



LEBANON PEDESTRIAN & BICYCLIST ADVISORY COMMITTEE

MARCH 1, 2022 - 7:00 PM

COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA VIRTUAL PLATFORM
LEBANONNH.GOV/LIVE

-
1. **Call to Order**
 2. **Approval of Minutes**
 - A. February 1, 2022
 3. **Open to the Public**
 4. **Study Items**
 - A. Updates from Other Boards
 - Planning Office - Planning Staff
 - Safe Routes to School - Planning Staff
 - City Council - Erling Heistad
 - Planning Board/CIP Meeting - Gregorio Amaro
 - Police Reports - Alan Schnur
 - Mascoma River Greenway Coalition - Colin Smith
 - Class VI Roads - Colin Smith
 - State of NH Updates - Vacant
 - Rails to Trails - Amy Chan
 - Communications Plan - Marie McCormick
 - B. Update on the multimodal and complete streets implementation plan
 5. **Other Business**
 - A. Updates on City and NHDOT Projects
 - B. Discussion re: NHMA Legislative Policy Proposals
 6. **Future Agenda Items**
 - A. Bike Racks/Repair Stations
 - B. Bike Friendly Community Designation Renewal
 - C. SAU88 coordination
 7. **Adjournment**

The order of agenda items is subject to change.

Meetings are open for in-person and remote attendance. Members of the public that wish to attend remotely may do so by going to LebanonNH.gov/Live where you will find instructions on how to enter the meeting. Members of the public will be able to participate and ask questions through the City's virtual platform or by phone. Please note: Should technical difficulties occur during the meeting that disrupts virtual or phone connection(s), the meeting will continue without remote access capabilities.

Agenda
Pedestrian & Bicyclist Advisory Committee
March 1, 2022

Agenda Item #2A
Approval of Minutes

February 1, 2022

DRAFT

**PEDESTRIAN & BICYCLIST ADVISORY COMMITTEE
REGULAR MEETING MINUTES
CITY COUNCIL CHAMBERS, 51 NORTH PARK STREET &
REMOTE VIA WEBEX LebanonNH.gov/LIVE
7:00 PM, TUESDAY FEBRUARY 1, 2022**

MEMBERS PRESENT: Colin Smith (Chair); Erling Heistad (City Council) [7:35 PM]; Haynes Bunn; Alan Schnur (remote); Clifton Below (Alt); Marie McCormick (Vice-Chair); John Kelleher; Gregorio Amaro (Planning Board, remote)

MEMBERS ABSENT: George Sykes (City Council Alt); Amy Chan

STAFF PRESENT: Rebecca Owens (Associate Planner); Jim Donison (DPW Director)

1) CALL TO ORDER:

Chair Smith called the meeting to order at 7:07 PM.

A roll call was conducted to confirm attendance as two members participated virtually: Mr. Schnur and Mr. Amaro.

Committee members introduced themselves as new members were recently appointed to the Committee, Haynes Bunn and Ken Rapp.

Chair Smith promoted Clifton Below to sit as a full member for Amy Chan.

2) APPROVAL OF MINUTES

A. January 4, 2022

A Motion was made by Mr. Kelleher to accept the meeting minutes of January 4, 2022, as amended.

- *Page 2, Line 20 – change wording to “Walk Bike Ride”*
- *Page 3, Line 40 – should read “Curb the Car”*

Seconded by Ms. McCormick.

Roll Call Vote:

Members voting in favor included Mr. Amaro, Ms. Bunn, Ms. McCormick, Mr. Schnur, Mr. Kelleher, Mr. Below, and Chair Smith.

None voted Nay.

**The vote on the MOTION was unanimously approved (7-0).*

3) OPEN TO THE PUBLIC:

John Dietrich stated that he recently moved to Lebanon and is answering the call for potential Committee members.

The Board took up item B. Bike racks/Repair stations under OTHER BUSINESS at this time.

