

Central NH Regional Planning Commission

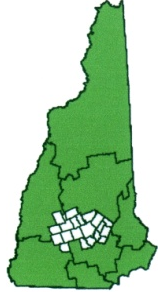
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Transportation Advisory Committee

February 6, 2015

Minutes

Bow Municipal Building, Bow, 10 Grandview Road, Bow

9:00 A.M.

Attendees	
Christine Trovato, Town of Henniker	Barbara Annis, Town of Warner
Betsy Bosiak, Town of Epsom	Rob Mack, City of Concord
Ted Mitchell, Town of Pittsfield	Jim Pritchard, Town of Pittsfield
Bill Watson, NHDOT	Paul Lockwood, NHDES
Dick Lemieux , City of Concord TPAC Chair	

Commission Staff: Mike Tardiff, Steve Henninger, Dean Williams, Sam Durfee

The meeting began at 9:04 A.M., called to order by Chair Barbara Annis.

Introductions

All TAC members and guests present introduced themselves.

Review Minutes of the November 7, 2014 TAC Meeting

A motion was made to accept the minutes of the November 7, 2014 TAC meeting as written.

M/S/Passed Ted Mitchell/Betsy Bosiak

Electric Vehicles in NH

Paul Lockwood gave a PowerPoint presentation to the committee about the current use of electric vehicles (EVs), the different types of EVs and the types of charging methods. The primary purpose of this presentation was to educate the committee about EVs and their abilities and needs in order to be able to provide local and regional planning boards/commissions valuable knowledge in the face of a rapidly evolving market. Mr. Lockwood highlighted some potential benefits of expanding on the existing network of 36 public charging stations throughout the state. These included attracting tourists from states with more electric cars, namely VT and MA as well as encouraging EV market growth within the state. Mr. Lockwood used the analogy of the chicken or the egg; if there were more charging stations, there would be more EVs, or vice versa, if there were more EVs there would be more charging stations. This was also applied to a question asked by Dick Lemieux asking if utility companies had expressed any interest in setting up charging stations.

Mr. Lockwood also identified some NH state incentives to establishing charging stations. If a town were to install a singular charging station, they would receive a \$3,000 rebate, \$5,000 for a dual charging station. These rebates would be awarded by NHDES and OEP on a first-come, first-serve basis focusing on the priority areas of I-93 and I-89. Local government would also have a roll in facilitating the installation of charging stations. Zoning regulations, parking codes, building codes and permitting and inspecting are all areas in which local governments would need to most likely adjust to recognize the unique position of a charging station. Mr. Lockwood stated that the responsibilities of policy actions (region-wide charging station plans, inclusion of charging stations into complete streets planning) as well as education and awareness would fall on planning agencies.

Rob Mack of the City of Concord asked if someone who wished to charge their car would be able to pay by credit/debit card. Mr. Lockwood responded with that it is possible on the higher-end charger models and that while the customer is not actually paying for the electricity, because one cannot resell electricity, they are paying a fee to use the station and that it costs about \$3.00 for one charge. Mr. Mack also inquired about the cost of a charging station in comparison to a gas station. Mr. Lockwood said he would look into it. Mr. Mack asked if since the USA is not the largest producer of natural gas, is there a parallel in growth of compressed natural gas powered vehicles to EVs. Mr. Lockwood replied he has seen compressed natural gas vehicles fading out of the consumer market yet some utility companies power their vehicles with compressed natural gas. A discussion ensued regarding compressed natural gas filling station locations.

Barbara Annis asked how many EVs are currently registered in NH. Mr. Lockwood replied that it is difficult to track this number because of hybrid vehicles. When a hybrid vehicle is registered, the town clerk could record it as a gas or electric vehicle and both would be right. As for plug-in EVs, there are 750 registered.

Dean Williams shared that he will send out the PowerPoint presentation to the committee members.

