

**Strafford Metropolitan Planning Organization
Technical Advisory Committee Meeting
150 Wakefield Street, Suite 12, Conference Rm. 1A
Rochester, NH 03867
FINAL Minutes**

**Friday, April 6, 2018
9:00 a.m.-11:00 a.m.**

The meeting was called to order with a quorum at 9:00am

1. Introductions

Members Present: Martin Laferte (Farmington), Elizabeth Strachan (NHDES), Jessica Wilcox (NHDES), Lucy St. John (NHDOT), Marcia Gasses (Barrington), Steve Pesci (UNH), Joseph Verro (UNH), Diane Smith (Brookfield), Kelly Collins (Wakfield), Scott Kinmond (New Durham), Michael Rollo (Rollinsford), Michael Williams (COAST)

Staff Present: Rachel Dewey (Data Analyst), Colin Lentz (Regional Transportation Planner), Stefanie Casella (Data Collection and Analysis Assistant), Rachael Mack (GIS Planner)

2. Staff Communications

2.1 C. Lentz reiterated that the search for an Executive Director is still ongoing.

3. Action Item(s)

3.1 Minutes from March 2nd [VOTE]

M. Gasses made a motion to approve the March 2nd meeting minutes as written

Seconded by S. Pesci

Vote: Unanimous in favor

3.2 Review Draft Memorandum of Understanding between Strafford MPO, Rockingham MPO, NHDOT, and Public Transportation Providers – Recommended to the Policy Committee [VOTE]

C. Lentz explained that the Memorandum of Understanding (MOU) – or Master Agreement – was primarily to define shared and individual roles and responsibilities for implementing federal and statewide transportation planning processes among NHDOT, the four MPOs, and Public Transportation Providers. He noted that the MOU contains a main section that includes all parties, and several sub-agreements. These sub-agreements address specific relationships for transit services, urbanized area planning, and performance-based planning. For instance: there is a sub-agreement between Strafford and Rockingham MPOs, and COAST regarding transit planning; one between Strafford MPO and Rockingham MPO regarding Newmarket and the Portsmouth urbanized area; and one between the four MPOs and NHDOT regarding safety data and performance target setting. C. Lentz noted that the current MOU (from 2015) includes many of these roles and responsibilities and the update was primarily to integrate new information and requirements for performance based planning. These new requirements include data sharing, performance target setting and reporting, and updating plans. C. Lentz explained that the other MPOs and NHDOT were finalizing updated language related to federal funding to urbanized areas. He said urbanized areas with populations greater than 200,000 receive specific

apportionments of funds from the Surface Transportation Block Grant (STBG) and Transportation Alternatives Programs. C. Lentz said this issue did not pertain to the Strafford MPO region as it is well below the 200,000 population level.

S. Pesci asked how close the Strafford region was to reaching a population of 200,000. After discussion amongst the committee it was estimated that the region had reached a population close to 100,000. This will be verified in the next Census.

S. Pesci requested that the UNH Wildcat Transit sub-agreement include technical advisory service from SRPC to the University of New Hampshire in the event that assistance is needed.

D. Smith noted that the COAST sub-agreement does not specify parameters for data collection and sharing, specifically ridership, that was important for regional planning. After discussion the committee agreed that it is important to note that COAST and UNH collect data and make it available to Strafford and Rockingham MPO on a regular basis. C. Lentz thanked D. Smith for the comment and said he and R. Dewey were meeting with COAST and Wildcat staff later so they could discuss and finalize issues in the MOU.

D. Smith noted that SNRPC was listed twice on the acronym list.

D. Smith requested clarification on item number three under *Funding and Payment* in the overall MOU. The statement reads, "All costs incurred during the progress of the metropolitan transportation planning work activities under this MOU shall be shared by the MPO's and the other participating agencies on the basis of the cost allocation schedule set forth in the approved UPWPs." Clarification is needed on who the recipient of this information will be. C. Lents suggested that the information will be shared amongst the MPO's and agencies, but he said he would look into it and make the appropriate adjustments for clarity. D. Smith continued that the word "cost" in item number four should be changed to "funds" or "funding." Additionally, she added that there is a typo in statement number five, "mid" should be corrected to "midterm". C. Lentz thanked her and said those adjustments would be made.

M. Williams noted to have COAST added to the list of acronyms.

D. Smith made motion to approve MOU with the understanding that the requested adjustments and clarifications would be made.

