

Regular Meeting, Electric Vehicle Charging Stations Infrastructure Commission – MINUTES

March 6, 2020

Representative George Sykes opened the meeting at 11:04 AM

Introductions

Commission members present: Senator David Watters; Representative George Sykes; Gary Lemay (Drive Electric NH); Rebecca Ohler (NHDES); Carleton Simpson (Unitil); Dan Bennett (NHADA); Lisa Cota-Robles (OSI); Chris Nihan for Kevin Miller (ChargePoint); Dave Rodrigue (NHDOT); Kevin Boughan (Eversource)

Public present: Brianna Brand (CENH); Madeleine Mineau (CENH); Brian Moran (NECSEMA); Liz Nixon (NHPUC); Mary Ewell (Monadnock Energy Hub); Bruce Clendenning (TNC); Jamie Burnett; Donna Gamache (Eversource); Pete O'Connor (Plug in America)

Approval of January Minutes

Carleton Simpson moved to approve the January 24, 2020 meeting minutes and Gary Lemay seconded. The minutes were unanimously approved.

VW Funding Update

DC Fast Charging Request for Proposals (RFP) – RFP was released for DCFC on priority corridors. Three proposals were received, none of which met minimum requirements. DES/OSI are having conversations with interested parties and released a Request for Information (RFI). A public meeting is scheduled for March 10th to discuss prospective applicant's issues with the RFP and written comments can be submitted until 03/16. The RFI will inform whether the existing RFP needs to be revised or completely rewritten. The goal is to spend just enough without giving more than is needed and DES and OSI are looking forward to taking feedback, learning from it and hoping for a successful 2nd round. One key problem area that was noted was that the RFP anticipated the electric utilities would be providing some funding toward behind the meter investments, which did not occur. In addition, network and infrastructure costs on the utility side of the meter and how to cover those costs needs to be evaluated. We will be looking for information and feedback on that issue through the RFI.

It was asked if another RFP is issued and there are still no qualifying proposals, what happens to VW money? Becky responded that the Governor is fully committed to using the funds for charging infrastructure.

Level 2 Charging RFP

Becky Ohler – At last meeting it was agreed that next task of Commission is to discuss and consider how the state should utilize VW funding to support Level 2 charger installations. Today's meeting will be used to get input from this group on key aspects of a solicitation, outlined on the attached handout. Today's feedback will be used in the design of a competitive solicitation for Level 2 charging.

Senator Watters noted that the Commission is hoping to have an RFP out for Level 2 charging in June so that we can demonstrate by the end of this year that both of these things are being addressed.

The handout lists a number of considerations specific to municipal and workplace Level 2 charging. The purpose of this conversation is to hear input from the Commission relative to the structure of a competitive solicitation. Using the handout as a basis, there was general discussion and the following comments and recommendations were made:

- Instead of establishing minimum criteria an RFP should use the scoring system to select the best projects. For example, a smaller municipality that is not close to a corridor, but has significant number of visitors may be as good a site as a town located on a major corridor.
- The process and the scoring should be transparent and easy for communities to negotiate. Smaller communities may not score as well on the competitive side, but it should not be impossible for them to get funding.
- Desire is for chargers that are funded to get used. It was noted that availability of charging could attract additional visitors.
- Gary Lemay – NHEC has been doing this for 5 years. They created a handout of a data sheet on L2 that any commercial member can use. He can share that with DES. They installed 10-12 chargers a year ago and just bumped up incentive to spur more uptake. He suggests taking half a million dollars or \$300k and with basic minimum requirements and see how much interest there is. NHEC targeted hotels and destinations. Ski areas are starting to come on board. Minimum requirements were that it's in a visible location, easy access and they pre-approved each location (maybe utilities can do that). They were worried they were going to be overprescribed, but it hasn't happened yet. The NHEC program is for non-networked "dumb" chargers. Smart chargers require internet connection, etc. - \$200-\$400 per year for the network service and other costs.
- Chris Nihan noted that while he understands that the cost of network charging is more expensive there is value in only funding networked chargers. In his EV travel experience he has found some non-networked chargers not working or simply not there. It's a huge inconvenience trying to charge with Level 1. It causes negative conversation and impressions. Networked chargers are important. He also noted that ski resorts are a great spot (cold – batteries lose more range), as well as health care facilities and schools.
- Senator Watters noted that we should look at our largest population centers (e.g. Manchester & Concord) and see if we can get something there and also at intermodal transportation centers. Due to federal restrictions we can't currently locate chargers at federally funded sites such as park and rides, train stations, and bus stations, but others may be willing to install. We know people park their cars there.
- Pete O'Connor stated he doesn't think Level 2 needs to be corridor based, it should be destination based. He thought more funding should be provided for municipally sponsored charging, and less for commercial interests such as hotels. He countered the need to be networked, noting that "dumb" chargers show up on the charging apps, you just can't tell if they're in use.
- Carleton Simpson – dwell time should be considered when determining EVSE locations
- The suggestion was made to keep it simple and offer 30% of installation up to \$30k for municipal sites. Level 2 applications require less information and can, therefore, be shorter. The EVSE provider will provide the information to the municipality that is needed for an

application. Alternatively, the amount of match provided could be included as a scoring criteria to incentive significant match.

