

Regular Meeting, Electric Vehicle Charging Stations Infrastructure Commission

June 28, 2019

Meeting presentations and minutes are available at
<https://www.des.nh.gov/organization/divisions/air/tsb/tps/msp/sb517.htm>

Senator Watters opened the meeting at 11:08 a.m.

Introductions

Commission members present: Senator David Watters; Representative George Sykes; Peter King (BIA), Richard Bailey, Jr. (NHDOS); Matthew Mailloux (OSI); Carleton Simpson (Unitil); Gary LeMay (Drive Electric NH); David Rodrigue (NHDOT); and Dan Bennett (NHADA).

On the Phone: Rebecca Ohler (NHDES) and Kevin Miller (ChargePoint)

Public present: Carol Miller, (New Hampshire Bureau of Economic Affairs); Peter O'Connor (Plug-in America); Kurt Demmer (PUC); Tim White (NHDES); Elizabeth Strachan (NHDES); Simon Thompson (Sheehan Phinney Capitol Group); Drew Drummond (Greenlots); Marc Brown (Alliance of Automobile Manufacturers); Brad Pernaw (Granite State Hospitality); Madeline Mineau (Clean Energy New Hampshire); Brianna Brand (Clean Energy New Hampshire and Drive Electric NH); Steve Russell (MA Clean Cities); Brian Buckley (NHOCA); Jon Shaer (NE Convenient Store Assoc.); Ben Shaer (Jon's son); James Penfold (EV Launchpad); Barry Woods (Revision Energy); Ellen Hawes (Acadia Center); Stella Hawes (Ellen's daughter); Donna Gamache (Eversource); Rusty McLean (Granite State Hospitality); Chris Nihan (ChargePoint); and Huck Montgomery (Liberty Utilities).

Senator Watters welcomed everyone to the last meeting of the Electric Vehicle Charging Infrastructure Stations Infrastructure Commission until September. He spoke about an electric bus demonstration that he attended in Dover, NH that morning hosted by Granite State Clean Cities. The bus was a Xcelsior Charge 35-foot electric transit bus and Senator Watters thought they might be able to get them to demo the bus in Concord sometime.

Approval of May Minutes

Gary LeMay moved to approve the meeting minutes and Dave Rodrigue Seconded. The minutes were unanimously approved.

Discussion of Draft Resolution Regarding Utilization of VW Mitigation Trust Funds for support of DC Fast Charging

Senator Watters said that he has reviewed the draft New Hampshire Statewide Strategic Plan to Improve Electric Vehicle Infrastructure and although he couldn't talk too much about it since it is still a draft, he was very pleased. The Senator indicated that it should be released soon.

Senator Watters also stated that the Utilities are interested in moving forward with a DC Fast corridor project and wanted to make sure the make ready work and proposals would match the ideas and goals that have been discussed with this commission. Watters stated that he would like to get the commission to endorse a statement in support of the proposal, but also wanted the commission to understand that the process of developing a request for proposals will need to be confidential so they would need to avoid the details of the plan. Senator Watters presented the following statement for discussion:

The following DRAFT STATEMENT is proposed for consideration for adoption by the Electric Vehicle Charging Infrastructures Commission at its June 28, 2019 meeting:

Recognizing that:

- Adequate electric vehicle supply equipment (EVSE) in New Hampshire, and in particular direct current fast chargers (DCFC) along major travel corridors in the state, is necessary to enable electric vehicle (EV) travel within and through New Hampshire; and
- Availability of adequately spaced EVSE along the State's major travel corridors is essential to overcome "range anxiety" and enable and encourage broader adoption of EVs by New Hampshire residents and residents throughout the Northeast; and
- Manufacturers continue to introduce a wider variety of EV models which will be available to consumers in the coming years and that more consumers are likely to purchase such vehicles if EVSE is in place; and
- New Hampshire's Volkswagen Beneficiary Mitigation Plan provides funding for the support of EVSE development within the state; and
- Electric utilities have proposed a "make ready" program for New Hampshire that could provide streamlined interconnection and behind the meter investment by the utilities;

The EV Commission therefore requests that:

