

## Regular Meeting, Electric Vehicle Charging Stations Infrastructure Commission

October 26, 2018

Senator Watters opened the meeting at 9:07 a.m.

### Introductions

Commission members present: Senator David Watters, Representative George Sykes, Rebecca Ohler (NHDES), Peter King (BIA), Richard Bailey, Jr. (NHDOS), Carleton Simpson (Unitil), Gary Lemay (Drive Electric NH), Matthew Mailloux for Jared Chicoine (OSI), David Rodrigue (NHDOT), Charlotte Ancel (Eversource), Kevin Miller (ChargePoint), and Dan Bennett (NHADA).

Commission members absent: Representative Steven Smith

### Approval of Minutes from September 28, 2018

Representative Sykes moved to approve the minutes from September 28, 2018; seconded by Charlotte Ancel, no discussion. Motion passed with all in favor.

### Presentation by Matthew Goetz, Georgetown Climate Center

Matthew Goetz, Electric Vehicle Program Manager at Georgetown Climate Center, presented the Transportation & Climate Initiative, a collaborative effort of 12 mid-Atlantic and Northeast state's energy, transportation and environmental agencies to reduce GHG emissions from the transportation sector. His presentation was primarily focused on a tool that was created with MJ Bradley & Associates to assist in planning the location of EV charging along major corridors in the TCI Region. This tool allows states to evaluate viability of fast chargers (DCFC) at various locations along major corridors based on multiple factors such as proximity to other chargers, distance from the main corridor, availability of other amenities and other factors. The tool can be used to emphasize through travel on corridors or support more local travel.

Further discussion highlighted the following points:

- the financial viability of any specific location is not considered by the tool.
- the tool is free and readily available for use by anyone. Users must register before downloading the tool so that MJB can track who uses and let users know when there are updates to the tool.
- There are only a subset of NH corridors in the tool because the region needed focus on major corridors due to financial restraints. As additional finances are available coverage will be broadened, or states can fund inclusion of more roads in their state.
- The tool does not take into account the pace at which electric vehicles in the region are adopted and the pace at which infrastructure is being installed in the surrounding areas. There are other tools available that provide this sort of analysis, this tool is designed more to provide a best options for locations if you were looking for a place to install a few chargers along a specific corridor.

- The tool does not take into account the availability of power, but there are other tools that do that as well. This tool was envisioned as one tool in a toolbox when determining best locations and planning infrastructure.

Senator Watters asked if given the situation with Tesla adoption and the Tesla infrastructure, would it be useful to calibrate what percent of Tesla EVs are already serviced by the Tesla infrastructure?

Matthew said that in the near term it likely was not as important to take this into, especially considering the number of new vehicles other than Teslas that are being developed. However, in the future it may be something planners will want to consider.

Commission members generally thought that this would be a useful tool for NH. It was noted that the tool only evaluates DCFC and level 2 charging will be an important part of an EV charging network and that there are other considerations that must be taken into account. The tool may be useful in helping to evaluate state investment of VW funds in DCFC.

It was further noted that availability of charging along primary corridors is very important to reduce range anxiety. It will also help to attract tourists from surrounding states and provinces that have very high EV adoption rates.

James Penfold from EV Launchpad (public participant) said that he has played with the tool and suggests adding EV registration data to see a trend of where the EVs are being adopted. He also pointed out that the DC fast chargers are only useful for cars that have the capability to use them. Matthew said that one of the things they have been working on for an update is EV registration data.

#### **[Presentation by Matthew Mailloux and Alexis Labrie from Office of Strategic Initiatives](#)**

Matthew Mailloux presented an overview of the [2018 Ten Year State Energy Strategy](#) with an emphasis on how it applies to transportation. The following key points were made in the presentation:

- Transportation accounts for about 1/3 of energy use
- NH needs to fully utilize existing infrastructure
- Large public transportation projects will not improve transportation efficiency in NH
- ACEEE projects a 28 percent increase in vehicle miles traveled (VMT) by 2030
- Energy-per-passenger-mile has decreased 50 percent for passenger cars in past 40 years, but increased by 60 percent for transit buses
- EVs will remain a minority of on-road vehicles for decades
- There are no mass market personal vehicles available that can reduce per-mile energy intensity

Discussion on Ten Year Plan Presentation:

- commission members noted that New Hampshire's projected VMT increase is somewhat lower than the national projection.
- Can NH determine VMT by NH-registered versus out of state vehicles? Response was that modeling can estimate.

