18,891.68	\$12,594.47	909.79	\$31,486.15
STRAFFORD	\$36,449.48	\$36,449.48	\$24,299.65	\$24,299.66	\$72,898.96	\$48,599.31	3,510.67	\$121,498.27
STRATFORD	\$7,873.51	\$7,873.51	\$5,249.01	\$5,249.02	\$15,747.02	\$10,498.03	758.34	\$26,245.05
STRATHAM	\$51,057.54	\$51,057.54	\$34,038.36	\$34,038.39	\$102,115.08	\$68,076.75	4,917.66	\$170,191.83
SUGAR HILL	\$15,775.14	\$15,775.14	\$10,516.76	\$10,516.76	\$31,550.28	\$21,033.52	1,519.40	\$52,583.80
SULLIVAN	\$16,055.48	\$16,055.48	\$10,703.65	\$10,703.66	\$32,110.96	\$21,407.31	1,162.20	\$53,518.27
SUNAPEE	\$35,842.18	\$35,842.18	\$23,894.79	\$23,894.80	\$71,684.36	\$47,789.59	3,452.18	\$119,473.95
SURRY	\$7,736.72	\$7,736.72	\$5,157.81	\$5,157.82	\$15,473.44	\$10,315.63	745.17	\$25,789.07
SUTTON	\$32,789.58	\$32,789.58	\$21,859.72	\$21,859.73	\$65,579.16	\$43,719.45	3,158.16	\$109,298.61
SWANZEY	\$55,678.73	\$55,678.73	\$37,119.15	\$37,119.18	\$111,357.46	\$74,238.33	5,362.75	\$185,595.79

STATE OF NEW HAMPSHIRE
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MUNICIPALITY	JULY 2010 30%	OCTOBER 2010 30%	JANUARY 2011 20%	APRIL 2011 20%	TOTAL FIRST HALF	TOTAL SECOND HALF	APRIL 2011 ADJUSTMENT	TOTAL FY 2011
TAMWORTH	\$36,533.88	\$36,533.88	\$24,355.92	\$24,355.92	\$73,067.76	\$48,711.84	3,518.79	\$121,779.60
TEMPLE	\$22,413.98	\$22,413.98	\$14,942.65	\$14,942.68	\$44,827.96	\$29,885.33	2,158.82	\$74,713.29
THORNTON	\$29,149.48	\$29,149.48	\$19,432.99	\$19,433.00	\$58,298.96	\$38,865.99	2,807.56	\$97,164.95
TILTON	\$19,148.81	\$19,148.81	\$12,765.87	\$12,765.90	\$38,297.62	\$25,531.77	1,844.34	\$63,829.39
TROY	\$16,156.99	\$16,156.99	\$10,771.33	\$10,771.34	\$32,313.98	\$21,542.67	1,556.17	\$53,856.65
TUFTONBORO	\$24,631.06	\$24,631.06	\$16,420.70	\$16,420.72	\$49,262.12	\$32,841.42	2,372.37	\$82,103.54
UNITY	\$29,767.31	\$29,767.31	\$19,844.87	\$19,844.90	\$59,534.62	\$39,689.77	2,505.08	\$99,224.39
WAKEFIELD	\$39,661.78	\$39,661.78	\$26,441.19	\$26,441.21	\$79,323.56	\$52,882.40	3,820.06	\$132,205.96
WALPOLE	\$41,207.28	\$41,207.28	\$27,471.52	\$27,471.53	\$82,414.56	\$54,943.05	3,968.92	\$137,357.61
WARNER	\$38,810.68	\$38,810.68	\$25,873.79	\$25,873.81	\$77,621.36	\$51,747.60	3,738.09	\$129,368.96
WARREN	\$11,258.94	\$11,258.94	\$7,505.96	\$7,505.97	\$22,517.88	\$15,011.93	1,084.42	\$37,529.81
WASHINGTON	\$18,058.77	\$18,058.77	\$12,039.18	\$12,039.20	\$36,117.54	\$24,078.38	1,739.35	\$60,195.92
WATERVILLE VALLEY	\$4,078.79	\$4,078.79	\$2,719.19	\$2,719.20	\$8,157.58	\$5,438.39	392.86	\$13,595.97
WEARE	\$83,868.96	\$83,868.96	\$55,912.64	\$55,912.67	\$167,737.92	\$111,825.31	8,077.92	\$279,563.23
WEBSTER	\$20,955.63	\$20,955.63	\$13,970.42	\$13,970.44	\$41,911.26	\$27,940.86	2,018.36	\$69,852.12
WENTWORTH	\$16,806.51	\$16,806.51	\$11,204.34	\$11,204.37	\$33,613.02	\$22,408.71	1,618.74	\$56,021.73
WESTMORELAND	\$25,509.90	\$25,509.90	\$17,006.60	\$17,006.62	\$51,019.80	\$34,013.22	2,457.01	\$85,033.02
WHITEFIELD	\$22,576.33	\$22,576.33	\$15,050.89	\$15,050.91	\$45,152.66	\$30,101.80	2,174.46	\$75,254.46
WILMOT	\$25,067.13	\$25,067.13	\$16,711.42	\$16,711.43	\$50,134.26	\$33,422.85	2,414.37	\$83,557.11
WILTON	\$38,939.11	\$38,939.11	\$25,959.40	\$25,959.42	\$77,878.22	\$51,918.82	3,750.46	\$129,797.04
WINCHESTER	\$42,573.37	\$42,573.37	\$28,382.24	\$28,382.26	\$85,146.74	\$56,764.50	4,100.49	\$141,911.24
WINDHAM	\$90,246.07	\$90,246.07	\$60,164.05	\$60,164.07	\$180,492.14	\$120,328.12	8,692.14	\$300,820.26
WINDSOR	\$1,199.35	\$1,199.35	\$799.56	\$799.58	\$2,398.70	\$1,599.14	115.51	\$3,997.84
WOLFEBORO	\$52,973.58	\$52,973.58	\$35,315.72	\$35,315.75	\$105,947.16	\$70,631.47	5,102.20	\$176,578.63
WOODSTOCK	\$9,237.42	\$9,237.42	\$6,158.28	\$6,158.31	\$18,474.84	\$12,316.59	889.71	\$30,791.43
TOTALS	\$10,459,498.83	\$10,459,498.83	\$6,972,998.98	\$6,973,003.36	\$20,918,997.66	\$13,946,002.34	\$995,859.00	\$34,865,000.00
CLASS IV & V MILEAGE:								
OFFICIAL OSP POPULATION:								

Highway & Bridge Betterment Program 2010 & 2011

**Submitted by Paul A. Worsowicz
Aggregate Manufacturers of NH**

February 15, 2011

Highway & Bridge Betterment Program 2010

Description	D1	D2	D3	D4	D5	D6	Total			
Preliminary Engineering (PE)										
Project Name										
Statewide	\$	41,667.00	\$	41,667.00	\$	41,667.00	\$	250,002.00		
Woodstock	\$	25,000.00					\$	25,000.00		
Subtotal	\$	66,667.00	\$	41,667.00	\$	41,667.00	\$	275,002.00		
PE & ROW Only (P/R)										
Project Name										
Dover						\$	25,000.00	\$	25,000.00	
Thornton			\$	6,526.00				\$	6,526.00	
Subtotal	\$	-	\$	6,526.00	\$	-	\$	25,000.00	\$	31,526.00
Storm Force Account (FA-Storm)										
Project Name										
Belmont			\$	5,000.00				\$	5,000.00	
Belmont			\$	5,000.00				\$	5,000.00	
Concord - Pembroke			\$	52,884.00				\$	52,884.00	
Gilmanton			\$	120,000.00				\$	120,000.00	
Greenfield - Jaffrey - Peterborough					\$	50,699.00		\$	50,699.00	
Laconia			\$	5,000.00				\$	5,000.00	
Lee						\$	597.00	\$	597.00	
Subtotal	\$	-	\$	187,884.00	\$	50,699.00	\$	597.00	\$	239,180.00
Force Account (FA)										
Project Name										
Alton			\$	120,105.00				\$	120,105.00	
Andover		\$	187,144.00					\$	187,144.00	
Aubrun					\$	158,250.00		\$	158,250.00	
Belknap County				\$	50,000.00		\$	50,000.00	\$	100,000.00
Bridgewater Enfield		\$	35,000.00					\$	35,000.00	
Canterbury				\$	25,000.00			\$	25,000.00	
Carrol	\$	15,000.00						\$	15,000.00	
Carrol County				\$	50,000.00		\$	50,000.00	\$	100,000.00
Cheshire County					\$	100,000.00		\$	100,000.00	
Chester						\$	25,225.00	\$	25,225.00	
Chesterfield					\$	30,000.00		\$	30,000.00	
Concord						\$	45,000.00	\$	45,000.00	
Concord						\$	392,650.00	\$	392,650.00	
Danbury		\$	12,256.00					\$	12,256.00	

Highway & Bridge Betterment Program 2010

Description	D1	D2	D3	D4	D5	D6	Total
Deerfield						\$ 35,000.00	\$ 35,000.00
District 1	Excavate						\$ 385,972.00
District 2	Annual Highway Maint	\$ 385,972.00					\$ 418,304.00
District 3	Annual Highway Maint		\$ 418,304.00				\$ 446,181.00
District 3	Annual Highway Maint			\$ 446,181.00			\$ 75,000.00
District 3	Purchase Materails, Rent Equipment			\$ 75,000.00			\$ 500,867.00
District 4	Annual Highway Maint			\$ 500,867.00			\$ 399,909.00
District 5	Annual Highway Maint				\$ 399,909.00		\$ 439,182.00
District 6	Annual Highway Maint					\$ 439,182.00	\$ 50,000.00
District 1	Purchase Materails, Rent E	\$ 50,000.00					\$ 50,000.00
District 1	Purchase Gravel	\$ 50,000.00					\$ 100,000.00
District 3	Purchase Materails, Rent Equipment			\$ 100,000.00			\$ 30,554.00
East Kingston	Replace Drainage					\$ 30,554.00	\$ 5,000.00
Easton	Steel Pipe Repairs	\$ 5,000.00					\$ 12,000.00
Epsom	Remove Culvert					\$ 12,000.00	\$ 30,000.00
Franconia	Remove Right Turn Slip	\$ 30,000.00					\$ 8,500.00
Franklin	Install Catch Basin		\$ 8,500.00				\$ 25,000.00
Franklin, Sanbornton & Salisbury	Drainage Improvements		\$ 25,000.00				\$ 50,000.00
Grafton County	Repair & Clean up Roads	\$ 20,000.00	\$ 20,000.00	\$ 10,000.00			\$ 683,000.00
Greenfield - New Ipswich	Reclaim and Pave				\$ 683,000.00		\$ 60,000.00
Greenville - Lyndeborough	Replace Guardrail				\$ 60,000.00		\$ 8,000.00
Hampton	Replace Sidewalk Rail, Bridge Decking					\$ 8,000.00	\$ 25,000.00
Hampton	Replace Drainage Structure					\$ 25,000.00	\$ 20,000.00
Haverhill	Sidewalk Removal		\$ 20,000.00				\$ 38,000.00
Hebron	Improve Int Platform		\$ 38,000.00				\$ 63,266.00
Hillsborough - Walpole	Crush Asphalt, Concrete, & Debris				\$ 63,266.00		\$ 200,000.00
Hillsborough County	Storm Clean Up and Repairs				\$ 200,000.00	\$ 100,000.00	\$ 20,140.00
Jackson	Pavement Leveling	\$ 20,140.00					\$ 195,000.00
Landaff	Add Drainage, Crush Gravel	\$ 195,000.00					\$ 33,192.00
Lee	RCP Culvert With HDPE Liner					\$ 33,192.00	\$ 10,000.00
Lee	Dredge Drainage					\$ 10,000.00	\$ 23,550.00
Litchfield	Embankment Stabilization				\$ 23,550.00		\$ 15,000.00
Littleton	Remove Loose Ledge	\$ 15,000.00					\$ 30,000.00
Londonderry	Construct Closed Drainage System				\$ 30,000.00		\$ 310,000.00
Lyme	Const & Shape A 1- Foot Lift		\$ 310,000.00				\$ 10,000.00
Lyme	Extend Existing Box Culverts		\$ 10,000.00				\$ 20,000.00
Madison	New Curbs			\$ 20,000.00			\$ -
Maine DOT Lab Testing	Various	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Merrimack County	Repair & Clean up Roads		\$ 20,000.00	\$ 10,000.00		\$ 40,000.00	\$ 10,000.00
Milton	Repair Bridge Deck					\$ 10,000.00	\$ 12,500.00
New London	Underdrain and Catch Basin Work		\$ 12,500.00				

Highway & Bridge Betterment Program 2010

Description	D1	D2	D3	D4	D5	D6	Total
Newfields						\$ 30,000.00	\$ 30,000.00
North Hampton						\$ 30,554.00	\$ 30,554.00
Northwood						\$ 11,167.00	\$ 11,167.00
Orford		\$ 47,935.00					\$ 47,935.00
Orford - Piermont		\$ 75,000.00					\$ 75,000.00
Pelham					\$ 105,350.00		\$ 105,350.00
Pittsfield			\$ 10,000.00				\$ 10,000.00
Plymouth		\$ 100,000.00					\$ 100,000.00
Portsmouth						\$ 6,321.00	\$ 6,321.00
Portsmouth - Kittery						\$ 65,610.00	\$ 65,610.00
Portsmouth - Kittery						\$ 40,000.00	\$ 40,000.00
Rochester						\$ 1,121.00	\$ 1,121.00
Rockingham County					\$ 100,000.00	\$ 100,000.00	\$ 200,000.00
Rollinsford						\$ 9,391.00	\$ 9,391.00
Statewide	\$ 4,167.00	\$ 4,167.00	\$ 4,167.00	\$ 4,167.00	\$ 4,167.00	\$ 4,167.00	\$ 25,002.00
Statewide	\$ 9,600.00	\$ 9,600.00	\$ 9,600.00	\$ 9,600.00	\$ 9,600.00	\$ 9,600.00	\$ 57,600.00
Statewide	\$ 2,357.00	\$ 2,357.00	\$ 2,357.00	\$ 2,357.00	\$ 2,357.00	\$ 2,357.00	\$ 14,142.00
Statewide	\$ 16,667.00	\$ 16,667.00	\$ 16,667.00	\$ 16,667.00	\$ 16,667.00	\$ 16,667.00	\$ 100,002.00
Statewide Districts	\$ 3,159.00		\$ 10,000.00	\$ 76,734.00	\$ 69,425.00	\$ 2,021.00	\$ 161,339.00
Statewide Districts	\$ 103,333.00	\$ 60,333.00	\$ 13,228.00	\$ 133,333.00	\$ 133,333.00	\$ 133,333.00	\$ 576,893.00
Statewide Districts	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ (28,000.00)	\$ 20,000.00	\$ 20,000.00	\$ 72,000.00
Stewartstown	\$ 31,701.00						\$ 31,701.00
Stoddard				\$ 50,000.00			\$ 50,000.00
Strafford County			\$ 50,000.00			\$ 250,000.00	\$ 300,000.00
Sullivan County		\$ 20,000.00		\$ 20,000.00			\$ 40,000.00
Sutton - Bradford		\$ 70,000.00					\$ 70,000.00
Tamworth			\$ 38,803.00				\$ 38,803.00
Wakefield			\$ 50.00				\$ 50.00
Weare					\$ 140,000.00		\$ 140,000.00
Wentworth		\$ 35,000.00					\$ 35,000.00
Westmoreland				\$ 34,000.00			\$ 34,000.00
Subtotal	\$ 977,096.00	\$ 1,577,763.00	\$ 1,081,158.00	\$ 1,855,991.00	\$ 1,815,483.00	\$ 1,435,237.00	\$ 8,742,728.00

Contract (C)

Project Name	D1	D2	D3	D4	D5	D6	Total
Alstead				\$ 60,000.00			\$ 60,000.00
Concord					\$ 457,732.00		\$ 457,732.00
District 1	\$ 1,839,838.00						\$ 1,839,838.00
District 2		\$ 2,885,225.00					\$ 2,885,225.00

Highway & Bridge Betterment Program 2010

Description	D1	D2	D3	D4	D5	D6	Total
District 3			\$ 2,118,326.00				\$ 2,118,326.00
District 4				\$ 2,064,169.00			\$ 2,064,169.00
District 5					\$ 1,530,251.00		\$ 1,530,251.00
District 5					\$ 458,958.00		\$ 458,958.00
District 6						\$ 1,480,839.00	\$ 1,480,839.00
District 6						\$ 735,356.00	\$ 735,356.00
Dummer	\$ 1,032,332.00						\$ 1,032,332.00
Dummer	\$ 350,489.00						\$ 350,489.00
Eaton			\$ 105.00				\$ 105.00
Harts Location	\$ 822,282.00						\$ 822,282.00
Lebanon		\$ 1,049,357.00					\$ 1,049,357.00
Pembroke - Concord					\$ 633,375.00		\$ 633,375.00
Woodstock			\$ 17,000.00				\$ 17,000.00
Subtotal	\$ 4,044,941.00	\$ 3,934,582.00	\$ 2,135,431.00	\$ 2,124,169.00	\$ 3,080,316.00	\$ 2,216,195.00	\$ 17,535,634.00

Contract With Some Force Account (C/FA)

Project Name	D1	D2	D3	D4	D5	D6	Total
Reconstruct & Expand Park & Ride			\$ 500,000.00				\$ 500,000.00
Subtotal	\$ -	\$ -	\$ 500,000.00	\$ -	\$ -	\$ -	\$ 500,000.00

Contracts Not Advertising (CNA)

Project Name	D1	D2	D3	D4	D5	D6	Total
Statewide	\$ 22,667.00	\$ 22,667.00	\$ 22,667.00	\$ 22,667.00	\$ 22,667.00	\$ 22,667.00	\$ 136,002.00
Subtotal	\$ 22,667.00	\$ 22,667.00	\$ 22,667.00	\$ 22,667.00	\$ 22,667.00	\$ 22,667.00	\$ 136,002.00

Grand Total	\$ 5,111,371.00	\$ 5,576,679.00	\$ 3,975,333.00	\$ 4,095,193.00	\$ 4,960,133.00	\$ 3,741,363.00	\$ 27,460,072.00
DOT Totals	\$5,111,369.00	\$5,576,679.00	\$3,975,332.00	\$4,095,193.00	\$4,960,133.00	\$3,741,361.00	\$27,460,066.00
Difference btwn PII & DOT	\$2.00	\$0.00	\$1.00	\$0.00	\$0.00	\$2.00	\$5.00
							\$ 6.00

