

Visions

SERVING OUR REGION'S COMMUNITIES SINCE 1966



Winter 2022/2023

Board of Commissioners

Auburn

- Paula Marzloff
- Jeffrey Porter, Alt.
- *Seeking Rep.*

Bedford

- Charlie Fairman
- Bill Jean
- Bryan Lord, Alt.
- Danielle Evansic, Alt.
- Daniel Heath, Alt.
- *Seeking Rep.*

Candia

- Albert Hall, III
- Rudy Cartier

Chester

- Andrew Hadik
- Deborah Munson
- *Seeking Alt. Representative*

Deerfield

- Robert Cote
- Frederick McGarry
- *Seeking Alt. Representative*

Derry

- Jeffrey Moulton
- John O'Connor
- Richard Tripp
- *Seeking Representative*
- *Seeking Alt. Representative*

Francestown

- Linda Kunhardt
- Alfred Eisenberg, Alt.
- Jennifer Vadney, Alt.
- Gary Schnakenberg

Goffstown

- **Dave Pierce, Treasurer**
- Barbara Griffin
- Jacob LaFontaine
- Jo Ann Duffy, Alt.

Hooksett

- Denise Pichette Volk
- Robb Curry
- Robert Duhaime, Alt.

Londonderry

MTA Ensures Holidays are Merry and Bright for Local Seniors

For the last several years, Manchester Police Athletic League (MPAL) has partnered with the Manchester Transit Authority (MTA) to lead a senior light tour around Manchester and Bedford. This merry evening consists of an MTA driver picking up approximately 150 seniors at the MPAL building in 5-6 buses. Each year the route varies to take in the best and brightest of the area's residential glow.



After the light tour, seniors are invited back to the MPAL building for a small holiday party with entertainment and refreshments. This year's tour took place on December 14. The MTA Commission generously approves use of vehicles for this, as it brings smiles to the faces of many in this festive time of year.

- Debora Lievens
- **Arthur Rugg, Secretary**
- Suzanne Brunelle
- Brian Battaglia
- Lynn Wiles, Alt.
- Jeff Penta, Alt.

Manchester

- Peter Capano
- Raymond Clement
- Daniel O'Neil
- Donald Waldron
- Marcus Ponce de Leon, Alt.

New Boston

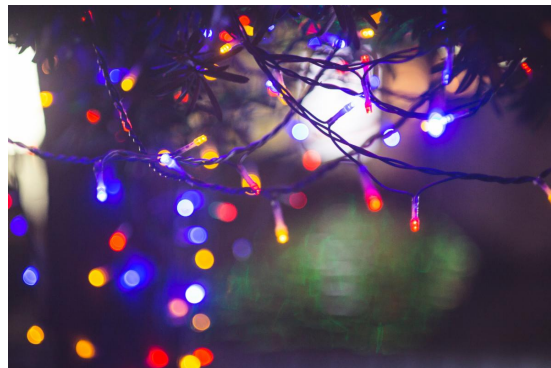
- **Mark Suennen, Vice Chair**
- David Litwinovich
- *Seeking Alt. Representative*

Weare

- Naomi Bolton
- *Seeking Representative*
- *Seeking Alt. Representative*

Windham

- **Peter Griffin, Chair**
- John Hiltz
- Edgar Lapointe
- *Seeking Alt. Representative*



SNHPC wants YOU to get involved!

Active public engagement in the planning process is vital to ensuring that SNHPC's initiatives reflect the needs and priorities of the communities we serve. As an advisor, advocate, and coordinating agency working with [fourteen unique communities](#) in the Greater Manchester area, we celebrate the diversity of our region and value everyone's input.

We recently created a [new "Engage" webpage](#) to provide an entry point for getting involved with SNHPC's work at any level – whether that means following us on Facebook, attending a meeting online, requesting a disability accommodation for an upcoming event, or even taking steps to become a Commissioner.



What you can do today: We have created a simple online form to make it easier to join our mailing list. When visiting [SNHPC.org](#), simply scroll down to the bottom of the page and enter your information under "Join our email list!" Please help us grow our online community by sharing this newsletter with a neighbor, friend, or family member in the region. We are excited to get more people engaged in shaping the future of Southern New Hampshire!