Wesley Johnson explained that he has an idea for his Eagle Scout project a sheltered bike rack and repair station for the public to use. He explained that his proposal would have a roof, but no plexiglass walls.

The repair station would be a stand with tools tethered to it. There are commercially available repair stations that can be purchased, but the sheltered area would be DIY constructed.

1 In response to a question from Chair Smith, Mr. Johnson explained that the Eagle Scout leads the project
2 in total. The timeframe needs to be completed before the Scout's 18th birthday. He would prefer to finish
3 this before the end of September. The soonest he could likely start building it would be the beginning of
4 April/end of March. While funding from the City would be appreciated, it is not required.

5
6 In response to a question from Ms. McCormick, Mr. Johnson explained that the Scout organizes the
7 project and members of the Troop will help with construction.

8
9 Ms. Owens noted that there will be a donated repair station installed by the DPW at the entrance tunnel to
10 the Rail Trail. She suggested considering alternative placements, possibly ones that could serve the
11 student population. She also asked that the lighting, accessibility, security, and maintenance of the
12 structure be considered. She explained that infrastructure items for the donated station will be handled by
13 the DPW, while programming for it will be handled by the Recreation Department.

14
15 Chair Smith stated that choosing a location for the structure seems to be the first step. Ms. Owens
16 suggested either the Pat Walsh parking area or the Riverside Drive entrance to the Rail Trail as potential
17 locations. She noted that, if City land is involved, the process would be to go through the City Manager's
18 Office and DPW.

19
20 Mr. Below noted that there have been a number of successful Eagle Scout projects completed along this
21 area over the years.

22
23 It was suggested that Mr. Johnson submit a preliminary sketch/design to the Committee at some point.

24 25 **4) STUDY ITEMS**

26 **A. Annual coordination with Department of Public Works**

27 Ms. Owens presented a list of possible topics, including City projects for 2022 such as street markings,
28 street sweeping, public bike storage facilities, sidewalk plowing, signage, and CIP projects.

29
30 Mr. Donison stated that in 2021 the DPW purchased two new/used street sweepers. This will allow for the
31 City to perform its own sweeping instead of contracting out for it. The Committee would like for
32 sweeping to be completed early in the season, and he hopes this will happen in April/May this year,
33 allowing for the cyclists to more easily be out in the streets. Ms. Owens asked about sidewalk versus
34 street sweeping. Mr. Donison stated that the DPW will work in tandem with the sidewalk sweepers,
35 which will go out just before the street sweepers.

36
37 Mr. Donison stated that there is an RPF out for pavement markings which will hopefully be awarded in
38 February. Once street sweeping is complete, the contractor will perform the pavement markings. These
39 will be in-kind to existing markings.

40
41 Mr. Donison stated that the 2022 roadway projects include the Miracle Mile water project, which will be
42 put out to bid shortly. This will include paving from the Exit 19 on ramps to the Dudley Bridge. He noted
43 a number of other areas to be paved as well.

44
45 *Mr. Heistad entered the meeting at 7:35pm.*

46
47 Mr. Donison stated that there is a contract to pave and widen the existing gravel Rail Trail to 12' wide
48 from Spencer Street to Bank Street Extension. Also, to widen the paved section along Taylor Street.

49
50 In response to a question from Chair Smith, Mr. Donison stated that Committee comments regarding
51 potential additional markings should be submitted by the end of April.

52
53 Ms. Owens noted that recently it was determined that sharrows (shared lane markings) should be placed
54 in the middle of the lanes to be most useful and asked if future markings or repainting be placed there.

1
2 Mr. Donison stated that some future projects include Kimball Street and Forest Avenue, including
3 associated sidewalks; a roundabout for the Mascoma Street area 2024; and the Trues Brook Bridge 2023.
4 The Route 120 corridor was recently discussed with Mass DOT regarding which potential bike/ped
5 projects the City would like to see along the area.

6
7 Ms. Schnur noted that there was a discussion about placing new crosswalks on some streets. There was
8 also a request to put a crosswalk on Prospect Street between Reservoir Road and Moulton Avenue. He
9 asked if the DPW could mow the grass in this area. Mr. Donison stated that he would have this attended
10 to.