Highway & Bridge Betterment Program 2011

Description	D1	D2	D3	D4	D5	D6	Total
Preliminary Engineering (PE)							
Project Name							
Statewide	Supplies for Bridge Related Co	\$ 3,333.00	\$ 3,333.00	\$ 3,333.00	\$ 3,333.00	\$ 3,333.00	\$ 19,998.00
Subtotal		\$ 3,333.00	\$ 3,333.00	\$ 3,333.00	\$ 3,333.00	\$ 3,333.00	\$ 19,998.00
PE & ROW Only (P/R)							
Project Name							
Andover	Bridge Rehab		\$ 27,920.00				\$ 27,920.00
Concord	Bridge Rehab				\$ 51,441.00		\$ 51,441.00
Subtotal		\$ -	\$ 27,920.00	\$ -	\$ 51,441.00	\$ -	\$ 79,361.00
Right Of Way (ROW)							
Project Name							
Statewide	MATS Software	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 300,000.00
Subtotal		\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 300,000.00
Force Account (FA)							
Project Name							
Auburn	Replace Failed Culverts				\$ 21,900.00		\$ 21,900.00
Bartlett	Replace Culvert	\$ 13,459.00					\$ 13,459.00
Bethlehem	Repair Expansion Joint Seals	\$ 85,000.00					\$ 85,000.00
Cambridge	Reconstruct 1.8 Miles	\$ 825,000.00					\$ 825,000.00
Campton	Deck Repair, Pave Over			\$ 11,775.00			\$ 11,775.00
Canaan	Replace Deck		\$ 40,000.00				\$ 40,000.00
Center Harbor, Meredith, Sanbornton, Wolfeboro	Replace Guardrail			\$ 200,000.00			\$ 200,000.00
Danbury	Drainage Imp, Replace Guardrail		\$ 60,000.00				\$ 60,000.00
Danville, Epping, Madbury, Milton, Newmarket	Replace Cable Rail					\$ 200,000.00	\$ 200,000.00
District 1	Annual Highway Maintenance	\$ 700,000.00					\$ 700,000.00
District 2	Annual Highway Maintenance		\$ 700,000.00				\$ 700,000.00
District 3	Annual Highway Maintenance			\$ 700,000.00			\$ 700,000.00
District 3	Inmate Maintenance			\$ 50,000.00			\$ 50,000.00
District 4	Annual Highway Maintenance				\$ 700,000.00		\$ 700,000.00
District 5	Annual Highway Maintenance					\$ 700,000.00	\$ 700,000.00
District 5	Inmate Maintenance					\$ 50,000.00	\$ 50,000.00
District 6	Annual Highway Maintenance					\$ 700,000.00	\$ 700,000.00
District 6	Purchase Guardrail Materials					\$ 11,366.00	\$ 11,366.00
District 1	Purchase Gravel	\$ 75,000.00					\$ 75,000.00
District 2	Guardrail Replacement		\$ 200,000.00				\$ 200,000.00
Durham	Grind & Repave					\$ 10,000.00	\$ 10,000.00
Errol	Install Underdrain	\$ 210,000.00					\$ 210,000.00
Errol	Remove Stone Culvert & Repla	\$ 7,500.00					\$ 7,500.00

Highway & Bridge Betterment Program 2011

	Description	D1	D2	D3	D4	D5	D6	Total
Fitzwilliam	Replace Drainage, Shoulder, Guardrail				\$ 80,000.00			\$ 80,000.00
Franconia	Rehab Steel Plate	\$ 150,000.00						\$ 150,000.00
Franconia	Stone Fill	\$ 75,000.00						\$ 75,000.00
Grantham	Underdrain, Cross Pipe, Catch Basin		\$ 45,000.00					\$ 45,000.00
Greenfield - New Ipswich	Reclaim				\$ 183,000.00			\$ 183,000.00
Greenville - Lyndeborough - New Ipswich	Replace Guardrail				\$ 200,000.00			\$ 200,000.00
Hopkinton - Concord	Stabalize and Repave					\$ 418,000.00		\$ 418,000.00
Lempster	Plate Over Pipes		\$ 12,000.00					\$ 12,000.00
Lisbon	Slope Stabilization	\$ 150,000.00						\$ 150,000.00
Littleton	Concrete Invert Repair on Stee	\$ 20,000.00						\$ 20,000.00
Nelson	Reclaim Existing Pavement				\$ 500,000.00			\$ 500,000.00
Ossipee	Replace Culvert			\$ 93,885.00				\$ 93,885.00
Ossipee	Construct Crew Shed			\$ 100,000.00				\$ 100,000.00
Piermont - Haverhill	Drain Repair		\$ 25,932.00					\$ 25,932.00
Pinkhams Grant	Replace Bridge	\$ 200,000.00						\$ 200,000.00
Pittsfield	Drainage Work			\$ 11,500.00				\$ 11,500.00
Rindge - Wilton	Cold Plane & Pave				\$ 300,000.00			\$ 300,000.00
Rochester	Reclaim and Excavate						\$ 1,300,000.00	\$ 1,300,000.00
Sandwich	Pavement Shimming			\$ 197,139.00				\$ 197,139.00
Statewide	Pro Engineering Services	\$ 8,333.00	\$ 8,333.00	\$ 8,333.00	\$ 8,333.00	\$ 8,333.00	\$ 8,333.00	\$ 49,998.00
Statewide	Project To Support Inmate Use	\$ 8,333.00	\$ 8,333.00	\$ 8,333.00	\$ 8,333.00	\$ 8,333.00	\$ 8,333.00	\$ 49,998.00
Statewide	Planting Along Sound Walls	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 15,000.00
Statewide Districts	Bridge Rehab	\$ 14,167.00	\$ 64,167.00	\$ (10,833.00)	\$ 99,167.00	\$ 99,166.00	\$ 89,166.00	\$ 355,000.00
Statewide Districts	Force Account Work	\$ 125,000.00	\$ 183,000.00	\$ 248,500.00	\$	\$ 278,100.00	\$	\$ 834,600.00
Statewide Districts	Int & Roadway Improvements	\$ 152,500.00	\$ 152,500.00	\$ 152,500.00	\$ (131,500.00)	\$ 152,500.00	\$ 152,500.00	\$ 631,000.00
Statewide Districts	Signal Equipment Upgrades		\$ 8,000.00	\$	\$	\$ 8,000.00	\$ 8,000.00	\$ 24,000.00
Tilton - Sanbornton	Roadway & Drainage Improvements			\$ 1,300,000.00				\$ 1,300,000.00
Wakefield	Install Toewall			\$ 10,000.00				\$ 10,000.00
Wakefield	Mix Gravel			\$ 40,000.00				\$ 40,000.00
Waipole - Charlestown	Replace Guardrail				\$ 300,000.00			\$ 300,000.00
Warren	Reconstruct Road		\$ 257,000.00					\$ 257,000.00
Warren	Reconstruct Road		\$ 80,000.00					\$ 80,000.00
Windham - Pelham	Reconstruct Road					\$ 248,375.00		\$ 248,375.00
Subtotal		\$ 2,821,792.00	\$ 1,838,765.00	\$ 3,131,632.00	\$ 2,249,833.00	\$ 1,995,207.00	\$ 2,490,198.00	\$ 14,527,427.00

Forced Account with Some Contract (FA/C)

Project Name	D1	D2	D3	D4	D5	D6	Total
Rehab Secondary Routes	\$ 680,000.00	\$ 171,000.00		\$ 317,000.00	\$ 333,625.00		\$ 1,501,625.00
Subtotal	\$ 680,000.00	\$ 171,000.00	\$ -	\$ 317,000.00	\$ 333,625.00	\$ -	\$ 1,501,625.00

Contract (C)

Highway & Bridge Betterment Program 2011

<i>Project Name</i>	Description	D1	D2	D3	D4	D5	D6	Total
Conway	Emergency Stabilization of Failed Slope			\$ 295,486.00				\$ 295,486.00
District 1	Resurfacing	\$ 1,739,420.00						\$ 1,739,420.00
District 2	Resurfacing		\$ 1,214,380.00					\$ 1,214,380.00
District 3	Resurfacing			\$ 3,248,582.00				\$ 3,248,582.00
District 4	Resurfacing				\$ 1,242,080.00			\$ 1,242,080.00
Errol	Slope Failure Repair	\$ 131,670.00						\$ 131,670.00
Haverhill	Reconstruct Steep Bankment		\$ 540,000.00					\$ 540,000.00
Keene	Intersection Upgrades				\$ 332,000.00			\$ 332,000.00
Lyme	Repave		\$ 495,000.00					\$ 495,000.00
New Castle	Replace Guardrail						\$ 400,000.00	\$ 400,000.00
Newbury - Bradford	Resurfacing		\$ 513,106.00					\$ 513,106.00
Portsmouth - Kittery	Upgrading Control House						\$ 200,000.00	\$ 200,000.00
Statewide	Chip Seal			\$ 204,501.00	\$ 204,501.00	\$ 204,501.00	\$ 204,501.00	\$ 818,004.00
Statewide	Install Mile Markers	\$ 34,979.00	\$ 34,979.00	\$ 34,979.00	\$ 34,979.00	\$ 34,979.00	\$ 34,979.00	\$ 209,874.00
Statewide	Chip Seal			\$ 360,484.00	\$ 360,484.00	\$ 360,484.00	\$ 360,484.00	\$ 1,081,452.00
Statewide Districts	Bridge Painting	\$ 350,000.00	\$ 350,000.00	\$ 350,000.00	\$ 350,000.00	\$ 350,000.00	\$ 350,000.00	\$ 2,100,000.00
Statewide Districts	Guardrail Replacement	\$ 200,000.00				\$ 200,000.00		\$ 400,000.00
Subtotal		\$ 2,456,069.00	\$ 3,147,465.00	\$ 4,494,032.00	\$ 2,524,044.00	\$ 789,480.00	\$ 1,549,964.00	\$ 14,961,054.00

Contracts Not Advertising (CNA)

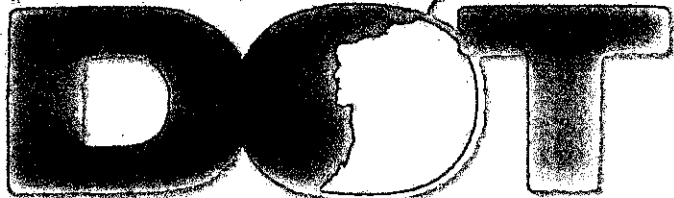
<i>Project Name</i>	Description	D1	D2	D3	D4	D5	D6	Total
Manchester To Concord	Install Fiber Optic Cable					\$ 630,000.00		\$ 630,000.00
Andover	Culvert Replacement		\$ 1,005,000.00					\$ 1,005,000.00
Subtotal		\$ -	\$ 1,005,000.00	\$ -	\$ -	\$ 630,000.00	\$ -	\$ 1,635,000.00

Grand Total		\$ 6,011,194.00	\$ 6,243,483.00	\$ 7,678,997.00	\$ 5,144,210.00	\$ 3,853,086.00	\$ 4,093,495.00	\$ 33,024,465.00
DOT Totals		\$6,011,194.00	\$6,243,484.00	\$7,678,998.00	\$5,144,210.00	\$3,853,087.00	\$4,093,495.00	\$33,024,468.00
Difference btwn PII & DOT		\$0.00	-\$1.00	-\$1.00	\$0.00	-\$1.00	\$0.00	
							-\$3.00	\$ (3.00)

PROPOSED 2011 RESURFACING PROGRAM - DISTRICT & TURNPIKES ONLY

Reference Number	Town	Route/Road	Length (miles)	Treatment	Comments (Brief descriptions of beginning and ending points)	Project
1-01	Stowtown	US 3	1.7	Paver Shim	From a pavement joint at the junction of Main St northerly to a pavement joint at the junction of River St	District
1-02	Harta Location	US 302	1.0	Paver Shim	From Carroll Town Line easterly to a pavement joint approximately 300 feet east of Bridge #088061	District
1-03	Northumberland	US 3	0.8	Paver Shim	From a pavement joint at the southerly junction of Riverside Dr to the northerly junction of Church St	District
1-04	Northumberland	NH 110	0.2	Paver Shim	From the intersection of US 3 to the junction of Water St (Lost Nation Rd)	District
1-05	Libton	US 302	0.5	Paver Shim	From Francoia Rd easterly to Union St (NH 116). Pave to pavement joint down Francoia Rd	District
1-06	Bethlehem-Sugar Hill-Francoia	NH 16	4.8	Paver Shim	From approximately 344 mile north of I-93 southerly to the Gale River Bridge	District
1-07	Bethlehem	NH 16	5.7	Paver Shim	From a pavement joint approximately 800 feet south of the Bartlett Town Line northerly to a pavement joint at Woodcut Townhouse Rd	District
1-08	Bethlehem	US 302	2.5	Paver Shim	From Turner St to the Bridge (over Ammonoosuc River) approximately 200 feet east of Muchmore Rd	District
1-09	Misc-Dummer	NH 16	1.5	Paver Shim	From a pavement joint 3,500 feet south of the junction of NH 1108 northerly to the junction of NH 110A	District
1-10	Berlin	NH 16	1.5	Paver Shim	From a pavement joint at the junction of Carter Hill Rd to the Milan Town Line	District
1-11	Lancaster-Jefferson	US 2	1.0	Paver Shim	From 2,500 feet west of Weston Rd easterly to a pavement joint 1000 feet east of the Jefferson Town Line (includes RR crossing)	District
1-12	Northumberland	US 3	2.9	Paver Shim	From the Lancaster Town Line to a pavement joint 400 feet south of the junction of Grashed Rd	District
1-AD1	Cambridge	NH 16	1.0	Recon/and 6" HBP	From a pavement joint 4,200 feet south of the End/Cambridge Town Line north 1 mi	District Hwy Rehab
2-01	Plymouth	NH 25 / NH 3A	1.8	Level / Overlay	From Yeston Rd easterly to a pavement joint approximately 760 feet east of the Hetch Plaza	District
2-02					NOT USED	
2-03	Goheen	NH 31	3.4	Paver Shim	From NH 10 easterly to the Washington-Goheen Town Line	District
2-04	Newbury	NH 103A	2.3	Paver Shim	From a pavement joint at Fishersfield Rd northerly to Bowtie Rd	District
2-05	Newbury-Sunapee	NH 11	1.6	Inlay	From a pavement joint near Reeds Mill Rd in Newbury easterly to a pavement joint near the eastern entrance of Post Office Rd in Sunapee	District
2-06	Webster	NH 127	3.0	Paver Shim	From the northern bridge abutment near the intersection of White Plains Rd easterly to the Webster-Sunapee Town Line	District
2-07	Bradford-Sutton	NH 114	3.8	Paver Shim	From a pavement joint north of NH 103 in Bradford northerly to Johnson H.J Rd in Sutton	District
2-08					NOT USED	
2-10	Lyme	NH 10	3.7	Paver Shim	From a pavement joint at the Hamover-Lyme Town Line northerly to a pavement joint by the cemetery just north of Deane's Skitney Rd	District
2-09	Erfield	US 4	2.6	Paver Shim	From the Lebanon-Erfield Town Line easterly to the Center-Erfield Town Line	District
3-01	Tilton	Church St / River Rd	0.7	1" HBP	From Silver Lake Rd northerly to US 3 / NH 11 Intersection	District
3-02	Tilton	Lancaster H.J Rd	1.9	1" HBP	From a pavement joint approximately 450 feet east of NH 132 easterly to US 3 / NH 11 Intersection	District
3-03	Tilton	Genova Rd	0.2	Paver Shim	From US 3 / NH 11 Intersection northerly to Lancaster H.J Rd	District
3-04	Eden-Corway	NH 163	3.8	Paver Shim	From Brownfield Rd northerly to the state shed	District
3-05	Loudon-Gonzanon	NH 128	8.8	Paver Shim	From a pavement joint just north of NH 108 northerly to NH 107	District
3-06	Conway	NH 16	2.8	1" HBP	From NH 113 easterly to a pavement joint approximately 650 feet east of US 232	District
3-07	Loudon	NH 163	2.0	1" HBP	From a pavement joint approximately 1/2 mile north of Stanza Rd northerly to a pavement joint south of NH 126	District
3-08	Center Harbor-Holderness	US 3 / NH 25	6.3	Paver Shim	From the Marston-Center Harbor Town Line northerly to a pavement joint just north of NH 113	District
3-AD1	Conway	NH 163	0.9	Recon	From state shed to Tasker Hill Rd	District Hwy Rehab
3-09	Conway	US 302 / NH 113	4.8	Paver Shim	From NH 113 easterly to the Kirby Spring Ldg	District
4-01	Chesterfield	NH 9	0.2	1" HBP	From 500 feet east and west of proposed entrance to Wilcoona Center	District
4-02	Hartsville	Nelson Rd	2.0	Recon	From Chester Rd northerly to Speed Rd	District
4-03					NOT USED	
4-04	Dubin	NH 101	0.2	1-1/2" HBP	From approximately 400 feet west of Dubin Rd easterly to approximately 200 feet east of the end	District
4-05	Keene	NH 101 / NH 12	0.3	1" HBP	Pave entire intersection, approximately 200 feet in all directions, including all 3/4 lanes with existing pavement	District
4-06	Keene	NH 9 / NH 107 / NH 101	0.3	Inlay	Cold plane and pave entire intersection to the pavement joint, approximately 600 feet in all directions, including all 3/4 lanes	District
4-07	Riteway	NH 12	3.2	Paver Shim	From the Massachusetts State Line northerly to a pavement joint at Green Rd	District
4-08	Wacon	NH 101	2.7	Paver Shim / Inlay	From NH 318 easterly to the Milford-Wilton Town Line	District
4-09	Ridge	NH 119	3.0	Inlay	From US 202 easterly to a pavement joint east of Cathedral Rd	District
4-AD1	Hartsville	Chesterfield Rd	1.2	Recon/and 6" HBP	From state shed to Tasker Hill Rd	District Hwy Rehab
5-01	Derry-Groton-Lyndon	NH 102	11.4	Paver Shim	From the intersection of Cheever Rd easterly approx. 1.2 miles to the pavement joint at the top of the hill	District
5-02	Londonderry-Haverhill	NH 28	6.0	Paver Shim	From a pavement joint at Pond Rd in Derry easterly to a pavement joint just west of NH 107	District
5-03	Windham-Derry	North Lower / Windham Rd	4.0	Paver Shim	From a pavement joint at the Derry-Londonderry Town Line northerly to a pavement joint east of Bradford Rd	District
5-04	Hudson-Pelham	Shoreline Rd	2.0	Paver Shim	From NH 111 in the Town of Windham northerly to a pavement joint at Barry Rd in the Town of Pelham	District
5-05	Goff-Low-Dunbarton	NH 113	6.3	Paver Shim	From Duncut Rd in the Town of Hudson easterly to NH 128 in the Town of Pelham	District
5-06	Barrington-Rochester	US 202	2.4	Paver Shim	From Sinead Rd in the Town of Barrington northerly to NH 177 in the Town of Dunbarton	District
5-07	Barrington	US 1 Bypass	2.1	1" HBP	From Greenhill Rd in the Town of Barrington easterly to pavement joint approximately 450 feet east of Cheever H.J Rd	District
5-08	Somersworth	NH 108	3.1	3/4" PMSST	From Greenhill Ave northerly through the traffic circle to the Maine State Line, stopping the traffic circle	District
5-09	Dorfield	NH 43 / NH 107	1.8	3/4" PMSST	From a pavement joint at Lorne Hill Rd northerly to the Rochester-Somersworth Town Line	District
5-10	South Hampton-Kemington	NH 150	5.7	3/4" PMSST	From a pavement joint just north of Old Center Rd South northerly to the NH 43 / NH 107 exit	District
5-11	North Hampton-Stracon	Wachusset Ave / Bantzer H.J Rd	4.8	3/4" PMSST	From Post Rd (NH 161) in the Town of North Hampton northerly to NH 103	District
5-12	Epping-Lee	NH 165	6.3	3/4" PMSST	From NH 125 northerly to the US 4 overpass, always Section 6-14	District
5-13	Raymond-Norwich	Mountain Rd	2.0	3/4" PMSST	From NH 158 northerly to a pavement joint at the end of the north-south	District
5-AD1	Rochester	Picketing Rd	2.0	Recon/and 6" HBP	From Backyard Drive south 2 miles	District Hwy Rehab
5-PP1	Hartsville-Bradford	NH 114	6.3	Warm Surfacing	From bridge over US 202 - NH 9 north to NH 103	District
5-PP2	Alton-Walshboro	NH 28	6.0	Micro Surfacing	From a pavement joint north of Hamford Plaza north to a pavement joint 260 feet north of Walshboro Town Line	2011 District
5-PP3	Greenfield	Forest Rd	2.0	Double Chip Seal	From Old Bennington Road east to NH 136	2011 District
5-PP4	Pytham	NH 38	3.1	1-1/4" AR HBP Overlay	From Massachusetts State Line north to pavement joint located 1200 feet north of R's Access	2011 District
5-01	Manchester	I-93, NB & SB	6.0	1" TW Inlay & 1-1/2" FW Overlay	NB barrel from MM 21.0 to 25.0 and corresponding SB barrel and ramps for E-25.0 to 9 and come of NH 101	2011 Interchange
5-02					NOT USED	
5-03	Lincoln-Francoia	I-93, NB & SB	11.2	M3 2" FW & Pave 3" HBP	NB barrel from MM 105.0 to 111.8 and corresponding SB barrel and corresponding ramps	2011 Interchange 4R
F-01	Mildred-Andover	NH 104	4.2	1" HBP Overlay	From just east of NH 13 easterly to just east of the interchange at Route 122 / Eschbach Road	2011 Federal
F-02	Lee-Durham	US 4	6.7	2" Inlay with 1-1/2" Overlay	From Traffic Circle east to sewage plant. Glass Grid Fabric will be used in one section	2011 Federal
F-03	Hudson-Windham	NH 111	6.0	1-1/2" Overlay with 1-1/2" Inlay	From Greeley St to North Laurel Rd	2011 Federal
F-04	Roxford-G. Bowlick ME	NH 4	2.8	1-1/2" Inlay with 1-1/2" Overlay	From Dover Town Line to Maine State Line	2011 Federal
F-05	Wilmington-Walpole	NH 12	6.7	1-1/2" Overlay with 1-1/2" Inlay	From NH 63 to Main St	2011 Federal
SR-01	Bethlehem-Carril	US 302	5.2	1-1/2" Overlay with 1-1/2" Inlay	From the Ammonoosuc River Bridge easterly to US 3	2011 Federal
SR-02	Bethlehem-Carril	US 302	5.2	3/4" Polymer Modified HMA	From the Ammonoosuc River Bridge easterly to US 3. Includes some work on US 3 Inlay/Overlay	2011 Federal
SR-03	Errol	NH 16	0.8	Recon/and / Rebar	Recon/and/Rebar 2150 feet adjacent to slope before located 1.7 miles north of Cambridge Town Line	2011 Federal
SR-04	Striford	US 3	2.0	Recon/and	Tehena Rd Road North to Columbia Town Line	2011 Federal
2009-3	Woodbury-Lincoln 19648	I-93, NB & SB	12.0	FW Overlay	NB barrel from approx MM 95.3 to MM 101.1 and SB barrel from approx MM 101.1 to 125.1 and ramps for Exit 31 and 32. ADVERTISED IN 2009	2011 Federal
T-01	North Hampton-Greenland	I-93 (Blue Star Turnpike), NB & SB	4.8	HBP Overlay	North bound barrel from MM 6.6 to MM 9.0 and the south bound barrel from MM 9.0 to MM 6.6	2011 Interchange
T-02	Sacbrook	I-93 (Blue Star Turnpike)	0.3	HBP Inlay	North bound on ramp from Sacbrook Veterans Center	2011 Turnpike
T-03	Portsmouth	I-93 (Blue Star Turnpike)	1.6	HBP Overlay	Exit 3 on end off ramps	2011 Turnpike
T-04	Wilton	Sacbrook Turnpike	1.0	HBP Inlay	From MM 27.0 to MM 28.0	2011 Turnpike
T-05	Bosc	I-93 (FEET), NB & SB	4.0	Inlay/Overlay	NB barrel from MM 33.0 northerly to MM 35.0 (I-93 Off Ramp) and SB barrel from MM 36.0 (I-93 On Ramp) southerly to MM 33.0	2011 Turnpike
T-06	Nashua	FEET	3.3	Overlay	Exit 2 ramps (FEET 88 to DW Highway and Crown Street) EB, FEET 93 to Groundwater EB, Crown Street WB to FEET 88, and Crown Street WB to FEET 93	2011 Turnpike

