

Regular Meeting, Electric Vehicle Charging Stations Infrastructure Commission

January 24, 2020

Senator Watters opened the meeting at 11:05 AM

Introductions

Commission members present: Senator David Watters; Representative George Sykes; Representative Steven Smith; Gary LeMay (Drive Electric NH); Rebecca Ohler (NHDES); Carleton Simpson (Unitil); Dan Bennett (NHADA); Matthew Mailloux (OSI); Stanford Crittenden (Chargepoint); Dave Rodrigue (NHDOT); Peter King (BIA);

Public present: Brianna Brand (CENH); Marc Brown (Auto Alliance); Brian Moran (NECSEMA); Daniel Gatti (USC); Tim White (NHDES); Elizabeth Strachan (NHDES); Colin Lentz (SRPC); Rich Parsons (RYP); Brad Pernaw (GSH); Liz Nixon (NHPUC); Mary Ewell (Monadnock Energy Hub); Rusty McLearn (GSH); Steve Russell (resident)

Senator Watters welcomed everyone to the meeting of the Electric Vehicle Charging Infrastructure Stations Infrastructure Commission.

Approval of November Minutes

Gary Lemay moved to approve the November 22, 2019 meeting minutes and Matthew Mailloux seconded. The minutes were unanimously approved. Peter King abstained.

Senator Watters stated that he was hoping for an update on the status of the DC Fast Charger Request for Proposal, but that unfortunately it doesn't close until four o'clock today. He asked Matt and Becky if they could send out an update to the group after it closes. Becky stated that they could report on how many responses were received.

Colin Lentz, Strafford Regional Planning Commission (SRPC) – the perspective of regional planning commissions regarding state support for development of EV charging infrastructure

Colin presented two handouts; a pamphlet on what the regional planning commissions (RPCs) do and an analysis of home to work trips to identify density areas that might indicate good locations for charging. This analysis was completed by SRPC and shared with Electrify America by NHDES hoping to attract EVSE investment in NH by Electrify America.

Colin gave a synopsis of what the RPCs do including planning assistance, data collection, circuit riding, etc. for the municipalities in their region. Colin went on to explain that areas with a population of 50,000 or more are additionally represented by a Metropolitan Planning Organization (MPO) to assist in transportation decisions. They address all transportation issues and in recent years the topic of alternative fuels and electric vehicles has increasingly become an area of interest for communities. The communities in the SRPC area as well as other regions thorough out the state are eager to begin

implementing local charging options. Colin stated that Durham and Dover have started to provide some charging options and that SRPC is hoping to get involved more in assisting with getting information to the state. Representative Smith asked if there was currently a map to show how one would get from one location in the state to another and charging along the way. Colin said he doesn't believe there is, but that would be something that the RPCS could coordinate together. Additionally, Colin stated that while keeping in mind that most people charge at home and at destinations (such as employment, or health care) and that the goal is to have it possible for more residents to feel comfortable using EVs as their day to day vehicle. Colin also stated that the RPCs were a conduit for information between the state and the municipalities. Senator Watters agreed and said that the RFP for DC Fast Charging was directed to major corridors, but as we turn to level 2 charging and more local roads, this suggests that the RPCs are ready to go and have done a lot of the research already. A commission member asked if the analysis presented went as far as to contact the hosts. Colin indicated that no, the analysis was done to provide others options to then contact locations and discuss their willingness to host a charging station. Colin also indicated that RPCs have modeling tools such as the Travel Demand Model that looks at the transpiration network and demand on the network and pairing this technology with entities looking to determine viable locations was something RPCs could do.

Senator Watters stated that based on conversations he has had with entities, such as C and J, there are many employers and businesses ready to host Level 2 charging at their sites. He indicated that with a little Volkswagen funding the Level 2 charging could really move on. Becky Ohler explained that the analysis done by the RPCs was presented to Electrify America during their research for their Phase 2 rollout of charging. She went on to state that it wasn't too soon to present updated information to Electrify America as they plan for their Phase 3 rollout.

Gary Lemay asked if Colin was aware if the other RPCS were ready to move on this. Colin stated that although they haven't sat down and spoken specifically about it, they have spoken about the need for charging and he believes that all the commissions are ready to provide information and analysis. He went on to state that each region would be able to speak to the concerns of their specific region (i.e. the concerns about charging in the Strafford region would be quite different than the concerns of the North Country).

