



**DOWNTOWN LEBANON TIF ADVISORY BOARD  
JULY 30, 2025 - 6:00 PM  
COUNCIL CHAMBERS, CITY HALL OR  
REMOTE VIA VIRTUAL PLATFORM  
LEBANONNH.GOV/LIVE**

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**1. Call to Order**

The July 30, 2025 Downtown Lebanon TIF Advisory Board Meeting is hereby called to order.

**2. Approval of Minutes**

A. June 24, 2025

**3. New Business**

A. Discuss the Installation of an Electric Vehicle (EV) Charging Facility

**4. Other Business**

**5. Adjournment**

Meetings are open for in-person and remote attendance. Members of the public who wish to attend remotely may do so by going to [LebanonNH.gov/Live](https://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 disrupt virtual or phone connection(s), the meeting will continue without remote access capabilities.

Any person with a disability who wishes to attend this public meeting and needs additional accommodation, please contact the ADA coordinator at City Hall by calling 603-448-4220 at least 72 hours in advance so that the City can make any necessary arrangements.

DRAFT

**DOWNTOWN LEBANON TIF ADVISORY BOARD**  
**TUESDAY, JUNE 24, 2025 – 6:00PM**  
**Council Chambers – City Hall – or remote via Virtual Platform**  
**MINUTES**

**TIF MEMBERS PRESENT:** Barry Schuster (Chair), Victoria Smith, George Sykes

**TIF MEMBERS ABSENT:** Tracy Hutchins (Upper Valley Business Alliance), Peter Owens, Chris Haidari

**STAFF PRESENT:** Deputy City Manager David Brooks

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1  
2 **1. CALL TO ORDER:**

3 The June 24, 2025, Downtown Lebanon TIF Advisory Board Meeting was called to order at 6:00PM.  
4

5 **2. APPROVAL OF MINUTES:**

6 A. April 29, 2025  
7

8 *Motion by Barry Schuster to approve the minutes of April 29, 2025, as presented. Second by Victoria Smith.*  
9 *\* The Vote on the MOTION was approved (2-0-1 with Mr. Sykes abstaining).*  
10

11 **3. NEW BUSINESS:**

12 A. Discuss and make recommendations regarding the future of the Downtown TIF District.  
13

14 Deputy City Manager Brooks stated that on June 4<sup>th</sup> the City Council spoke about the status of the Downtown TIF  
15 District and outlined some of the options available for it. The TIF District was created in 2018. The 2016 Downtown  
16 Visioning Plan included the TIF District as one of the recommendations. The District itself is quite large and so far,  
17 the revenue generated within the District has only been used to pay the debt service on the tunnel bond. The District  
18 currently brings in over \$900,000 in increment each year. The assessed value within the District when it was created  
19 was approximately \$85M. The value at this time is approximately \$118M. There are at least four options with  
20 respect to the TIF District to consider. One to consider leaving the District as it is, allowing funds to continue to  
21 accumulate from year to year and using them for projects that are already identified and occurring within the  
22 District, such as the tunnel. TIF revenue generated in Downtown cannot be used anywhere outside of the Downtown  
23 District. These funds could not be used in West Lebanon, for example. Another option would be to rescind the  
24 District which would allow the full taxable value within the District to generate taxes which would be distributed to  
25 different taxing authorities, including the School District and the County. If the District is rescinded and a new  
26 district is chosen at some point in the future, it will start at the new higher baseline value. Another option would be  
27 to redesignate the captured assessed valuation. When the District was originally created, the decision was made to  
28 capture 100% of the increment. A portion of the tax generated on that increment could be distributed to the School  
29 District and the county by changing the percentage captured. A final option would be to transfer some of the  
30 anticipated TIF revenue back to the general fund to help offset taxes or pay for other governmental services as was  
31 done for 2025.  
32

33 Deputy City Manager Brooks explained that it appears the funds from the TIF District could be used for the Fire  
34 Station debt as the statute refers to improving physical facilities. Mr. Brooks noted that the Monadnock Economic  
35 Development Corporation had used TIF funds to construct a new county courthouse building in Keene. TIF  
36 revenues can also be used for transportation improvements. In order to do so, the development program document  
37 would need to be updated in order to include the specific project, as appropriate.  
38 Clifton Below suggested that the roundabout at the intersection of Mascoma and Mechanic Streets could be another  
39 consideration for funding. Deputy City Manager Brooks noted that this project is also not referenced in the 2016  
40 visioning study report and would need to be included. Clifton Below noted that there are also some wooden  
41 guardrails in the Downtown Parking Lot area which could be removed. This area could then be cleared of invasives  
42 with additional trees potentially planted.  
43

44 Chair Schuster stated that he believes the District should be preserved at this time. This will not harm the City at-  
45 large and could help towards projects within the statute. He stated that the Committee should consider reasons that it  
46 is useful to preserve the District. He suggested a subcommittee to consider the sidewalk project along the River.  
47

