



# TOWN COUNCIL – AGENDA REQUEST FORM

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

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

## MEETING INFORMATION

Date Submitted: October 1, 2019  
Submitted by: Town Council Chair Tom Koenig  
Department:  
Speakers:

Date of Meeting: October 9, 2019  
Time Required: 20 minutes  
Background Info. Supplied: Yes:  No:

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

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

## TITLE OF ITEM

Toll Removal Discussion / Senate Bill 300 (SB300)

## DESCRIPTION OF ITEM

The Town Council to discuss potential options for the removal of the toll plazas in Merrimack.

## REFERENCE (IF KNOWN)

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

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

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

## CONTACT INFORMATION

Name:	<u>Tom Koenig</u>	Address:	<u>6 Baboosic Lake Road</u>
Phone Number:		Email Address:	<u>tkoenig@merrimacknh.gov</u>

## APPROVAL

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

Hold for Meeting Date: \_\_\_\_\_

SB 300-FN - AS AMENDED BY THE SENATE

03/07/2019 0882s  
03/21/2019 1010s

2019 SESSION

19-0973  
11/06

SENATE BILL **300-FN**

AN ACT eliminating certain ramp tolls on the Everett turnpike in the town of Merrimack.

SPONSORS: Sen. Chandley, Dist 11; Rep. Barry, Hills. 21; Rep. Hinch, Hills. 21; Rep. Rung, Hills. 21; Rep. Stack, Hills. 21; Rep. W. Thomas, Hills. 21

COMMITTEE: Transportation

-----  
ANALYSIS

This bill eliminates certain ramp tolls on the Everett turnpike in the town of Merrimack.  
-----

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.

03/07/2019 0882s

03/21/2019 1010s 19-0973

11/06

STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Nineteen*

AN ACT eliminating certain ramp tolls on the Everett turnpike in the town of Merrimack.

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

1 Department of Transportation; Everett Tolls Eliminated. Notwithstanding any law to the contrary, the commissioner of the department of transportation shall eliminate the northbound and southbound ramp tolls for exit 11 on the Everett turnpike in the town of Merrimack upon payment of the proportion of the aggregate principal and interest on bonds issued to finance the New Hampshire turnpike system that was dedicated to improvements on the Merrimack interchanges on the Everett turnpike, and upon certification by the commissioner of the department of transportation to the speaker of the house of representatives, the senate president, the fiscal committee of the general court, and the secretary of state that turnpike toll revenues for the most recently completed fiscal year have increased over the previous fiscal year by an amount at least equal to the amount of revenue generated by the exit 11 tolls for the most recently completed fiscal year plus the projected cost to remove the exit 11 toll ramps.

2 Effective Date. This act shall take effect 60 days after its passage.

LBAO  
 19-0973  
 1/28/19

**SB 300-FN- FISCAL NOTE  
 AS INTRODUCED**

AN ACT eliminating certain ramp tolls on the Everett turnpike in the town of Merrimack.

FISCAL IMPACT:     State                     County                     Local                     None

STATE:	Estimated Increase / (Decrease)			
	FY 2020	FY 2021	FY 2022	FY 2023
<b>Appropriation</b>	\$0	\$0	\$0	\$0
<b>Revenue</b>	(\$1,375,448)	(\$1,400,068)	(\$1,423,870)	(\$1,448,075)
<b>Expenditures</b>	Indeterminable	(\$607,560)	(\$619,711)	(\$632,105)
<b>Funding Source:</b>	<input type="checkbox"/> General <input type="checkbox"/> Education <input type="checkbox"/> Highway <input checked="" type="checkbox"/> Other - Turnpike Fund			

**METHODOLOGY:**

This bill eliminates the northbound and southbound ramp tolls for Exit 11 on the Everett Turnpike in the Town of Merrimack. In estimating the potential impact on expenditures and revenue, the Department of Transportation assumed the following:

- the ramp tolls will be removed on July 1, 2019;
- besides the removal of these toll ramps, tolling efforts and operations will remain unchanged;
- traffic revenue is assumed to grow approximately 1.8 percent per year on average based on a 2018 study conducted by the Jacobs Engineering Group;
- costs are projected to grow at 2 percent per year between FY 2019 to FY 2023;
- the cost of laying off the 9 full-time and 14 part-time toll attendants currently working at the Merrimack toll locations has not been considered (FY 2020 impact);
- the toll booths are assumed to stay in place and not be removed, which would cost \$500,000; and
- this analysis does not consider the remaining debt service totaling \$1,138,846 for the construction of Exit 11.

