



# Southern New Hampshire Planning Commission

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## Minutes of the METROPOLITAN PLANNING ORGANIZATION SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION

February 25, 2020  
11:30 A.M.  
438 Dubuque Street  
Manchester, New Hampshire

### MEMBERS PRESENT

William Herman	Auburn
Paula Marzloff	Auburn
William Duschatko	Bedford
Charles Fairman	Bedford
Bill Jean, Alt.	Bedford
Al Hall, III	Candia
Richard Snow	Candia
Deb Munson	Chester
Robert Cote	Deerfield
Jeff Moulton, Chair	Derry
Alfred Eisenberg, Alt.	Francestown
Linda Kunhardt	Francestown
Prescott "Guy" Tolman	Francestown
Barbara J. Griffin	Goffstown
David Pierce, Treasurer	Goffstown
Richard G. Marshall	Hooksett
Mark Chagnon	Hooksett
Cutler Brown	Hooksett
Brian Battaglia	Londonderry
Arthur Rugg	Londonderry
Peter Capano	Manchester
Raymond Clement	Manchester
Tom Clow	Weare
John Hiltz	Windham
Tim White	NH DES
Dean Williams	Central NH RPC

### MEMBERS EXCUSED

David Danielson	Bedford
Barbara Salvatore, Alt.	Bedford
John O'Connor	Derry
Jennifer Vadney	Francestown
Jo Ann Duffy, Alt.	Goffstown
Suzanne Brunelle	Londonderry
Deb Lievens	Londonderry
Martin Srugis	Londonderry
Dan O'Neil	Manchester
Peter Griffin, Vice Chair	Windham

### MEMBERS ABSENT

Ronald Poltak, Alt.	Auburn
Andrew Hadik	Chester
Frederick McGarry	Deerfield
Adam Burch	Derry
Richard Tripp	Derry
Henry C. Boyle	Goffstown
Kevin McCue, Alt.	Manchester
Joe Constance	New Boston
Mark Suennen, Secretary	New Boston
Steve Schneider	UVLS RPC
Jay Minkarah	Nashua RPC
Leigh Levine	Fed. Hwy Admin
Tim Roache	Rockingham Planning Cmsn
William Rose	NHDOT
Jen Czysz	Strafford RPC
Tim Murphy	Southwest RPC
Mike Whitten	MTA

### STAFF PRESENT

Sylvia von Aulock	Executive Director
Nathan Miller	Deputy Executive Director
Linda Moore-O'Brien	Office Administrator
Zachary Swick	GIS Analyst
Cameron Prolman	Regional Planner
James Vayo	Project Manager
Madeleine Dilonno	Assistant Planner
Monique Duchesne	Assistant Planner

### GUESTS PRESENT

Nicholas Alexander	NHDOT
Scott Bogle	Rockingham Planning Com
Stoney Worster	Manchester

## **CALL TO ORDER**

Chair Moulton called the MPO meeting to order at 11:30 A.M.

## **ACTION ON MINUTES OF JANUARY 28, 2020**

Motion by Mr. Rugg to approve the minutes for January 28, 2020, seconded by Mr. Capano. Motion carried, with Messrs. Hiltz, Eisenberg and Hall abstaining.

## **OLD BUSINESS** (none)

## **NEW BUSINESS**

### **Road Usage Fee Study**

Nicholas Alexander from NHDOT provided an overview of the recently-completed Road Usage Fee study. Although both HB 1649 and HB1650 both recently failed in the State Legislature, the topic may come up again.

As more fuel-efficient hybrid and electric vehicles gain market share, the gas tax revenues that have supported transportation infrastructure in the past are stagnant and are projected to decline significantly over time.

HB1649 was a bi-partisan bill proposing that a "Road Usage Fee" be established based on the miles per gallon of the vehicle. The proposed fee would be collected at the time of annual vehicle registration and deposited in the highway fund.

Mr. Alexander said a formula was used to calculate the fee to make it roughly equivalent to what those vehicles would have otherwise contributed to gas tax revenue. He detailed various factors, such as the impact of heavy vehicles, the amount of driving that is done, and adjustment for inflation.

He also noted the current gas tax is a small percentage of fuel cost at 22.2 cents per gallon. The proposed bill would not change the existing gas tax. Mr. Alexander stated that older vehicles are less fuel-efficient but are not driven as much as newer vehicles.

He reviewed public opinion surveys and polls on the topic, which covered meeting transportation needs, tolls, registration fees and gas tax. It was noted that none of the potential funding options are popular, but since revenues are down or flat, there has to be some mechanism to fund transportation infrastructure needs.

Mr. Moulton commented that residents pay based on usage (for gas), but the proposals are disincentives for electric vehicles. Mr. Alexander noted that he changed from driving a truck to a car, and as a result pays less.

Ms. Kunhardt suggested education might be in order to inform the public about where else the funding would come from.

Mr. Alexander explained timing is difficult because vehicle inspections (where mileage is recorded) are conducted after registration. It is also difficult to account for transfers when a vehicle is sold. He mentioned that other states are experimenting with Vehicle Miles Traveled (VMT) fees, sometimes on a quarterly basis.