New Hampshire



Department of Transportation

Proposed 2011 District and Turnpike Resurfacing Programs

\$12 Million Betterment Resurfacing Program
\$5.2 Million Turnpike Resurfacing Program

	Resurfacing (miles)	District Highway Rehabilitation (miles)	Totals (miles)
District 1	27.2	1.0	28.2
District 2	21.4		21.4
District 3	26.6	0.9	27.5
District 4	11.6	1.2	12.8
District 5	31.8		31.8
District 6	27.9	2.0	29.9
Betterment Program Total:			151.6
Turnpikes *	16.7		16.7
Turnpike Program Total:			14.1

* Barrel Miles

Note: Does not include Interstate Pavement Preservation, Interstate 4R, Federal Resurfacing, Secondary Reclamation, Pavement Preservation, Crack Seal, or Turnpikes.

Legend

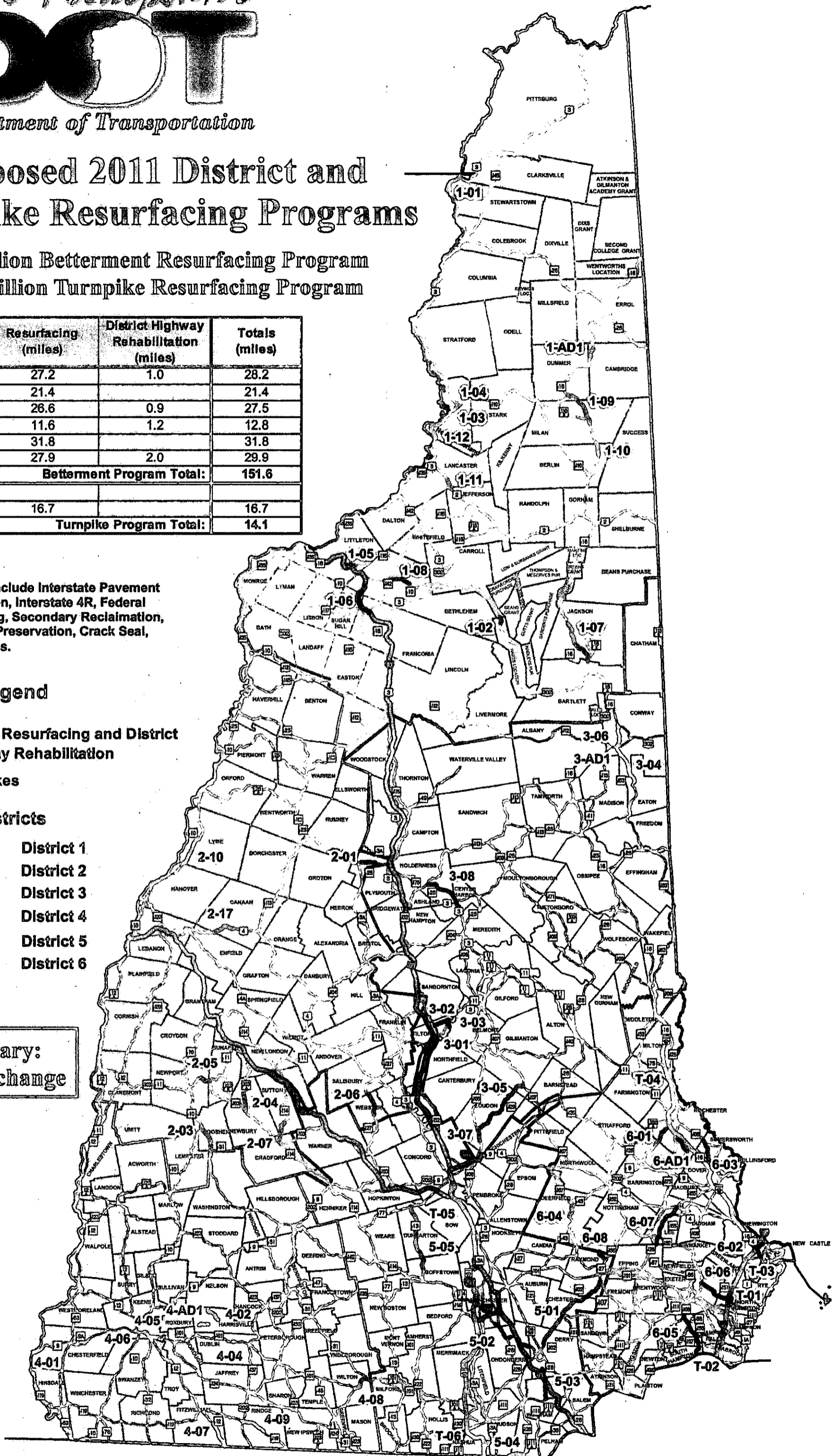
District Resurfacing and District Highway Rehabilitation

Turnpikes

Districts

- District 1
- District 2
- District 3
- District 4
- District 5
- District 6

Preliminary:
Subject to change



Her written statement so it's don't have to type it all

SB 78

Good Afternoon, my name is Jill Rockey. I am a Sergeant with the New Hampshire State Police Major Crimes Unit. I am also the Secretary for the New Hampshire Troopers Association. I am opposed to SB 78. While I believe the sponsors of this bill acted in good faith I don't think they realize its unintended consequences. While others will speak to the dangers road troopers face because we are so short handed, I would like to talk about some of the other responsibilities the State Police have. And the fact that we don't have the personnel or resources to do them.

Many towns and cities do not have the budgets or personnel to maintain specialty units. The New Hampshire State Police has an Explosives Ordinance Disposal Unit. Nashua is the only other department in the state that has such a unit but it is confined to their city. Our unit routinely responds to bomb calls and works to ensure the safety of the Manchester Airport.

The New Hampshire State Police is responsible for the Gunline. Anytime someone purchases a gun in New Hampshire their criminal record is run to ensure they do not have a disqualifying offense such as a domestic assault or a felony offense.

The Terrorism Intelligence Unit works with local, county, state and federal law enforcement agencies throughout the world to analyze and disseminate intelligence to all law enforcement entities in New Hampshire. While their work cannot be openly discussed their role is crucial to protecting the citizens of New Hampshire.

There are currently 2387 registered sex offenders living in our communities. The New Hampshire State Police is responsible for verifying their residences twice a year. That's 4774 home visits. There is one trooper assigned to the SOR. While the registration requirements have changed dramatically over the last ten years, the state has never increased our budget to accommodate these new responsibilities.

The State Police Forensic Laboratory is the only forensic lab in the state. It is utilized by all law enforcement agencies in New Hampshire. From DNA, computer autopsies, fingerprints, firearm

ballistics, urine and blood analysis to name a few, the lab is constantly backlogged. Sometimes they are the only ones who can solve a case because it is dependant on physical evidence.

Each barracks has detectives who investigate felonies and violent crimes in the counties where they are assigned. They also assist smaller departments with these investigations. As an example the Bayview crematory case was a troop case. There were 4 detectives assigned to Troop A at the time. Now there are 2. There should be 19 troop detectives throughout New Hampshire. At this time there are 13. As cities and towns continue to pull state police in we cannot keep up with the case load.

The Major Crimes Unit handles homicides, cold cases, and conflict cases. While everyone is familiar with homicide cases few people hear about our conflict cases unless they lead to an arrest. We are the ones who investigate public officials including other law enforcement officers when they commit violent crimes. Rapes, domestic assaults, felony assaults, thefts. These are difficult cases and when they are unfounded you don't hear about them. But we are the ones investigating them. Who will investigate homicides and conflict cases when we can't. Major Crimes should have 20 investigators. At this time we have 15. As 2 are assigned exclusively to the Cold Case Unit that leaves us with 13 that can respond to and investigate new homicides and process the crime scene. It just isn't enough. We are no longer just prioritizing violent v. non-violent cases. We are having to prioritize all violent crimes.

I would like to talk briefly about the Mont Vernon case and HB 147. This would expand the death penalty to include home invasion. While I agree whole heartedly with this, it will only be feel good legislation if we do not have the resources to investigate and prosecute these cases. Death penalty cases require several detectives working full time for months. At this time, we just don't have the resources. We can't afford more cuts.

For the price of a large Dunkin Donuts coffee per month, I believe the people in New Hampshire would support keeping troopers on the road and investigating cases.

I also believe the taxpayers would be much better served by not spending maintenance fees to the Department of Information Technology of \$900 per computer and \$1000 per printer. There are definitely other places the state could look to cut spending. The Division of State Police is not one of them.

For these reasons the New Hampshire Troopers Association is opposed to this bill.

Thank you for your time.

SB 78

Senator Sanborn – Antrim, Bennington, Boscawen, Bradford, Canterbury, Deering, Frankestown, Hancock, Harrisville, Henniker, Hillsborough, Loudon, Nelson, Northfield, Salisbury, Warner, Weare, Webster and Windsor.

Senator Bragdon – Amherst, Greenville, Jaffrey, Milford, New Ipswich, Peterborough, Rindge, Sharon, Temple and Wilton.

Senator Forsythe – Alton, Barnstead, Belmont, Gilford, Gilmanton, Laconia, New Durham, Strafford and Tilton.

Senator White – Bedford, Greenfield, Lyndeborough, Merrimack, Mont Vernon and New Boston.

Senator Bradley – Brookfield, Chatham, Conway, Eaton, Effingham, Farmington, Freedom, Madison, Middleton, Milton, Moultonborough, Ossipee, Sandwich, Tamworth, Tuftonboro, Wakefield and Wolfeboro.

Senator Groen – Barrington, Madbury, Nottingham, Rochester and Somersworth.

Senator De Blois – Litchfield and Wards 5, 6, 7, 8 and 9 in the city of Manchester.

Senate Ways and Means Committee

Senator Odell – Acworth, Alstead, Charlestown, Claremont, Gilsum, Goshen, Langdon, Lempster, Marlow, New London, Newbury, Newport, Roxbury, Stoddard, Sullivan, Sunapee, Sutton, Unity, Walpole, Washington and Westmoreland.

Senator Luther – Brookline, Hollis, Mason, and Wards 1, 2, 5, and 9 in the city of Nashua.

Senator Boutin – Bow, Candia, Dunbarton, Hooksett and Wards 1, 2 and 12 in the city of Manchester.

Senator D'Allesandro – Goffstown and Wards 3, 4, 10 and 11 in the city of Manchester.

Senator Morse – Atkinson, Pelham, Plaistow and Salem.

Senator Rausch – Derry, Hampstead and Windham.