Daniel Gatti, Union of Concerned Citizens to speak on Level 2 Charging (not on the agenda)

Daniel Gatti stated that he has been working with the New England and Mid-Atlantic States on the Transportation and Climate Initiative (TCI). He stated that the program would not only assist in reducing air emissions in the region, but would also provide a consistent funding source for transportation initiatives.

Senator Watters asked where TCI was in their initiative and Daniel stated that a draft Memorandum of Understanding was released in December and states are taking comments on it. The MOU lays out the modeling results from several difference stringency scenarios and shows pollution reductions along with economics and health gains.

Senator Watters explained that TCI proposes a cap and trade policy, similar to the Regional Greenhouse Gas Initiative (RGGI). TCI would result in a 5-17 cent per gallon increase in transportation fuels, resulting in a funding source for states to use as they see fit. Senator Watters asked for analysis to be sent to him on the details of TCI and explained that NH adopting a program like TCI would result in larger investments in zero-emission vehicles.

Matthew Mailloux, noting that this topic was not on the agenda for this meeting, requested he be allowed to provide information on this topic from OSI for inclusion in the minutes. Senator Watters said that would be appropriate. Following the meeting Mr. Mailloux provided the following links:

New Hampshire Office of the Governor Press Release: "New Hampshire Declines to Participate In the Transportation Climate Initiative" (Dec 17, 2019) <https://www.governor.nh.gov/news-media/press-2019/20191217-climate-initiative.htm>

The Middletown Press: "Lamont backs away from clean-air gas tax" (Jan 7, 2020) <https://www.middletownpress.com/middletown/article/Lamont-backs-away-from-clean-air-gas-tax-14957106.php>

The Boston Herald: "Vermont governor knocks TCI climate compact gas fee" (Jan 9, 2020) <https://www.bostonherald.com/2020/01/09/vermont-governor-knocks-tci-climate-compact-gas-fee/>

New Hampshire Union Leader: "Support dwindles for regional Transportation Climate Initiative" (Jan 11, 2020) https://www.unionleader.com/news/environment/support-dwindles-for-regional-transportation-climate-initiative/article_a7b89de3-3db7-5770-9c29-7cbd5fb45a48.html

New Hampshire Union Leader: "Transportation and Climate Initiative: Caution lights are flashing" (Jan 11, 2020) https://www.unionleader.com/news/business/columns/transportation-and-climate-initiative-caution-lights-are-flashing/article_63d69a39-34da-5c22-ae22-b44981a7ff45.html

The Boston Globe: "Mills becomes latest governor to express concern about regional fuel pact" (Jan 13, 2020) <https://www.bostonglobe.com/business/2020/01/13/mills-becomes-latest-governor-express-concern-about-regional-fuel-pact/iDCi2sEF96GTWYmKCZvqRL/story.html>

Commission Discussion – Level 2 charging infrastructure – discussion of if and how VW funds should be used to support Level 2 charging in New Hampshire.

Senator Watters asked where the Volkswagen funding for charging stood. Matthew stated that the DCFast Charging RFP set aside up to \$2 million of the \$4.6 million of the Volkswagen funding that is allowed to be spent on light duty zero emission vehicle supply equipment, leaving about \$2.5 million for other charging projects. Some potential options for this money would be Level 2 infrastructure

throughout the state and supporting adoption of (by providing the chargers) electric vehicles in state government fleets.

Senator Watters stated that he thought the options would be work place charging, municipalities, and state fleet. Additionally, he stated that if they were to be prioritized, the municipalities and state fleet are ready, but that the work place charging may be a heavier lift, especially considering that work place charging may have other funding opportunities.

Becky stated that from what she has seen with other state's programs the Level 2 charging is about \$5,000-6,000 per charger and that most are doing that as a rebate program. This may be tough in New Hampshire as agencies cannot do rebate programs (NH Public Utilities Commission is the exception). It would be difficult to do each charger as a separate contract. Gary Lemay stated that New Hampshire Electric Co-op has been running a very simple program that offers 50% of installed cost at \$2,500 per charging port. Gary stated no one has spent \$5,000 on a charger yet, though they were not networked chargers. Stanford Crittenden stated that ChargePoint could provide detailed information on what other states have done, but he thought that Pennsylvania had done \$5,000 for a single port and \$10,000 for a dual port charger; Maine did \$5,000 per dual port charger, but that program did not move the needle much; Massachusetts fell in the middle with \$8,000 per port. He also noted that L2 chargers should be Energy Star certified.