**AGENCIES CONTACTED:**

Department of Transportation





## TOWN OF MERRIMACK INTER-DEPARTMENT COMMUNICATION

**DATE:** October 7, 2019

**AT (OFFICE):** Department of Public Works

**FROM:** Kyle Fox  
Public Works Director

**SUBJECT:** Continental Boulevard (STATE SECTION) Maintenance Costs

**TO:** Eileen Cabanel  
Town Manager

There has been some discussion recently about the possibility of the Town taking over maintenance responsibility for the State (NHDOT) owned section of Continental Boulevard. Following is a list of anticipated ongoing maintenance costs for the approximately 2.4 mile section of Continental Boulevard.

Pavement overlay: The paved section of Continental Boulevard has a width of approximately 46 feet. Given the traffic volumes and truck traffic, the minimum overlay recommended would be 1.5" and would have a serviceable life of 10 to 12 years. To pave the road full width at that depth would cost \$575,000.

Drainage Maintenance: There are 34 catch basins that need to be cleaned on an annual basis. The pipes from the basins lead to six different outfalls, which require testing under the MS4 permit. Annual cost for these operations would be approximately \$5000. In addition to the closed storm drain system are 12 cross culverts ranging from 15" diameter to 42" diameter. Three of the pipes are made of metal and should be inspected for corrosion. Replacement of any of these pipes would require a wetland permit from NHDES and would likely need to be contracted out as they are deeper than any equipment that the Town owns can reach. As we learned from the Amherst Road and DW Highway culvert projects carrying Naticook Brook, the replacement costs for each could be in the \$400,000 plus range.

Street Lights: There are 11 street lights along this section. An average yearly cost of \$150/fixture equates to \$1650 per year. If the lights became ours, we would likely replace them with LED fixtures which would have an initial cost of approximately \$2,000.

Traffic Signals: Traffic signals currently owned and maintained by the State in this section are located at Industrial Drive, Camp Sargent Road/Fidelity, and Tinker Road. Annual maintenance of the signal controllers, traffic loops, LED bulbs, and electricity costs would be approximately \$3,000 per year. The signals at Tinker Road were replaced in 2018 and should be in fine

condition. Replacement infrastructure for the other signals would cost approximately \$150,000 per intersection to replace when the useful life of the existing system ends.

Winter Maintenance: Merrimack has seen an expansion in our road network over the past number of years as development in the Town continues. That coupled with the staffing reductions we realized over the same years would make it difficult to take on the maintenance of Continental Boulevard without adding an Equipment Operator II and a 10-wheel dump truck; the average annual cost for those two items is approximately \$110,000. Using average number of storms per year, material cost (sand/salt) for this section would be \$3,000 per year. The list of new roads added since 2008 are Grapevine Road, Kendall Court, Briann Drive, Dumas Lane, Samuel J Drive, Crestview Circle, Holts Landing, Portside Drive, Windy Hollow Circle, Crow's Nest Circle, Pollard Road, and Lexi Circle. Two large scale developments have been approved by the Planning Board that will soon add more roads to our network as well (Chestnut Hill and Greenfield Farms XIV).

Spring Sweeping: The Town's MS4 permit requires sweeping of all municipal roads. The added cost for the contractor to sweep this section would be \$1,000 per year.

Line Striping: Re-striping the yellow and white lane lines, and the road words and symbols would cost \$5,000 per year.

Misc Road Maintenance: Items such as roadside mowing, ditchline maintenance, sign maintenance, and shoulder gravel maintenance need to be performed yearly. Approximate annual cost is \$5,000.

Summary Tables:

Activity	Annual Cost
Pavement Overlay	\$57,500
Drainage Maintenance	\$5,000
Street Lights	\$1,650
Traffic Signals	\$3,000
Winter Maintenance	\$113,000
Spring Sweeping	\$1,000
Line Striping	\$5,000
Misc Road Maintenance	\$5,000
<b>TOTAL ANNUAL MAINTENANCE COST</b>	<b>\$191,150</b>

Activity	Long Term Capital Costs (20 years)
Drainage Maintenance	\$2,500,000
Street Lights	\$4,000
Traffic Signals	\$300,000

I have tried to include all costs associated with maintaining this stretch of road. All prices were compiled using current costs with no inflation.