M. Gasses seconded Motion

Vote: Unanimous in favor

4. Discussion Items

4.1 Jessica Wilcox and Elizabeth Strachan (NHDES) – The Future of EV Charging in NH Towns

Jessica Wilcox, coordinator for the Granite State Clean Cities Coalition and grants manager for NHDES, presented on how communities can prepare for the EV (Electric Vehicle) future.

The Granite State Clean Cities Coalition works with vehicle flights, fuel providers, community leaders and other stake holders to reduce petroleum use in transportation. The organization uses collaborative partnerships with these stake holders to reduce emissions.

J. Wilcox began by giving the committee an introduction on Electric Vehicles and the technology advancements that have been made in the recent years. The two types of electric vehicles on the roads

today include: Battery Electric Vehicles (BEV) which are pure electric vehicle and hold 70-250 miles of charge, or Plug-In Hybrid Electric Vehicles (PHEV) that have both an electric motor and a gas engine that can hold 15-25 miles of electric charge.

She then moved on to address the types of charging stations (also called Electric Vehicle Supply Equipment or EVSE), that are needed to fuel EV's. There are currently three different types of EVSE's that connect EVs to the grid. Level one AC charging is the standard three prong household plug and provides 2-5 miles per hour of charge. Level 2 AC charging requires a plug similar to that of a dryer and provides 10-20 miles of charge per hour of charging. The last EVSE is called DC Fast Charging. This is a highly specialized charging station requiring an electrician to install and supplies 60-80 miles of range per hour of charge. Charging costs for these stations can vary between including the charging fee into the price of parking or hiring a third party to manage the cost (such as ChargePoint or EVgo). J. Wilcox also noted that different types of different types of makes and models of vehicles can require different charging connectors.

J. Wilcox continued with some statistics on the Green House Gas (GHG) pollutants. She cited that NH's single largest GHG pollutant (40%) is Nitrous Oxide from the transportation sector, and that switching to electric technology is the most efficient reduction technique. Auto makers have already started to shift toward EV fleets with Volvo stating that all models starting in 2019 will either be hybrids or powered solely by batteries, Ford will introduce 16 fully electric vehicles and 34 plug in hybrid models by 2022, General Motors claims 20 all electric vehicles by 2023, Mercedes-Benz will have all electric versions of all models by 2023, and Toyota announcing to offer every model (in the Toyota/Lexus line up around the world) available in either all electric or hybrid options by 2025.

Adoption of California's Zero Emissions Vehicle Mandate has been implemented by many neighboring states (Massachusetts, Maine, Vermont, Connecticut, New York, and Rhode Island) and even the city of Quebec. J. Wilcox explained that NH relies on out of state tourism to stimulate the economy and that the current EV infrastructure will not support the increase in EV vehicles expected to be traveling through the state in the coming years. Implementation of policies and planning at the municipal level can facilitate EV readiness.

She gave a few examples of how to begin the implementation process:

- Encourage EV implementation in parking garages and apartment complexes
- Watch for EV technology upgrades for school busses and transit operations
- Promote EV incentives in the planning process (parking incentives/tax credits, zoning and building codes)
- Adopt EV friendly building permitting and inspection processes
- Partner with neighboring towns to connect infrastructure

J. Wilcox finished her presentation with a few local examples of how EV infrastructure integration has been successful.

- Durham, NH: In September of 2015 the Town of Durham installed a level 2 charging station in the Pettee Brook Municipal Lot. The installation cost was just above \$10,000 and the town was able to secure \$5,000 of State grant funding along with a match grant from UNH to cover the difference. The estimated net operating cost is about \$400 per year. In two years the data recorded reflected 61 different drivers from 44 unique zip codes including states such as Massachusetts, Maine, Vermont, Connecticut, Pennsylvania, and New York.

- Portsmouth, NH: The City of Portsmouth installed a level 2 charging station in the Hanover Parking Garage in 2016. The installation cost was just over \$9,000 and was supplemented by a \$5,000 grant from the State. In the first quarter the station recorded 151 sessions and increased to 256 sessions in the fourth quarter (this is an increase of almost 70% between the first and fourth quarter). The project was so successful that six more charging stations will be installed in the new parking garage (Foundry Place Parking Garage).
- Derry, NH: The Town of Derry worked with Tesla to subsidize the installation of proprietary charging stations as well as universal charging stations for non-Tesla vehicles.
- State of New Hampshire: The NH Department of Environmental Services recently added two Toyota Prius Primes to their light duty fleet and installed a level 2 charging station to fuel them.