1 Mr. Sykes asked if the smaller parking lot project as described could be paid for using the TIF funds, thus not  
2 incurring more debt for the City. Deputy City Manager Brooks stated that he believes this would be possible.  
3

4 Deputy City Manager Brooks stated that he would work to draft a list of potential projects.  
5

6 Chair Schuster suggested that the Committee would like to consider the Fire Station and potential use of TIF funds.  
7 There are also other infrastructure projects which the TIF District would be ideally suited to deal with. In terms of  
8 dissolving the TIF District, the Committee feels that would be a poor use of resources and other projects have not  
9 been impeded by the Downtown TIF District.  
10

11 ***Motion by George Sykes for the Committee to make the recommendations as outlined by the Chair. Second by***  
12 ***Victoria Smith.***

13 ***\* The Vote on the MOTION was approved (3-0).***  
14

15 **4. OTHER BUSINESS**

16  
17 None at this time.  
18

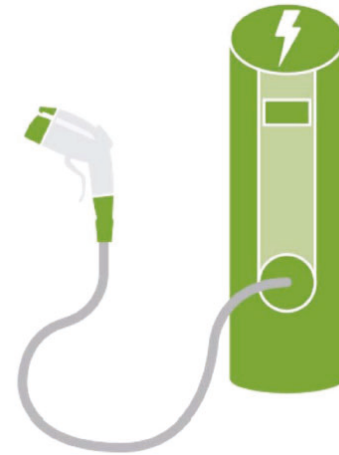
19 **5. ADJOURNMENT**

20  
21 ***Motion by Victoria Smith to adjourn at 7:00PM. Second by Barry Schuster.***

22 ***\* The Vote on the MOTION was approved (3-0).***  
23  
24

25 Respectfully submitted,  
26 Kristan Patenaude

# Public EV Chargers for Downtown Lebanon



**A presentation to the  
Downtown Tax Increment Financing (TIF) District Advisory Board**

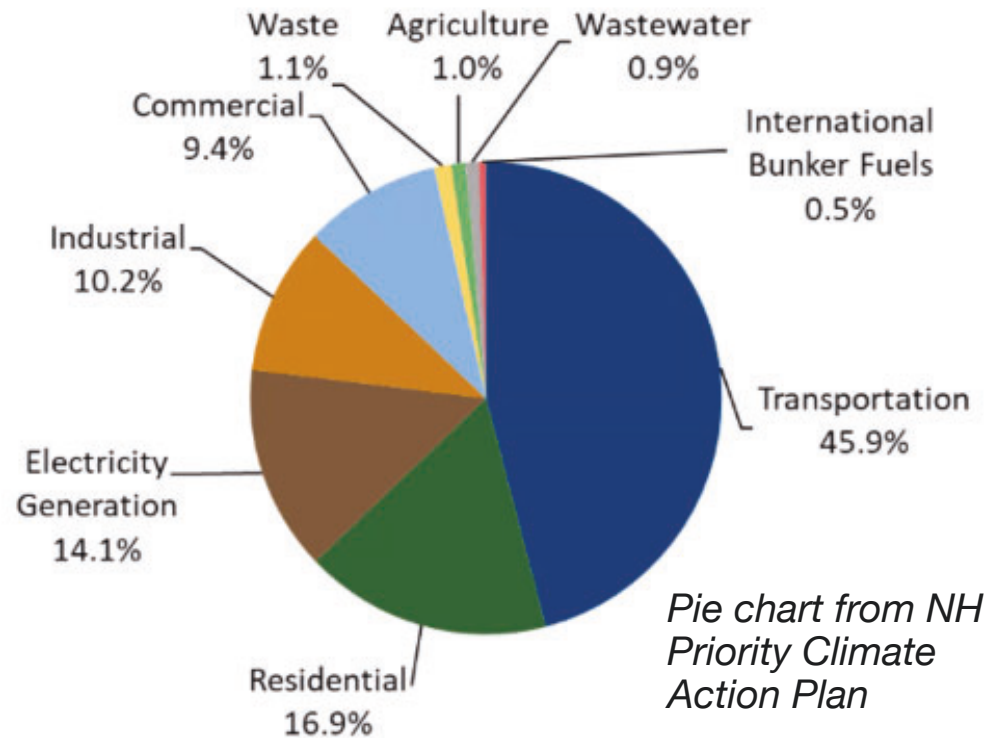
**by Sherry Boschert, Lebanon Energy Advisory Committee member - July 30, 2025**

# Background

## Why EV Charging Stations? (EVCS)

- Lebanon's goal: 80% reduction in GHGs by 2050
- EVs reduce costs & pollution
- Chicken-and-egg: Drivers need charging in order to choose EVs
- Downtown is a charging desert
- Chargers attract EV-driving visitors (for LOH, shops, restaurants, festivals, Farmers Market)

**New Hampshire's GHG Emissions by Economic Sector (%)**



# Background

## Why EV Charging Stations? (EVCS)

- Lebanon's goal: 100% reduction in GHGs by 2050 (Strategic Plan)
- Chicken-and-egg: Drivers need charging in order to choose EVs
- Downtown is a charging desert
- EVs reduce costs & pollution
- Attract EV-driving visitors (LOH, shops, festivals, Farmers Market)