The Town should make careful consideration before agreeing to take over maintenance responsibility of Continental Boulevard. The State section of Continental Boulevard serves as a major connector from Route 101A to the FE Everett Turnpike connection at Industrial Drive and carries more than 17,000 vehicles per day (2013 traffic count). The majority of users of that section of highway are not Merrimack residents but are instead commuters from other towns/cities in the region. The demand for a high level of service will be constant as the highway is a critical part of the State's infrastructure as a connection between the major east-west route and north-south route in the region.

One other potential future cost impact that would be transferred to the Town would be reacting to chloride levels in MVD well 3. For many years, the town section of Continental Boulevard has been a no/limited salt route. Reacting to increasing chloride levels in well 3, NHDOT/Turnpikes did a pilot program during the winter of 2009 to reduce salt use on their section (notices were posted with message boards and signs) but have since reverted to maintaining a high level of service on the road, presumably due to its importance in the State road network.

Merrimack is getting close to meeting its obligation to pay for the bonds associated with the Exit 10 and 11 tolls. The removal of said tolls is being used as a bargaining chip to pass State maintenance costs of an important state highway to the Town. The city of Nashua received the new Exit 2 in 1999 which was designed to be a tolled ramp – the Department of Transportation spent millions of dollars installing infrastructure to support the ramp tolls at exits one and two and mainline southbound including tunnels, retaining walls, bridges, and roadways only to have the final toll installation eliminated. The turnpike counted on the revenue that would have been received to pay for the Nashua expansion and future projects; now without that revenue, the State is looking to defer costs to the residents of Town of Merrimack to help with Turnpike's fiscal issues.

CC: Paul Micali, Finance Director/Assistant Town Manager  
Dawn Tuomala, Town Engineer/ Deputy Director of Public Works



Approved: October 25, 2018

Posted: October 29, 2018

They ensured the project stayed in the plan in a reasonable time slot. One of the things that came out of the hearing was that construction could begin in 2021. It could be phased or happen all at once. Those decisions are yet to be made. Special Council is always made up of three Executive Councilors appointed by the Governor and the full Council to make the decisions to determine the necessity for the project. Those special committee members have some discretion in conditioning their approval. The input being provided by the residents and Council is of importance to the special committee and although NHDOT's official deadline for this project is tomorrow, comments provided to him whether by phone or in writing, have no deadline. The special committee is expected to decide in the timeframe of 4-6 weeks. He stated his belief there will be a sound wall (17.5' tall and overlap in the middle) and there is in the plan the Camp Sargent Road COOP.

Councilor Albert commented on the density level of the neighborhoods he identified. Councilor Wheeler stated his belief the special committee will review maps, densities, etc., and provide for as many sound walls as possible.

### **3. Removal of Merrimack Toll Plaza Discussion**

Submitted by Town Council Chairman Finlay Rothhaus

The Town Council to discuss potential options for the removal of the toll plazas in Merrimack.

Chairman Rothhaus noted Councilor Boyd brought the issue to the Council's attention. The desire is for a discussion to take place with the Council relative to what the town might be interested in, the cost of acceptance, etc.

Senator Daniels remarked as the ten-year plan went through the Legislature, he was able to put in an amendment to create a study committee to look at the removal of the tolls at exit 10 and 11. It passed, and a study committee was formed including three House members and one Senator. He volunteered to be on that and was made Chair. In the 2 meetings that have had, they have received significant documentation from the NHDOT. Rating agencies have all rated the NH Turnpike as an A+ or A1 rating. NHDOT is taking the position if we remove the tolls at exit 10 or 11 that will decrease the rating of the highway system. The bonds on exit 10 and 11 are 30-year bonds that were put in around 1990-1991. They will expire in 2020. He raised the question the previous day as he had been told the bond at exit 12 expired in 2024 although the toll is already gone. The documentation he had said it opened on November 29, 1990. He suspects that bond might expire in 2020 as well.