- The Office of Strategic Initiatives (OSI), working with the electric utilities and the NH Department of Environmental Services (NHDES), develop a request for proposals (RFP) utilizing the VW settlement funds to spur private sector investment in DCFC, combined with Level 2 charging; and
- The RFP should strive to result in adequate EVSE along the priority travel corridors presented by NHDES and the Department of Transportation at the Commission's January 2019 meeting to alleviate range anxiety; and
- The RFP should be released in a timely manner with the goal of having EVSE in place on those corridors by the end of 2020; and
- The electric utilities work with the Public Utilities Commission to design and obtain approval for a "make ready" program for New Hampshire that is designed to work both in conjunction with the RFP and beyond; and
- OSI, in collaboration with the EV commission and NHDES, and in consideration of the results of the pending NH Department of Business and Economic Affairs statewide infrastructure plan, work to develop further initiatives for the remaining EVSE fund

balance, such as: providing EVSE for state electric vehicles, a statewide Level 2 charging solicitation, EVSE to support fleet electrification, or other similar efforts.

During the discussion the following points were made:

- A commission member stated that he would like to see some workplace solutions as a focus or a potential spot to move forward. It was suggested that workplace charging be added to the last bullet where future initiatives are discussed.
- There was a discussion about the Public Utilities Commission (PUC) process. It was agreed that each fully regulated utilities would need to proceed through the docket process. A utility representative stated that this would be a good step, especially to see how the PUC will move forward so that incentives are aligned for utilities to do more and accomplish goals to promote EVs in the state.
- A commission member suggested that EVSE industry stakeholders should be included in the design of the make-ready program, so that bullet 4 in the second section would read “....Public Utilities Commission and EVSE industry stakeholders....”
- A commission member also suggested some rewording of the first bullet point in the first section to include reference to EVSE market, so that the first bullet reads “....coming years and that drivers and riders will be best served if New Hampshire’s EV charging market supports multiple business models, generates new jobs, and encourages innovation and competition in equipment and network services”. A commission member asked what was meant by “support multiple business models”. It was agreed that multiple business models includes various types of charging (level 2, workplace, DC Fast, etc.) and various types of locations (retail, hospitality, etc.).
- A member of the public indicated that when thinking about a make ready program and how the utilities would recoup rates one should take into account that DC Fast chargers will encourage adoption causing people to charge at home and as long as the charging is done during low peak times should put further downward pressure on rates, which would be a benefit for all ratepayers.
- A member of the public suggested using some of the language and ideas on EVSE that NESCAUM recently released when working on developing the RFP.
- A member of the public expressed concern that the PUC process may hold things up and wondered if OSI would move forward with releasing the RFP prior to the PUC process being complete. Matthew Mailloux stated that OSI wants to move forward as quickly as possible. A representative from New Hampshire Co-op reminded the commission that they are not fully regulated and would not need to wait for the PUC process. It was surmised that the RFP would have language about the approval process and that it would require the bidders to have a plan in place with their utility including timeline, approvals, rates, etc.

[NH EV DCFC Proposal Overview](#)

Presentation by Matthew Mailloux from Office of Strategic Initiatives

Matthew Mailloux presented a top level overview of the DCFC proposal plan. Matthew explained the New Hampshire Volkswagen process and what areas they were moving forward with currently. He

stressed that the RFP development process would need to be confidential from now until approval by Governor and Council in align with state laws and procedures on competitive bidding. He stated that the targeted corridors will be in line with the ones presented by NHDOT and NHDES to the commission earlier in the year. Matthew stated that the exact dates would be announced when the request for proposal was released, but broadly they plan to have an RFP released this summer and awarded in the Fall with the hope that they would see some charging stations open in the summer of 2020. He stressed that the nature of state government is that these things do not always have a quick turn around, but that they would do their best to move it along quickly. He also listed some potential criteria for evaluation of the RFP including, but not limited to daily traffic volume, existing locations, gaps in the corridors, experience, and future expansion.