S. Pesci asked if the State has a list of registered EV's in NH. L. Strachan replied that yes it is recorded and she is currently sorting through the data.

M. Williams asked what the pollutant implications would be in moving to EV technology, would the pollution just move from the transportation sector to the energy sector? S. Strachan answered that it depends on how the electricity is generated. NH is working towards using more renewable energy sources. She added that an added benefit is moving the pollution source away from downtown areas where people can breathe it in, specifically school busses idling near "young lungs". S. Strachan elaborated that there is also a future potential for EV's to assist the grid as an additional power source during times of high energy usage.

S. Pesci asked the status of the VW settlement money. S. Strachan responded that the mitigation plan is coming out next week. It will be announced on all platforms with a public comment period.

The Granite State Clean Cities Coalition is hosting the 2018 Green Your Fleet Workshop on June, 1. This workshop is free and "features the latest in alternative fuels, advanced vehicle technologies and petroleum reduction strategies."

5. Project Update(s)

There were no project updates

6. Other Business

6.1 Public Private Partnership (P3) meeting at NHDOT

C. Lentz said he had attended meeting at NHDOT on March 23rd where proposals were presented for potential Public-Private Partnership projects. He noted two projects that were significant in the Strafford region. One was a proposal was from a European conglomerate to privatize the NH Turnpike. C. Lentz noted that the NHDOT Commissioner had said NHDOT would not be pursuing this proposal at this time since it concerned larger policy discussions. The second proposal was from C&J Buslines to privatize the Dover and Portsmouth Park N' Rides where C&J operates. C. Lentz explained that the proposal included parking fees to support maintenance and improvements, and a portion of revenues would go to support public transportation providers. C. Lentz noted that all proposals are on an NHDOT website: <https://www.nh.gov/dot/programs/public-private-partnership/index.htm>

6.2 Lucy St. John – State Freight Update

Lucy St. John from NHDOT gave a brief update on the status of the State Freight Plan. She explained that NHDOT was required to have a State Freight Plan to access Federal funds for freight planning and projects. The effort started with the State Freight Advisory Committee a couple years ago which included RPCs, state agencies representatives, and major freight stakeholders. Since then, there have been 3 SFAC meetings. There was a public open house in Concord in November, and a second public open house was recently, as well as the first Freight Summit in Claremont on March 22nd. The Freight Summit was attended mostly by the regional planning commissions with guest speakers from Claremont and the Port of New Hampshire. The consultants for the project have been gathering lots of data from a variety of different sources. L. St. John said there would be additional public forums scheduled in the near future (likely in Berlin in May, and Portsmouth in June), and if the committee would like more information, she would come back and give a full presentation.

C. Lentz asked if the plan would be project based, and if so will it be tied in with the Ten Year Plan development process so RPCs could develop projects to be considered? He specifically identified a site in Dover where urban highway corridors cross with freight and passenger rail lines. C. Lentz noted that there are safety and congestion conflicts at this site. L. St. John answered that the plan is still being developed and general projects and related planning will be identified in it.

C. Lentz asked about the designation of urban and rural freight corridors, and what role RPCs would play. L. St. John said that RPCs would be involved in the designation of 150 miles of new "Critical Rural Freight Corridors" and 75 miles of new "Critical Urban Freight Corridors". C. Lentz explained that he would be meeting with NHDOT, FHWA, NHDES, and the nine RPCs next week to discuss this process. M. Gasses requested that smaller communities be involved in the process when planning these routes as some of the smaller roads have different standards and often experience damage when there is a temporary change in traffic flow (such as re-routing do to a crash or flood).

S. Pesci spoke to the need for freight crossing stations to be upgraded in priority during power outage restoration. He explained that during power outages crossing stations loose power and all freight movement is slowed to five to ten miles per hour, causing a decrease in freight movement efficiency and becomes a safety hazard.

7. Citizen's Forum

No citizens brought comments forward.

8. Adjournment

M. Williams made a motion to adjourn

Seconded by D. Smith

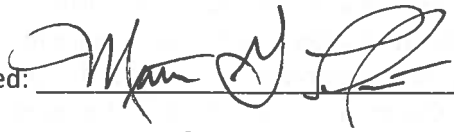
Vote: Unanimous in favor

The meeting was adjourned at 10:04am

Minutes prepared by Stefanie Casella and Colin Lentz

Approved by

Name Printed: MARTIN G. LAFFERTE

Signed: 

Date: 5-4-18