10 a.m. in “forest fire season,” Northern California 2020



# Why public EVCS?

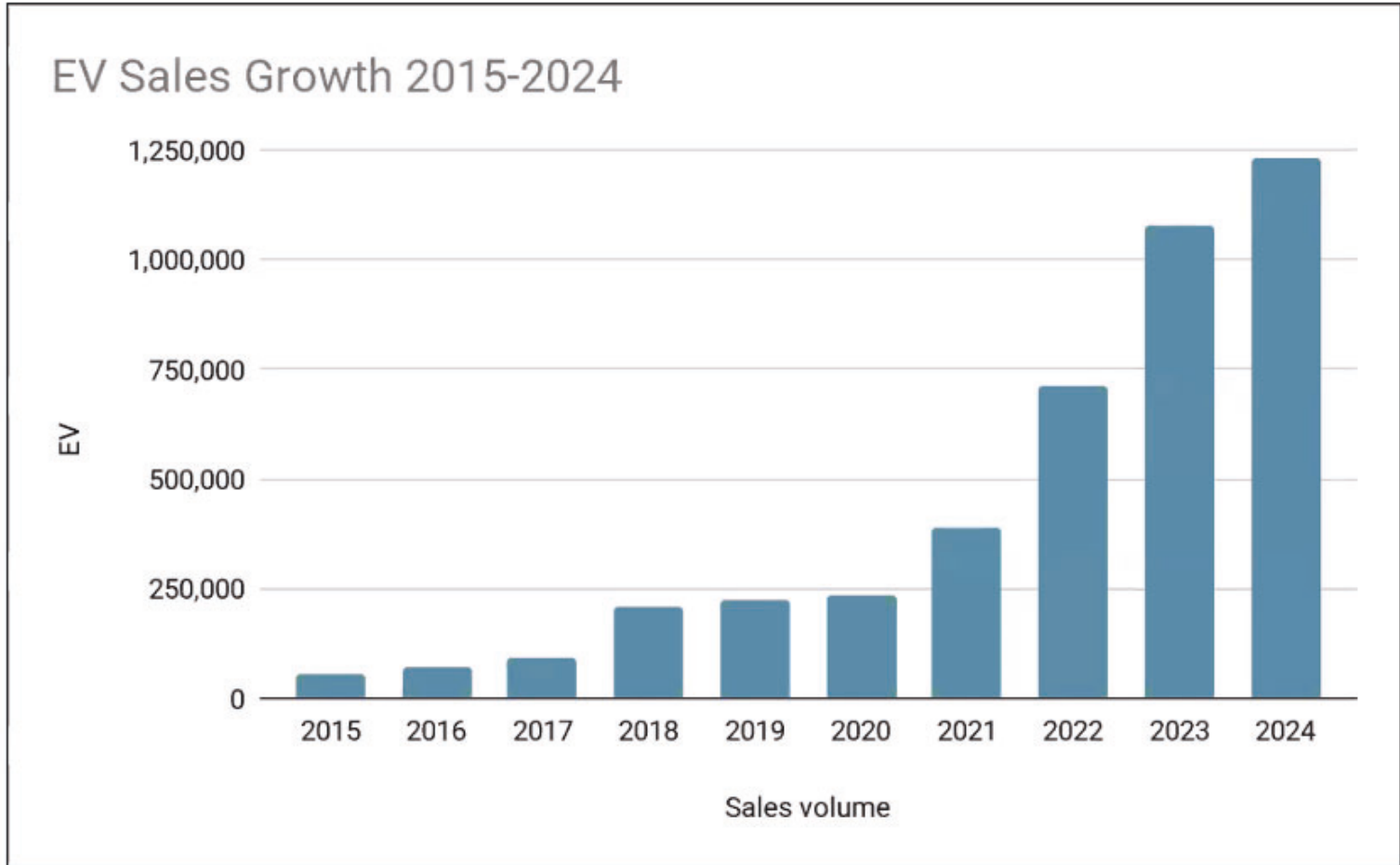
## Economic Benefits

- Installing EVCS increased spending at nearby businesses by an average of 13% per year (in a 4-year study of 273 stores, restaurants, hotels, & other retail in multiple states)
- Installing EVCS increased spending at nearby businesses by 3% per year (in a 4-year study of 140,000 California retail & hospitality businesses)

Note: “Nearby” = 100 meters (328 ft); smaller benefits still seen beyond that

# EVs are here to stay

(Pictured: Just the U.S. market, on average)