Updates in Mobility Management

In the previous newsletter, we introduced Ben Herbert as the new Mobility Manager for the Greater Manchester-Derry-Salem area. Since then, he's worked on various projects to present his work to the community and help connect people to transportation.



Benjamin Herbert
 Mobility Manager
 (603) 669-4664
bherbert@snhpc.org



In October, Ben attended the 2022 Londonderry Senior Informational Expo and surveyed attendees on their transportation needs and utilization of available services.

Here's what we heard: 76% of respondents would find it difficult or very difficult to go where they needed to go without a car. Part of the reason why respondents haven't considered using transit is that 29% don't know of the available services and 19% are nervous to try the services.

Although most respondents travel within the SNHPC region during their weekly routine, 14.3% of respondents need to travel to Massachusetts and others travel as far as Hanover. The full report can be found [here](#).

Ben also launched a new quarterly newsletter to keep the public updated on mobility management in our communities. There you can find more up-to-date information on progress being made throughout the region. The first edition was launched in December, and the next one will be sent out in March. You can find the newsletter on the [Outreach page under SNHPC's Mobility Management webpage](#). Let Ben know if you want to sign up to receive the next newsletter (contact information at left).

Interested in learning more about transportation resources in the region? SNHPC has revamped several webpages and added new transportation-related content. We now have a landing page for [Regional Transportation Coordination](#), where you can learn more about how SNHPC improves coordination between transit services to meet the needs of all individuals.

For information directly related to mobility management, [check out the new webpage as well](#). Here, you can find [mobility resources](#) on the network throughout the region and state, as well as our [outreach materials](#), such as the quarterly newsletter and the Londonderry Senior Expo survey results.

If you're looking for transportation resources, have an interest in improving the network, or interested in learning more about Mobility Management, reach out to Ben!

Charged Up about EVs: SNHPC Analysis of Potential Sites

It seems Electric Vehicles, or EVs, are hitting a tipping point for mainstream adoption. Anyone who has driven one is familiar with their acceleration, quietness, and the emissions and gas freedom they provide. A 2022 survey concluded that almost [25% of people looking for a car are already](#)

interested in an EV, perhaps due to surging gas prices, and concerns about emissions affecting climate change. The State recently began awarding fast charging station funding awards from the Volkswagen mitigation fund. The National Electric Vehicle Infrastructure “NEVI” program is scheduled to award \$17 million over the next five years for fast charging infrastructure across NH.



In New Hampshire there were over 5,000 purely electric or *Battery Electric Vehicles* (BEVs) in 2021. By 2030 it is projected that number will triple. However, there are far more EVs to our south, with projections in Massachusetts to exceed 500,000 by 2030 and to top 1.5 million in New England. Considering the importance of the tourist economy to New Hampshire, EV charging infrastructure is critical to attract trips to and within the State. More fast charging infrastructure is necessary in our city and town centers and on our more scenic and secluded routes.

Unlike petroleum fueling which occurs almost exclusively at private pumping stations, most EV “fueling” occurs at the owner’s private home, using a 240 volt “Level 2” charger, which is powered over a 240-volt circuit, like a clothes dryer or oven. Level 2 allows for a wide range of charging speeds, all the way *up to* 19.2 kilowatts (kW), or about 70 miles of range per hour of charging. Most are set to lower capacity, charging a depleted EV battery to a full charge in 6-8 hours. Most EVs today range between 230 and 300 miles on a single charge, enough for almost all commutes, and to do normal day trips within the region that most of us travel. But what about “road trips” – when we travel further and do not return to our home charger? This is when fast charging stations are needed, much like at legacy gas stations.

Fast Charging stations, also known as DC Fast Chargers or DCFC stations, are being developed at strategic locations. The Federal Highway Administration (FHWA) and State DOTs coordinated designated “Alternative Fueling Corridors” throughout the state with a goal of a DCFC station at least every 50 miles. But these do not cover every major state route; only I-93 and the eastern portion of NH Route 101 in the SNHPC region. Ten months ago, SNHPC began an effort to identify viable fast charging locations for public Level 2 chargers at places like Town Halls, libraries, and other public parking locations where people normally park for 1-3 hours.