The reports he received showed an inequity for Merrimack versus other communities in that other communities have access from the highway and do not pay tolls. The Merrimack tolls were being used by the NHDOT to keep the people on the F.E. Everett Turnpike as they felt if the tolls were removed at exits 10, 11 or 12, motorists would be getting off early and trying to get around the toll. With the construction of the airport access road it was quickly learned motorists can make their way around the toll. He does not believe the removal of the toll at exit 12 has had an any affect on that.

Senator Daniels stated Merrimack tolls are revenue losers. What they are being told is revenue from Merrimack tolls (approx. \$1.3 million/yr. each or 1% of the turnpike system) have never covered the operating cost, maintenance, or debt service of those tolls. The 2018 operating and maintenance cost for the two tolls is \$1.12 million, which does not include debt service, toll collection, system maintenance or the easy pass customer service fees. The cost to collect the toll is anywhere from \$0.20 to \$0.93. At exit 11, it cost \$0.93 to collect the \$0.50 toll. The contention is, if the tolls are revenue losers, be rid of them.

**Approved: October 25, 2018**

**Posted: October 29, 2018**

Senator Daniels stated when exit 10 was put in, the State also put in Industrial Drive and Continental Boulevard from the Dunkin Donuts down to Pennichuck Square. One of the things he wished the Council to discuss is, if they are able to get the State to remove those tolls, would the town be willing to take over the maintenance of Industrial Drive and Continental Boulevard from Dunkin Donuts down to Pennichuck Square. He stated his belief that area was recently tarred/paved at a cost of around \$650,000. He has been told the yearly maintenance is about \$100,000.

During the discussions conducted the previous day, they received answers to questions posed. He sensed a little bit of a lack of interest in the House members. The three House members had been presented with proposals to remove Merrimack tolls multiple times before and are therefore treating this as just another attempt. There is an acknowledgement of inequity. They understand that Merrimack is getting hit harder with tolls than other communities, but they appear not to be willing to support the removal of tolls unless a stable source of funding can be found to absorb any lost revenue. They did seem to be willing to entertain some proposal that they have not seen before.

Senator Daniels commented he is in the mode of trying to find something new and exciting for them to look at. Some of the things brought up as potential were a past initiative to cap the monthly cost that is applied to an easy pass from people that go through the tolls frequently (threshold of 33 trips). Another possibility is forcing agencies currently tapping the highway fund to go before Finance and justify their agency cost as opposed to it coming out of there. Currently there is some \$75 million taken out of that fund to fund things such as the State police, judicial system, Fish & Game; anyone that can indirectly get their hooks into that money. That is something that they seem to be able to do without having to go before the budget process. It may be that a few million dollars could be found in there. There is an expectation that traffic is going to increase. He needs to conduct further research to determine the level of increase expected and if that would make up the revenue that would be lost if taking out the tolls.

One idea that has not been floated before is legislation that has a trigger so that you are monitoring toll traffic and if it is determined the level of traffic needed to compensate for the loss in revenue is achieved two consecutive years then it would automatically initiate the removal of the tolls. We could implement all electronic tolling, but that comes at a cost. Another possibility is taking out one toll at a time. There is also the question of whether this is done in 2020 or in conjunction with the widening of the F.E. Everett Turnpike. The advantage to that would be that some of the heavier equipment would already be staged.

Representative Richard Barry, District 21, stated the way it is set up the Governor and Council identify how much the tolls are going to be and the Legislature; Senate and House, identify where the tolls will be and the discount. There is a discount if you have an easy pass that you purchased from New Hampshire. That is part of the reason why we have Councilor Wheeler helping us get these things squared away. It will work out to be numbers. There is an awful lot of emotion. They brought up letters written to the NHDOT about Merrimack wanting the access to the highway and that we would do almost anything (nearly 30 years ago). He believes the issue is if you are going to put a toll up it ought to be where the highest traffic is, and it ought to be relatively spread across the State.

Councilor Wheeler stated a piece he is working on is the fact that an individual gets the Easy Pass discount if purchasing a transponder in New Hampshire. We have a lot of out of state people who buy



**Approved: October 25, 2018**

**Posted: October 29, 2018**

NH transponders. He wrote the Attorney General questioning if it would be constitutional if we simply state we will not sell transponders to non-residents. That would give us a place to make up revenue.