New car sales = EVs

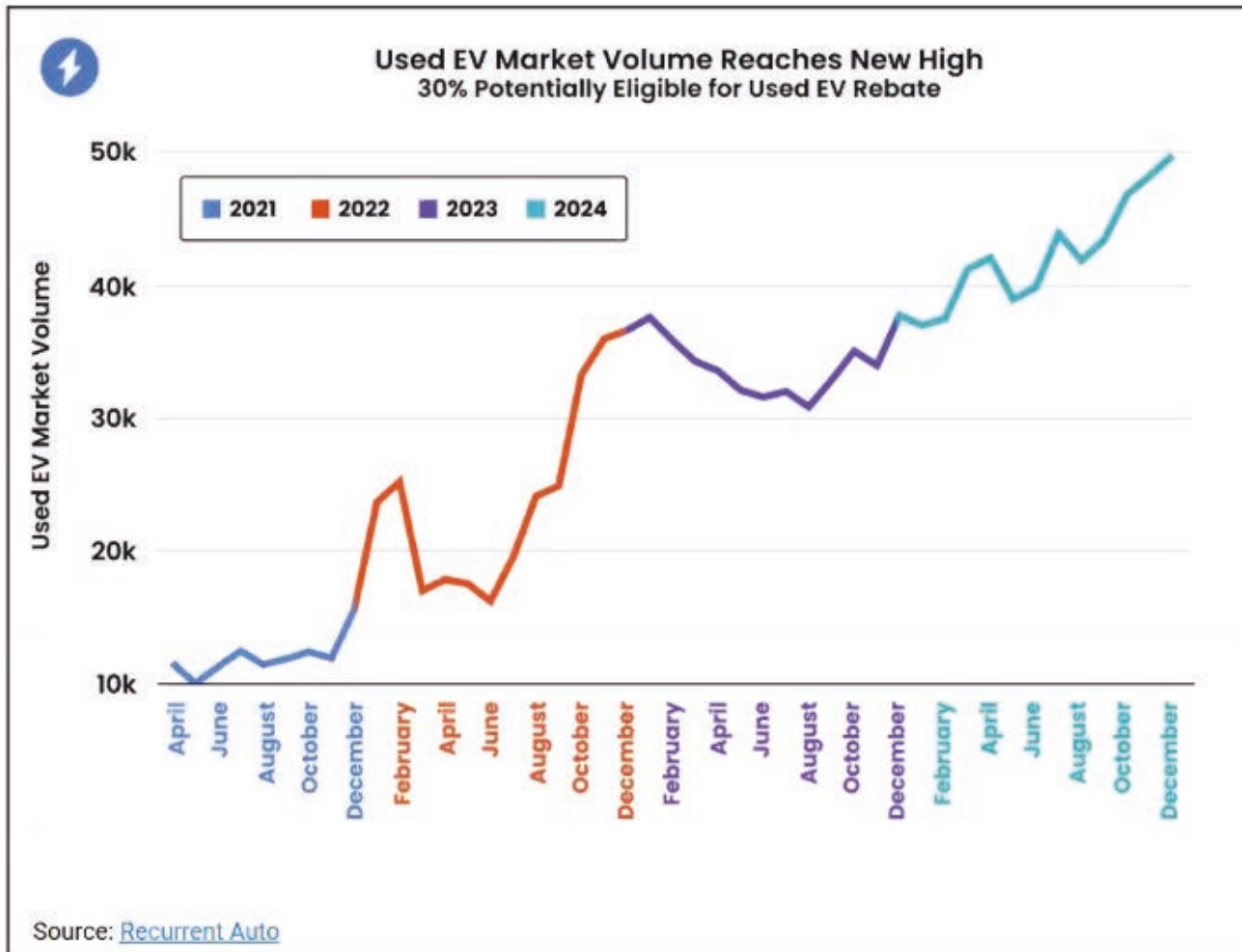
US: >10%

CA: >25%

China: >50%

Norway: 90%

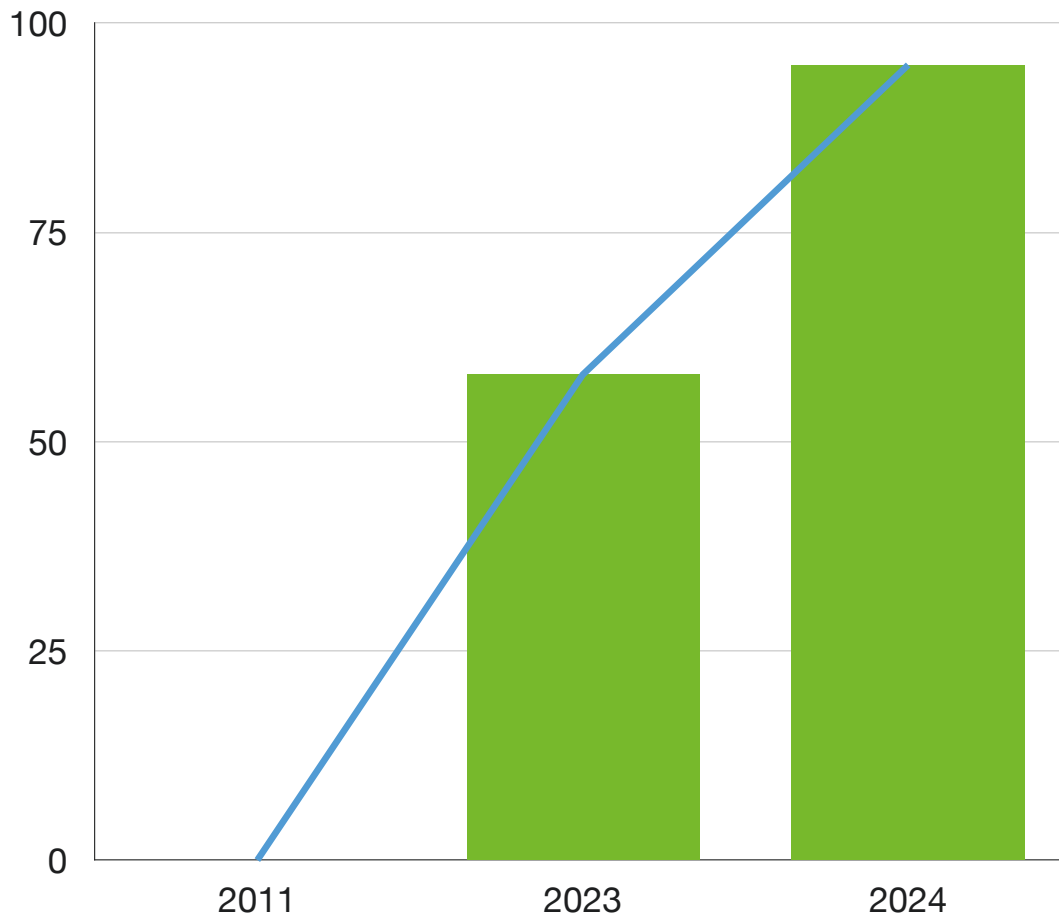
# U.S. Used EV Market



1 million EVs  
soon to come off  
leases and enter the  
used-EV market

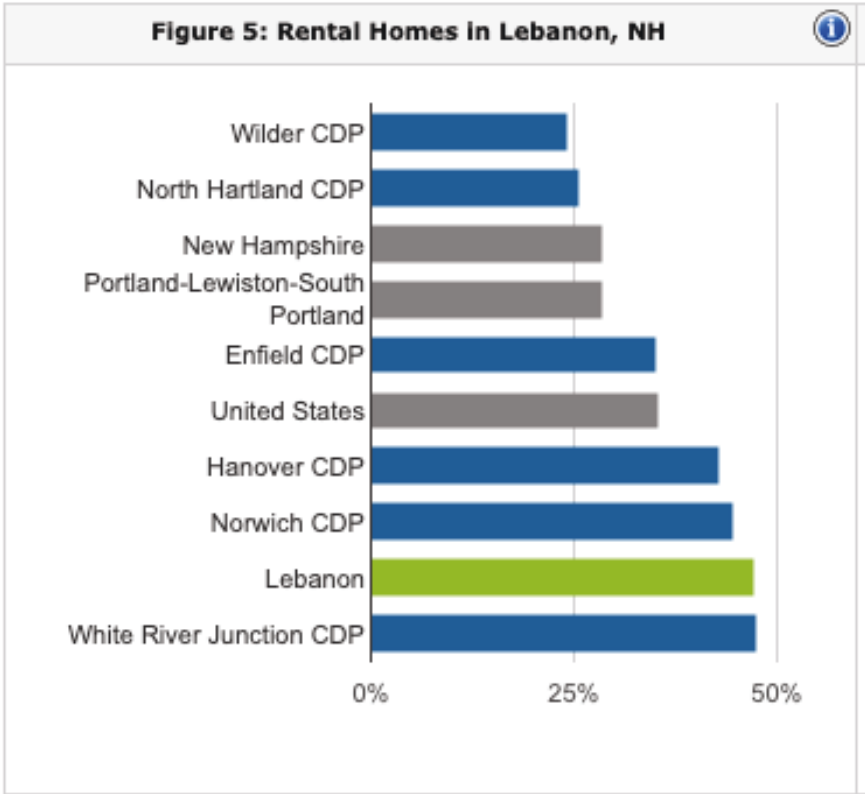
## Number of registered EVs and PHEVs in Lebanon

- EVs accounted for 3.5% of registered vehicles in Lebanon in December 2024
- EVs' share of all Lebanon registrations increased by 58% in previous year
- Need for more EV charging is a key factor



(Data from Lebanon Clerk)

# Inequitable access to EV charging



Above: Rentals = nearly half of Lebanon housing



UVLSRPC map: Yellow = requested charging stations for EVs or e-bikes. Red = restricted-access L2 EV chargers

# Background

## Process & progress toward public EVCS in Lebanon

- The Lebanon Energy Advisory Committee (LEAC) has spent 3+ years consulting with multiple parties about sites, costs, funding, etc.
- 2023 and 2024: Federal Charging & Fueling Infrastructure (CFI) grant applications submitted — Lebanon and NH State
- 2023 Request for Information (RFI) regarding EVCS issued via DPW
- 2024 City Council supported using TIF funds for solar EV charger; LEAC ultimately dropped plan due to lack of user-fee mechanism
- 2025 CFI awarded, but blocked by Trump Administration & Congress
- 2025 Request for Proposals (RFP) for EVCS issued via DPW

