

Regular Meeting, Electric Vehicle Charging Stations Infrastructure Commission

November 22, 2019

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);

Public present: Brianna Brand (Clean Energy NH); Renay Allen (Exeter Energy Committee); Simon Thompson (Sheehan Phinney Capitol Group); Sanford Crittenden (ChargePoint); Hannah Popovitch (NHAC); Marc Brown (Auto Alliance); Terence Pfaff (Legislative Branch); Brian Moran

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

Approval of October Minutes

Gary Lemay moved to approve the meeting minutes and Rep. Sykes seconded. The minutes were unanimously approved.

Review and Approval of SB 517 Commission Annual Report

Senator Watters summarized the annual report and asked for any comments or discussion. A commission member asked if it was available online and was told that once it was finalized it would be posted. Matthew Mailloux moved to accept the report and Carlton Simpson seconded. The commission unanimously voted to approve the report.

Discussion of New Hampshire VW Environmental Mitigation Trust Direct Current Fast Charging Infrastructure Request for Proposals (RFP#NH-VW-2019-03)

Senator Watters presented the New Hampshire Volkswagen Environmental Mitigation Trust Direct Current Fast Charging Infrastructure Request for Proposal (RFP), which is located at this [link](#). Matthew stated that although this was not released as quickly as some hoped, OSI and NHDES are happy with the product and believe it is a workable RFP and looking forward to seeing applications.

Becky Ohler reviewed portions of the RFP with an open discussion. On page 4 is a schedule of events, including a webinar on December 6th at 1 PM and proposal due date of January 24, 2022 by 4 PM. Senator Watters asked for the webinar announcement to go out to the committee. Becky explained that the RFP just came out this morning, but will be broadcast to many contact lists today. Becky stated that with the due date in January, the hope is that a contract would be completed and presented to Governor and Council in one of the April meetings

On page 9 of the RFP are the priority routes. OSI is committing approximately \$2 million for this project and understands that doing all the corridors with that amount of funding would not be possible, so priority corridors were determined. The RFP gives the applicants the leeway to submit multiple locations on the corridors if they find that it is needed; however, they are required to serve the entirety of the targeted corridor. The RFP requires that Direct Current Fast Charging (DCFC) and Level 2 be installed at each location. Specified that the DCFC should be 150 Kilowatts and Level 2 be 9.6 kilowatts; however, if a lower power is needed there is potential for this with acceptable justification.

Commission members asked for clarification on the number and type of chargers. It was explained that 2 DCFC chargers, each equipped with both Chademo and SAE plugs, and one Level 2 with two plugs would be required.

24-hours a day operation would be required; however, the State is willing to entertain a different schedule if it is justified. It was clarified that the chargers need to be available 24-hours, not necessarily the business.

A commission member asked about signage. It was explained that the applicant needs to work with DOT for signage on the corridor and there are requirements for onsite signage. The Corridor signage, the applicant is not responsible for paying for, but they are responsible for cost of on-site signage.

A key element to the RFP is that the applicant will be the owner of the equipment. This will prevent abandoning sites by a third party that does not have a contract with the State.

A commission member asked about contractual arrangement with the utilities providing the power. It was explained that part of application requires that the applicant discuss with the utility to ensure that they fully understand their responsibility and what the utility will be responsible for. Attachment C in RFP requires this to be outlined and utilities assisted with designing this form.

The chargers are required to be networked so that potential users will be able to see what the status of the chargers are the site. Additionally, this will provide reporting data to better understand the use of the chargers.

It is the hope of NHDES and OSI that the applicants will incorporate some amount of future proofing in their application. A commission member asked if future proofing would include adding more chargers at a later date. It was stated that yes, that would be some future proofing that would be helpful, especially in higher trafficked areas; however, it is not a requirement

A commission member asked about the relationship between this system and the Tesla system. There will be on connection or relationship as Tesla sites are proprietary and only available for use by Tesla's which these sites are required to be universal and can be used by any vehicle with the technology.