NH Highway (Trust) Fund

- Over 4,300 miles of State maintained Highway
- 2,127 State Bridges
 - State Red List – 137
 - State Pink List – 267
- Sources of Revenue:
 - Federal Aid
 - Road Toll (Gas Tax) 18 cents
 - Last raised 1991
 - Car Registrations and MV Fees
 - Fines - \$13.5 million annually

Highway Fund:

Sources of Funding FY 11

Estimated revenue for NHDOT & NHDOS for operating and capital construction costs for FY11 is \$339 Million

- * \$126 M from gas tax (15 cents of 18 cents)
- * \$ 26 M from gas tax for **Betterment** Fund (3 cents of 18 c)
- * \$ 97 M from vehicle registration fees
- * \$ 30 M from registration surcharge
- * \$ 15 M from registration surcharge for Betterment Fund
- \$ 20 M of Turnpike funds for the I-95 sale
- \$ 13 M from federal aid indirect costs
- \$ 2 M from federal aid retroactive Turnpike toll credits
- \$ 8 M from vehicle violation fines (to NHDOT)
- \$ 2 M from the sale of surplus property

*Each will be reduced by 12% for Municipal Block Grant Aid

Highway Fund:

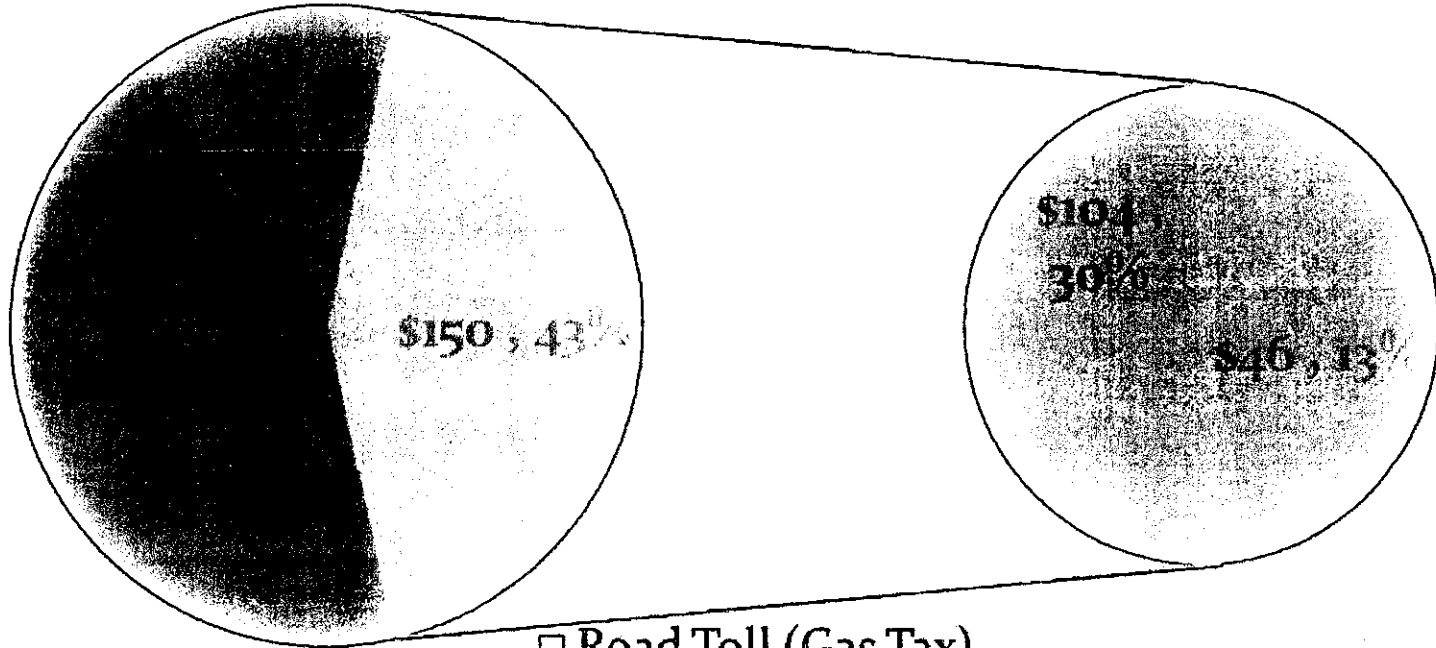
Registration Fee Surcharge

The motor vehicle registration fee increase established in 2009, was a temporary, two year measure, which sunsets (expires) on June 30, 2011.

Varies by weight average passenger vehicle under 3,000 lbs pays surcharge of \$30.00 over the existing \$31.20.

The temporary MV fee surcharge will raise for the biennium, approximately \$86 million/ dollars for the state, and, about \$10 million dollars in increased municipal Block Grant Aid.

Highway Fund- Sources of Revenue FY11 (\$millions)



- Road Toll (Gas Tax)
- Other
- MV Reg Fees and Fines
- MV Reg Fees- Surcharge

State Highway Aid to Municipalities

- Two sources of transportation revenue for cities and towns
 - 1) State Grants (state or federal \$\$)
 - 2) Property Taxes

\$44 million/yr. \$88million/biennium

- Block Grant Aid - **\$35.5 Million**
 - ◊ 12% of the Road Toll/Gas Tax + Registration + MV Fees
- State Aid for Bridges - **\$6.8 Million**
 - ◊ 20% Local Match
- State Highway Aid - **\$1.7 Million**
 - ◊ 33% Local Match

Federal Funds to Cities & Towns

Administered through NH DOT

\$10.4 Million/yr. \$20.8/biennium

- ◆ Transportation Enhancement (TE) - \$3.2 Million
- ◆ Congestion Mitigation (CMAQ) - \$6.4 Million
- ◆ Safer Routes to School (SRTS) - \$0.8 Million
- ◆ ALL REQUIRE A 20% Match



NH's Infrastructure Crisis

Resurfacing/Repaving NH Roads

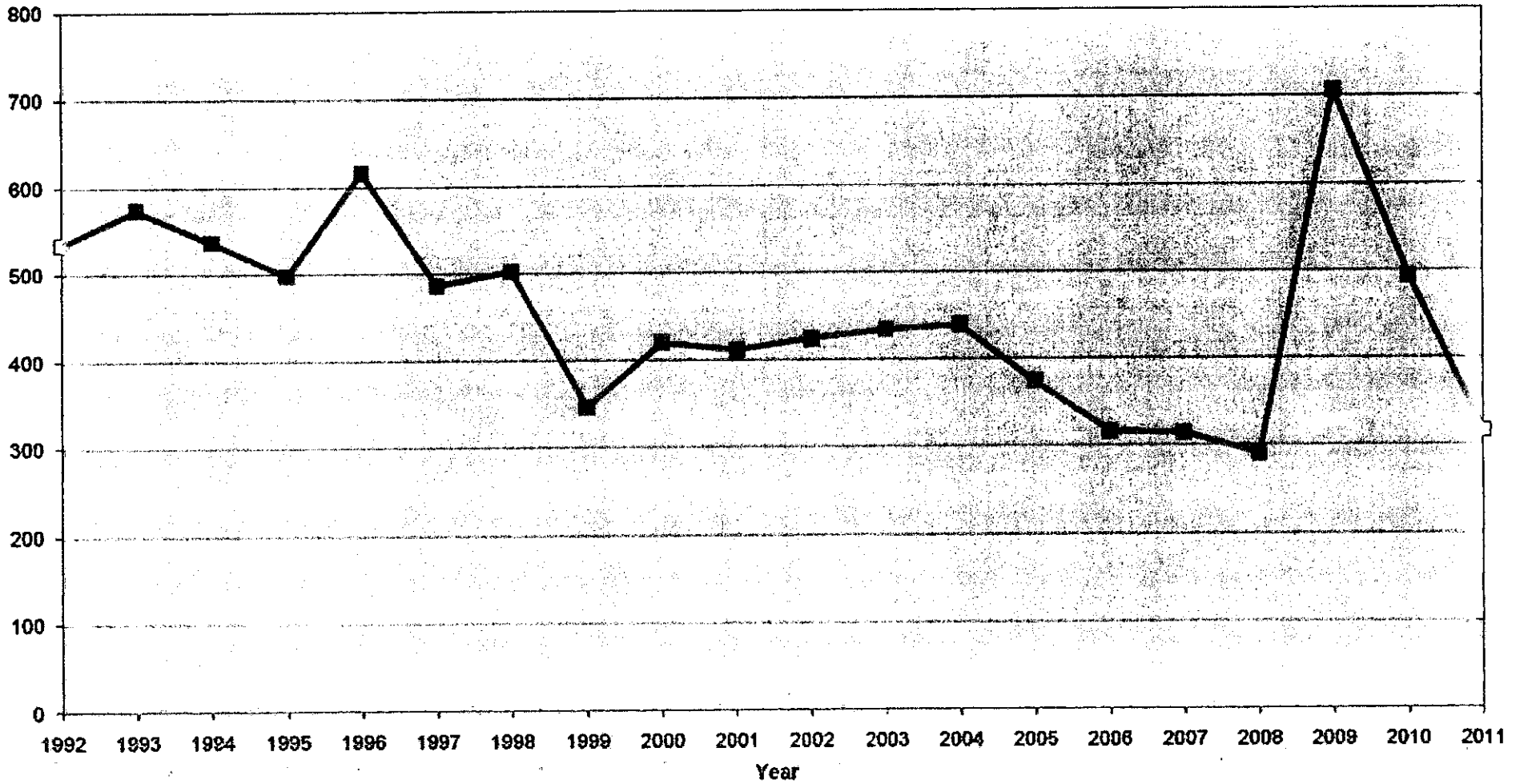
- Repaving every 8 – 10 years financially optimal
- 500 miles/yr. is the target – every 8.6 years
(4300 miles ÷ 500 = 8.6 years)
- 300 miles/yr. extends repaving to 14.3/yr.
- Further out in time repaving is extended the more expensive. The cost to reconstruct a road is 2 to 4 times more expensive than regular repaving.



Betterment Program

- Established by law 1991
- Mandates 3 cent by formula to each the 6 DOT districts
- Primary source of funds for paving state roads for the past 20 years.
- Some bridge and culvert work also
- DOT must report projects to Legislature

Total Miles Resurfaced 1992-2011



**PAVEMENT
CONDITIONS
2000**

**NO WORK REQUIRED
1,365 MILES**

**SOME WORK REQUIRED
1,533 MILES**

**MAJOR WORK
637 MILES**

**PAVEMENT
CONDITIONS
2008**

**NO WORK REQUIRED
751 MILES**

**SOME WORK
REQUIRED
1,902 MILES**

**MAJOR WORK
1,532**



The Cost of Bridge Repair

- The Factor of Five
- If **Regular Maintenance** is delayed it is 5 X more expensive to **Repair the Bridge**
- If **Bridge Repair** is delayed it is 5 X more expensive to **Reconstruct the Bridge**
- If **Reconstruction** is delayed it is 5 X more expensive to **Replace the Bridge**

RED LIST BRIDGES

State Roads

(2011)

Total Bridges:

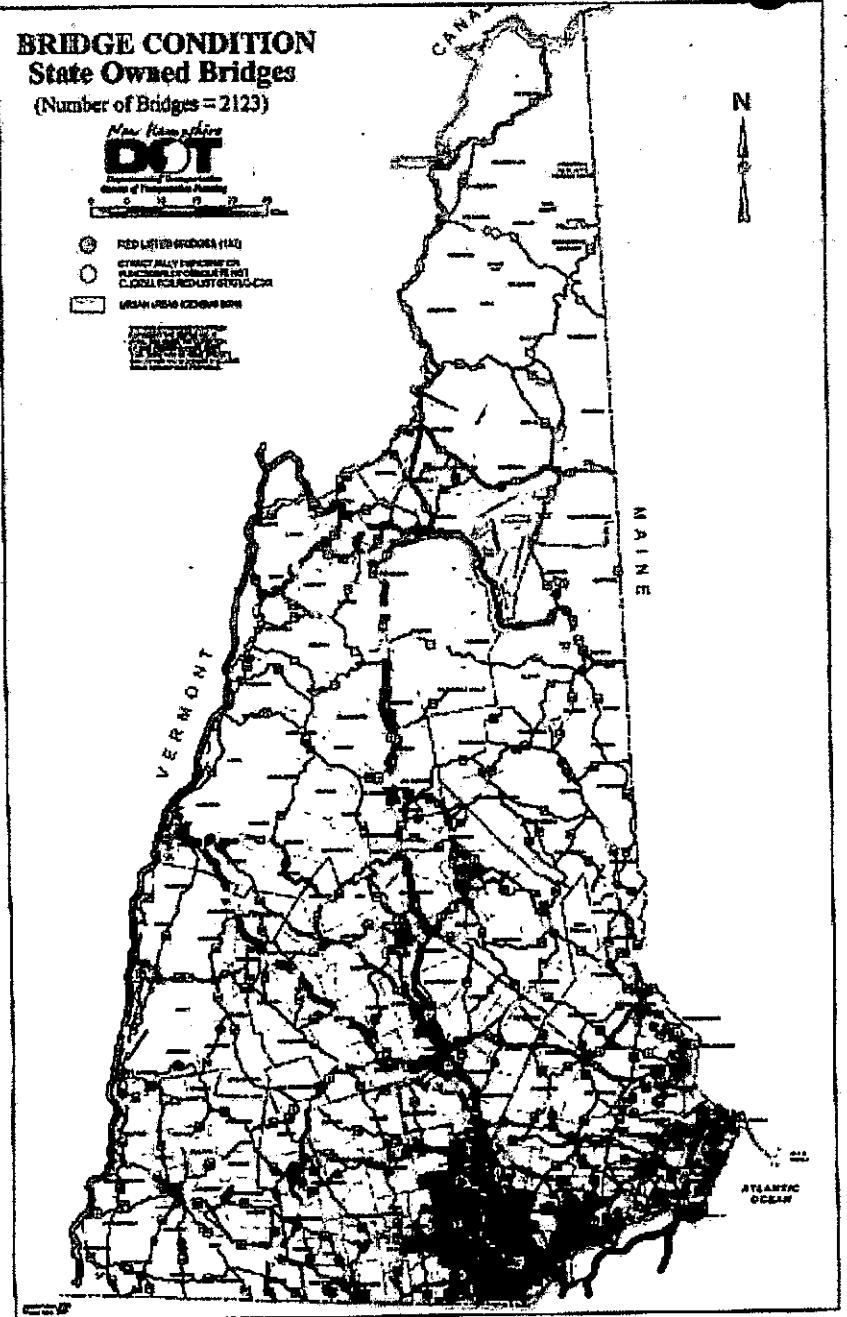
2,127

Red Listed Bridges:

137 (remove 10 -15 per yr)

Pink Listed Bridges:

267



RED LIST BRIDGES

Municipal Roads

(2011)

Total Bridges:

1,644

Red Listed Bridges:

365

Pink Listed Bridges:

289

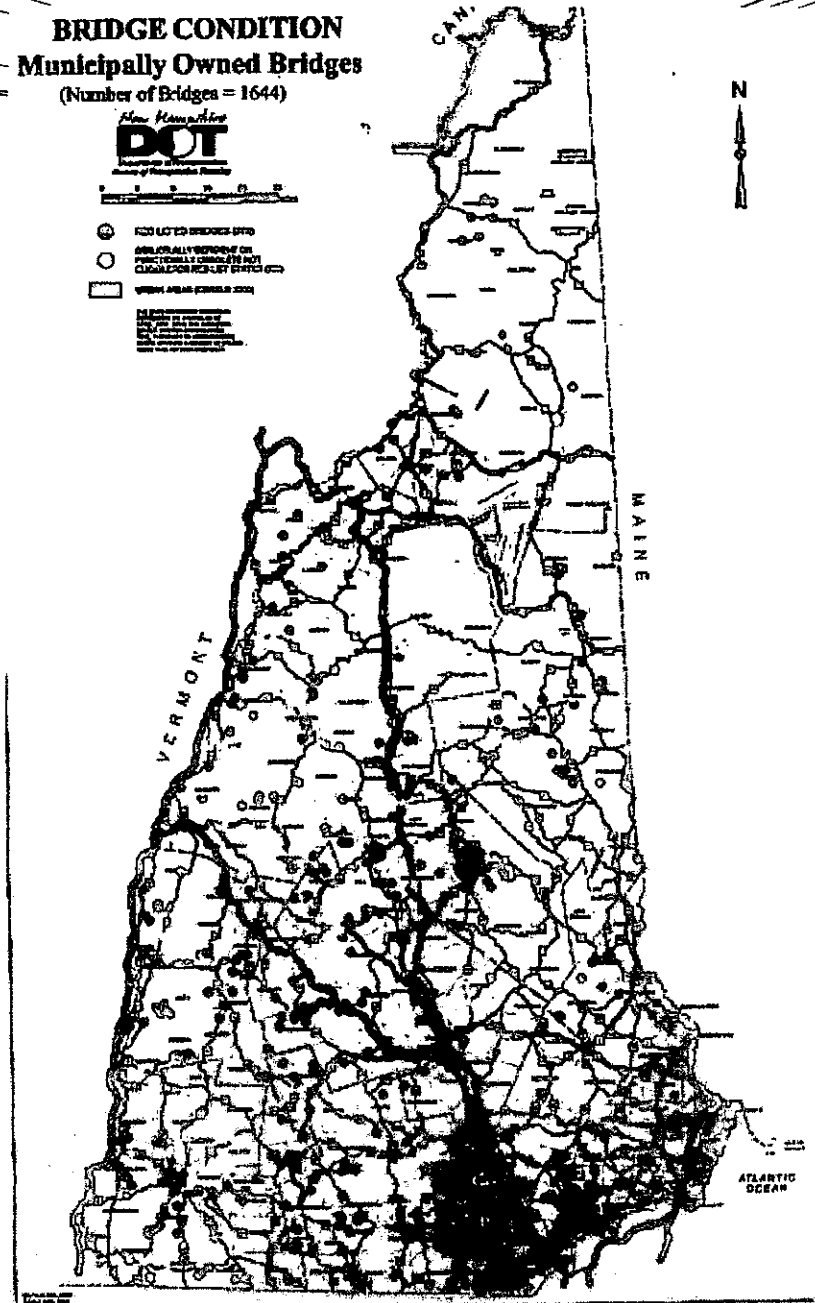
BRIDGE CONDITION

Municipally Owned Bridges

(Number of Bridges = 1644)



- NOT LISTED BRIDGES (270)
- BRIDGES LISTED AS STRUCTURALLY DEFICIENT OR FUNCTIONALLY OBSOLETE BY DOT (2,344)
- BRIDGES UNDER CONSTRUCTION





The Long-Term Funding Problem



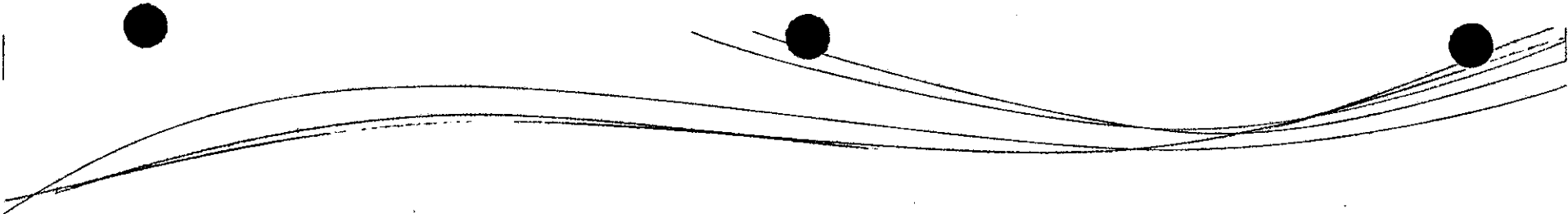
1.2 Billion 10-yr Cumulative Deficit

Assumes:

1. 2% revenue growth (aggressive)
2. 3% operating expense growth (conservative)
3. Same number of employees
4. Same spending levels on maintenance – inflation erodes
5. Motor Vehicle Surcharge is not renewed

Does NOT Include:

1. \$250 – 300 million dollar shortfall in I-93 widening



**The Immediate Funding Problem
FY '12 – '13 Budget**



2012 – 2013 Budget

Immediate Revenue Shortfall of \$124 Million/Biennium

- \$30 Registration Fee Sunsets 6/30/11
loss of \$85.6 Million/biennium
- I-95 Sale Revenue Decrease from \$50 M to
\$11.8. Loss of \$38.2 Million/biennium



What the \$124 Million Revenue Shortfall Impacts

State Share Highway Fund Decreases: \$ 98.6 M

Municipal Block Grant Aid Decreases: \$ 10.2 M

Betterment Fund Decreases: \$ 15.0 M

Total \$123.8 Million



What the Shortfall Means to DOT

Betterment will be cut by **\$15 million**. DOT 's next biennial budget will lose about **\$69 million**, either from operating of municipal aid. Many projects in the Ten Year plan will have to be cut or delayed. DOT will be forced to drastically change its mission and the State will again fall behind in basic road and bridge maintenance.



