



Southern New Hampshire Planning Commission

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

www.snhpc.org

Minutes of the SNHPC METROPOLITAN PLANNING ORGANIZATION

September 27, 2022

11:30 A.M.

Meeting held in-person at the SNHPC office (438 Dubuque Street, Manchester, NH). Virtual participation in the MPO meeting was also accommodated via Zoom due to COVID-19.

MEMBERS PHYSICALLY PRESENT

Auburn	Paula Marzloff
Bedford	Bill Jean
Chester	Andrew Hadik
Deerfield	Robert Cote
Derry	Jeff Moulton
Francestown	Linda Kunhardt
Goffstown	David Pierce
Manchester	Peter Capano
Manchester	Raymond Clement
Manchester	Marcus Ponce de Leon
Manchester	Donald Waldron
Windham	Peter Griffin
Windham	Edgar Lapointe

MEMBERS VIRTUALLY PRESENT

Bedford	Danielle Evansic
Candia	Rudy Cartier
Chester	Deborah Munson
Derry	John O'Connor
Francestown (Alt)	Alfred Eisenberg
Francestown	Gary Schnakenberg
Goffstown	Jacob LaFontaine
Goffstown	Barbara Griffin
Hooksett	Robb Curry
Hooksett	Denise Pichette Volk
Londonderry	Brian Battaglia
Londonderry	Deborah Lievens
Londonderry	Arthur Rugg
Londonderry	Lynn Wiles, Alt.
Manchester	Daniel O'Neil
New Boston	David Litwinovich
Windham	John Hiltz
William Rose	NHDOT
NHDES	Tim White

VOTING REPRESENTATIVE SEATS VACANT

Auburn	
Weare	

MEMBERS ABSENT

Auburn (Alt)	Jeffrey Porter
Bedford	Charlie Fairman
Deerfield	Frederick McGarry
Derry	Richard Tripp
Goffstown (Alt)	Jo Ann Duffy
Weare	Naomi Bolton
Manchester-Boston Regional Airport	Theodore Kitchens
NHDOT FHWA	Leigh Levine
Manchester Transit Authority	Mike Whitten

STAFF PHYSICALLY PRESENT

Sylvia von Aulock	Executive Director
Nathan Miller	Deputy Executive Director
Linda Moore-O'Brien	Office Administrator
Zachary Swick	Senior GIS Analyst

STAFF VIRTUALLY PRESENT

Carl Eppich	Pr. Transportation Planner
Cameron Prolman	Regional Planner
Tammy Zamoyski	Regional Planner
Kevin Lawson	Assistant Planner
Benjamin Herbert	Mobility Manager

MEMBERS EXCUSED

Bedford (Alt)	Bryan Lord
Candia	Albert Hall
Francestown (Alt)	Jennifer Vadney
Londonderry	Suzanne Brunelle
Londonderry	Jeffrey Penta, Alt.
New Boston	Mark Suennen

GUESTS VIRTUALLY PRESENT

Craig Tufts	Central NH RPC
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CALL TO ORDER

Chair Griffin called the MPO meeting to order at 11:32 AM. A quorum was present in-person.

ACTION ON MINUTES OF AUGUST 23, 2022

Motion by Mr. Capano to approve the minutes of August 23, 2022, seconded by Mr. Hadik. Motion carried, with Messrs. Cote, Moulton, Curry, Rose, and Mses. Evansic, Kunhardt, Pichette-Volk and Ms. Barbara Griffin abstaining. Vote was taken by roll call.

OLD BUSINESS (none)

NEW BUSINESS

Coordinated Public Transit/Human Services Transportation Plan

Mr. Hlasny was in the field today, so Mr. Eppich made this presentation. He explained that via the Region 8 Coordinating Council (RCC), Federal Transit Administration Section 5310 funds are used to provide transportation to elderly and disabled persons.

The Region 8 RCC comprises the Manchester/Derry/Salem region and is jointly staffed by SNHPC and Rockingham Planning Commission. The Coordinated Public Transit/Human Services Transportation Plan helps to guide the services provided by that funding.

Mr. Eppich noted that the last Coordinated Plan update was in 2016. Since then, the COVID pandemic has taken place, a severe driver shortage is ongoing, MTA and CART merged, and a statewide network of mobility managers has been established.

Mr. Eppich reviewed the Plan's strategies and recommendations, which include implementing regional mobility management, improving outreach and engagement, building partnerships with additional transportation providers and consumers, and diversifying the funding sources supporting community transportation in the region.

Motion by Ms. Kunhardt to adopt the updated Coordinated Plan and seconded by Mr. Moulton. Motion carried.

NH 2020 to 2050 Population Projections

Mr. Swick stated that the New Hampshire Office of Planning and Development, in cooperation with RLS Demographics and a workgroup comprised of regional planning commission personnel, have recently finalized new population projections for 2020 through 2050.

Mr. Swick sat on the workgroup and provided a preview of the projections for the state, counties, regional commissions, and municipalities. He explained that projections could look at if things stayed the same or if things are different.

Municipal inputs came from state and county figures. A town's projection is heavily dependent on the county it's located in. Mr. Swick noted that planning commissions that straddle multiple counties may see very different projections for similar towns. For example, Southwest Regional Planning Commission has towns in both Cheshire and Hillsborough Counties.

In response to a question from Mr. Peter Griffin regarding county lines, Mr. Swick said it has more to do with births and deaths at county levels. He also mentioned that the rest of the US puts more emphasis on counties than New England does.