11
12 Mr. Below noted that there was a spot on Seminary Hill that could use a streetlight due to a nearby bus
13 stop. He suggested an inventory of school bus stops and potential lighting in those areas.

14
15 It was noted that white crosswalks seem to be becoming camouflaged on the road due to snow. Mr.
16 Donison stated that he was unsure as to why this would be.

17
18 Ms. McCormick asked about using bollards to mark some of the more major crosswalks. Ms. Owens
19 stated that bollards are helpful but cannot be used in most places in the winter due to snowplow
20 incompatibility.

21 22 B. Ped/Bike Annual Crash Data Analysis 2006-2021

23
24 Mr. Schnur presented the annual crash data analysis. He gave an overview of where the data has been
25 assembled from. He reviewed the eight crashes in the City during 2021, seven pedestrian and one
26 bicyclist. He noted that the total number of crashes have increased since 2015. There have been 84
27 crashes since 2006. Bicycle crashes mainly occur from May – October, with Friday being the most
28 frequent day of the week for bicycle crashes. Most bicycle and pedestrian crashes occur during daylight
29 hours, but dusk/dark is the most dangerous time with greater risk of serious injuries. Parking lots and
30 crosswalks remain locations with most crashes involving pedestrians. Seniors are pedestrians at most risk.
31 2021 saw the first e-bike crash reported.

32
33 Mr. Schnur noted possible interventions for discussion, including: reduced motor vehicle speed limit
34 (25mph), within the City could be established; more communication on risks and ways to prevent crashes;
35 pedestrian education focused on - need for caution in parking lots and when crossing the street, increased
36 risk of being involved in crashes after dark, higher risk of injuries if involved in crashes after dark, higher
37 risk of crash involvement and injury for seniors, and special materials for children and seniors; bicyclist
38 education; driver education highlighting greater attention required in parking lots and when approaching
39 crosswalks; increased signage (for MVs/pedestrians); and road safety surveys/assessments.

40
41 Alex Belenzs stated that the data from parking lots is important regarding safe routes through the City.

42
43 Mr. Schnur noted that Ms. Owens worked on the regulations for parking lots. Ms. Owens noted that the
44 crash data is only for crashes that were reported. It is unclear how many additional crashes there may
45 have been.

46
47 Mr. Amaro asked about creating risk zones based on the data and then examining how to better protect
48 people in these areas.

49
50 In response to a question, Mr. Schnur stated that the spike in crashes reported in 2015 may be due to the
51 data being caught up on after not being reviewed for some time.

52
53 Ms. Owens stated that she will place the slides for this presentation on the Committee's website.
54

D. Update on the multimodal and complete streets implementation plan (*this was taken up at this time*)
Alex Belenz, Planner for the Upper Valley Lake Sunapee Regional Planning Commission, explained that the Multimodal Plan's Project Advisory Committee, including Chair Smith, Ms. McCormick, Mr. Owens, Mr. Brooks, and other members of departments/committees, has met twice so far. In January the group started to work on initial prioritization projects. The group plans to build off of work that's already been completed. Walkability, bicycle suitability, and stress studies will be completed. The next step will be to roll out broad-based public engagement, with virtual interactive tools.

C. Updates from Other Boards *This item was not addressed at this time.*

- Planning Office - Planning Staff
- Safe Routes to School - Planning Staff
- City Council - Erling Heistad
- Planning Board/CIP Meeting - Gregorio Amaro
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5) OTHER BUSINESS

A. Updates on City Projects

Ms. Owens explained that the Planning Board staff has asked the Committee to review the proposed project at 56 Etna Road. She explained that the proposal from the Trustees of Dartmouth College is for a site plan for an approximately 20,000 s.f. library storage building and associated improvements adjacent to the existing archive facility. She asked if the Committee has feedback on which roadway frontage, Etna or Labombard, to include a sidewalk improvement on in the area. There are no sidewalks on Etna Road, a State road, at this time. If this project were to initiate sidewalk improvements on Etna Road, the City has said it will maintain them. It is an overall goal to make this larger area more pedestrian-friendly.