What the Shortfall Means to DOS

The Department of Safety's portion of the shortfall is almost **\$30 million**. Cuts of this magnitude will require cutting 22 troopers, 12 DMV personnel and closing DMV locations (because these are 6-a funds and therefore limited to the specific areas of enforcement, licensing & collection).



Summary...

The NH House and Senate are the exclusive stewards and custodians of the state's 4,300 miles of roads and 2,100 bridges. It is not possible to erase roads or bridges from the map. Therefore, the challenge facing legislators is to cost effectively and fairly fund the maintenance and repair of existing infra-structure, and to determine what new projects promote safety and economic growth. To neglect or defer regular highway maintenance only inflates the cost of repairs—exponentially in the case of bridges.



...**Summary**

To neglect or defer critical new projects, not only increases costs, but also threatens public safety and the state's ability to compete for businesses and jobs. A safe and sound transportation infrastructure is absolutely necessary for the vitality of our tourism industry and to support both existing and new businesses. Good roads and bridges allow our citizens to efficiently and safely commute to and from work and school; and enhance the quality of our everyday lives and the overall economy of New Hampshire.

Caldwell, Sonja

From: rpojr@aol.com
Sent: Monday, February 14, 2011 10:09 PM
To: Caldwell, Sonja
Subject: Fwd: SB 78

Sonja:

Could make sure we have this available to distribute when we hear the bill?

Thanks.

Bob Odell

-----Original Message-----

From: Tim Murphy <tmurphy@swrpc.org>
To: bob.odell@leg.state.nh.us; rpojr@aol.com
Sent: Mon, Feb 14, 2011 5:47 pm
Subject: SB 78

Dear Senator Odell,

I write to you expressing concern over SB 78 which seeks to eliminate the vehicle registration increases enacted in 2009:

- o As you know, the State of NH's ability to maintain its transportation infrastructure is extremely strained.
- o The increase in vehicle registration fees was put in place as a stop gap measure in anticipation of recommendations from the Legislative Study Commission on Sustainable Transportation Funding (the HB-2 Commission). None of those funding options or recommendations have been acted on so the "stop gap" is still necessary: the fiscal crisis in transportation funding has not yet been addressed.
- o The HB-2 Commission focused on addressing the long term decline in inflation-adjusted dollars in state highway funding due to: 1) no adjustment in the gas tax since 1991; 2) more fuel efficient vehicles, and 3) construction costs that have risen faster than inflation. When adjusted for inflation, the gas tax raised per mile driven contributes about half the amount it did in 1991. This does not represent an adequate level of investment in our highway system and passage of SB 78 only makes the problem worse.
- o The fiscal note in SB 78 suggests a \$6.6 million reduction in highway fund revenues for the last two months of FY 11. This would translate to over a \$40 million reduction in State highway fund revenues for FY 12, yet the fiscal note specifies a reduction of only \$791,511, which is confusing.
- o The impact of SB 78 will include the necessary removal of important projects from the State's 10-Year Transportation Plan (and a continued erosion of confidence in the State's ability to deliver on projects that it has committed to), the loss of jobs envisioned for constructing those projects, and related negative economic impacts resulting from deteriorating infrastructure. These impacts will be felt directly by our municipalities, businesses, emergency responders, workers, residents, tourists, freight haulers, and anyone else who makes use of our transportation infrastructure.

It seems irresponsible to eliminate the vehicle registration fee increase established out of necessity in

2/15/2011

2009 until such time as other revenues are identified when such revenues have yet to be identified. In short, I urge that you not support passage of SB 78 until such time as adequate replacement highway fund revenues have been identified and made available.

Thanks you for considering my comments. If you have any questions regarding this perspective, please feel free to contact me.

Sincerely,

Tim

Tim Murphy, Executive Director
Southwest Region Planning Commission
20 Central Square, 2nd Floor
Keene, NH 03431
(603) 357-0557
tmurphy@swrpc.org

2/15/2011

**Testimony of
Britt Audet, M.ASCE
On behalf of the
The American Society of Civil Engineers
Before the
Committee on Ways and Means
Of the New Hampshire Senate
On
Motor Vehicle Registration Fees
February 15, 2011**

Chairman Odell and Members of the Committee:

Good Afternoon. I am Britt Audet and I am pleased to appear before you today to testify on behalf of the American Society of Civil Engineers¹ (ASCE) in opposition to Senate Bill 78. The issue of transportation funding is one of great importance to New Hampshire and America today.

I currently live in Nottingham and I am here representing over 700 ASCE members who also reside in New Hampshire. I am the current President of the New Hampshire Section of ASCE.

The legislation before the committee, SB 78, seeks to repeal the motor vehicle registration fee increase enacted in 2009 as a way to support the Highway Fund. ASCE does not support rolling back these registration fees and I strongly urge you to oppose this bill.

ASCE opposes this legislation in principal because it would reduce the amount of revenue added to New Hampshire's Highway Fund. Not only do transportation projects provide significant employment to engineers in both design and construction, improved transportation systems can positively impact business, tourism and quality of life. Adequate revenues must be collected and allocated to maintain and improve New Hampshire's transportation.

The registration surcharge in question has raised approximately \$86 million for the biennium. If SB 78 moves forward this revenue will have to be replaced, and

¹ ASCE was founded in 1852 and is the oldest national civil engineering organization. It represents over 140,000 civil engineers in private practice, government, industry and academia who are dedicated to the advancement of the science and the profession of civil engineering. ASCE is a non-profit educational and professional society organized under Part 1.501(c)(3) of the Internal Revenue Code.

an additional \$38 million will need to be raised in order to fund the current level of critical road and bridge maintenance, the highway construction projects currently listed in the scaled back Ten Year Transportation Improvement Plan, and the current operational budget for the Departments of Transportation and Safety.

ASCE recommends that adequate funding for operating, maintaining, and improving the nation's transportation system be provided by a comprehensive program with dedicated elements at the federal, state, and local levels, including user fees such as motor fuel sales tax, vehicle miles traveled tax, and registration fees.

While the registration fee surcharge may appear to be a burden to some New Hampshire drivers, the fee increase pales in comparison to what driving on roads in need of repair cost motorists in the state. According to TRIP, a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues, it costs New Hampshire motorists \$267 million annually - \$259 per driver- in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs and increased fuel consumption and tire wear.

Vehicle travel on New Hampshire's major highways increased 32 percent between 1990 and 2008, and is projected to increase by another 30 percent by 2025. This along with the fact that 21 percent of New Hampshire bridges are considered functionally obsolete and 33 percent of its roads in poor or mediocre condition shows that New Hampshire's surface transportation systems are in desperate need of additional necessary funding.

Conclusion

In closing, in order to better protect the people of New Hampshire the currently enacted registration fee must not be cut back. Reducing Highway Fund revenue will negatively affect New Hampshire citizens. Not only would public safety be put at risk, but New Hampshire's economy would also suffer as highway projects are cut back and cancelled. In addition this is an especially poor time to reduce spending on infrastructure as low construction pricing is allowing New Hampshire to stretch its construction dollar more effectively. We urge New Hampshire lawmakers to vote against this bill.

ASCE looks forward to working with the New Hampshire Senate on this most important issue.

Thank you, Mr. Chairman. That concludes my testimony. I would be pleased to respond to any questions you may have.

#



156 Water Street, Exeter, NH 03833
 Tel. 603-778-0885 ♦ Fax: 603-778-9183
email@rpc-nh.org ♦ www.rpc-nh.org

February 15, 2011

Senator Robert Odell, Chair
 Ways and Means Committee
 State House - Room 302
 107 North Main Street
 Concord, New Hampshire 03301

RE: SB-78 - Relative to motor vehicle registration fees.

Dear Senator Odell and Committee members:

I am writing to express my agency's concern regarding SB-78 which would repeal the motor vehicle registration surcharge prior to its scheduled "sunset" of June 30. Further, we would urge that the surcharge be kept in place until a permanent means to address sustainable transportation funding is put in place.

The Rockingham Planning Commission is responsible for Federally-mandated regional transportation planning in the 27 communities we serve. As such, we are keenly aware of the transportation needs of the region and the state and the fiscal challenges of meeting the maintenance, preservation and capital needs of that system - both at the state and local levels. Our number one legislative priority this year is to support legislation that will address long term, sustainable, transportation funding at the state and local level.

Repealing the surcharge before the end of the fiscal year will introduce new deficit spending in the current budget since most of the expenses planned for the year have already been incurred. We do not see how that can improve the situation, either on the funding or expenditure sides of the ledger.

Our bigger concern, however is with the sunset itself. The registration fee was put in place as a stop gap measure in anticipation of recommendations from the Legislative Study Commission on Sustainable Transportation Funding (the HB-2 Commission). None of those funding options or recommendations have been acted on and so some form of "stop gap" is still necessary. The structural transportation funding problem has not yet been addressed. According to the Study Commission's final report, the sunset of the registration surcharge will remove \$86M in transportation funding available in the next biennium and will threaten both the state's transportation capital program, but local block grants as well.

The HB-2 Commission was, in part, studying a structural problem in funding the transportation system through the gas tax which has produced a long term decline in inflation-adjusted dollars available to fund the state highway system. That decline is due to three factors: 1) no adjustment in the gas tax since 1991; 2) the gradual introduction of more fuel efficient vehicles, and, 3) construction costs that have risen faster than inflation. When adjusted for inflation, the 18 cent/gallon state gas tax rate set in 1991 raises an equivalent of just 10.5 cents today. In the meantime, the state's population and number of cars on the road has grown by nearly twenty percent and the miles driven each year has grown by 30 to 40%. It is no wonder we are struggling to maintain our highways and bridges.

If the registration surcharge is sunset and no replacement funding source is put in place, important and widely supported projects will have to be removed from the State transportation improvement program (STIP) (to maintain fiscal constraint as required by federal law) and Ten Year Plan. In some cases this will undoubtedly lead

Rockingham Planning Commission

Page 2 of 2

to their cancellation. That will have a negative impact on employment from cancelled or delayed projects as well as a longer term economic impact statewide from transportation infrastructure that is not maintained, preserved or upgraded to meet present, let alone future, needs.

I appreciate the opportunity to comment and apologize for being unable to attend today's hearing. Thank you for your consideration

Sincerely,



Cliff Sinnott
Executive Director

cc: Senator Jack Barnes, District 17
Senator Amanda Merrill, District 21
Senator Chuck Morse, District 22
Senator Robert Prescott, District 23
Senator Nancy Stiles, District 24
Commissioner George Campbell, NHDOT
Peter Griffin, Chair, Rockingham Planning Commission

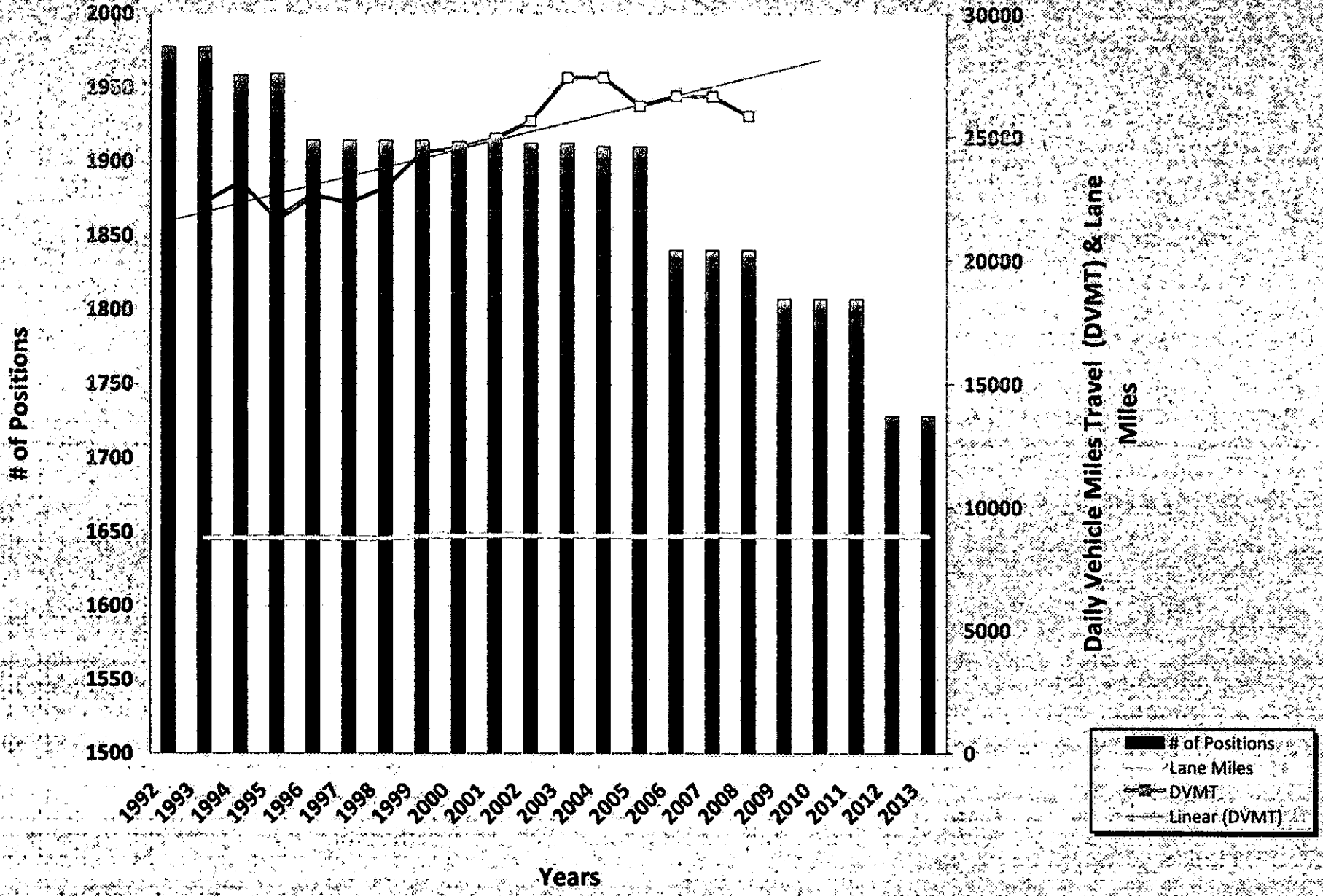
STATE OF NEW HAMPSHIRE
COMPARATIVE STATEMENT OF UNDESIGNATED SURPLUS
HIGHWAY FUND
GAAP BASIS
(Dollars in Thousands)

2/14/2011 11:35

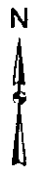
	ACTUAL		PROJECTED					
	2010		2011		2012		2013	
	OPERATING	CAPITAL	OPERATING	CAPITAL	OPERATING	CAPITAL	OPERATING	CAPITAL
Balance, July 1 (Budgetary)	\$1,331	(\$36,692)	\$45,837	\$226,044	\$23,758	\$146,044	\$24,801	\$31,044
Additions:								
Gasoline Road Toll	123,741		126,480		126,345		126,345	
Motor Vehicle Fees	150,158		132,000		138,024		138,024	
Miscellaneous	22,878		18,842		18,107		18,107	
Total Unrestricted Revenue	296,777	0	277,322	0	282,476	0	282,476	0
Revenue Enhancements:								
Retroactive Turnpike Toll Credits	12,719		2,000		1,000		0	
Bonds Authorized		240,000						
Proceeds from I-95 Property Sale (Principal & Interest)	30,000		20,000		26,000		26,000	
Total Additions	339,496	240,000	299,322	0	309,476	0	308,476	0
Deductions:								
Net Appropriations	278,419	1,363	312,668	8,500	302,993	8,500	304,190	8,500
Appropriations (GARVEE Bond Proceeds)				80,000		115,000		0
Less: Lapses	(12,389)	(2,860)	(6,144)		(6,060)		(6,084)	
Net Appropriations	266,030	(1,497)	306,524	88,500	296,933	123,500	298,106	8,500
Other Debits	879		6,377		3,000		3,000	
Total Deductions	266,909	(1,497)	312,901	88,500	299,933	123,500	301,106	8,500
Current Year Balance	72,587	241,497	(13,579)	(88,500)	9,543	(123,500)	7,370	(8,500)
Transfer to Capital Account	(21,239)	21,239	(8,500)	8,500	(8,500)	8,500	(8,500)	8,500
Transfer (to) from General Fund	(6,842)							
Balance, June 30 (Budgetary)	45,837	226,044	23,758	146,044	24,801	31,044	23,671	31,044
GAAP Adjustments	(18,817)	(244,168)	(18,000)	(163,000)	(13,000)	(48,000)	(13,000)	(48,000)
Balance, June 30 (GAAP)	\$27,020	(\$18,124)	\$5,758	(\$16,956)	\$11,801	(\$16,956)	\$10,671	(\$16,956)