Carleton asked Gary how they run their program. Gary stated that they run it similar to the NHSaves rebate, but do it internally. Peter King suggested that NHSaves might be able to administer. Gary said it might be able to, but that it would need to go through PUC and that may take some time. Becky noted that an option could be for a third party to administer the money for a Level 2 rebate program. Some commission members commented on the additional administration costs that might take and that would decrease the amount actually spent on chargers. Carleton asked if all the chargers would need to be for public use according to the Volkswagen decree? Senator Watters stated that regardless if it was in the decree or not, New Hampshire legislation says that any chargers installed with the use of public funds must be open to the public.

Public Comment:

Steve Russell, recently retired Massachusetts alternative transportation program coordinator for the Massachusetts Department of Energy Resources and resident of New Hampshire, stated he was available to talk about his experience. He stated that he thinks Level 2 Charging should be encouraged, especially in destination locations like hotels and restaurants. Steve indicated that the Chamber of Commerce in municipalities would be a good spot to start. He stated that it is important to make sure all the public chargers have a contact number where issues can be reported, especially once the warranty period is done. He said that encouraging municipal fleets to adopt is a good idea and providing Level 2 for the municipal vehicles that have to travel to Concord on a regular basis is a good way to start. He was heavily involved in an EV school bus pilot and is available to speak to anyone considering this option. He added that school buses driving kids to sporting events can charge at Level 2 charging if available.

Representative Smith asked about how the Level 2 charging stations can make any money if one or two cars sit on them for eight hours. Steve indicated there were ways to incentivize people to move their cars after a few hours with increased rates, but also agreed that we will need large volumes of charging stations.

Sen. Watters requested more detailed information on the following at the next meeting:

- Structure and focus of a VW-funded Level 2 charging program
- State agency workplace charging
- 10 Year Plan – Dave Rodrigue noted that the 10 Year Plan submitted by the Governor to the Legislature in January focuses on infrastructure and does not include any funding for EVSE.

Sen. Watters noted that state agency workplace charging should be a focus. Becky Ohler shared that NHDES has been selected for a Congestion Mitigation and Air Quality grant from DOT that will be used for workplace charging at 29 Hazen Drive (NHDES and Public Health offices), 21 S. Fruit Street (PUC) and public charging in Franconia Notch. The timing of a contract with DOT for this grant is uncertain.

Legislative update:

HB 1620 - Representative Sykes stated that they were working on revising some language that would allow a fine for non-electric vehicles parking in spaces designated for electric vehicle charging. The language started with a \$250 fine similar to the fine for parking in a handicap space, but that it was likely to be dropped down. Also, similar to the handicap parking space regulations, it would be for any parking space in the public way which includes parking lots open to the public. Steve Russell indicated that some towns in Massachusetts have included language that allows for the car to be towed if it is there for a certain amount of time.

HB 1444 - Representative McWilliams' bill would have New Hampshire join the California LEV/ZEV program. The hearing is at 2:15 on February 5th.

SB 610 - asks to form a commission to look at the TCI initiative; however, due to the Governor's position on TCI, it will likely be changed to a legislative committee instead. The bill asks that the body looking into it weigh the cost benefit to being in or being out of the regional program if it goes forward. The hearing for this bill is February 18th at 1 PM.

Senator Watters stated that there was a lot of things going on legislatively in other states and it might be a good idea for the commission to look at that as well. Especially what Massachusetts is doing on climate and energy with major investments into clean energy and transportation initiatives. They are not only looking at TCI, but also the idea of carbon pricing as well. It is worth keeping an eye on what the other states are doing since it will have an impact on New Hampshire.

Peter King added that HB1649 will impose a fee for electric vehicles. Peter stated he was in favor of this because the gas tax revenue is dropping as gas tax is going to the wayside. Representative Smith stated

that is was called the road toll and not the gas tax. He agreed that something needed to be done, but needed to make sure that it continued to receive fees from the tourists using the roads as well. Becky asked if any states tacked on a road toll when charging? Stanford stated that he had not seen that yet. Senator Watters stated that there was a lot of logic to charging a road toll while charging a vehicle.

Next meeting on March 6th at 11 AM

Senator Watters asked if the commission could gather information for next meeting on different programs. Additionally, he asked if OSI and NHDES could give some thought to how to proceed with the Volkswagen funding. Is there a way that seems right for NH and makes it easier? Maybe focus first on municipalities?

David Rodrigue made a motion to adjourn. Peter King seconded. The meeting was adjourned at 12:10