There was consensus that increased pedestrian safety in the Etna Road area would be of value.

B. Bike racks/Repair stations

This was previously addressed.

C. SAU 88 Coordination

This item was not addressed at this time.

6) FUTURE AGENDA ITEMS & FOLLOW-UP NEEDS: *These items were not addressed at this time.*

A. UVEBLL e-bike programming 2022

B. Master Plan Update Process

C. Bike Friendly Community Designation Renewal

7) ADJOURNMENT:

*A Motion was made by Mr. Below to adjourn the meeting.
Seconded by Mr. Heistad.*

Roll Call Vote:

Members voting in favor included Mr. Heistad, Ms. Bunn, Ms. McCormick, Mr. Schnur, Mr. Kelleher, Mr. Below, Mr. Amaro, and Chair Smith.
None voted Nay.

****The vote on the MOTION was unanimously approved (8-0).***

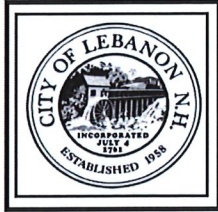
The meeting was adjourned at 9:11 PM.

Respectfully submitted,
Kristan Patenaude, Recording Secretary

**Agenda
Pedestrian & Bicyclist Advisory Committee
March 1, 2022**

**Agenda Item #5B
Other Business**

Discussion re: NHMA Legislative Policy Proposals



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

MEMORANDUM

TO: Conservation Commission
Heritage Commission
Pedestrian & Bicyclist Advisory Committee
Planning Board

FROM: David Brooks, Planning & Development Director

RE: NH Municipal Association Legislative Policy Process

DATE: February 8, 2022

To Board, Committee, and Commission members

During its meeting on February 2, 2022, the City Council reviewed and discussed the New Hampshire Municipal Association's (NHMA's) Legislative Policy Process for 2023-2024.

Each Fall, NHMA holds a Legislative Policy Conference to establish priorities and positions on behalf of its member communities for the upcoming legislative sessions. The process begins with a solicitation of policy proposals from local officials to create an initial issues list. The deadline for communities to submit policy proposals is April 15, 2022. Upon receipt, NHMA's legislative policy committees, including General Administration and Governance, Finance and Revenue, and Infrastructure, Development, and Land Use, will review all policy proposals and make recommendations for the full Legislative Policy Conference in September.

This year, as part of the City's consideration of potential policy proposals, the Council has invited other boards and committees to provide ideas and input into the process. This is a new invitation that has not previously been extended to individual boards and committees in the past.

Attached for your review is NHMA's final adopted Legislative Policy Positions for 2021-2022. Many of the adopted policy positions do not relate to any individual board's or committee's areas of responsibility, or are tangential at best. However, some of the policy positions under the Infrastructure, Development, and Land Use may be relevant or of interest.

Please review the relevant adopted policy positions in advance of your next meeting. Then, each full board, committee, or commission will be given an opportunity to provide feedback to the City Council on policies that should be supported or opposed, as appropriate.

If there is an issue that is not represented among the currently adopted policy positions that a board or committee feels should be highlighted, a template form is provided for each proposed new legislative policy.

Understanding that this is a new process, department staff will be available to offer guidance to each board, committee, or commission for these discussions.



New Hampshire Municipal Association

2021-2022 Legislative Policy Positions

General Administration and Governance

Local Authority and Efficiency

NHMA supports maintaining local government authority without infringement by the state, and supports measures that enable municipalities to exercise existing authority more efficiently and with greater discretion.

NHMA supports:

- Legislation granting towns the same authority to adopt ordinances that cities have under RSA 47:17;
- The authority of municipalities to regulate or limit the use of firearms on municipal property, and to regulate the carrying of firearms by municipal employees while on duty;
- Legislation allowing a town, by vote of its legislative body, to authorize appointment of the town clerk or town clerk/tax collector by the governing body, or by the chief executive officer based on a town charter;
- Legislation allowing municipalities to satisfy notice publication requirements through the use of electronic notification rather than newspaper publication, in addition to posting notice in public places.