	B	C	D	E	F	G	H	I	J	K	L	N
1	STATE OF NEW HAMPSHIRE											
2	COMPARATIVE STATEMENT OF UNDESIGNATED SURPLUS											
3	HIGHWAY FUND											
4	GAAP BASIS											
5	(Dollars in Thousands)											
7	Assumes No Surcharge											
8		ACTUAL				PROJECTED						
9		2010		2011		2012		2013				
10		OPERATING	CAPITAL	OPERATING	CAPITAL	OPERATING	CAPITAL	OPERATING	CAPITAL			
12	Balance, July 1 (Budgetary)	\$1,331	(\$36,692)	\$45,837	\$226,044	\$17,162	\$146,044	(\$6,203)	\$31,044			
14	Additions:											
15	Gasoline Road Toll	123,741		128,480		126,345		128,345				
16	Motor Vehicle Fees	150,158		125,404		108,324		108,324				
17	Miscellaneous	18,697		18,842		18,107		18,107				
19	Total Unrestricted Revenue	292,596	0	270,726		252,776		252,776	0			
22	Revenue Enhancements:											
23	Retro Turnpike Toll Credits	12,700		2,000		1,000		0				
24	Bonds Authorized		240,000									
25	Proceeds from I-95 Property Sale (Principal & Interest)	34,200		20,000		26,000		26,000				
27	Total Additions	339,496	240,000	292,726	0	279,776	0	278,776	0			
29	Deductions:											
31	Net Appropriations	278,419	1,363	312,423	8,500	297,593	8,500	298,790	8,500			
32	Appropriations (GARVEE Bond Proceeds)				80,000		115,000		0			
33	Less: Lapses	(12,389)	(2,860)	(6,144)		(5,952)		(5,976)				
34						2%		2%				
35	Net Appropriations	266,030	(1,497)	306,279	88,500	291,641	123,500	292,814	8,500			
37	Other Debits	879		6,622		3,000		3,000				
39	Total Deductions	266,909	(1,497)	312,901	88,500	294,641	123,500	295,814	8,500			
41	Current Year Balance	72,587	241,497	(20,175)	(88,500)	(14,865)	(123,500)	(17,038)	(8,500)			
43	Transfer to Capital Account	(21,239)	21,239	(8,500)	8,500	(8,500)	8,500	(8,500)	8,500			
44	Transfer (to) from General Fund	(6,842)										
46	Balance, June 30 (Budgetary)	45,837	226,044	17,162	146,044	(6,203)	31,044	(31,741)	31,044			
48	GAAP Adjustments	(18,817)	(244,168)	(18,000)	(163,000)	(13,000)	(48,000)	(13,000)	(48,000)			
50	Balance, June 30 (GAAP)	\$27,020	(\$18,124)	(\$838)	(\$16,956)	(\$19,203)	(\$16,956)	(\$44,741)	(\$16,956)			
53	S:\REPORT & ANALYSIS\2012 2013 Budget\Biennium Budget\SURPLUS\Highway Surplus 2-11-11.xls\SB-78 impact											

NHDOT Positions VS DVMT & Lane Miles



Impacted Towns Reduced Funding Levels

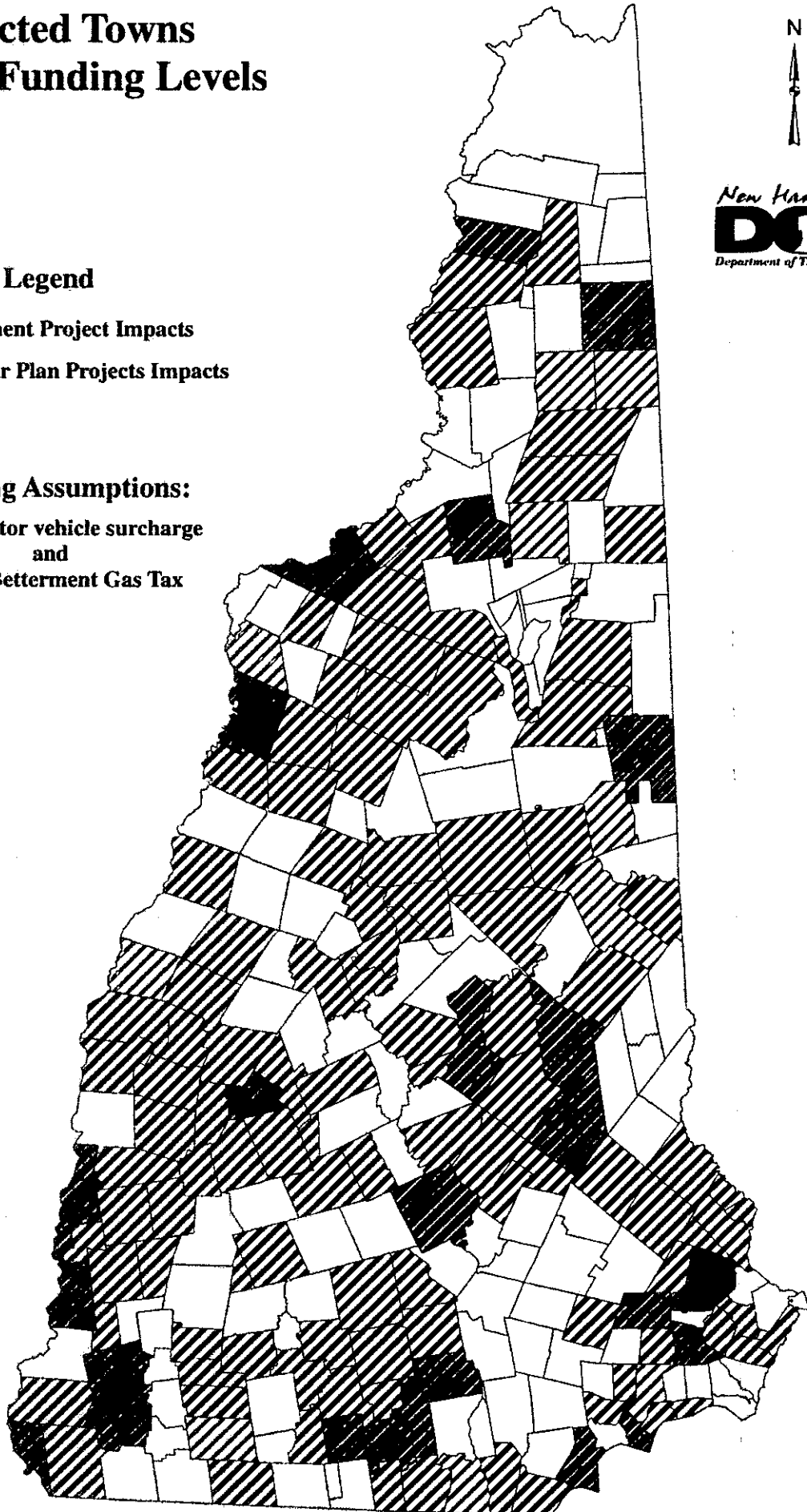


New Hampshire
DOT
Department of Transportation

Legend

- Betterment Project Impacts
- Ten Year Plan Projects Impacts

Funding Assumptions:
Sunset motor vehicle surcharge
and
3 Cent Betterment Gas Tax



Ten Year Plan Budget Project Impacts

Assuming \$15 M/yr in hard match not in budget and
\$10 - 14 M/yr in direct budgeting of Federal Funding in budget
 = \$25 - 29 M/yr in project impacts

Projects in 2012 – 2020 from the Ten Year Plan that would be dropped (in **bold**) due to Budget reductions

2012

Alton 14121D – NH 28/Stockbridge Corner Rd intersection	1.5 M
Concord 12004 – Sewalls Falls Rd Bridge replacement	14.0 M (partial earmark)
Durham- Newmarket 13080 - NH 108 rehabilitation & shoulders	4.2 M
Milford-Nashua 10136 – NH 101A Intersection improvements	3.0 M
Nashua 10136 A – NH 101A widening, Celina Ave-Amherst St	3.6 M
Walpole-Charlestown 14747 – NH 12 reconstruction	<u>4.0 M</u>
	30.3 M

Other major projects at risk

Enfield-Lebanon 13962 – I-89 rehab, Ex 15-17 (2 red list bridges)	13.0 M
Meredith 10430 – NH 25/US3 reconstruction/roundabout	5.0 M (partial earmark)
Nashua 10040H – Broad Street Parkway	5.6 M (partial earmark)
Woodstock-Lincoln 15755 – I-93 rehabilitation	12.0 M

(7 on-shelf, advanced red list bridges) (23.5 M)

2013

Haverhill-Bath 10436 – US 302 reconstruction	2.5 M
Keene-Swanzey 10309P – NH 9/10/12/101 multi-use trail bridge	3.1 M
Lebanon 10034A – Mechanic Street reconstruction	2.5 M (municipal)
Milford-Nashua 10136 – NH 101A Intersection improvements	3.0 M
Plaistow-Kingston 10044G – NH 125 reconstruction	6.0 M
Walpole-Charlestown 14747 – NH 12 reconstruction	4.0 M
Wilton-Bedford 13692 – NH 101 Safety Improve	<u>3.0 M</u>
	24.1 M

Other major projects at risk

Hooksett 12537 – US3/NH 28 reconstruction	4.6 M (partial earmark)
Nashua 10040I – Broad Street Parkway	10.6 M (partial earmark)

(Red list bridges trying to advance: Stewartstown-Cannan, Charlestown – Vilas Bridge)

2014

Durham - US 4/NH 108 interchange reconfiguration	0.5 M
Hinsdale-Brattleboro 12210* – NH 119 bridge replacement	16.5 M
Keene 10309B – Winchester St reconstruction	<u>2.0 M</u>
	19.0 M

2014 Other major projects at risk

Lebanon I-89 rehab, exit 17-20 (4 red list bridges)	14.0 M
Nashua 10040K – Broad Street Parkway	1.2 M (partial earmark)
Warner 15932 – I-89 rehabilitation, exit 8 – 9	8.0 M

(3 on-shelf advanced red list bridges) 14.0 M)

*assume Hinsdale-Brattleboro gets shifted to start in 2015 (red list bridges)

2015

Barnstead-Alton 14121 – NH 28 rehabilitation	1.6 M
Exeter 14090A – Park St. bridge replacement	2.5 M
Keene 10309B – Winchester St. reconstruction	2.2 M
Keene-Swanzey 13090L – NH 12/101 interim widening	5.3 M
Madison-Conway – Conway Bypass (south seg.)	11.5 M
Ossipee 10431 – NH 16 rehabilitation at NH 28 Intersection	3.5M
Ossipee 13910 – NH 25/NH 16 Intersection improvement	2.0 M
	28.6 M

Other major projects at risk

Hinsdale-Brattleboro 12210 – NH 119 bridge replacement	17.6 M
Sutton-New London 15748 – I-89 rehab, exit 10 –11	11.5 M
Walpole-Charlestown 14747 – NH 12 reconstruction	5.0 M

2016

Jefferson-Randolph 13602B – US 2 reconstruction	3.2 M
Madison-Conway – Conway Bypass (south seg.)	19.0 M
Salem 12334 – NH 28 Salem Depot	2.5 M
	24.7 M

Other major projects at risk

Lincoln, I-93 Rehabilitation (US 3 bridge – Whitehouse bridge.)	5.0 M
Nashua 13931 Broad Street reconstruction	4.2 M
Warner-Sutton 15747 – I-89 rehab, exit 9-10	10.5 M

2017

Colebrook, NH 26 Bridge rehabilitation over Mohawk River	1.0 M
Keene-Swanzey 10309J – NH 9/101 ‘T’ Int. improvements	2.5 M
Littleton-Waterford*, I-93 rehab, exit 41–Vt (2 red list bridges)	12.0 M
Madison-Conway – Conway Bypass (south seg.)	7.5 M
Nashua, East Hollis Street reconstruction	2.2 M
	25.2 M

Other major projects at risk

Lancaster – Guildhall, Vt, Rogers Rangers Bridge rehab (red list)	2.0 M
Lebanon - Hartford, VT, I-89, Conn. River Bridges rehab (red list)	10.0 M
Ossipee, NH 16, south of NH 25, rehabilitation (4 red list bridges)	9.0 M
Roxbury-Sullivan, NH 9 rehabilitation (red List bridge)	5.0 M

*assume Littleton-Waterford gets shifted to start in 2018 (red list bridges)

2018

Belmont-Laconia, NH 106 reconstruction south of bypass	3.0 M
Madison-Conway – Conway Bypass (south seg.)	14.0 M
Nashua, Main Street reconstruction, Hollis St. – Orchar Ave	2.2 M
Plaistow-Kingston 10044E – NH 125 reconstruction	<u>7.5 M</u>
	26.7 M

Other major projects at risk

Acworth, NH 123A , replace bridge over Bowers Brook (red list)	1.0 M
Durham, US 4 Replace bridge over Bunker Creek (red list)	4.0 M
Lebanon - Hartford, VT, I-89, Conn. River Bridges rehab (red list)	10.0 M
Littleton-Waterford, I-93 rehab, exit 41-Vt (2 red list bridges)	12.0 M

2019

Dummer-Errrol, NH 16 rehabilitation	5.0 M
Madison-Conway – Conway Bypass (south seg.)	14.0 M
Plaistow-Kingston 10044E – NH 125 reconstruction	<u>8.0 M</u>
	27.0 M

Other major projects at risk

Columbia, US 3 rehabilitate bridge over Cone Brook (red list)	1.0 M
Danbury, US 4 rehabilitate bridge over NH RR (red list)	1.5 M
Hopkinton, US202/9 replace bridge over Hatfield Road (red list)	3.0 M
Franconia - Littleton, I-93 Rehabilitation (Ex 36 – 41)	10.0 M
Wilton, NH 31 rehabilitate bridge over Souhegan River (red list)	2.5 M

2020

Bedford, NH 101 widening from NH 114 to Wallace Rd	7.0 M
Epping, NH 125 reconstruction from NH 27 to NH 87	4.2 M
Jaffrey, Main Street roundabout (NH 124/US 202, “dog-leg”)	6.2 M
New London, NH 114, Main Street reconstruction	2.0 M
Wilton-Bedford, NH 101 improvements	<u>7.0 M</u>
	26.4 M

Other major projects at risk

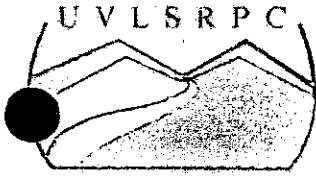
Franconia - Littleton, I-93 Rehabilitation (Ex 36 – 41)	10.0 M
Northfield, I-93 rehabilitate bridges over Winni. River (red list)	3.0 M
Pelham, Main Street, rehabilitate bridge over Beaver Brk (red list)	1.5 M

Betterment Program Budget Project Impacts

Projects planned by maintenance districts under Betterment program areas (over the next 2 – 4 years) that would be affected due to budget reductions, \$36.5 m current program funding to \$22.5 m program.

<u>Dist.</u>	<u>Name/Location</u>	<u>Type/program</u>	<u>Cost</u>
3	Conway, River Rd./ Saco Overflow	Bridge painting	\$.3m
3	Conway, River Rd. / Saco River	Bridge painting	\$.4m
1	Crawford's Purchase, Base Station Rd./Ammonoosuc River	Bridge painting	\$.3m
2	Lyme, Dorchester Rd./Grant Brook	Bridge painting	\$.3m
1	Pinkham's Grant, NH 16/Peabody River	Bridge painting	\$.4m
2	Rumney, NH 25/Gröton Hollow Brook	Bridge painting	\$.3m
5	Amherst, NH 101/Boston Post Road	Bridge rehab/painting	\$1.0m
2	Plainfield, Stage Rd./Blow-me-Down Brook	Bridge rehab/painting	\$1.0m
2	Sunapee 2400' guardrail replacement	Guardrail	\$40,000
2	Croydon 4500' guardrail replacement	Guardrail	\$72,000
2	Enfield 800' guardrail replacement	Guardrail	\$14,000
2	Canaan 2800' guardrail replacement	Guardrail	\$45,000
2	Wilmington 800' guardrail replacement	Guardrail	\$14,000
3	Conway 4300' guardrail replacement	Guardrail	\$83,000
3	Holderness 4600' guardrail replacement	Guardrail	\$120,000
3	Ashland 5000' guardrail replacement	Guardrail	\$110,000
4	Rindge, 4000' guardrail replacement	Guardrail	\$100,000
4	Fitzwilliam 2000' guardrail replacement	Guardrail	\$50,000
4	Hinsdale 3000' guardrail replacement	Guardrail	\$750,000
5	Dunbarton 3300' guardrail replacement	Guardrail	\$86,000
5	New Boston/Weare 5500' guardrail replacement	Guardrail	\$145,000
6	Deerfield 6000' guardrail replacement	Guardrail	\$82,000
6	Hampton 5000' guardrail replacement	Guardrail	\$80,000
6	Somersworth 1000' guardrail replacement	Guardrail	\$30,000
6	Barrington 430' guardrail replacement	Guardrail	\$10,000
1	Bethlehem, US 302 at unnamed Brook	Culvert replacement	\$.4m
1	Shelburne, US 2 at Kidder Brook	Culvert replacement	\$.4m
2	Sunapee, NH 11	Culvert replacement	\$.4m
2	Lebanon, NH 10	Culvert replacement	\$.4m
3	Tilton, US 3	Culvert replacement	\$.5m
3	Campton, I-93 SB	Culvert replacement	\$.5m
4	Rindge, US 202/NH 9	Culvert replacement	\$.4m
4	Lyndeborough, NH 31	Culvert replacement	\$.4m
5	Manchester, NH 121	Culvert replacement	\$.4m