# LEAC proposal 2025



Level 2 EVCS

- Defer DCFC (Level 3) fast chargers and Level 2 chargers for Airport (outside of Downtown TIF District) to await potential funding by NH State DES from VW settlement fees (~ \$3 million for whole state)
- Use TIF District funds to install Level 2 (L2) chargers Downtown
- Potential installers: Universal EV LLC or Commonwealth Electrical Technologies
- Place in use by June 2026 to qualify for IRS rebates

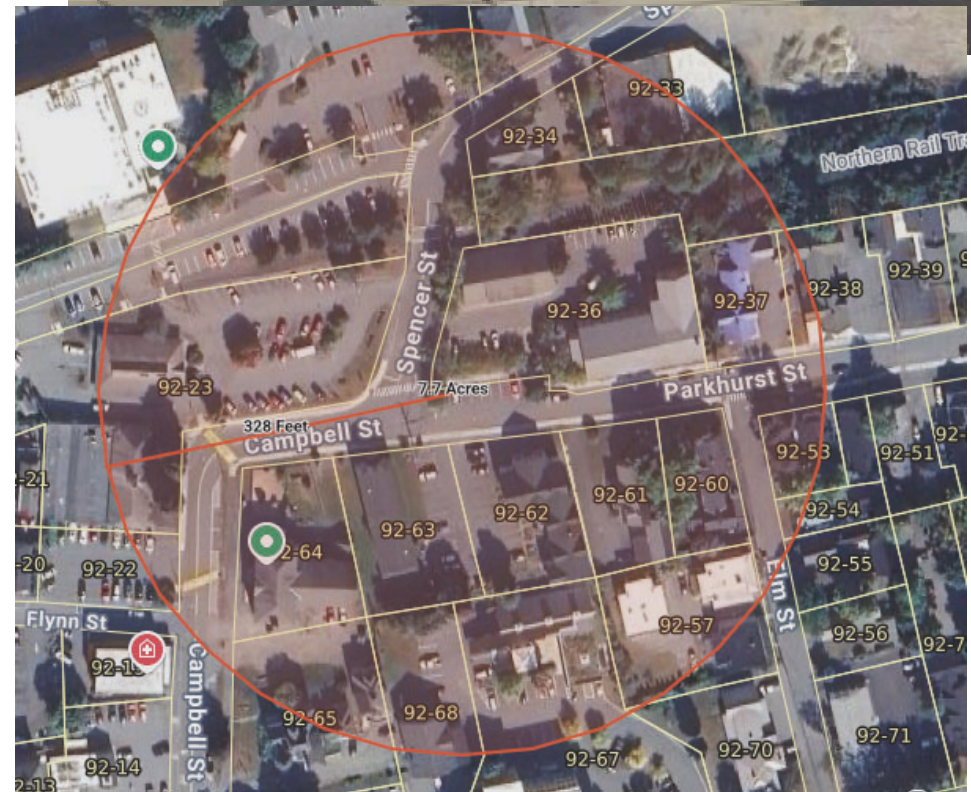


DCFC Level 3

# Site A

## Parkhurst Street parking spaces

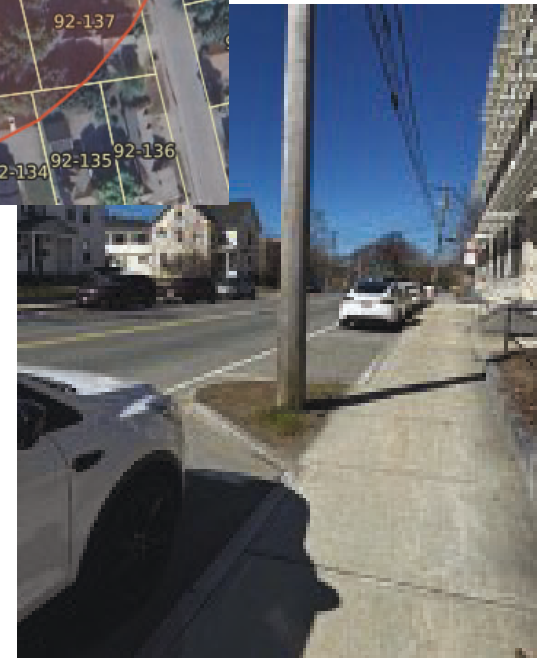
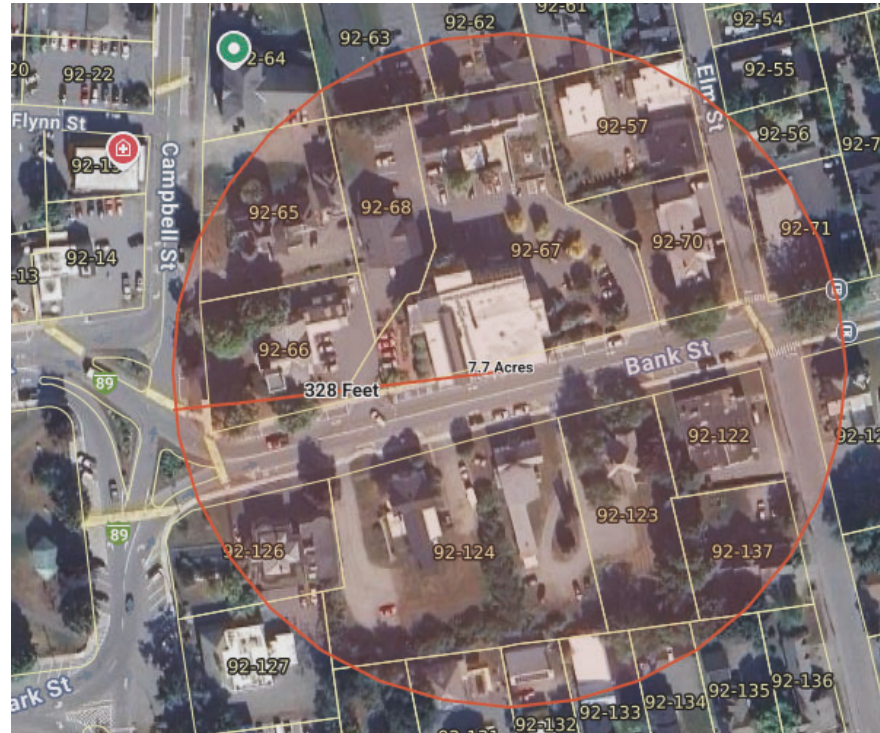