NHMA opposes legislation that detracts from existing local authority.

Right-to-Know Law

NHMA supports the purposes of the Right-to-Know Law: to ensure the greatest possible public access to the actions, discussions, and records of all public bodies, and to ensure government's accountability to the people. NHMA also supports measures to make the law clearer and make compliance with public access requirements easier and less burdensome for public officials and employees and less costly for taxpayers.

NHMA supports:

- Reasonable requirements to make governmental records available electronically if no additional cost is involved;
- The ability to recover reasonable labor costs for responding to voluminous, excessive, or vexatious record requests;
- Exemptions from disclosure that are easy to administer and that provide appropriate protection for confidential and other sensitive information;
- An expedited and inexpensive process for resolving right-to-know complaints;
- Legislation and funding that provide support for education about the Right-to-Know Law.

Elections

NHMA believes that state and local elections should be fair and open, that voting should be simple and convenient without risking election integrity or security, and that election processes should be efficient without imposing undue burdens on local officials.

NHMA supports:

- Establishment of an independent redistricting commission to draw election districts fairly and without regard to partisan advantage;
- Local autonomy over town and city elections;
- More frequent state review and approval of electronic ballot-counting devices;
- Registration and voting processes that are not unnecessarily complex or burdensome, either to voters or to election officials;
- The use of secure technology such as electronic poll books to make election processes more efficient;
- Greater flexibility in the processing of absentee ballots;
- State assistance for the cost of accommodations for disabled voters in local elections.

Labor and Employment

NHMA recognizes the importance of municipal employees, the need for good working conditions, and the right of employees to organize if they choose. NHMA also believes municipal employers should be free to set reasonable terms and conditions of employment or negotiate the same with their employees or employee representatives, without undue state interference.

NHMA supports existing laws governing public employee labor relations, and opposes changes that impose greater burdens or liabilities on employers.

NHMA opposes:

- Legislation creating a mandatory “evergreen clause” for public employee collective bargaining agreements;

- Mandatory binding arbitration as a mechanism to resolve impasses in municipal employee collective bargaining;
- A right to strike for public employees;
- New mandated employee benefits, including any proposal to enhance retirement system benefits that may increase employer costs in future years;
- Unnecessary limits on municipalities' discretion in making hiring decisions;
- Restrictions on municipalities' ability to privatize or use contracted services.

Substance Misuse Prevention & Response

NHMA supports programs to address substance use disorder and response to substance use issues, to include treatment and recovery support programs.

NHMA supports:

- State funding to address substance use disorder for the following efforts:
 - Prevention
 - Treatment
 - Recovery
 - Enforcement;
- Legislation that supports prevention, treatment, recovery, and enforcement efforts.

NHMA opposes:

- Reductions in state funding for substance use disorder or recovery support programs;
- Legislation that makes it more difficult to address the substance use disorder problem in our communities.

Finance and Revenue

Property Taxes and Related Revenues

NHMA supports legislation that allows municipalities to manage property tax levies in a manner that stabilizes tax rates and ensures equity, fairness, and efficiency in the assessment and collection of property taxes.

NHMA supports:

- The continuing right of municipalities to use any recognized method of appraisal upheld by the New Hampshire judicial system;
- Legislation to ensure that:

- property taxes are assessed to the proper owner by requiring that all owner name changes be separately filed at the registry of deeds when such an owner change is not created by a transfer of the property, and
- all liens, whether of a private or institutional nature, be filed at the registry of deeds, and that all changes to the name of a recorded lienholder be similarly filed;
- A legislative commission to study assessment and collection of property taxes and/or municipal utility fees on manufactured housing on land of another and on transient-type properties;
- Legislation ensuring fairness and accuracy in property tax exemptions including ensuring that all household income and assets are taken into account;
- Legislation that prohibits the use of the income approach by a taxpayer in any appeal of assessed value if the taxpayer refuses to provide such information as requested by the municipality;
- A legislative commission to study reimbursement through payments in lieu of taxes (PILOTs) for municipal services provided to exempt charitable properties, including charitable non-profit housing projects;
- Legislation amending RSA 80:56 to enable municipalities to charge a fee for any financial remittance issued to the municipality that is returned as uncollectible;
- Legislation to lower the abatement interest rate that municipalities pay under RSA 76:17-a from six percent to four percent to align it better with the interest rates on delinquent taxes that were lowered by the legislature in 2019.

NHMA opposes:

- Legislation that directly or indirectly increases property taxes, including but not limited to new or expanded mandatory exemptions or credits, or changes in the process for valuing, assessing, or taxing specific classes of properties;
- Legislation that undermines the basic goals of the current use program or reduces the 10-acre minimum size requirement for qualification for current use beyond those exceptions now allowed by the rules of the Current Use Board;
- Legislation that expands the definition of “charitable” in RSA 72:23-I unless the state reimburses municipalities for the commensurate loss of property tax base;
- An assessment methodology for big box stores that employs comparisons to “dark store” properties abandoned or encumbered with deed restrictions on subsequent use.

State Aid and Non-Property Tax Revenues

NHMA supports funding of state aid to municipalities, supports legislation authorizing local control over non-property tax revenue streams, and opposes legislation that reduces, suspends, or eliminates existing local taxes, fees, or state aid.

NHMA supports:

- Full restoration of revenue sharing under RSA 31-A;

- A state transportation policy that provides adequate and sustainable funding for state and municipal infrastructure and transportation systems and maintains at least the 12 percent share of state highway funds distributed to municipalities;
- Legislation authorizing the establishment of local option fees and providing for periodic adjustments to statutory fees to compensate for factors including, but not limited to, the effects of inflation, such as an increase in the maximum optional fee for transportation improvements;
- Legislation to ensure the collection of unpaid bills for ambulance and other emergency services;
- Reimbursement from the state for the cost of municipal services provided to state-owned properties;
- Legislation amending motor vehicle registration enforcement laws to ensure collection of all state and local registration fees owed by New Hampshire residents;
- Legislation amending RSA 36-A:5 II to allow trustees of trust funds to invest conservation funds instead of only the town treasurer, if voted by the legislative body;
- Programming that supports reduced cost, cost sharing, or equipment sharing that upgrades or replaces aging or unsafe transportation network(s) for towns.

NHMA opposes:

- Suspension of the statutory catch-up provision of the meals and rooms tax distribution;
- Diversion of state highway funds for non-state transportation network purposes.

New Hampshire Retirement System (NHRS)

NHMA supports the continuing existence of a retirement system for state, municipal, school, and county government employees that is secure, solvent, fiscally healthy, and financially sustainable, and that both employees and employers can rely on to provide retirement benefits for the foreseeable future.

NHMA supports:

- Restoration of the state's 35% share of employer costs for police, teachers, and firefighters in the current defined benefit plan and any successor plan;
- Inclusion of participation by a municipal official designated by NHMA on any legislative study committee or commission formed to research alternative retirement system benefits plans or designs;
- Performance of an actuarial analysis of any legislation proposing benefits changes or other plan changes that may affect employer contribution rates.

NHMA opposes:

- Legislation expanding benefits that increase current or future employer contribution costs;
- Legislation that assesses additional charges on employers beyond NHRS board-approved rate changes;
- Legislation that expands the eligibility of NHRS membership to positions not currently covered by the plan;

- Legislation further restricting a municipality's ability to employ NHRS retirees in part-time positions or the imposition of any fees or penalties associated with such employment.

Education Funding

NHMA supports a revenue structure for funding an adequate education to meet the state's responsibilities as defined by the constitution, statutes, and the common law with revenue sources that are predictable, stable, and sustainable.