5	Auburn, NH 121	Culvert replacement	\$.4m
6	Rochester, Pickering Road	Culvert replacement	\$.4m
3	Durham, Madbury Road	Culvert replacement	\$.4m
1	Franconia, NH 18/Lafayette Brook	Bridge Rehabilitation	\$45,000
1	Littleton, NH 116/Palmer Brook	Bridge Rehabilitation	\$75,000
1	Errol, NH 16/Moose Pond Outlet	Bridge Rehabilitation	\$40,000
3	Effingham, NH 153/South River	Bridge Rehabilitation	\$35,000
5	Concord, Currier Rd/Ash Brook	Bridge Rehabilitation	\$60,000
1	Dalton, NH 142/Black Brook	Bridge Rehabilitation	\$60,000
1	Colebrook , US 3/NH 26	Intersection improvement	\$125,000
1	Gorham , US 3/US 2	Intersection improvement	\$150,000
1	Woodstock, US 3/NH 112	Intersection improvement	\$250,000
2	Bristol, NH 3A/NH 104	Intersection improvement	\$150,000
2	Hebron, NH 3A/North Shore Road	Intersection improvement	\$60,000
2	New London, NH 103A/Stoney Brook Rd	Intersection improvement	\$100,000
3	Ashland, NH 132/Winona Rd	Intersection improvement	\$50,000
3	Loudon, NH 129/Bee Hole Rd	Intersection improvement	\$70,000
3	Moultonborough, NH 25/Glidden Rd	Intersection improvement	\$30,000
4	Fitzwilliam, NH 119/Holman Rd	Intersection improvement	\$75,000
4	Lyndeborough, NH 31/Old Temple Rd	Intersection improvement	\$100,000
4	Swansey, NH 33/Flat Roof Road Rd	Intersection improvement	\$75,000
5	Brookline, NH 130/Cross Road	Intersection improvement	\$50,000
5	Litchfield, NH 3A/Hillcrest Road	Intersection improvement	\$100,000
5	Hollis, NH 122/NH 130	Intersection improvement	\$250,000
6	Hampstead, NH 111/NH 121A	Intersection improvement	\$200,000
6	Madbury, NH 155/Town Hall Rd	Intersection improvement	\$50,000
6	Portsmouth, NH 1A/NH 1B	Intersection improvement	\$100,000
1	Greens Grant, NH 16	Roadway rehab/reclaim	\$1.5m
1	Stratford, US 3	Roadway rehab/reclaim	\$.75m
1	Milan, NH 16	Roadway rehab/reclaim	\$.1m
1	Berlin, East Side Road	Roadway rehab/reclaim	\$.5m
2	Webster, NH 127	Roadway rehab/reclaim	\$1.0m
2	Sutton, NH 114	Roadway rehab/reclaim	\$.3m
2	Newbury, NH 103A	Roadway rehab/reclaim	\$1.0m
3	Gilmanton, NH 129	Roadway rehab/sandwich	\$.6m
3	Center Harbor, NH 25B	Roadway rehab/sandwich	\$1.3m
3	Sandwich, Little Pond Road	Roadway rehab/sandwich	\$.9m
4	Harrisville, Breed Road	Roadway rehab/reclaim	\$.5m
4	Swanzey, Flat Roof Mill Road	Roadway rehab/reclaim	\$.7m
5	Canterbury, NH 132	Roadway rehab/reclaim	\$1.2m
6	Deerfield, NH 43	Roadway rehab/reclaim	\$1.3m
	Epping, NH 27	Roadway rehab/reclaim	\$1.3m



Upper Valley Lake Sunapee
Regional Planning Commission

February 15, 2011

Honorable Senator Odell
Chairman, Ways and Means Committee
Statehouse Room 302
107 North Main Street
Concord, NH 03301

RE: SB 78

Dear Chairman Odell and Honorable Committee Members,

According to the final report of the Commission to Study Future Sustainable Revenue Sources for Funding Improvements to State and Municipal Highways and Bridges, if nothing is done to address the shortfall between revenues and current highway system costs, projections show that the highway fund will have a \$1.2 billion cumulative deficit in 10 years. In the 2009 session, a motor vehicle fee surcharge was a compromise between proponents of raising the gas tax and those favoring aggregation. The temporary motor vehicle surcharge is legislated to expire on June 30, 2011. The results from the Commission have yet to be implemented in order to fund the following: a) the current level of critical road and bridge maintenance; b) the highway construction projects currently listed in the scaled back Ten Year Transportation Improvement Plan; c) the current operating budgets for the Departments of Transportation and Safety. Without implementing alternative revenue mechanisms we urge this Committee not to pass SB78.

The role of the regional planning commissions in New Hampshire is to assist municipalities in determining projects that should be listed within the Ten Year Plan. No new project solicitation has taken place in the Upper Valley Lake Sunapee region in over 6 years. Projects continue to be pushed out on the timeline and deferred maintenance continues to decay opportunities to build main streets and communities that attract businesses. I'll present just a couple of examples of projects within the region that continue to impose increasingly difficult fiscal situations on local municipalities and devastate municipalities' ability to increase economic prosperity.

A state bridge in the Town of Acworth was damaged in the flood of 2005. By 2007 the bridge was asked to be put on the Ten Year Plan (TYP) as an emergency project. Funding from the Federal Emergency Management Administration was made available due to the flood caused damage, but funding through the state aid bridge project could not match the FEMA dollars due to the vast number of projects already in line to receive funding, FEMA funding was returned to FEMA. The bridge remains on the TYP and is currently scheduled to be reconstructed in 2018. In Enfield another state bridge connecting Route 4 to Route 4A was

being monitored. After divers revealed structural damage was far greater than originally thought, the bridge was closed overnight. Down the road from this currently closed bridge another deferred maintenance state bridge is lined with netting in order to keep falling concrete from harming those using the rail/trail below. This bridge on Route 4 in Lebanon is now the only access to Enfield and Canaan and other points northeast from the growing urban area of Lebanon/Hanover. This failing bridge carries over 10,000 vehicles each day. Route 10 traveling through Newport, Goshen and Lempster was removed from the TYP because other projects became more immediate needs. After years of deferred maintenance the road will now require full depth reconstruction costing significantly more than if the road had been maintained. This is just a sample of the myriad issues for transportation infrastructure in the region.

The region neither has in place nor does it foresee any new infrastructure projects. Instead municipalities through the TYP process have simply tried to maintain the current failing system. State roads within the region run through main streets. Businesses rely on these transportation corridors. Municipal roads are generally in worse condition than state roads and 366 local bridges are red listed bridges in need of repair. Cities and Towns have only two sources of revenue to maintain and improve this infrastructure; State Aid from the Highway Fund or local property taxes. Municipalities share 12% of the amount of annual revenues raised in the Highway Fund, which are generated by the gas tax and motor vehicle fees. The only alternative available for Towns and Cities to raise additional revenue is to increase local property taxes. Without maintaining these revenues, municipal roads and bridges will continue to decline.

If the Senate supports the passage of SB78, there must be some alternative funding mechanism to replace these revenues or the cost of supporting necessary infrastructure for businesses that keep our communities vibrant will lie with municipalities and local citizens.



Christine Walker

Executive Director

Upper Valley Lake Sunapee Regional Planning Commission

ACEC-NH

AMERICAN COUNCIL OF
ENGINEERING COMPANIES
OF NEW HAMPSHIRE



Statement of opposition to SB 78 relative to motor vehicle registration fees, Senate Ways & Means Committee, Hearing: 2/15/11, Room 100 State House, 2:15 p.m.

Thank you Mr. Chairman and members of the committee, for the record my name is Alex Koutroubas and I'm the Executive Director of ACEC-NH, which stands for the American Council of Engineering Companies of NH.

ACEC is a national organization with chapters in nearly every state. Locally, we represent 46 engineering firms throughout NH who employ over 800 individuals. Many of these firms handle the planning, design, construction, and operation of highways, roads and bridges in NH. Our firms analyze traffic volumes for safety and capacity. We also use civil engineering principles to improve the transportation system.

Our Board of Directors voted unanimously to oppose SB 78 because reducing highway fund revenue will hurt NH's economy and negatively impact public safety.

State & municipal highway projects all help improve NH's economy on a daily basis. NH engineering companies are concerned that a loss of highway fund revenue will mean a cut in state and locally funded projects. This could result in layoffs, further hurting the economy.

We are also concerned that a loss of revenue to the highway fund will hinder the state's ability to properly maintain our transportation infrastructure which keeps the traveling public safe.

ACEC-NH believes that user fees are the appropriate way to fund transportation needs in NH. Therefore we support the current vehicle registration fees and the continuation of the \$30 surcharge beyond June 30th.

We do not believe these fees should be reduced or repealed as the loss of highway funds will negatively affect many in the engineering industry in NH.

Thank you.

Alex Koutroubas
ACEC-NH Executive Director

DEPARTMENT OF SAFETY
HIGHWAY FUND REVENUE
BY 12-13

	<u>BY</u> <u>2011</u>	<u>BY</u> <u>2012</u>	<u>BY</u> <u>2013</u>
Gross Appropriations Highway Fund (with surcharge revenue)	\$ 315,024,000	\$ 311,493,000	\$ 312,690,000
Less Block Grant Aid		\$ (36,000,000)	\$ (36,000,000)
Gross Appropriation Net of Highway Block Grant Aid		\$ 275,493,000	\$ 276,690,000
28% Highway Fund Allocation for 2012 & 2013 (with surcharge revenue)		\$ 77,138,040	\$ 77,473,200
Safety Governor's Phase Highway Funded Budget		\$ 80,309,354	\$ 80,348,486
Comparison of 28% Cap vs. Governor's Budget		\$ (3,171,314)	\$ (2,875,286)
<hr/> <hr/>			
Total Highway Fund Appropriations (without surcharge revenue)		\$ 281,793,000	\$ 282,990,000
Less Block Grant Aid		\$ (36,000,000)	\$ (31,000,000)
Total Highway Fund Appropriations Estimated (without surcharge revenue)		\$ 245,793,000	\$ 251,990,000
28% Highway Fund Allocation for 2012 & 2013 (without surcharge revenue)		\$ 68,822,040	\$ 70,557,200
Safety Governor's Phase Highway Funded Budget		\$ 80,309,354	\$ 80,348,486
Comparison of 28% Cap Governor's Budget vs. No Surcharge Revenue		\$ (11,487,314)	\$ (9,791,286)

Saved Bill 78

Brian Hawkins Representing SEA 271-3411 x/20
in opposition

ROCKINGHAM



PLANNING COMMISSION

156 Water Street, Exeter, NH 03833
Tel. 603-778-0885 • Fax: 603-778-9183
email@rpc-nh.org • www.rpc-nh.org

February 15, 2011

Senator Robert Odell, Chair
Ways and Means Committee
State House - Room 302
107 North Main Street
Concord, New Hampshire 03301

RE: SB-78 - Relative to motor vehicle registration fees.

Dear Senator Odell and Committee members:

I am writing to express my agency's concern regarding SB-78 which would repeal the motor vehicle registration surcharge prior to its scheduled "sunset" of June 30. Further, we would urge that the surcharge be kept in place until a permanent means to address sustainable transportation funding is put in place.

The Rockingham Planning Commission is responsible for Federally-mandated regional transportation planning in the 27 communities we serve. As such, we are keenly aware of the transportation needs of the region and the state and the fiscal challenges of meeting the maintenance, preservation and capital needs of that system - both at the state and local levels. Our number one legislative priority this year is to support legislation that will address long term, sustainable, transportation funding at the state and local level.

Repealing the surcharge before the end of the fiscal year will introduce new deficit spending in the current budget since most of the expenses planned for the year have already been incurred. We do not see how that can improve the situation, either on the funding or expenditure sides of the ledger.

Our bigger concern, however is with the sunset itself. The registration fee was put in place as a stop gap measure in anticipation of recommendations from the Legislative Study Commission on Sustainable Transportation Funding (the HB-2 Commission). None of those funding options or recommendations have been acted on and so some form of "stop gap" is still necessary. The structural transportation funding problem has not yet been addressed. According to the Study Commission's final report, the sunset of the registration surcharge will remove \$86M in transportation funding available in the next biennium and will threaten both the state's transportation capital program, but local block grants as well.

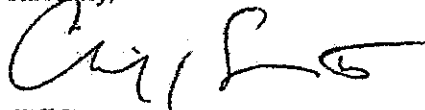
The HB-2 Commission was, in part, studying a structural problem in funding the transportation system through the gas tax which has produced a long term decline in inflation-adjusted dollars available to fund the state highway system. That decline is due to three factors: 1) no adjustment in the gas tax since 1991; 2) the gradual introduction of more fuel efficient vehicles, and, 3) construction costs that have risen faster than inflation. When adjusted for inflation, the 18 cent/gallon state gas tax rate set in 1991 raises an equivalent of just 10.5 cents today. In the meantime, the state's population and number of cars on the road has grown by nearly twenty percent and the miles driven each year has grown by 30 to 40%. It is no wonder we are struggling to maintain our highways and bridges.

If the registration surcharge is sunset and no replacement funding source is put in place, important and widely supported projects will have to be removed from the State transportation improvement program (STIP) (to maintain fiscal constraint as required by federal law) and Ten Year Plan. In some cases this will undoubtedly lead

to their cancellation. That will have a negative impact on employment from cancelled or delayed projects as well as a longer term economic impact statewide from transportation infrastructure that is not maintained, preserved or upgraded to meet present, let alone future, needs.

I appreciate the opportunity to comment and apologize for being unable to attend today's hearing. Thank you for your consideration

Sincerely,



Cliff Sinnott
Executive Director

- cc: Senator Jack Barnes, District 17
 Senator Amanda Merrill, District 21
 Senator Chuck Morse, District 22
 Senator Robert Prescott, District 23
 Senator Nancy Stiles, District 24
 Commissioner George Campbell, NHDOT
 Peter Griffin, Chair, Rockingham Planning Commission

February 18, 2011

Honorable Senator Odell
Chairman, Ways and Means Committee
Statehouse Room 302
107 North Main Street
Concord, NH 03301

RE: SB 78

Dear Chairman Odell and Honorable Committee Members,

On behalf of the New Hampshire Association of Regional Planning Commissions I am writing to express concern regarding SB-78 which will repeal the motor vehicle registration surcharge prior to its scheduled "sunset" of June 30. Further, we urge that the "compromise surcharge" be kept in place until a permanent means to address sustainable transportation funding is enacted.

Repealing the surcharge before the end of the fiscal year will introduce new deficit spending in the current budget since most of the expenses planned for the year have already been incurred. We do not see how that can improve the situation, either on the funding or expenditure sides of the ledger.

The HB-2 Commission was, in part, studying a structural problem in funding our transportation system through the gas tax which has produced a long term decline in inflation-adjusted dollars. That decline is due to three factors:

- 1) no adjustment in the gas tax since 1991;
- 2) the gradual introduction of more fuel efficient vehicles, and,
- 3) construction costs that have risen faster than inflation.

When adjusted for inflation, the 18 cent/gallon state gas tax rate set in 1991 raises an equivalent of just 10.5 cents today. In the meantime, the state's population and number of cars on the road have grown by nearly twenty percent and the miles driven each year has grown by 30 to 40%. It is no wonder we are struggling to maintain our highways and bridges, and, if nothing is done to address the shortfall between revenues and current highway system costs, projections show that the highway fund will have a \$1.2 billion cumulative deficit in 10 years.

The results from the Commission have yet to be implemented in order to fund:

- 1) the current level of critical road and bridge maintenance;
- 2) the highway construction projects currently listed in the scaled back Ten Year Transportation Improvement Plan; and,
- 3) the current operating budgets for the Departments of Transportation and Safety.

One of the roles of Regional Planning Commissions in New Hampshire is to assist municipalities in determining projects that should be listed within the Ten Year Plan.

For the past six years many projects have been pushed out on the timeline and deferred maintenance has left State and municipal roads in deteriorating condition along with 366 local bridges red-listed.

If the registration surcharge is sunset and no replacement funding source is put in place, there will be no choice but to remove important and widely supported projects from the State transportation improvement program (STIP) (to maintain fiscal constraint as required by federal law) and from Ten Year Plan. That will have a negative impact on employment from cancelled or delayed projects as well as a longer term economic impact statewide from transportation infrastructure that is not maintained, preserved or upgraded to meet present, let alone future, needs.

Cities and Towns have only two sources of revenue to maintain and improve this infrastructure; State Aid from the Highway Fund or local property taxes. Municipalities share 12% of the amount of annual revenues raised in the Highway Fund, which are generated by the gas tax and motor vehicle fees. The only alternative available for Towns and Cities to raise additional revenue is to increase local property taxes. Without maintaining these revenues, municipal roads and bridges will continue to deteriorate.

Unless and until the HB-2 Commission funding options or recommendations have been implemented, some sort of "stop gap" is still necessary and we urge the Committee not to pass SB78.

Thank you for your consideration of our request.

Respectfully submitted,



Kenn Ortman, Chair

New Hampshire Association of Regional Planning Commissions



Southern New Hampshire Planning Commission

438 Dubuque Street, Manchester, NH 03102-3546, Telephone (603) 669-4664 Fax (603) 669-4350

www.snhpc.org

February 18, 2011

Honorable Senator Odell
Chairman, Ways and Means Committee
Statehouse Room 302
107 North Main Street
Concord, NH 03301

RE: SB 78

Dear Chairman Odell and Honorable Committee Members:

The Southern New Hampshire Planning Commission would like to express our concern regarding SB-78, which would repeal the motor vehicle registration surcharge prior to its scheduled "sunset" of June 30. We urge you that the "compromise surcharge" be kept in place until a permanent means to address sustainable transportation funding is enacted.

The Southern New Hampshire Planning Commission is comprised of the City of Manchester and twelve surrounding municipalities, with an estimated population of over 270,000 people. One the key goals of the Planning Commission is provide a safe, economical, energy-efficient, and convenient transportation system comprised of roads and highways, bike and pedestrian ways, and rail, air, and bus services. This integrated system should provide people within the region the ability to readily access goods and services, and will support the desired regional economic development.

The Planning Commission is aware of the transportation needs of the region and the state, and the fiscal challenges of meeting the maintenance, preservation and capital needs of that system, both at the state and local levels. We support legislation that will address long term, sustainable, transportation funding.

Repealing the surcharge before the end of the fiscal year will result in an additional loss of \$6.6 million to the highway fund, which in turn will result in an addition loss to Betterment and Block Grant Aid to communities.

The HB-2 Commission was, in part, studying a structural problem in funding our transportation system through the gas tax, which has produced a long term decline in inflation-adjusted dollars. That decline is due to three factors:

- 1) no adjustment in the gas tax since 1991;
- 2) the gradual introduction of more fuel efficient vehicles, and,
- 3) construction costs that have risen faster than inflation.

When adjusted for inflation, the 18 cent/gallon state gas tax rate set in 1991 raises an equivalent of just 10.5 cents today. In the meantime, the state's population and number of cars on the road have grown by nearly twenty percent, and the miles driven each year has

grown by 30 to 40 percent. It is no wonder we are struggling to maintain our highways and bridges. If nothing is done to address the shortfall between revenues and current highway system costs, projections show that the highway fund will have a \$1.2 billion cumulative deficit in 10 years.