NHDOT Update

Bill Watson provided the committee with an update of the on goings at NHDOT. He began by stating that winter maintenance expenses are greater than budgeted and that it will be interesting to see what the Governor lays out in her budget for the NHDOT.

Mr. Watson explained that there is a document now available on the NHDOT's website that was written to educate both the legislature and the general public about how vehicle registration and toll fees are used by the state. The document also supplies information on NHDOT's expenses for FY 2014 and what they have requested for FY 2016 and 2017. Mr. Watson stated frankly that by the end of FY 2017, without any major changes made by the legislature, NHDOT will be \$100 million in debit.

Betsy Bosiak asked how the new "Gas Tax", SB367 plays into NHDOT's budget. Mr. Watson explained that no money whatsoever goes towards the DOT operating budget. 12% goes back to the public through block grants. Roughly \$7 million goes into the state bridge program and \$20 million is marked for resurfacing projects. Everything else is put towards the I-93 expansion. Mr. Watson added that 20-25% of NHDOT's budget goes out to other agencies.

NHDOT recently submitted their 4 year project/program plan to the Federal Highway Administration. Mr. Watson noted that the 2 year work program contracts with the nine RPCs expire in June. NHDOT will have to work with the RPCs to draft new contracts. Regretfully, Mr. Watson stated that due to budget constraints, NHDOT will ask the RPCs to put up additional funds that they have not had to in the past in order to meet the monetary value generated by the 10% match with NHDOT's toll credit in past years.

Mr. Watson also covered the TAP applications the committee had scored and evaluated at the last meeting. Forty-two applications we received state-wide. Twelve were decided to be funded. From the Central New Hampshire Region, the Henniker application, ranked #12 by NHDOT will be funded. The Pembroke application was ranked #32, Bradford's ranked #35, Warner's ranked #40 and Concord's application was deemed ineligible.

Barbara Annis had a question regarding how the funding match with NHDOT works when submitting TAP applications. Mr. Watson replied that the town has to demonstrate that they are able to fund 100% of the project and only then, if the application is accepted, the town will receive an 80% reimbursement.

Regional Updates/Other Business

Dean Williams started off by stressing the importance of applications incorporating local projects that would have regional impacts into the TIP and Mike Tardiff added that different projects will warrant different approaches when evaluating TIP applications.

Mr. Williams stated that the transportation chapter as well as the whole regional plan is up for approval at the full commission meeting next Thursday (2/12/2015). Mr. Williams expressed to the committee that he has applied for a grant for a boarding and lighting study with CAT. Mr. Tardiff explained there is a change in the urbanized area which now incorporates parts of Bow, Pembroke and Allenstown.

Mr. Williams wanted to touch on a new special request from the City of Concord and opened the floor to Rob Mack. Mr. Mack explained that Concord Transportation planning Advisory Committee is working on a pedestrian master plan to add to the 2030 Concord Master Plan and that they requested assistance from CNHRPC. Betsy Bosiak asked how much this project will cost and if there will be enough time to complete it. Mr. Tardiff replied with a rough figure of \$7,500 that will be split one-third in FY 2015 and two-thirds in FY 2016.

M/S/Passed Betsy Bosiak/Ted Mitchell

Committee members began updating the rest of the committee on projects in their towns that may have regional implications. Steve Henninger was curious about the Loudon Rd. project. Mr. Mack stated bids be begin in May and the proposed start of the construction will be sometime in the summer. Ted Mitchell shared that the New England Mechanical Overlay welding facility acquired state owned land and will start the process of creating a welding school. Dick Lemieux shared that Concord is looking to develop Langley parkway into an express route to the hospital. This could ease access to the facility in emergencies and Mr. Lemieux stated that this project would be regionally significant and may need some regional support.

Next Meeting Date

The next TAC meeting was scheduled for March 6th, 2015 at 9:00am, in the Bow Town Hall.

Meeting Adjournment

The meeting was adjourned at 10:45 A.M.