A commission member asked if OSI and NHDES expect multiple vendors to be awarded the contract. It was explained that the RFP is for one single applicant. This was to make sure that all the areas targeted get covered. A commission member stated that this limits the type of players available to apply and it was agreed that was correct, additionally, it was explained that applicants can have multiple partners but that the State will only be contracting with a single entity.

A commission member asked what about if a community was interested in a high speed charging station. It was stated that OSI and NHDES will work on figuring out how communities can make sure the potential applicants are aware of their interest.

A commission member asked if the sites are required to go on the DOE website. Becky stated that yes, they will be required to be listed on the DOE website for public charging stations. She stated that she is not sure it is in the RFP, but it will likely be in the contract.

The RFP requires an operation and maintenance of at least 97% up time based on 24-hour operation. NESCAUM suggested 99%, but other states said 99% is too high and 97% seems reasonable based on the other states experience. Pricing and payment must be easy to see and understand before the customer starts charging. Additionally, the RFP requires multiple methods of payment and requires at least credit card tap or chip reader. In compliance with SB 575 the sites can be a networked charger, but they can't exclude anyone who is not in the network; however, they can have a separate pricing for in-network as long as it is clearly stated. The RFP is requiring that the sites have 24-hour support via phone. There are data capture requirements with data reporting quarterly, and semi-annual reports on maintenance. Additionally, the RFP requires monthly reporting until all the stations are up and running. A minimum of four stations operational by November 1, 2020 and all stations June 1, 2021.

A commission member stated that it was mentioned that seven or eight sites would be covered, but they can have more correct. It was stated that was correct.

The RFP is proposing to pay for 80% of eligible costs, including equipment, onsite electrical, connectors, on-site signage, shipping and freight, construction costs, administrative costs relative to the construction cost and does not include electrical utility upgrades, upkeep and on-going maintenance, real estate, building, or parking facilities. Application is required to say where the cost share is coming from and disclose any grants or funding are coming from

It was then stated that a Level 2 RFP will be coming next and that will be much more open to many applicants.

Senator Watters suggested that the next topic that we might take up would be Level 2 and VW funding for that. He stated that some Regional Planning Commissions (RPCs) have put in a request to GACIT that the CMAQ flex spending be put towards corridor studies and EV charging analysis included in that. Senator Watters stated that there is an opportunity to see what businesses and municipalities are interested, as well as, an opportunity to recommend that the next VW RFP be for Level 2. Senator

Watters also suggested that the remaining priorities developed in a previous meeting be revisited at the next meeting as well.

A commission member stated that he was excited to move forward with Level 2 options. He also stated that the State has worked hard to get the DCFAST RFP out so quickly, which is great. However, it is one piece of the puzzle and getting Level 2 broadly dispersed throughout communities is a great subject for discussion next year.

Representative Sykes state that the City of Lebanon has made a policy decision to start buying EVs. And he continued to say communities have the ability to start policies for the environment. He continued to state that the single busiest bus route in the state is Advance transit in Lebanon and that they have received an electric vehicle bus grant and it will be put on that route.

Another commission member suggested that some trade organizations be looped into the discussion of Level 2 as well. Senator Watters agreed and said that there was an opportunity to have some of these organizations come to talk to the commission. Becky Ohler suggested that commission members reach out to her concerning organizations or topics for upcoming meetings. A commission member also suggested that Becky follow up with Peter King from BIA and a commission member for his thoughts. Representative Sykes said he would like to see the commission brainstorm on what the state can do to encourage municipalities to get on the wagon to further this electrification agenda.

Legislative update:

Representative Sykes stated that there was an LSR out that would allow non-electric vehicles to be ticketed for parking in electric spaces

Becky stated that Rep Williams –has an LSR to adopt LEV/ZEV in New Hampshire. We have invited some expertise to discuss with NHADA and Reps to talk about what it would entail. Dan stated that there are many questions from NHADA on how to make this possible without incentives.

Public Comment:

Renay Allen from Exeter stated that there is a 45-minute video online on the unveiling of the Ford Mustang and it discusses the Ford charging system.

Next meeting on January 24th at 11 AM

Gary LeMay made a motion to adjourn. Carleton Simpson seconded. The meeting was adjourned at 12:13