At the beginning of the study analysis there were only two locations for DCFC in the SNHPC region, at Whole Foods in Bedford, and Hannaford off of South Willow Street. Since then, more have been deployed at the Mall of New Hampshire (4), Harley Davidson in Manchester, and at a Nouria gas station and convenience store in Bedford. Still, more are imminent at the Market Basket in Londonderry, and at the Hooksett I-93 rest areas. SNHPC is now finalizing an analysis of potential sites for the viability of DC Fast Chargers and Level 2 opportunities along US Route 3, I-293, NH Routes 28, 101, 102, 111, and 114 and other SNHPC towns’ centers. This analysis includes consideration of public and private sites with a review of access, parking availability, services and shopping opportunities, proximity to recreation, parks, and other destination attractions as well as proximity to “3-phase power” critical to powering DC fast chargers.

The study will be available this spring and will cover the findings and potential charging locations. It will provide a starting point for communities, energy committees, and other interested parties in developing and implementing strategically spaced charging infrastructure across the region.

For more information contact Tammy Zamoyski, SNHPC Regional Planner, at 603-669-4664 or tzamoyski@snhpc.org.

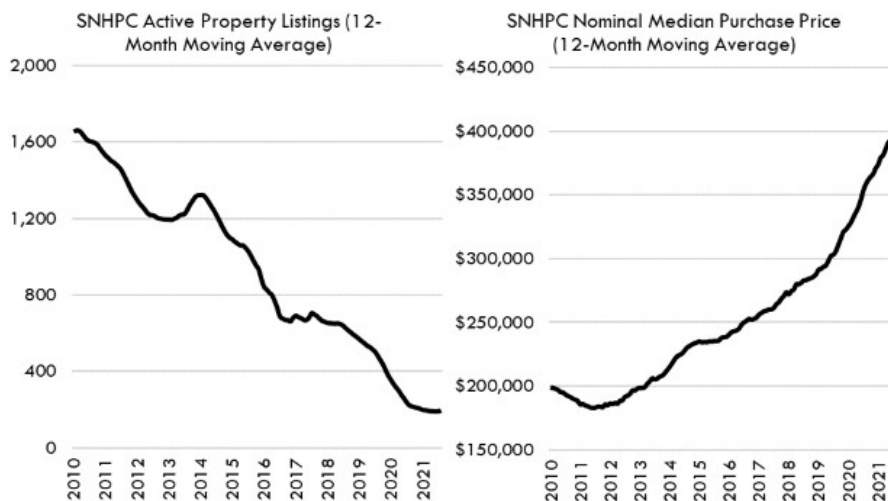
Regional Housing Needs Assessment: Data Surprises and Takeaways

As many of you know, SNHPC has been working on updating its regional housing needs assessment (RHNA) for almost a year now. These assessments are required by state law to help municipalities

comply with their master plan obligations. For this update we've partnered with other regional planning commissions and the NH Office of Planning and Development to combine our efforts. While the report is not quite complete, all the data used to inform its development have been researched and analyzed. Around 100 different metrics went into the report, and while many were from sources we typically work with, others were used for the first time.

Here's a list of some striking takeaways from our research. For the complete analysis, see the RHNA when it comes out early this year.

- Housing production over the last decade never recovered from the Great Recession. Between 2010 and 2020, the region added about 700 housing units every year, down from 1,100 a year the previous decade and only a third of the rate during the 1980s.
- In 2010 there were over 1,600 homes for sale any given month and most took more than 40 days to sell. By 2022, the number of homes on the market had dropped down to 200 in any given month and most sold in less than 5 days.
- During that same period, as housing supply dropped by 88%, median prices grew by 101%. That means as the number of homes for sale dropped from 1,600 to 200 homes per month, the typical price ballooned from \$200,000 to \$400,000. (see the graph below)
- The makeup of households has changed as well. Regional household size was down 2% from 2010 and 4% from 2000. In 2010, around 43% of all SNHPC households were made up of 3 or more people. By 2020 that had fallen to 40%.
- The biggest change in households has been in terms of age, especially over the longer-term. Between 1980 and 2020, the average number of people per household under the age of 18 fell by 35%. That is, the average number of minors per household decreased from 0.8 to 0.5. In one municipality, it shrank by almost 60%. On the other hand, the number of people living in the SNHPC region who were 65 years or older grew by 45% or 12,200 persons in the last ten years. These trends are expected to continue with the number of seniors surpassing the number of minors in the region sometime in the next ten years.
- In our region, close to one third of all households are housing cost burdened, meaning they spend 30%, and in some cases more, of their gross income on housing costs. The figure includes around 7% of all households making \$75,000 or more a year.
- Over 11,200 households are currently on the waiting list with New Hampshire Housing Finance Authority to join the Housing Choice Voucher Program (commonly known as Section 8). There are an additional 4,200 households on the Manchester Housing & Redevelopment Authority's waiting list.



