

From: Peter Mills pmills@mainelegal.net 
Subject: Suggestions
Date: March 7, 2014 at 2:17 PM
To: Gary T Quinlin quinlingt@cdmsmith.com
Cc: Sara D. Zografos SZografos@maineturnpike.com, Douglas D. Davidson ddaavidson@maineturnpike.com

Gary,

Attached is the one page summary with several changes including the corrections you suggested.

Attached below is my suggestion about how to shorten and re-word the end of the bottom line summary for York on pages 48 and 49. Something similar might need to be done for the Gardiner conclusion. As Sara pointed out, there may be two or three other places in the report where slight changes in wording or context would be advisable.

The HNTB estimate for the capital cost of implementing AET is \$4.8 million, some \$17.3 million less than the current cost to keep the plaza running and \$31.2M less than building an ORT facility. When the capital cost is subtracted from the 10-year net present value, AET with a \$3 surcharge is shown to produce a 10-year net total of \$396.5 million, some \$18.7 million greater than the 10-year total of maintaining the current plaza and about \$24 million greater than implementing ORT. The surcharged AET return remains positive even at the 90 percent confidence level.

However, this AET scenario is made positive only by imposing a \$3 surcharge on unregistered video tolls and tolerating a significant traffic diversion estimated at between 3400 and 5500 vehicles per day onto Route 1 and other nearby roads with higher amounts on peak weekends and holidays.

Peter Mills



14-0307 Drft Exec
Summ.docx