The results from the Commission have yet to be implemented in order to fund:

- 1) the current level of critical road and bridge maintenance;
- 2) the highway construction projects currently listed in the scaled back Ten-Year Transportation Improvement Plan; and
- 3) the current operating budgets for the Departments of Transportation and Safety.

One of the roles of the Planning Commission is to assist municipalities in determining projects that should be listed within the Ten-Year Plan. For the past six years many projects have been pushed out on the timeline, and deferred maintenance has left State and municipal roads in deteriorating condition along with 366 local red-listed bridges.

If the registration surcharge is sunset and no replacement funding source is put in place, there will be no choice but to remove important and widely supported projects from the State Transportation Improvement Program (STIP) and from Ten Year Plan. That will have a negative impact on employment from cancelled or delayed projects, as well as a longer term economic impact statewide from transportation infrastructure that is not maintained, preserved or upgraded to meet present, let alone future, needs.

The municipalities within the Southern New Hampshire region have only two sources of revenue to maintain and improve this infrastructure: state aid from the Highway Fund or local property taxes. Municipalities share 12 percent of the amount of annual revenues raised in the Highway Fund, which are generated by the gas tax and motor vehicle fees. The only alternative available for Towns and Cities to raise additional revenue is to increase local property taxes. Without maintaining these revenues, municipal roads and bridges will continue to deteriorate.

Unless and until the HB-2 Commission funding options or recommendations have been implemented, some sort of "stop gap" is still necessary and we urge the Committee to oppose SB78.

Thank you for your consideration of our request.

Sincerely,

SOUTHERN NEW HAMPSHIRE
PLANNING COMMISSION

David J. Preece, AICP
Executive Director and CEO

Mr. Chairman and members of the Committee, my name is John Bousquet, I am the vice president of R.M. Piper Inc. of Plymouth, a highway/bridge construction company, and a director of the NH Good Roads Association. Thank you for the opportunity to present my testimony today in **opposition** to SB 78.

This registration surcharge was put in place in 2009 as a compromise between supporters of a gas tax increase and those for aggregation, which is the selling of the highway system to the turnpike system. This additional revenue was and is still necessary, because the current gas tax no longer meets the needs of the highway fund. If these registration fees are allowed to sunset, the Highway fund will be short by approximately 86 million dollars in the next biennium. To repeal these fees without providing a sustainable funding mechanism for the Highway fund is counter-productive to New Hampshire's economic health.

The Highway fund provides money for highway construction and repairs, winter maintenance and law enforcement. This is a basic service that must be provided at an adequate level for all people to conduct their business and go about their everyday lives safely.

We have seen in recent years what happens when this service is not provided adequately. The tragedy in Minnesota in 2007 is the most profound example, but we have bridges closed and detours right here in New Hampshire .

The fact is that our bridges and roads across the state are in need of repairs, upgrades and in some cases replacement. In the early 1990's, over 500 bridges in New Hampshire were identified as "Red-List" bridges. Work has been ongoing to repair or replace these structures, but almost 20 years later, for every bridge that has been taken off the list, another one goes on, and we still have over 500 bridge on the red list today .

With all of the work that has been done to this point, and during some prosperous economic times, we have only kept the condition of our roads and bridges from getting worse. We have not been able to make them better.

Now we are faced with the combination of a down economy, and inadequate highway funding to even maintain the status quo. The lack of action and band-aid approach to our highway funding issues of the past has brought us

to a point where further cuts and inaction may put some roads and bridges beyond repair, and put traveling public's safety at risk.

Spending money on Highway and infrastructure projects not only creates jobs, but it creates business. The money initially spent from the Highway fund for a project in Keene, Rochester or Berlin is spent several times over in that local economy because contractors tend to hire local labor and subcontractors, and purchase their materials near these jobsites. Also, the completed project remains, to provide safer and more reliable infrastructure for that community to build and grow on. Furthermore, construction prices are down, so there is a savings to the State to move forward with these projects in this down economy.

The registration surcharge has some good arguments against it, but the same arguments can be made against the state property tax. However, like the property tax, it is what we currently have in place for funding our state, and it would be irresponsible to eliminate it without a suitable replacement.

Currently, the legislature is not looking at new funding sources for the highway fund. Eliminating this funding source without an alternative, sustainable revenue source in place will reduce the level of service for safety and maintenance of our highway system.

While it is important to cut costs within our state budget, please keep in mind that everyone who used our highway system to drive here today, arrived safely from the benefit of this highway fund.

Caldwell, Sonja

From: Brenda Clemons [nhroads@aol.com]
Sent: Friday, February 18, 2011 10:54 AM
To: Odell, Bob; Boutin, David; D'Allesandro, Lou; Morse, Chuck; jim.rausch@leg.state.nh.us
Subject: SB 78 FN

Good morning members of the Senate Ways & Means Committee,

Thank you for the opportunity to submit comments on SB 78 FN which would repeal the motor vehicle surcharge on registrations. The New Hampshire Good Roads Association is a 700 member organization representing highway and bridge builders throughout the state. Our mission is to encourage the development of a safe, efficient and environmentally sound highway transportation system in New Hampshire. I was unable to attend the hearing this past Tuesday, however, did submit brief written comments direct to Senator O'Dell in regard to our *opposition* of SB 78.

Whether the law sunsets or it is repealed it will immediately cause an \$86 million shortfall in the highway fund for the next biennium. In addition, the report from the Commission to Study Future Sustainable Revenue Sources for Funding Improvements to State and Municipal Highways and Bridges (dated Nov. 1, 2010) indicates if this happens these funds would need to be replaced plus an additional 38 million raised to merely "level fund" the biennial budgets of NHDOT and NHDOS. The motor vehicle surcharge is a sustainable source of revenue and benefits municipalities who share these revenues by state statute.

Without maintaining current funding mechanisms and finding additional funding sources for the Highway Fund, the budgets of the DOT and DOS must be severely cut, resulting in the loss of basic and essential services. I would respectfully request that you to find this bill *inexpedient to legislate*. Thank you for your consideration.

Best Regards,
Brenda Clemons, Executive Director
New Hampshire Good Roads Association
603.224.1823

Brenda Clemons, Executive Director
New Hampshire Good Roads Association
261 Sheep Davis Road, Suite 5
Concord, NH 03301
603.224.1823

2/18/2011

TESTIMONY

To: Bob O'Dell, Chairman, Senate Ways and Means Committee
From: Kelly J. Gagliuso, President, New Hampshire Good Roads Association
Date: February 21, 2011

Chairman O'Dell:

Thank you for the opportunity to submit this testimony on behalf of the New Hampshire Good Roads Association (NHGRA). NHGRA is a non-profit association of contractors, subcontractors and suppliers actively involved in the construction of highways, bridges and secondary roadways in the State of New Hampshire. The membership of NHGRA not only constitutes the core team of contractors responsible for building and maintaining the infrastructure of the State, but also a body of concerned constituents who are uniquely qualified to understand the far reaching consequences of the loss of significant funding sources on the safety and reliability of our State highway system.

The Board of Directors of NHGRA has requested that I submit testimony conveying its strong opposition to the passage of Senate Bill 78 which would repeal RSA 261:141, III (g) - (o), reversing the motor vehicle registration fee increases enacted by the legislature in 2009. In support of the position taken by NHGRA, I ask that you consider the following statements and opinions.

The purpose of the 2009 motor vehicle registration fee increases was to create a funding source to begin to address crippling deficits in the State Highway Fund which threaten both the provision of essential services and the ability of the state to continue with critical maintenance and expansion projects identified in the Ten Year Highway Plan. It was understood at the time, however, that the passage of the fee increase would not solve the highway funding crisis. It was clear that funding sources *in addition* to the motor vehicle registration fees must be found to make the Highway Fund sufficiently solvent, in the long term, to provide the public with basic services and meet the goals of the Ten Year Highway Plan. *See November 1, 2010 Report of the Commission to Study Future Sustainable Revenue Sources for Funding Improvements to State and Municipal Highways and Bridges (the "Commission Report")*. On the assumption that the motor vehicle registration fees enacted in 2009 would remain in place, the Commission Report still projected an additional shortfall of 38 million dollars in the Highway Fund for the biennium. As a result, the repeal of registration fees imposed in 2009 will only deepen the severity of the financial crisis which already threatens the critical operations of the Departments of Transportation and Safety.

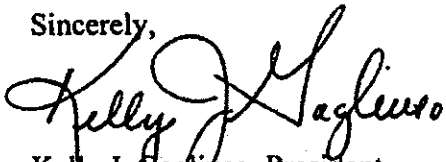
The Legislature has not passed or proposed legislation which provides a viable alternate funding source for the maintenance and construction of State highways and bridges. Without alternate funding to replace or supplement the loss of the motor vehicle registration fees, the repeal of this legislation is sure to hit all New Hampshire residents where they live. Currently, the

Commission Report projects the revenues collected from motor vehicle registration fees to be approximately 84 million dollars for this biennium. Additionally, by statute, twelve percent (12%) of these funds will automatically divert to cities and towns. Eliminating this funding source will not only have an immediate impact on the ability of the DOT and DOS to provide basic services and fund Ten Year Plan projects, but will likely force cuts to, or elimination of, statutory aid to cities and towns, resulting in increases in local property taxes or further decreases in the quality of local roads and bridges. In a State economy so dependent on tourism, the impact of funding cuts which could compromise the safety and quality of our highway system should cannot be overstated.

Finally, I want to acknowledge the more personal impact of Senate Bill 78 on the membership of NHGRA in particular, and on highway and bridge contractors in general. Clearly, a dearth of road and bridge projects in New Hampshire will have a devastating impact on the contractors, subcontractors, suppliers and related professionals who have played a seminal role in providing New Hampshire with one of the safest and best highway systems in the country. The State of New Hampshire has been the beneficiary of the efforts of this solid core of competent and loyal contractors for more than 60 years. With livelihoods threatened, however, it is likely that the State will lose some of these valuable resources to the vagaries of the economy, while others are forced to turn to other markets and slowly detach themselves from dependency on State projects. There can be no argument that the loss of the collective experience and local accountability of these contractors will not be a positive development for the State. In fact, the potential for loss of competition, increased costs and decreased quality under these circumstances is substantial.

In light of the above, I urge the Committee to seriously consider the consequences of passing Senate Bill 78 on the State, its citizens, and the road and bridge contractors who form a vital segment of the local economy, and vote no. Thank you for your time.

Sincerely,



Kelly J. Magliuso, President
New Hampshire Good Roads Association



THOMAS J. ASPELL, JR.
CITY MANAGER

City of Concord, New Hampshire

ADMINISTRATION
CITY HALL • 41 GREEN STREET • 03301
(603) 225-8570
taspell@onconcord.com

February 22, 2011

The Honorable Bob Odell, Chairman
Senate Ways & Means Committee
107 North Main Street, Room 302
Concord, New Hampshire 03301

RE: Senate Bill 78

Dear Senator Odell:

I am writing to you today in opposition of Senate Bill 78, which would eliminate the motor vehicle surcharge enacted in 2009 and scheduled to sunset in June.

Regardless of the Governor's budget proposal earlier this week, which keeps the fee in place, if this bill passes it will repeal the law and will mean a loss of important Highway Fund revenue to the City in the next biennium. Loss of this revenue will result in a reduction of money available for vital services such as snow plowing, State Police, and state and municipal projects.

I urge you to vote against SB 78. If you have any questions, please feel free to contact me at 225-8570.

Very truly yours,

Thomas J. Aspell, Jr.
City Manager

TJA/ss

Voting Sheets

recessed

Senate Ways & Means Committee

EXECUTIVE SESSION

2:15
3:04

Bill # SB78

Hearing date: 2/15/11
Executive session date: _____
Motion of: _____

Room: State House - Room 100

VOTE: _____

<u>Made by</u>	Odell	<input type="checkbox"/>	<u>Seconded</u>	Odell	<input type="checkbox"/>
<u>Senator:</u>	D'Allesandro	<input type="checkbox"/>	<u>by Senator:</u>	D'Allesandro	<input type="checkbox"/>
	Luther	<input type="checkbox"/>		Luther	<input type="checkbox"/>
	Boutin	<input type="checkbox"/>		Boutin	<input type="checkbox"/>
	Morse	<input type="checkbox"/>		Morse	<input type="checkbox"/>
	Rausch	<input type="checkbox"/>		Rausch	<input type="checkbox"/>

<u>Committee Member</u>	<u>Present</u>	<u>YES</u>	<u>NO</u>	<u>Reported out by</u>
Senator Odell <i>left (3)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Senator D'Allesandro <i>left (3)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Senator Luther	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Senator Boutin <i>left (2:47)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Senator Morse	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Senator Rausch	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

*Amendments: _____

NOTES:

Senate Ways & Means Committee

EXECUTIVE SESSION

Bill # SB78

Hearing date: 2-22
 Executive session date: 2-23
 Motion of: APR OTP

Room: State House - Room 100

VOTE: 5-1

Made by Odell
Senator: D'Allesandro
 Luther
 Boutin
 Morse
 Rausch

Seconded Odell
by Senator: D'Allesandro
 Luther
 Boutin
 Morse
 Rausch

<u>Committee Member</u>	<u>Present</u>	<u>exc</u>	<u>YES</u>	<u>NO</u>	<u>Reported out by</u>
Senator Odell	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Senator D'Allesandro	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Senator Luther	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Senator Boutin	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Senator Morse	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Morse
Senator Rausch	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	

*Amendments: _____

NOTES: 90M involved in this. If it doesnt remain in place will be dramatic downshifting to communities. Heard from Troopers about negative impact it would have on them. We will lose 46 troopers. DOT-operating in negative for 6 years. Where would the replacement money come from?

Odell - number is 6.1 million. Effects last two months of this biennium

Committee Report

STATE OF NEW HAMPSHIRE
SENATE
REPORT OF THE COMMITTEE

Date: February 23, 2011

THE COMMITTEE ON Ways and Means
to which was referred Senate Bill 78-FN-A-L

AN ACT relative to motor vehicle registration fees.

Having considered the same, the committee recommends that the Bill:

OUGHT TO PASS

BY A VOTE OF: 5-1

AMENDMENT # s

Senator Chuck Morse
For the Committee

Sonja Caldwell 271-2117

New Hampshire General Court - Bill Status System

Docket of SB78

Docket Abbreviations

Bill Title: relative to motor vehicle registration fees.*Official Docket of SB78:*

Date	Body	Description
1/19/2011	S	Introduced and Referred to Ways & Means, SJ 3 , Pg.34
2/9/2011	S	Hearing: 2/15/11, Room 100 State House, 2:15 p.m.; SC11
2/15/2011	S	Hearing: === RECESSED === 2/15/11, Room 100, State House, 2:15 p.m.; SC12
2/17/2011	S	Hearing: === RECONVENE === 2/22/11, Room 100, State House, 1:00 p.m.; SC12
2/24/2011	S	Committee Report: Ought to Pass, Session Date: 3/9/11; SC14
3/9/2011	S	Ought to Pass, MA, VV; Refer to Finance Rule 4-3, SJ 8 , Pg.97
3/11/2011	S	Committee Report: Ought to Pass, 3/23/11; SC16
3/23/2011	S	Ought to Pass, RC 19Y-5N , MA; OT3rdg; SJ 10 , Pg.175
3/23/2011	S	Passed by Third Reading Resolution; SJ 10 , Pg.187
3/31/2011	H	Introduced and Referred to Finance; HJ 35 , PG.1241
4/21/2011	H	Public Hearing: 4/26/2011 10:00 AM LOB 210-211
4/21/2011	H	Full Committee Work Session: 4/26/2011 11:00 AM LOB 210-211
4/21/2011	H	Executive Session: 4/26/2011 11:30 AM LOB 210-211
4/26/2011	H	Majority Committee Report: Ought to Pass with Amendment #1519h(NT) for April 27 (Vote 20-6; RC); HC 33A , PG.1085
4/26/2011	H	Proposed Majority Committee Amendment #2011-1519h (New Title); HC 33A , PG.1087
4/26/2011	H	Minority Committee Report: Inexpedient to Legislate; HC 33A , PG.1085
4/27/2011	H	Amendment #1519h(NT) Adopted, RC 201-108 ; HJ 40 , PG.1378-1380
4/27/2011	H	Ought to Pass with Amendment #1519h(NT): MA RC 208-98 ; HJ 40 , PG.1377-1381
4/27/2011	H	Reconsideration (Rep Hess): MF VV; HJ 40 , PG.1383
5/25/2011	S	Sen. Odell Moved Nonconcur with House Amendment 1519h; NT, MA, VV; SJ 18 ,

NH House

NH Senate

Other Referrals

COMMITTEE REPORT FILE INVENTORY

SB78 ORIGINAL REFERRAL _____ RE-REFERRAL

1. THIS INVENTORY IS TO BE SIGNED AND DATED BY THE COMMITTEE AIDE AND PLACED INSIDE THE FOLDER AS THE FIRST ITEM IN THE COMMITTEE FILE.
2. PLACE ALL DOCUMENTS IN THE FOLDER FOLLOWING THE INVENTORY IN THE ORDER LISTED.
3. THE DOCUMENTS WHICH HAVE AN "X" BESIDE THEM ARE CONFIRMED AS BEING IN THE FOLDER.
4. THE COMPLETED FILE IS THEN DELIVERED TO THE CALENDAR CLERK.

DOCKET (Submit only the latest docket found in Bill Status)

COMMITTEE REPORT

CALENDAR NOTICE

HEARING REPORT

HANDOUTS FROM THE PUBLIC HEARING

PREPARED TESTIMONY AND OTHER SUBMISSIONS

SIGN-UP SHEET(S)

ALL AMENDMENTS (passed or not) CONSIDERED BY COMMITTEE:

____ - AMENDMENT # ____ ____ - AMENDMENT # ____
____ - AMENDMENT # ____ ____ - AMENDMENT # ____

ALL AVAILABLE VERSIONS OF THE BILL:

AS INTRODUCED AS AMENDED BY THE HOUSE
____ FINAL VERSION ____ AS AMENDED BY THE SENATE

____ OTHER (Anything else deemed important but not listed above, such as amended fiscal notes): _____

IF YOU HAVE A RE-REFERRED BILL, YOU ARE GOING TO MAKE UP A DUPLICATE FILE FOLDER

DATE DELIVERED TO SENATE CLERK 7-22-11 SLC
BY COMMITTEE AIDE