- Four L2 ports installed, 3 L2 capable
- Pros: Near affordable housing & other residences, CCBA, Rail Trail, businesses on Campbell St., and senior center; possible site for a future EV car share
- Cons: Not right on the Mall
- Cost:
  - Universal \$85,350
  - Commonwealth \$116,938



# Site B

## Bank Street pole

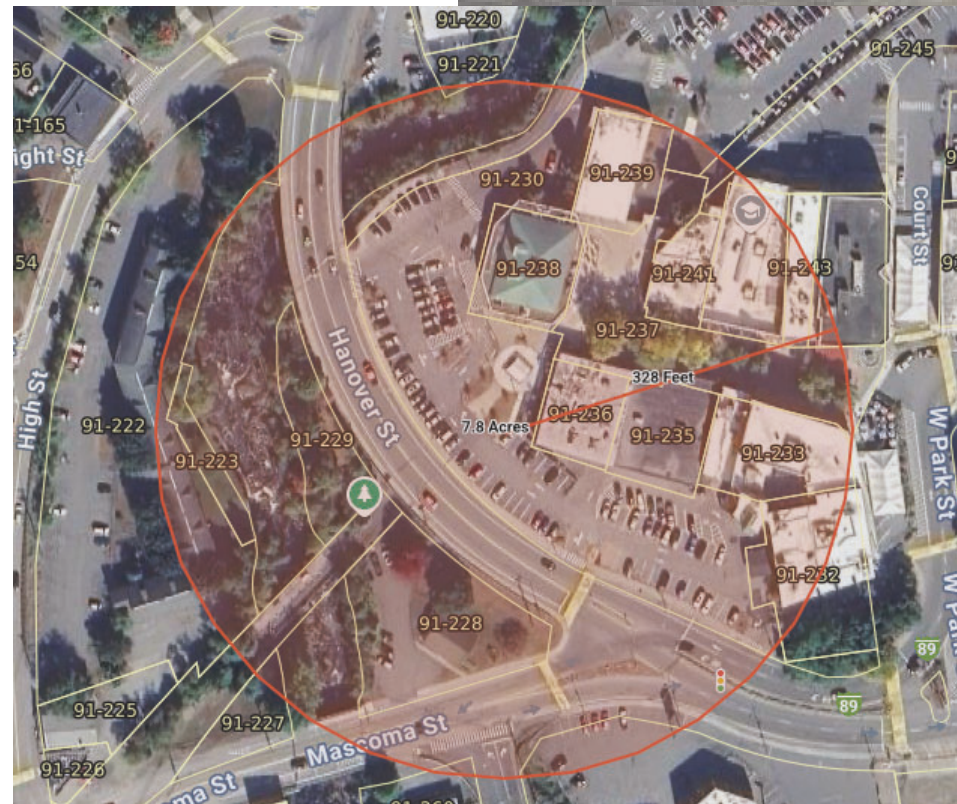
- Two Level 2 on utility pole
- Pros: Near AVA Gallery, library, Colburn Park, offices on Bank St. and Campbell St., Post Office, Lucky's, residences
- Cons: Not right on the Mall
- Cost:
  - Universal \$32,630
  - Commonwealth \$16,298



