

Organizational Meeting, Electric Vehicle Charging Stations Infrastructure Commission

August 24, 2018

Senator Watters opened the meeting at 9:00 a.m.

Introductions

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

Commission members absent: Carleton Simpson (Unitil)

Election of Commission Chair

Rebecca Ohler nominated Senator Watters

Senator Watters accepted nomination.

Representative Smith moved to close nominations and was seconded by Dan Bennett

Vote passed all in favor of Senator Watters as Chair of the Commission

Senator Watters asked for volunteers for Clerk and Rebecca Ohler volunteered. Senator Watters assigned Rebecca Ohler as Clerk. Senator Watters also indicated that his aide, Michael Collopy, will be assisting with paperwork and the commission can send items that need to be distributed to the group through Michael.

Review of Commission Charge

Senator Watters reviewed the tasks for the commission as outlined in SB 517. Senator Watters went on to discuss that the charges assigned to the commission were broad and it is his hope that this will open the door for creative ideas. He also indicated that he hopes they will have time to discuss the development of EV charging corridors as well.

Senator Watters reviewed the state's Right to Know law as it relates to this commission. All the meetings and communications of this commission must take place in public. Therefore, members may email information to the Chair or Mr. Collopy, but members should never send an email to all commission members. In addition, if six or more members (a quorum under the terms of SB 517) are together outside of a noticed Commission meeting they may not discuss the work of the Commission.

Presentation by Sarah McKearnan

Sarah McKearnan, is a Senior Policy Advisor at NESCAUM (Northeast States for Coordinated Air Use Management) where she works with the states on the Multi-State ZEV Task Force to advance initiatives aimed at rapidly expanding the market for zero-emission vehicles. She

recently led a process to renew and update the Multi-State ZEV Action Plan for 2018 to 2021¹, which aims to focus and deepen collaborative work across these states on accelerating EV adoption.

The presentation was designed to provide a broad overview the following:

- The current status of the electric vehicle (EV) market – larger and all-wheel drive models now available; ranges exceeding 250 miles per charge
- The basics of EV charging equipment (also known as electric vehicle supply equipment, or EVSE); future needs; increasing charging speeds
- Data on regional and NH greenhouse gas emissions; EV sales (about 1.4% in ZEV states)
- Status of current planning – Multi-State ZEV Action Plan; Northeast Corridor Regional Strategy for Electric Vehicle Charging Infrastructure 2018-2021²
- Opportunities to coordinate infrastructure investment
- The use cases (home, work, around town, travel corridors, destinations) where EVSE is needed and some barriers and recommendations for each case as discussed in the Regional Strategy
- Key overarching issues, including consumer access and interoperability, building codes, utility rate structures.

The presentation is available on the Commission website. Much discussion occurred during the presentation, touching on such topics as:

- Costs to install EVSE
- How increased electrical demand will be met, particularly at peak load times
- The rate of innovation and decreasing charging times (need to be comparable to a 5 minute gas station fill-up)
- How we can spur EVSE installation at NH destinations

Some particular comments include:

- Location, availability to electricity, and what type of infrastructure is wanted (basic, or a more technical “smart” charger) are all variables in EVSE installation.
- NH Electric Co-op has installed around six or eight Level 2s and none of them cost over \$5,000.
- Chairman Waters noted that the Level 2 charger in his residence was only \$1,600 and it was agreed that residential installation is much less expensive than commercial or multi-unit dwelling sites.
- Comparisons with gas station pump facilities are problematic as most EV owners don’t charge on their way to a destination, but charge before they leave at home, or when they arrive at a destination.
- Utility investment in enabling EVSE installation (referred to as “make ready” investments) can help spur private investment in infrastructure.

¹ A limited number of copies of the Plan were available to members and the Plan is also available on-line at <https://www.zevstates.us/2018-zev-action-plan/>

² <http://www.nescaum.org/documents/northeast-regional-charging-strategy-2018.pdf/>

- While additional electric load will occur once the EV market takes off, that load is shapeable and the grid could benefit from delayed charging during off-peak and potentially feeding the grid during high demand periods. Utilities are highly engaged in trying to find a solution though certain barriers exist.
- Some existing DC fast chargers can provide 100 miles in 10 minutes and it was noted faster charging speeds are in development.

Senator Watters invited Eversource to present at the next meeting and perhaps OSI could present as well. Jarrod Chicoine said he could present on the Volkswagen funding and Senator Waters said that would get the commission going on the corridor issue and perhaps NHDES could present as well.

Senator Watters set the next meeting for Friday, September 28th and said they would meet once a month, if that worked for everyone. There was no objection.

Senator Watters asked if there were any additional public comments and there were none.

Gary Lemay stated that the best way to understand an electric vehicle is to drive one and there were going to be drive electric events coming up during National Drive Electric week. Gary suggested that the commission members try to attend one of the events. Becky Ohler said that she would send a link of the event schedule to Senator Watters to distribute to the Commission.

Meeting adjourned at 10:45 a.m.