Ms. von Aulock asked if the fee would take into account that heavier vehicles produce more wear on roadways, and electric vehicles are better for air quality. Mr. Alexander replied that weight is part of the registration fee.

Mr. Snow commented that he thought increasing tolls makes more sense.

Mr. Alexander said electric vehicles are not paying their fair share of transportation infrastructure, but they shouldn't be discouraged.

Mr. Clement inquired about the weight of hybrid vehicles, which carry both gas and a heavy battery. Mr. White said the NHDES vehicle gets 70 mpg despite having a heavy battery.

Ms. Moore-O'Brien asked if motorcycles or moped scooters would be affected, and Mr. Alexander replied they would be exempt.

He then explained next steps include contact with Town Clerks and the DMV. He noted NHDOT will not pursue this topic unless it comes up in the fall.

There was discussion about a fee for road impact versus road usage. Mr. Alexander said they are looking for a fee to all who use the transportation system.

Mr. Alexander was thanked with applause for his presentation.

### **Consideration of TIP Amendment #3**

SNHPC Deputy Executive Director Nate Miller said the proposed amendment to the approved FY 2019-2022 Transportation Improvement Program (TIP) is in response to a NHDOT request to accommodate project timelines or make changes. He noted there was a reduced public comment period (15 days versus the typical 30 days) due to the straightforward nature of the proposed amendment. Today's meeting is the public hearing.

Mr. Miller also stated the theme for the amendment items is to optimize federal funding. He highlighted some of the amendment items, which include adding the newly-funded

CMAQ projects at South Willow Street/Weston Road and River Road/Bicentennial Drive in Manchester.

The amendment also includes a discretionary transfer of 25% of CMAQ funding (approximately \$2.2M/year) to FTA to support public transit services around the state. This is in response from GACIT hearing feedback to improve funding sustainability for local public transportation service providers.

In response to questions from Ms. Griffin and Mr. Pierce, Mr. Miller clarified that this statewide transfer reaches the 50% cap per federal regulations, as 25% of the CMAQ program is already being transferred for highway and bridge needs identified by the NHDOT.

Existing transfers of Surface Transportation Block Grant (STBG) funding to FTA Section 5310 will continue into 2021 and 2022.

The proposed amendment also includes the newly-funded CMAQ project to add flashing yellow arrows to 10 signalized intersections statewide.

Mr. Miller stated that for other projects, nothing will change but the optimization of federal funding sources. The goal is to use more restrictive forms of federal funding (like National Highway System funding) wherever eligible and better utilize more flexible forms of federal funding (like STBG Statewide funding).

Motion by Mr. Hall to approve TIP Amendment #3.

Motion seconded by Ms. Kunhardt.

Motion carried.

### **Consideration of ITS Architecture Amendment #1**

SNHPC Deputy Executive Director Nate Miller reviewed the proposed Amendment #1 to the approved Intelligent Transportation Systems Architecture for the SNHPC region. He began by explaining that ITS integrates technology into the transportation network, such as electronic tolls, message boards, traffic signals, incident management, etc.

Mr. Miller said the new amendment is being proposed to facilitate the pending adaptive traffic signal control project on Granite Street in Manchester. Specifically, the proposed update adds the Manchester Traffic Division element to the ATMS03 Architecture Information Flow and Interconnect Diagram (Manchester Traffic Signal Control) found in Section 8.2 of the ITS Architecture for the SNHPC Region, and includes existing architecture flows between the Manchester Traffic Division element and the MTC Roadside Equipment element. The proposed amendment also adds the names of the architecture flows between the MTC Roadside Equipment element and the Driver, Pedestrian, and Traffic elements.

In response to a question from Mr. Fairman, Mr. Miller explained while the initial project is just for Manchester, future similar projects should not require additional updates to the ITS Architecture because of this initial project.

Mr. Chagnon asked about the cost for installation. Mr. Miller said the project is estimated to be \$1.5 Million, but that cost also includes certain signal upgrades on the South Willow Street corridor.

Motion by Ms. Kunhardt to approve ITS Architecture Amendment #1.

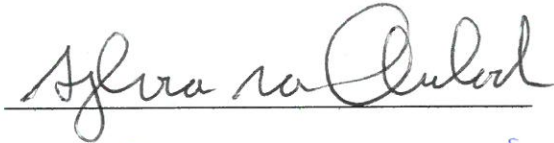
Motion seconded by Mr. Hall.

Motion carried.

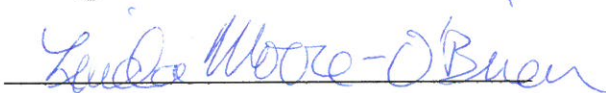
#### **ADJOURNMENT**

***Motion by Mr. Rugg to adjourn, seconded by Mr. Capano. Chair Moulton declared the MPO meeting adjourned at 12:35 p.m.***

I hereby certify that this is a true and correct copy of the minutes of the February 25, 2020 meeting Metropolitan Planning Organization of the Southern New Hampshire Planning Commission.



Sylvia von Aulock  
Executive Director



Linda Moore-O'Brien  
Office Administrator

Minutes approved on \_\_\_\_\_