- Clarification was requested on the energy use intensity data presented. Matthew stated that the energy use per mile has decreased over the years due to the efficiency of passenger cars; however, public transportation has increased due to the underutilization of that resource.
- It was noted that the New England Region has a significantly larger the electric vehicle adoption rate than that presented due to surrounding states and provinces that have adopted mandates to increase the sales of EVs.

Alexis Labrie provided an overview of and an update on the status of the Volkswagen Settlement funds and the state’s [Beneficiary Mitigation Plan](#).

- The goal of NH’s Mitigation Plan is to reduce nitrogen oxide emissions, through implementation of cost effective projects in all areas of the state, with a focus on projects that will have broad public benefits and serve the state’s economically challenged communities.
- The funding allocations were reviewed:
  - o Public/Government Vehicles - \$15.5 million
  - o EV Supply Equipment - \$4.6 million
  - o Competitive Solicitation (public and private sectors) - \$6.2 million
  - o Administrative – up to 15% or \$4.6 million (intent is to use less in this category and add unspent dollars to the competitive solicitation.
- The EVSE investments should leverage private sector funding, be done with consideration of Electrify America investments, and in consideration of input from the SB 517 EV Charging Commission.
- OSI is committing approximately \$500,000 as non-federal match to the state’s Diesel Emission Reduction Act (DERA) program to qualify the state for a federal bonus of about \$250,000. A [solicitation for proposals](#) (via NHDES) is currently open.

Discussion on Volkswagen Funds Presentation:

Senator Watters asked for clarification of the project categories explained in the presentation. Becky Ohler listed the following project types:

1. Class 8 Trucks
2. Class 8 Buses
6. Class 4-7 Trucks
10. DERA Option

Regarding where the state was with the competitive solicitation, Alexis explained that first solicitation of Volkswagen funds had started under the DERA Program, that the next round will likely be school buses and then other rounds will come out after that.

In response to a query as to how the EVSE funds would be dispersed, Alexis stated that OSI would like to wait to hear recommendations from the commission on how to disperse the EVSE funds. She stated they may do a few small projects in the interim, but that they don’t want to spend the bulk of the money until they hear from the commission.

Senator Watters proposed the following statement to direct OSI on the spending of EVSE funds.

*The Electric Vehicle Charging Infrastructure Commission recommends prioritizing EV charging infrastructure initial investment from the Volkswagen Settlement and other potential sources along the interstate highway system; the NH turnpike system; and other roadways; and prioritized as deemed suitable as determined by OSI, NHDES, and NHDOT in consultation with the commission.*

Representative Sykes moved to approve the statement and David Rodrigue seconded.

Clarifying discussion on the statement:

Based on ensuing discussion it was determined that the minutes should reflect the following:

The Commission's intent is for the statement to be guidance to OSI, but is not intended to be a directive on how to invest the entire \$4.6 million. The Commission agrees that there are still some important issues to be addressed and an initial focus on corridor charging is sensible, but that there will likely also be investment potential in charging infrastructure in other locations as well. This statement should be seen as a directive to the three agencies to come up with a plan and bring it back to the commission for approval.

Alexis Labrie wanted to clarify that although OSI is looking for direction on the bulk of the funding they will likely move forward with some smaller projects in the interim.

A vote was called and the Motion was approved unanimously.

#### **Discussion Topics for Future Meetings**

David Rodrigue suggested that the next meeting be a workshop style meeting to help prioritize the work of the Commission and perhaps present a few more directives to OSI on the funding. Senator Watters agreed that the next meeting should be a workshop style meeting and NHDES and DOT agreed to design and organize that meeting.

#### **Public Comment and Other Business**

There was a conversation about how businesses are eager to get going on installations if there is funding available.

Senator Watters suggested that the commission might want to consider incentives to encourage businesses to install EVSE.

Becky Ohler announced that Electrify America had informed her that they had a location in Seabrook where they were planning to build a DC fast facility during phase I of their buildout.

Senator Watters stated that the next schedule meeting conflicts with the day after Thanksgiving and reschedule the next meeting to December 7<sup>th</sup>.

A motion to adjourn the meeting was made by Becky Ohler and seconded by David Rodrigue.

Motion passed, all in favor, to adjourn the meeting at 11:05 a.m.