NHMA supports:

- A revenue structure that is not disruptive to the long-term economic health of the state;
- A revenue structure that is efficient in its administration;
- A revenue structure that is fair to citizens with lower to moderate incomes.

NHMA opposes:

- Retroactive changes to the adequate education funding distribution formula after the notice of grant amounts has been provided to local governments.

Infrastructure, Development, and Land Use

Energy, Environment, and Sustainability

NHMA supports preservation and enhancement of municipal energy, climate, and sustainability planning for communities, protection of the natural environment, and implementation of clean and renewable energy, while recognizing the need for municipalities to manage their resources and the natural environment without undue cost.

NHMA supports:

- Legislation that broadens municipalities' ability to install and use renewable energy sources, including higher caps or elimination of caps on net energy metering;
- Legislation that provides financial and other assistance to municipalities for conservation techniques and installation and maintenance of renewable energy sources;
- Legislation that allows municipalities to adopt local environmental regulations that are no less stringent than those implemented by the state;
- Legislation that enables municipalities to enact measures that promote local energy and land use systems that are both economically and environmentally sustainable;

- Legislation that protects and preserves local natural resources and public infrastructure, builds community resilience, and fosters adaptation to climate change and mitigates its risks;
- Policies that support customer and community choice in energy supply and use competitive market-based mechanisms to promote innovation, cost effectiveness, and sustainability; and
- Legislation that provides state or federal assistance to municipalities to mitigate environmental inequity impacts faced by their residents, and drive early local engagement in decision processes.

NHMA opposes:

- Legislation that overrides local determinations of appropriate energy sources and regulations.

Water Resources Protection, Control, and Management

NHMA supports measures enabling municipalities to protect, control, and manage efficiently and safely water and its resources, treatment, and movement, with a focus on management and infrastructure. NHMA believes any new mandates that impose additional costs on municipalities must be funded by the state or federal government.

NHMA supports:

- Legislation that provides state or federal investment in maintaining and making improvements to the state's critical water infrastructure, including, but not limited to, public drinking water, wastewater, and stormwater systems, and dams;
- Legislation that encourages regional and innovative solutions to drinking water, wastewater, stormwater, and groundwater issues;
- Regulation of emerging contaminants at feasibly achievable levels when supported by relevant scientific and technical standards that are broadly accepted by peer review and cost-benefit analyses, when coupled with appropriate state or federal funding.

NHMA opposes:

- Enactment of stricter drinking water, wastewater, or stormwater regulations for municipalities unless any costs of compliance are funded by the state or federal government.

Solid Waste Management

NHMA recognizes the need for cost-efficient solid waste disposal mechanisms that allow municipalities to protect, control, and manage efficiently and safely solid waste. NHMA believes any new mandates that impose additional costs on municipalities must be funded by the state or federal government.

NHMA supports:

- Programs that support municipal, regional, and state efforts to handle solid waste disposal through reduction, reuse, recycling, resource recovery, composting, and other measures, while maintaining local control;
- Comprehensive state programs to deal with existing and emerging contaminants at no additional cost to municipalities.

NHMA opposes:

- Increased tipping fees to pay for solid waste programs unless they are fully reimbursed by the state.

Housing

NHMA recognizes the need for diverse and affordable housing in New Hampshire and the responsibility of each municipality to afford reasonable opportunities for the development of diverse and affordable housing. NHMA believes municipalities should have discretion in how to satisfy this responsibility and supports legislation that enables municipalities to find innovative ways to ensure an adequate supply of housing.

NHMA supports:

- Legislation that allows municipalities to require the inclusion of affordable and diverse housing opportunities as part of new housing developments;
- Financial and other incentives to municipalities to encourage development of diverse and affordable housing;
- Statewide efforts to provide housing for those recovering from substance misuse, subject to reasonable municipal regulation;
- Policies that encourage documentation and financial traceability of cash and bartered rental transactions;
- Legislation and policies that encourage creative and flexible approaches to meeting housing needs of current and future demographics in different regions.