The discussion continued with the following points:

- A commission member asked who OSI envisioned would be responding to the RFP. Matthew indicated that bidders would be property owners in coordination with the operators of the stations.
- A member of the public asked with an estimated 50 chargers and only \$2.5 million would that be enough to make a viable option and would they get enough buy-in. Matthew indicated that the 50 chargers was just a back of the envelope calculations and that the match would be minimal. While developing the RFP OSI plans to find the nexus of stretching funds while also making it a viable business option.
- A member of the public suggested that OSI may want to consider the following criteria in addition to the ones listed: value of education, public outreach, visibility of the site by others. Matthew agreed that they have talked about visibility being an important consideration. Another member of the public asked that considerations to help rate payers should be included in the evaluation process as well. Another member of the public suggested that as the criteria and design of the program is being developed that they may want to avoid over prescription such as was presented by NESCAUM as it may discourage entities to install in New Hampshire.
- A member of the public asked who would be involved in the evaluation and Matthew stated that had not been decided but would follow laws and procedures for a public RFP.
- A member of the public suggested that OSI encourage bidders and utilities to bring to the Public Utilities Commission early in order to get the rate design right from the beginning.

At this point Senator Watters suggested that they return to the draft statement.

- A member wanted to make clear that the final bullet is for further consideration and that this statement is issuing a recommendation on DC Fast charging only. It was agreed that yes, this part of the statement was only for further consideration.
- Another member of the commission asked that the words “fully regulated” be added before utilities in the second to last statement.

The revised statement reads as follows:

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- The RFP should be released in a timely manner with the goal of having EVSE in place on those corridors by the end of 2020; and
- The fully regulated electric utilities work with the Public Utilities Commission and EVSE industry stakeholders to design and obtain approval for a "make ready" program for New Hampshire that is designed to work both in conjunction with the RFP and beyond; and
- OSI, in collaboration with the EV commission and NHDES, and in consideration of the results of the pending NH Department of Business and Economic Affairs statewide infrastructure plan, work to develop further initiatives for the remaining EVSE fund balance, such as: providing EVSE for state electric vehicles, a statewide Level 2 charging solicitation, EVSE to support fleet electrification, workplace electrification, or other similar efforts.

Senator Waters asked to move the statement forward. Gary LeMay moved to accept the statement, Rick Bailey seconded. Senator Watters asked for a move forward with making the changes to the statement. Dave Rodrigue moved to make the changes and Carleton Simpson seconded. Senator

Watters asked if there was any further discussion and there was none. The commission unanimously voted to accept the statement with the changes.

Legislative Update

Senator Watters provided the following:

- The Governor vetoed SB 275 concerning the state fleet moving toward zero emission vehicles. Senator Watters said that he would continue to move forward with the idea and believes we will get to our deadline, even if we have to start a year or two from now.
- The two battery storage bills (HB 715 and SB 204) were retained for additional work through the summer and will be brought forward again next session.
- Senator Watters said that he anticipates the NHDOT ten-year plan may include EV infrastructure and he thinks this is an appropriate location for the state's role in EVSE.

Representative Sykes stated that NHDOT is engaged in a process to identify a freight plan for the state and that perhaps a future topic for the commission should be zero emission vehicles in freight.

Public Comments

Barry Woods from Revision Energy stated that he is on the board for Plug-In America, a non-profit consumer advocacy group that advocates for electric vehicle technology. He wanted to bring to the attention of the commission that the General Motors and Tesla tax credits are going to expire. He stated that although electric vehicle technology seems to be over the hump there are still many hurdles for full adoption and that the commission should encourage consumer awareness of the vehicles. Additionally, neighboring states like Massachusetts and Maine have point of sale incentive rebates and he would like to see the commission assist in increasing consumer interest in electric vehicles. The other side of the coin to infrastructure is interest in the vehicles themselves.

Senator Watters agreed, and stated that he is in constant contact with the New Hampshire congressional delegation about this and it is important for them to hear about these concerns from New Hampshire residents. He is also hoping that at some point New Hampshire may have similar incentives.

Dan Bennett from New Hampshire Auto Dealer Association (NHADA) stated that the cash for clunkers program had the highest rate compared to other states because we are frugal Yankees and New Hampshire needs to come up with a program that incentivizes people to switch to EVs.

The June Meeting will be the last meeting until September.

The Meeting was adjourned at 12:40