Chairman Rothhaus commented he did not realize that all three of the tolls (now 2) were losers. He always believed exit 11 was a money maker. Understanding it is not, he questions why it would remain. Senator Daniels agreed reiterating they are referring back to a letter from 1986 where the Council asked for the tolls to be put in to increase business. He makes the pitch to the department that we have an obligation if a bond is going to last for 30 years, when that 30 years is up, let this go away and let's also acknowledge that while it has helped Merrimack become a business hub it has also helped the State because we are taking in that business profits tax and the business enterprise tax. We have seen as much growth down in Nashua and they don't have any toll. Chairman Rothhaus clarified it was for business only. We couldn't get the traffic onto the highway because it was so jammed up. It was because of an inadequate system to begin with. The Selectmen of the time were being held hostage. He does not accept the argument and has not accepted it for the past 30 years.

Town Manager Cabanel questioned why anyone would keep toll plazas open that are losers and not close them out of spite to the Town of Merrimack. Senator Daniels stated they are losers in the fact that they are not covering the cost of the tolls. However, they are bringing in some revenue. If you take it away the level reduces. He commented he was not suggesting the need to make up everything that covers the cost, we need to make up what would be lost if they were to be removed.

Town Manager Cabanel remarked if the net is a loss it is a loss. Why would you keep it up and talk to the town about accepting Continental Boulevard out of spite? Senator Daniels stated his agreement commenting we are fighting bureaucracy.

Representative Barry stated that is one toll where it costs \$0.93 to raise the \$0.50. The other tolls (overhead) are making money. They are not making enough money to cover the whole thing. Town Manager Cabanel stated if it is costing you more than you are bringing in it is a loss and for the State to continue to take a position that we are going to leave the tolls in there and lose money every year just so Merrimack gets shafted is astounding to her. Senator Daniels responded their position is you still need to take care of the maintenance of the turnpike. Town Manager Cabanel questioned why Merrimack has to do that. Senator Daniels stated that to be his argument.

Councilor Boyd commented on his shock that three House members are worried about losing money on a toll booth that is already losing money. What has always bothered him is a place like Manchester where the NHDOT is putting up signs that tell all the drivers that it is your turnpike dollars hard at work, but there are no tolls in Manchester. He thanked Director Fox for putting together the cost sheet regarding Continental Boulevard. In the grand scheme of things it is a sobering amount of money. If the Council is going to contemplate taking out a toll and assuming responsibility, there is always a price tag involved. He was shocked at the amount involved. He spoke of drainage maintenance commenting Merrimack is an MS4 community, which is an unfunded mandate. The community has no idea of the cost of that and the drainage maintenance. This is one of three projects where Merrimack would potentially be assuming costs as it relates to the MS4 piece. With regard to the pavement overlay, the town has no idea of the condition of Continental Boulevard running all the way down from Dunkin Donuts to Pennichuck Square. While the cost estimates are relatively reasonable, those can change once you begin work and see what is actually underneath. That issue needs to be part

**Approved: October 25, 2018**

**Posted: October 29, 2018**

of the conversation and whether there is the potential to cost share if it is deemed work needs to be done outside of ordinary maintenance.

Councilor Albert stated agreement the cost to accept maintenance of the roadways outweighs the taking of the tolls. If a toll is losing money it should be taken down. He does not believe the town should accept an offer such as this. What is to say if we were to agree to this that the NHDOT would not decide to put tolls down at exit 8 just after the Pennichuck overpass and we would be back to square 1 with all Merrimack motorists paying tolls. At some point, those tolls have got to go, but he has not heard anything yet that he finds acceptable.

Councilor Healey stated agreement with her colleagues that trading a few toll booths for \$200,000/year in extra costs that get passed on to the taxpayers is not a reasonable exchange. She questioned if the numbers are correct noting exit 10 goes off to the outlets and based on how many cars she sees from MA and elsewhere, she does not believe they all know the back roads from Nashua to get across the border. They are paying tolls. She stated her full agreement this is not a fair exchange to be rid of two toll booths that should not be there in the first place.

