

Regular Meeting, Electric Vehicle Charging Stations Infrastructure Commission

December 7, 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 (OSI), David Rodrigue (NHDOT), Charlotte Ancel (Eversource), Kevin Miller (ChargePoint), and Dan Bennett (NHADA).

Members absent: Rep. Steven Smith

Public present: Scott Osgood (City of Claremont, NHPA); Jack Ruderman (Revision Energy); Jon Shear (NECSEMA); Mike Schowalter (Rath,Young,Pignatelli); Tristin Crague (The DuPont Group); James Penfold (EV LaunchPad); Bill Oldenburg (NHDOT); Donna Gamache (Eversource); Ellen Hawes (Acadia Center); Simon Thomson (NECSEMA/Sheehan Phinney) NOTE: 2 or 3 names missing from sign-in sheet

Approval of Minutes from October 26, 2018 - Asst. Commissioner Bailey moved to approve the minutes from October 26, 2018; seconded by Representative Sykes. Minor corrections were noted and motion passed as amended with all in favor.

Senator Watters provided an overview of the meeting purpose – to create a roadmap for the work of the Commission over the coming months to enable the Commission to provide recommendations on the 8 areas specified in SB 517 (see Attachment 2). He indicated that the meeting would be structured as a workshop with both Commission members and public attendees participating in brainstorming sessions.

Becky Ohler was asked to provide further information about the format of the meeting as follows:

- 3 work groups – Commission members pre-assigned to A, B or C. Members of the public were split between the three groups.
- The work groups to brainstorm for 55 minutes and the Commission will then reassemble and a spokesperson from each group reported out on the top 4 priorities identified by their group.

Members and the public participants then went to separate rooms to deliberate the issues. Notes from each of the separate work groups are found in Attachment 1. The Commission reconvened at approximately 10:15 a.m. and each workgroup reported out their top four priorities. Collectively, the top priorities/issues identified were:

1. Provide guidance to OSI on use of VW funds. Use of funds should maximize benefits. While longer term planning is needed, some immediate investment should be made, particularly in high-voltage DC fast charging on corridors. The State needs to avoid “analysis paralysis”. The Commission should

provide guidance and support for the creation of a long-term statewide charging infrastructure plan, including identification of the resources needed to develop it.

2. Long-term infrastructure planning should include development of Level 2 charging at key locations destinations. Both DC Fast and Level 2 charging are needed to attract and support tourism travel to and around the state as well as to support adoption of EVs by NH residents. Many voices, including gas stations, realtors, BIA and others need to be heard during plan development.

3. State agencies should lead by example through the purchase of EVs for the state fleet. The State could also lead by example relative to workplace charging for employees.

4. Building codes and zoning ordinances could play an important role by requiring “make ready” in new building and reconstruction projects. There was some thought that doing some early projects could help inform code changes needed.

Action Items

NHDES and DOT were asked to develop materials outlining high priority travel corridors for review by the Commission.

Eversource, OSI and NHDES should meet and prepare a proposal regarding VW investment in charging infrastructure for the January Commission meeting.

Sen. Watters and NHDES will compile a list of bills (Legislative Service Requests) of potential interest to the Commission for discussion at the January meeting.

The next meeting will be January 25, 2019 at 9:00 a.m.

ATTACHMENT 1 – WORK GROUP PRIORITY REPORTS
listed by paragraph number from SB 517 – see Attachment 3

Report Out – Group A

Top 4 priorities:

(g) Potential funding sources including VW: The Commission should provide more specificity to the Office of Strategic Initiatives on priority use of the VW Settlement funds. Should optimize use of VW funds. Need both a short term and long term plan. Explore municipal funding for EV bus programs.

(c) Development of EVSE-corridors: Need to meet near-term needs. Need more data/models on how chargers are used: how long people will stay on chargers? What are usage patterns?

(d) Multi-state Task Force: NH should focus on working with regional groups (RGGI and Transportation Climate Initiative) and consider adopting CA LEV/ZEV regulations.

(a) Development of EVSE-private/business/municipal: In order to make recommendations for EVSE the Commission needs to hear from a lot of different groups including BIA, gas stations, realtors, etc.

Discussion notes on other areas:

(b) DCFC/proprietary technology/public property: Availability of high speed charging and the role of proprietary technology: Do not use VW \$ for proprietary networks. Need to work out parking limitations. Need data on who users are, length of stay at chargers, charging patterns.

(e) Legislation on tax credits: Yes. Driven by other items. Capture energy efficiency, solar and battery savings through a loan program. Look at existing utility efficiency programs.

(f) Changes needed to state laws/rules/practices: Look at Time of Day rate structures. Look at building codes – do they address EVSE including safety issues? Make sure technology is embedded before changing building codes.

(h) State agency workplace charging: Agency fleet versus employee fleet – prioritize agency fleet. Look at city bus programs – electrify? Are there opportunities within DOT fleet? Define the rules for state fleets.