- Town meeting timeframes were also noted – the state should provide a long enough timeframe for installation to allow towns that need such approval to participate.
- Some concern was expressed for using VW funds (public money) to support workplace (private) charging. Perhaps some could be used, but most should be used for full access public charging.
- As a counter point, Dan Bennet noted that purchasing an EV is more attractive if you can charge at work.
- Carleton Simpson said that recent research reflects 13-15% of charging occurs at workplaces and 8-10% at publicly available spots. He agreed with concern of providing businesses money to install, but thinks it's worthwhile to offer incentives to workplaces in addition to municipalities.
- Sen Watters noted we likely won't have much demand initially. If cities are interested, they can find money, but towns will have to go through town meeting. What we can do is put program out, keep percentages consistent with what's in the settlement, but not use all the money right away. When another round is released, could be an opportunity to adjust.
- Any size employer should be eligible for funding, but can limit the number of chargers. NHEC allows 2 chargers per location per year.
- "Publicly available" needs to be clearly defined. Rep Sykes suggested using the definition of "public way" as defined in NH RSA.
-

It was asked whether recipients of L2 funding would be able to charge a fee. The answer was yes, they could still charge for charging. The main requirement is that they be publicly available.

It was asked if the State was planning to have a Request for Information prior to release of a Level 2 RFP. The response was that it was not anticipated, but not ruled out.

Sen. Watters asked OSI what the next steps are. Lisa Cote-Robles responded that OSI plans to do a pilot project to get something in the ground as soon as possible. This was inspired by bill which was for EVSE at the General Court to support legislature and senators. Becky noted that the funded chargers will be publicly available.

Senator Watters requested an update at the next meeting, noting that it's important that whatever you bring to the public has the recommendation of this commission. He suggested the Commission might want to vote to approve the expenditure – this commission needs to have some action on it.

Lisa noted that OSI would be reluctant to commit to a timeline.

Sen. Watters said that by April we should know how fast the slow charge is going or how slow the fast charge is going. He also noted that new HD EV trucks are being announced, in particular sanitation trucks, and he would appreciate an update on what is happening on school buses and refuse. In MA a company will lease an electric bus at same cost as lease for diesel.

Other Items

Jessica Wilcox provided information about the June Green Your Fleet! event at the NH Motor Speedway.

Rep. Sykes provided an update on previously discussed bills. The parking bill (provides for a fine for a non-EV parking in EV designated parking spots) is in Ways and Means. There are some issues concerning how the fines would be distributed and used.

Carleton Simpson - Docket at PUC (IR 20-004) in response to HB 575 (2018) directing PUC to address a number of EV-related electric rate structure issues. A technical session was held last week – Unitil, Eversource and ChargePoint filed comments. Unitil comments support availability of a time of use (time varying) rate for EV charging for residential and commercial customers. They also offered comments supporting the concept of utility investment in “make ready” efforts. Utilities would want rate recovery similar to other states (e.g., MA) for such expenditures. They support rate cases as the appropriate forum for those decisions to be made.

Kevin Boughan said that Eversource provided similar comments and talked about what is in Eversource’s rate case, including a “make ready” proposal.

Liz Nixon, PUC, noted that staff is reviewing all comments and will be making a recommendation to the Commission so that an Order can be issued by August 11, 2020, in compliance with the requirements of SB 575.

Next meeting on April 24th at 11 AM

Gary Lemay made a motion to adjourn. Representative Sykes seconded. The meeting was adjourned at 12:37 PM.

Status of EV Charging Infrastructure Grant Programs

1. DES/OSI Direct Current Fast Charger Request for Proposals update
2. Request for Information for DCFC solicitation – meeting March 10, 2 p.m. at NHDES, written comments due March 16
3. List of interested site hosts posted on OSI website
4. Municipal Level 2 Charging
 - All municipalities or focus on priority corridor areas?
 - Competitive or first come/first serve?
 - Minimum criteria?
 - Population
 - Traffic volumes
 - # of parking spaces
 - Documented demand
 - Other (e.g. # of downtown businesses, attractions, etc.)
 - Eligible applicants?
 - Municipalities
 - Private sector
 - Other (e.g. regional planning commissions, non-profits, etc.)
 - Appropriate level of funding to offer?
 - Percent of project cost
 - Fixed amount per site/charger/connector
 - Funding mechanism?
 - Grants, rebates, other

5. Workplace Level 2 Charging

- **Competitive or first come/first serve?**
- **Minimum criteria?**
 - **Number of employees**
 - **Existing infrastructure – pro or con?**
 - **# of parking spaces**
 - **EV incentive program**
- **Eligible applicants?**
 - **Company/host**
 - **Private sector**
 - **Other**
- **Appropriate level of funding to offer?**
 - **Percent of project cost**
 - **Fixed amount per site/charger/connector**
- **Funding mechanism?**
 - **Grants, rebates, other**