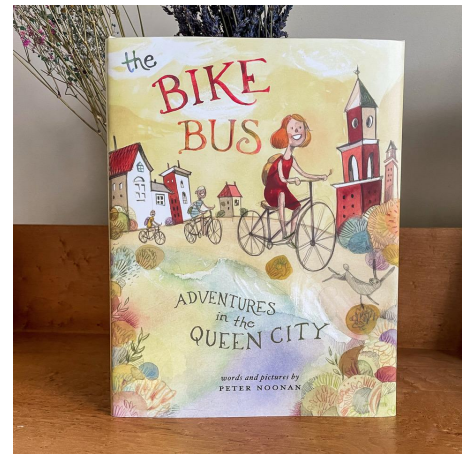
Source: NH Housing

The Bike Bus Children's Book

Our region's very own Manchester Moves has published a children's book on the joys of active transportation in the Queen City!

The 48-page picture book, published by NoonanArts and Manchester Moves, is inspired by the real-life New Hampshire children who dared to dream big and create a healthy and fun alternative to their daily school bus ride.

[The Bike Bus Children's Book — Manchester Moves](#)



SNHPC Commissioner Spotlight

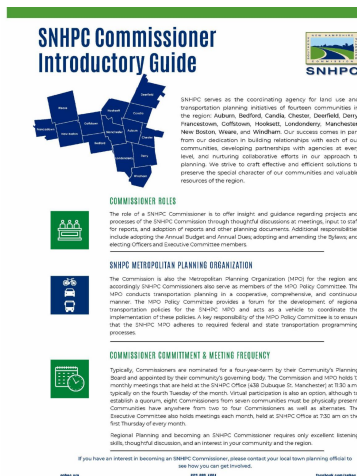
Gary Schnakenberg, Frankestown

I applied to join the SNHPC because I wanted to contribute something to my small community that I love, and to help address the planning and growth issues facing it and other communities in the region. I thought this would be a good venue to do so, given my interests and background.



I spent 32+ years in education, with 25 at the secondary level in New Hampshire and 8 in higher education. I received a Ph.D. in Geography with a 'Nature and Society' focus and a graduate specialization in 'Gender, Justice, and Environmental Change' from Michigan State University, after which I had an appointment to a 50%/50% position as Instructor and Undergraduate Program Advisor.

I live in Frankestown with my wife Rebecca, along with our four dogs and two cats (with a horse and a pony boarded nearby).



Commissioners Needed

Have you considered volunteering as a representative of your own community on our Commission?

Each SNHPC Commissioner provides a link between the SNHPC communities they represent and the local and regional work the Commission conducts. Commissioners provide insight and guidance regarding various projects including processes, thoughtful input on land use and transportation topics, and conduct business such as approving contracts that fund the organization and are responsible for the fiscal soundness of the organization.

Commissioners are typically nominated for a four-year term by their community's Planning Board and appointed by their community's governing body. The Commission and MPO hold 12 monthly meetings at the SNHPC Office (438 Dubuque St., Manchester) at 11:30 a.m., usually on the fourth Tuesday of the month. To establish a quorum, eight Commissioners from seven communities must be physically present, although virtual participation is also an option. Communities have anywhere from two to four Commissioners as well as alternates.

Every two years, Commissioners elect officers who also serve on the SNHPC Executive Committee, which holds regular meetings at the SNHPC Office at 7:30 am on the first Thursday of every month.

If you have excellent listening skills, are capable of thoughtful discussion, and have an interest in your community and the region, you might consider representing your community as an SNHPC Commissioner.

SNHPC is currently seeking Commissioners from **Auburn, Bedford, Chester, Deerfield, Derry, New Boston, Weare** and **Windham**.

To learn more, visit <https://www.snhpc.org/about-snhpc/pages/commission>, and if you want to volunteer, contact your local community planning office or governing officials.

**Southern New Hampshire
Planning Commission**
snhpc.org



The Southern NH Planning Commission | 438 Dubuque Street, Manchester, NH 03102

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