



NH General Court SB 517 Study Commission

# Electric Vehicle Infrastructure

September 28, 2018

# ABOUT UNITIL

## Company Overview

- Electric and natural gas distribution utility with **operations in three states** serving ~182,000 customers
- We provide **energy for life**, safely and reliably delivering energy in New England
- Unitil serves electric customers in two regions of NH:
  - Capital Area: ~30,000 customers
  - Seacoast Area: ~ 47,000 customers



# POLICY QUESTIONS & PRIORITIES

# Policy Questions for Consideration

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- Locations for Charging Stations
- Rate Structures for Charging
- Determination of Market Segments for EV Adoption

# Locations for Charging Stations

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- 3<sup>rd</sup> parties in the private sector have already begun the process to provide public charging stations
- The provision of make-ready infrastructure to ensure the grid can supply added EV loads will be a key consideration
- Stakeholders within the Commission might determine whether a “road map” of EV corridors makes sense
  - Public, parking/garages, destinations, homes, businesses

# Rate Structures for Charging

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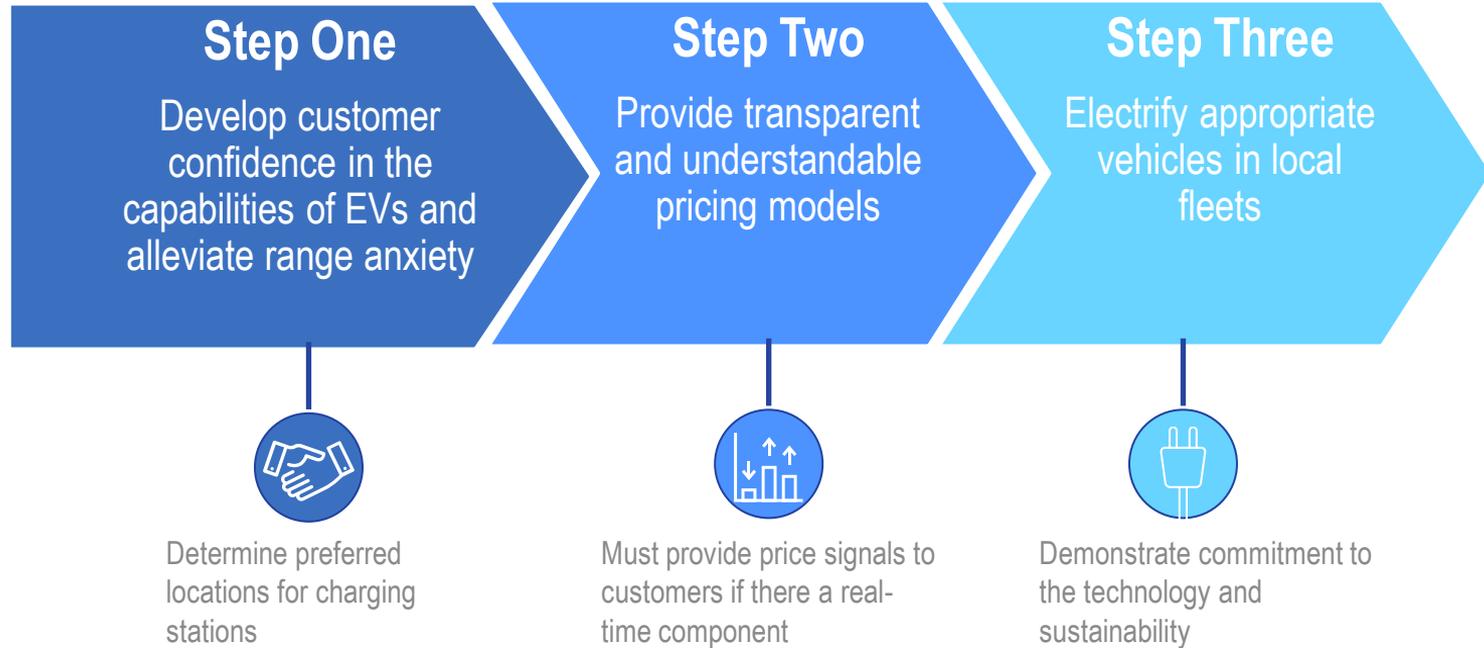
- As per SB 575 (Relative to Electric Vehicle Charging Stations), the PUC will determine whether it is appropriate to implement EV rate design
  - Cost of service, prohibition of declining block, time of day, seasonal, and interruptible rates will be considered
  - Load management techniques
  - TOU for residential and commercial customers to consider energy conservation, facility optimization, and equity will also be considered

# Determination of Market Segments for EV Adoption

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- Analyze state, local, and private fleets that could represent appropriate applications for electrification
  - Are these use cases the right fit?
  - What types of driving distances and environments are present?
  - Access to public/private charging or opportunities to construct?

# Commission Priorities



# Develop Confidence in EV and Alleviate Range Anxiety

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- Work with stakeholders to identify preferred public locations for charging stations and who will provide that service
- Provide a clear pathway to interconnect and install charging equipment
- Provide information to the public on the benefits of workplace and residential charging
- Engage vehicle OEMs to showcase automaker incentives

# Provide Transparent and Understandable Pricing Models

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- Charging rates based on energy and demand
- Should there be an EV charging rate or a different EV charging rate per rate class?
- TOU should consider on and off peak for energy as well as demand to allow customers to save money and mitigate peak loads
- Provide price signals to customers for time-varying demand

# Electrify Appropriate Vehicles in Local Fleets

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- Stakeholders and the public may demonstrate a commitment to sustainability and environmental leadership by electrifying fleet vehicles with:
  - EVs
  - Plug-in hybrids and traditional hybrids
  - Accessory equipment on heavy vehicles
- Installation of EV charging stations for fleet along with the public at key locations to ensure equity and adoption



# Questions?

Thank You!

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