Mr. Swick discussed Minors, Millennials, and Boomers as well as births, deaths and in-migration. He stated a natural population increase only occurs when births exceed deaths. However, the older population is moving through the cycle of ages. By 2025 there will be more seniors than minors in NH, and seniors are showing the fastest growth.

Responding to a question from Mr. Cote regarding the charts in state reports, Mr. Swick said the numbers will be in the state reports, and the graphs will be on the SNHPC website.

Mr. Ponce de Leon asked how we can use this information to plan housing, transportation, etc. He believes race plays a big part in population projections. Mr. Swick said the 2020 Census breaks out race in a manner which is very difficult to make projections from, but he expects NH to become more racially diverse. Although refugees are continuing to arrive in the state, there is less migration than before the pandemic.

Mr. Peter Griffin asked where NH residents are migrating to. Mr. Swick replied they are moving to the sunbelt (southern and western US), such as North Carolina and Texas.

Mr. Peter Griffin inquired about a state tourism study, but Mr. Swick was unfamiliar with that.

Ms. Evansic asked how sunbirds are counted if they spend six months of each year in NH versus a southern state. Mr. Swick explained respondents were asked where they spend most of their time (they had to pick one if it was six months in each location).

Mr. Schnakenberg noted it is a snapshot assuming all else is the same.

Mr. Battaglia mentioned COVID and remote work effect on population growth. Mr. Swick said nothing is known yet for NH. Other states, such as northern Idaho, became "Zoomtowns".

Mr. Peter Griffin mentioned some seasonal areas in NH have become permanent, such as in the Lakes Region.

Mr. Clement mentioned technology, the ability to survive, and medical advances. He remembers many years ago when he was in college, he was taught that 500 million people can be supported in the US.

Mr. Swick said life expectancies are down due to COVID as well as alcohol and suicides (deaths of despair).

SNHPC Equity Analysis Report: Sections I & II

Mr. Swick reviewed the process and findings of the Equity Analysis Report. SNHPC has completed the first two sections of an equity analysis report, which include a study of underserved populations in the region.

Mr. Swick referred to SNHPC's Title VI and Environmental Justice document. This non-discrimination federal program is based on the Civil Rights Act of 1964 prohibiting discrimination on the basis of race, color, or national origin. In 1994 this was updated to include minority and low-income people. In 2000 it was updated again to include those persons with limited English proficiency.

Transportation equity means fairness in mobility and accessibility that meets the needs of all community members. Under federal law, MPOs have a legal mandate to ensure their projects and programs do not disproportionately negatively affect racial and ethnic minorities, low-income residents, and individuals with limited English proficiency (LEP). Beyond those federal mandates, consideration was given to the impacts of regional transportation projects and programs on people aged 65 years or older, those living with a disability, and households without access to a vehicle.

The SNHPC Equity Analysis Report's outline follows recommendations from the Transportation Research Board. The first section identifies the area of analysis based on the underserved groups above. Mr. Swick noted that areas of racial/ethnic minorities, poverty, and LEP are more concentrated in areas of Manchester, Derry and Goffstown, whereas areas with those aged 65 and older are more widespread. In between are disabled persons and households without a vehicle.

The next section identifies needs and concerns for that area by reviewing the results of a survey and evaluating example transportation system differences between the area of the analysis and the larger region. Surveys were completed by population representatives and advocates. Results included insufficient public transit, and long distances between origin and destination. Suggested improvements include more/better bus routes and lower-cost transit.

Vehicle miles travelled (VMT) was examined, and this was higher in equity areas, and more hazardous waste was generated in these areas. There was also less tree cover, and air quality was worse in equity areas. In addition, there was more impervious land (more pavement) in equity areas.

Mr. Swick referred to an image, and Ms. Kunhardt requested a reverse of this image to more clearly see where the parking is. Mr. Swick will send this to her.

Other factors considered include noise, from air and roads. It does not include water. He noted residents in equity areas are less likely to drive alone or work from home.

It was noted that Manchester does not have much public transit designed for commuters. Mr. Waldron suggested an intercity bus. Ms. Lievens stated that carpooling is important.

Mr. Swick stated that there is more stress for bicyclists and pedestrians in equity areas.

Future sections of the report will evaluate if proposed MPO activities in the area rise to the level of disparate impacts or disproportionately high or adverse effects. If any are determined to do so, strategies to avoid or mitigate inequities will be identified.

Mr. O'Neil praised staff on these presentations and asked how we can get this information to the right people in government. Chair Peter Griffin suggested that all Commissioners should share this information with their own communities.

Other Business

Mr. White stated that NHDES completed the first round of the Clean Diesel program. The second round is now open until 11/1/22. Information can be found on the NHDES website, including the status of Volkswagen fast-charging stations.

Mr. Miller reported this morning NHDOT opened the Congestion Mitigation and Air Quality (CMAQ) grant: \$30 million over four years (FY 25 – 28) for projects such as signals, intersections, park and rides, sidewalks, transit, etc. SNHPC staff can help communities prepare applications. Required letters of intent are due 11/4/22. Mr. O'Neil confirmed there is an 80/20% match required.

ADJOURNMENT

Motion by Mr. Capano to adjourn, seconded by Ms. Kunhardt. Chair Griffin declared the MPO meeting adjourned at 12:55 PM.

I hereby certify that this is a true and correct copy of the minutes of the September 27, 2022 meeting Metropolitan Planning Organization of the Southern New Hampshire Planning Commission.



Sylvia von Aulock, Executive Director



Linda Moore-O'Brien, Office Administrator