Councilor Harrington thanked the representatives for trying to think of something that will work for the community. She spoke to Councilor Wheeler noting discussion that had occurred around moving the Bedford tolls to below exit 10. Councilor Wheeler stated there was discussion about moving the Bedford toll south if it would pick up the people headed down the airport access road. Stimulus funding was used to build the airport access road and there were conditions on that funding that there could not be a toll on it. The money was provided because it was a shovel ready project and conditioned. The discussion wrapped around would the Federal Highway Administration, now that some years have passed, let us move the toll booths south to catch the airport access road. Of course the NHDOT loves that idea because it would capture a lot more revenue. There was also discussion in the ten-year highway plan, which passed, around raising the main line toll in Bedford 50%. He fought that increase. There was an empty promise that if you do this now and spend all of this money then maybe we would take out the ramp tolls, but the two were not connected. He thought that was a bad deal for Merrimack, and a 50% increase on the main line was unacceptable as well. They had lots of threats like we won't build and widen your F.E. Everett Turnpike, but guess what it is still in the plan and is headed down the pike at a reasonable time with some construction starting in 2021. That was the discussion around the tolls that was in the ten-year highway plan. The 50% increase was put in and the Governor negated it.

Councilor Harrington commented she knows all states are looking to get the All Electronic Tolling (AET). Councilor Wheeler stated it is scheduled in the ten-year highway plan for route 95 in Hampton. It is something he does not agree with if not having a cash lane.

Councilor Harrington commented moving the Bedford tolls below exit 10 is significantly south. If trying to move to AET, it would not take much to establish that. She stated her suspicion if we were to agree to this they will take the tolls out and put one below exit 10. Councilor Wheeler stated that is not something he would support. The toll booth in Bedford was just constructed. That was millions of dollars. To tear it down and move it 5 years later is ridiculous.

Chairman Rothhaus stated agreement with the comments expressed. He too expressed concern with the cost associated with maintenance of the roads.

**Approved: October 25, 2018**

**Posted: October 29, 2018**

Vice Chairman Koenig asked for clarification when stating the cost to be \$0.93 to collect \$0.50, is that strictly the booth that is manned and the other is not the same number or is it the figures associated with the exit. The response was it is the cost of the manned booth. Senator Daniels stated all combined, open road tolling, etc., it comes out to \$0.16/transaction. Vice Chairman Koenig questioned the costs for exit 11 in its total. Representative Barry stated if you look at the costs allocated to these tolls they are saying they don't cover the total cost. Costs associated with health insurance, retirement benefits, etc. are not factored in. They cannot get them to add all that back in because they don't want to get their actuarial people involved. They are looking at today's cost. He has been trying to fight that for a while.

Councilor Wheeler stated as they were fighting the earlier tolls he went to the Chamber of Commerce and asked them to poll their people to determine the number of businesses on Route 3 that are benefitting from the traffic. What has not been looked at is the serious increase in traffic from 6:30 - 8:00 a.m. and 4:00 - 6:00 p.m. That has got to impact the businesses in one way or another. At the time, they didn't give him any positive factor that said we really need it and will fight for it. Representative Barry stated his disappointment the Council is taking the position it is. He believes it to be a little shortsighted. If looking at maybe \$150,000 - \$200,000 maintenance/year and the ability to avoid the traffic impact.

Senator Daniels suggested if that is the concern perhaps focus should be on getting rid of exit 11. Exit 10 came with Industrial Drive and Continental Boulevard. He believes it will be difficult to separate that.

Vice Chairman Koenig remarked if we throw Industrial Boulevard into the mix of maintenance it becomes a much bigger number. When the Merrimack Premium Outlets (MPO) were built they offered money to the State to be able to pull down those toll booths to allow them better access to their patrons. Senator Daniels indicated he was not aware of that. Vice Chairman Koenig stated the MPO made an appeal to the Governor and asked what kind of a number would help. He is uncertain they ever got a viable number. He knows they were interested. Whether they would do anything now he is uncertain. If the number the town is being asked to come up with is containable he would support it and it would make sense, but \$200,000 - \$300,000/year to take over Industrial and Continental could be a little bit out of hand.

Senator Daniels stated the next meeting to be on October 24<sup>th</sup> (1:00-3:00 p.m. in State House 103) and questioned the message he should bring back to the committee or if a member of the Council wished to attend the meeting and express the desire of the Council.

Councilor Albert indicated a willingness to attend. He stated his disappointment in the position Representative Barry has taken in that he would accept the cost of maintaining these roads to the taxpayers, which he is one of. He disagrees with that and believes that is shortsighted. He believes there to be a good likelihood the tolls can get built south of us and we would still be stuck with them.