NHMA opposes:

- Legislation and policies that allow for or encourage housing practices that exclude people from and decrease the availability of quality, affordable housing;
- Legislation that erodes local control over land use decisions.

Land Use

NHMA supports the long-standing authority of municipalities to regulate land use matters with minimal interference from the state.

NHMA supports:

- Legislation authorizing municipalities to regulate short-term rentals of residential properties, including licensing requirements and health and safety protections;
- Legislation enabling municipalities at their discretion to adopt more recent editions of national/international building and fire codes than the current state-adopted editions.

NHMA opposes:

- Legislation that limits municipal control in implementing statewide priorities in zoning and land use regulation;
- New state mandates requiring municipalities to allow specific types of housing;
- All other statewide land use mandates.

Information Technology, Communications, and Cybersecurity

NHMA supports initiatives to make the most current information and communication technology accessible to New Hampshire communities, so long as local authority over land use regulation and safety issues is not compromised.

NHMA supports:

- Legislation that increases the ability of municipalities, especially those in rural and remote areas, to facilitate and advance access to reliable broadband technology to the premises in their communities;
- Legislation that provides flexibility for municipalities in accessing poles and pole attachments, including legislation that directs the New Hampshire Public Utilities Commission to adopt the FCC rule on access to poles called “One-Touch-Make-Ready” in order to facilitate bringing high-speed fiber optic cable to service all New Hampshire communities, homes, and businesses by internet service providers (ISPs) in an expedient and cost-effective manner;
- Legislation that provides state and federal investment, including grants, for installation of high-speed fiber optic broadband technology to serve all New Hampshire communities, homes, and businesses;

- Legislation that requires or encourages and incentivizes providers to disclose information to local government relative to access and broadband connections provided in the municipality to help municipalities better understand and address the needs of their community;
- State investment in cybersecurity assistance to municipalities to protect data and infrastructure.

NHMA opposes:

- Legislation that limits municipalities' ability to prevent or regulate deployment of technologies that would impede vehicular or pedestrian passage on roadways or sidewalks;
- Statewide mandates on cybersecurity practices unless any associated costs are funded by the state or federal government.

Transportation

NHMA supports state policies that ensure access to convenient, efficient, reliable, and safe multi-modal transportation in New Hampshire as cost effectively as possible.

NHMA supports:

- Appropriate funding for state and local modes of transportation, including but not limited to roads, culverts, and bridges;
- Continued state and federal investment in public transit projects designed to reduce traffic on New Hampshire's roads.

NHMA opposes:

- Any action or inaction by the New Hampshire Department of Transportation that results in the downshifting of road, bridge, culvert, or drainage maintenance responsibilities from the state to municipalities.

Economic Development, Recovery, and Vitality

NHMA supports allowing municipalities to implement measures to foster economic development which allows for the preservation and creation of jobs and vitality within our communities.

NHMA supports:

- Legislation that allows for local adoption of more options and more flexibility to provide incentives for economic recovery and development;

- Expansion and more flexibility of state tax credit and exemption programs to foster economic recovery, development, and vitality.

NHMA opposes:

- Legislation that makes it more burdensome to implement economic recovery, development, and vitality measures.



New Hampshire Municipal Association 2023-2024 Legislative Policy Process

Explanation of Proposed Policy

Submitted by (Name): _____ Date: _____

Title of Person Submitting Policy: _____

City or Town: _____ Phone: _____

To see if NHMA will SUPPORT/OPPOSE:

Municipal interest to be accomplished by proposal:

Explanation:

A sheet like this should accompany each proposed legislative policy. It should include a brief (one or two sentence) policy statement, a statement about the municipal interest served by the proposal and an explanation that describes the nature of the problem or concern from a municipal perspective and discusses the proposed action that is being advocated to address the problem. Mail to NHMA, 25 Triangle Park Drive, Concord, NH 03301; or e-mail to governmentaffairs@nhmunicipal.org **no later than the close of business on April 15, 2022.**