

Senate Public and Municipal Affairs Committee

Kelly Flathers 271-3093

SB 174-LOCAL, relative to municipal parking surcharges and parking maintenance and operations.

Hearing Date: February 1, 2017

Time Opened: 10:23 p.m.

Time Closed: 10:38 p.m.

Members of the Committee Present: Senators Ward, Birdsell and Gray

Members of the Committee Absent: Senators Kahn and McGilvray

Bill Analysis: This bill expands the provisions pertaining to public parking facilities to include the repair of existing parking facilities.

Sponsors:

Sen. Feltes

Sen. Gannon

Sen. Watters

Rep. Steven Smith

Rep. Sykes

Who supports the bill: Sen. Dan Feltes - District 15; Sen. Bill Gannon - District 23; Cordell Johnston - NH Municipal Association; Steve Fournier - Town Administrator, Newmakret, NH; Matt Walsh - City of Concord; Tom Aspell - City of Concord

Who opposes the bill: None

Who is neutral on the bill: None

Summary of testimony presented in support:

Sen. Dan Feltes – District 15

- This is enabling legislation to allow towns and cities to manage parking. I submitted this on behalf of the City of Concord, but it applies to all towns and cities.
- Page 4 of the bill talks about whether or not towns and cities can use certain fees to support the operation of parking structures and meters. The statute only applies to towns and cities with more than 50,000 people, which I believe is unfair. All towns and cities ought to have the option to manage these costs in however they choose.
- The bill also has an alternative option for motor vehicle registration fees, to use a flat fee of no greater than \$15 instead of millage rates.

- We as the legislature circumscribed what towns and cities can do with this money. This bill provides more flexibility.

Matt Walsh – City of Concord

- I am speaking in support of this bill.
- This bill amends 3 parking statutes that have been on the books since the 1960s.
- This currently only applies to Manchester and Nashua and is a local option statute. We're proposing to remove the 50,000 population threshold to open this up to all NH communities.
- This bill also provides an alternative structure for how fees would be attached to motor vehicle registrations. Right now we have a mileage rate. The city is proposing a flat fee, which would be a simple and less onerous system for taxpayers.
- The next statute amended through this bill is parking facilities. Current statute puts caps on sources of revenue and requires the use of special assessment districts. This would be modified so that motor vehicle revenues could be used to build parking facilities and maintain existing facilities.
- The last change pertains to parking meters. We would add a new provision to allow revenue from motor vehicle fees to be used for adding and maintaining parking meters. It's a local option statute; all communities in NH would be able to use this statute if they so choose. This would help out smaller communities with parking facilities.
- We're trying to keep our parking rates reasonable in Concord by bringing in another source of revenue. Our parking system needs about \$10,000,000 of capital investment over the next decade. If we funded it exclusively with parking revenue, costs would dramatically increase.

Sen. Ward

- (Q) I live in a place where we don't have parking garages. The money raised from parking stays local, correct? Is there revenue sharing?
 - (A) **Matt Walsh:** Right, there would be no reason for your town to adopt this statute. There is no revenue sharing. It would be raised on motor vehicle registrations within the town or city in which they are registered.

Sen. Gray

- (Q) A flat fee disproportionately affects lower income people versus a millage rate. Why did you decide to do a flat fee?
 - (A) **Matt Walsh:** Concord thought we might do a flat fee because it's easier to administer. It doesn't have to be at the maximum of \$15. The current millage rate formula is "up to" \$5 per \$1,000 MSRP, so there's some flexibility there if the City Council is concerned about the issue you

raised.

Summary of testimony presented in opposition: None

Neutral Information Presented: None

Future Action: Pending

KEF

Date Hearing Report completed: February 3, 2017