Report Out – Group B

Top 4 priorities:

(g) Potential funding sources including VW: Provide near-term guidance to OSI on use of VW funds. Develop a statewide charging infrastructure plan.

(h) State agency workplace charging: The Commission should make a recommendation to the state fleet manager and state agencies to incorporate electric vehicles into the state fleet (largest fleet in the state)

and should develop workplace charging (largest employer in the state). Should also coordinate with municipalities; help them learn from state efforts. Lead by example.

(a and f) Development of EVSE-private/business/municipal and Changes needed to state laws/rules/practices: Priority is the installation of EVSE. This can be enhanced or hampered by building codes and zoning ordinances. State should develop model zoning and building ordinances. Building codes for new construction and major renovations should be updated to require an “EV make-ready” provision to ensure future installation of EVSE is not cost prohibitive. Residents of multi-family dwellings (condos, apartments) should be guaranteed their “right to charge” by disallowing restrictive covenants. The Commission should provide guidance and support for the creation of a long-term statewide charging infrastructure plan, including identification of the resources needed to develop it.

Discussion notes on other areas:

(c) Development of EVSE-corridors: Need more information from DES and DOT. Destinations need to be considered. There should be time limitations to be on a charger to ensure broader access. Need recommendations versus mandates – best practices. Commission should provide guidance and support for development of a statewide charging plan. What resources are needed?

(b) DCFC/proprietary technology/public property: Need to address open source issues before VW funds are offered.

(d) Multi-state Task Force: Would have to adopt California LEV/ZEV regulations – heavy lift. Without ZEV mandate EVs are going to dealerships in other states, hard to find at NH dealerships. Currently no incentives for EV purchase in NH.

(e) Legislation on tax credits: What is the structure – concern about double-dipping w/tax credit and VW \$. Evaluate incentives for EVSE versus vehicle incentives. What is the funding source? How would incentives be targeted?

(f) Changes needed to state laws/rules/practices: Beyond building codes - the Commission should make recommendations on model zoning ordinances for towns to make siting EVSE easier and more uniform across the state. PUC issues – non-utilities setting prices; charging on per kWh basis; potential for utility investment in EVSE; Level 2 vs L1 incentives. Need to address highway funding/gas tax issues.

Report Out – Group C

Top 4 priorities:

(c) Development of EVSE-corridors: Need to get EVSE installed around the state – need to “do” rather than “talk and plan”. Focus on business locations along highways. Less interest in parking garages and transportation hubs.

(g) Potential funding sources including VW: Provide guidance to OSI on use of VW funds. Utility ratepayers should not necessarily pay for EVSE build-out. Pursue public-private partnerships. Explore use of RGGI funds for EVSE. Utility rebates to encourage installation. Seek additional funds.

(b) DCFC/proprietary technology/public property: Clarify use of public property for EV charging. Public lands should be available for charging – do through rules not legislation. Encourage all types of charging.

(a) Development of EVSE-private/business/municipal: Use of rebates and revenue sharing to facilitate EVSE in commercial areas. Vehicle sales will drive installation. Promote DCFC and encourage low voltage charging. Encourage all types of EVSE statewide – NHDES and utilities should discuss.

Discussion notes on other areas:

(d) Multi-state Task Force: NH should prioritize our own interests and not focus on what other states are doing. Recommend workgroup to research this.

(e) Legislation on tax credits: Discussion about social justice. Much more study needed. Can utilities create incentives?

(f) Changes needed to state laws/rules/practices: Small workgroup should research and make recommendations to Commission. Explore Time of Use rates.

(h) State agency workplace charging: Users should pay costs. Use state agencies for pilot locations or new technology demonstrations. Should use the bid process for agency projects.

ATTACHMENT 2 – SB 517 AREAS FOR RECOMMENDATIONS

III. The commission shall make recommendations on:

- (a) The development of zero emission vehicle technology and infrastructure, including private and rental residence, business, and municipal installation of electric vehicle charging stations.
- (b) The availability of high-speed charging stations and the role of proprietary technology in relation to their availability and use on public property.
- (c) The development of electric vehicle charging stations, including high-speed charging stations, in state and federal highway corridors and at public transportation hubs and parking garages.
- (d) New Hampshire joining the Multi-State ZEV Task Force or forming an interstate compact for the development of electric vehicle charging station networks.
- (e) Legislation on tax credits for private and rental residence and business installation of electric vehicle charging stations.
- (f) Changes needed to state laws, rules, and practices, including building codes and public utilities commission rules, to further the development of zero emission vehicle technology and infrastructure.
- (g) Potential private, state, federal, and municipal funding sources, including grants, the Volkswagen settlement and other settlement funds, and regional greenhouse gas initiative funds.
- (h) State agency workplace charging.