# Site C

## City parking lot, Hanover St.

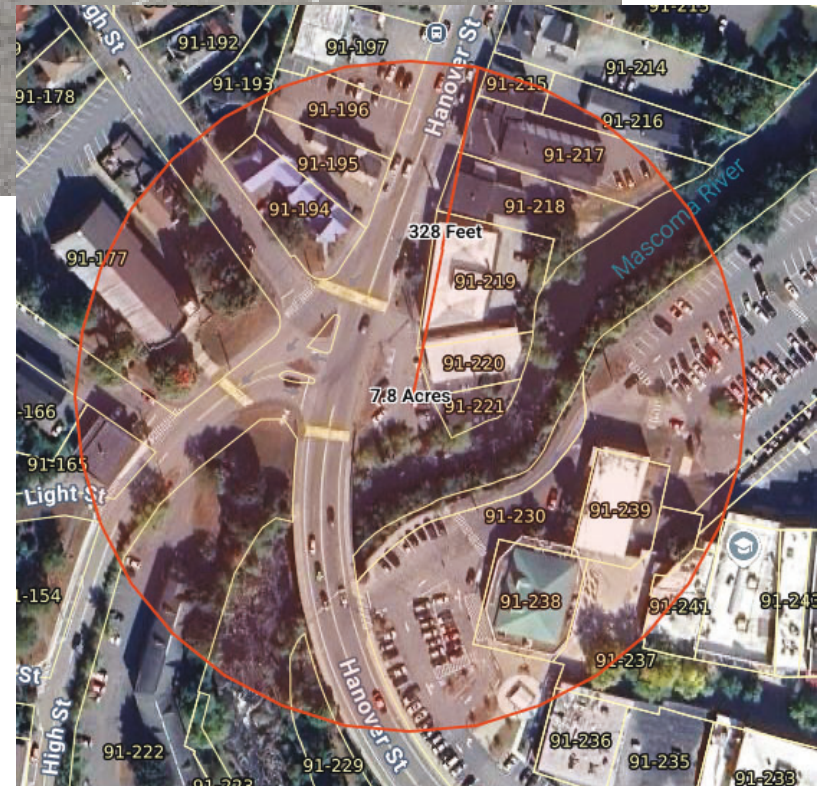
- Two L2 on pedestal
- Pros: Adjacent to the Mall; near retail & offices, Community College, and Rail Trail; LEAC applying for T-Mobile grant
- Cons: Busy parking spaces
- Cost:
  - Universal \$39,230
  - Commonwealth \$47,879



# Site D

## 55-57 Hanover Street pole

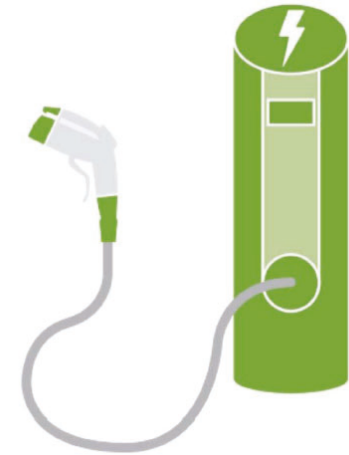
- Two L2 on utility pole
- Pros: Serves businesses, church, and residents along northern Hanover Street; walking distance from Mall
- Cons: Smaller lot; some overlap with Hanover lot regarding EVCS benefits
- Cost:
  - Universal \$50,630
  - Commonwealth \$33,298



# Summary

## Proposal / Projected Costs / Projected Revenue

- 10 Level 2 ports at four EV charging stations around Downtown
- \$207,840 if from Universal EV LLC (or less)
- \$214,413 if from Commonwealth Electrical
- Possible T-Mobile grant, \$38,000 for Site C, Hanover Street lot. (Awards announced November 2025)
- Guesstimate of net revenue @ 10% usage: \$584-\$1,956/port/year (based on RFP responses & electricity rates)
- Hanover experience: \$2,097/port net revenue per year from four L2 ports; soon will add four more L2 ports in second parking lot



## **We ask for your support.**

**Could you write to the City Manager supporting LEAC's request to earmark \$215,000 in TIF District funds to install these 10 public Level 2 EV chargers downtown?**

**(Actual cost may be closer to \$150,000, or even less if we get \$38,000 T-Mobile grant.)**

## **Now is the time**

**Must be installed and in service by June 2026 to be eligible for IRS Elective Pay rebates of 6%-30%.**

# Sources

- Qinran Li et al, “Spillover Benefits from EV Charging Stations to Local Businesses, presentation to Irving Institute for Energy and Society, Feb. 14, 2024: <https://www.youtube.com/watch?v=C5-2YKTJm-s>
- Yunhan Zheng et al., “Effects of electric vehicle charging stations on the economic vitality of local businesses,” *Nature Communications*, Sept. 4, 2024, <https://doi.org/10.1038/s41467-024-51554-9>
- Upper Valley EV Charging Sites: Results of 2022 survey asking where people would like to see EV charging stations, by LEAC and the Upper Valley Lake Sunapee Regional Planning Commission: <https://experience.arcgis.com/experience/32d3d326fa8242ca96f2fb01bf721a9a/>
- Plug In America - [pluginamerica.org](http://pluginamerica.org)