



**ELECTRIC VEHICLE (EV) SUBCOMMITTEE
LEBANON ENERGY ADVISORY COMMITTEE (LEAC)
MARCH 14, 2024 - 3:00 PM
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA VIRTUAL PLATFORM
LEBANONNH.GOV/LIVE**

- 1. Call to Order**
- 2. Approval of Minutes**
 - A. February 8, 2024
- 3. Old Business**
 - A. E-street sweepers (Granite State Clean Fleet Grant)
 - B. Earth Day EV Expo 4/21/24 (attachment)
 - C. Policy on Lebanon employees' use of EV charging stations
- 4. New Business**
 - A. Welcome, Tom Benzel to the EV Subcommittee
 - B. EV infrastructure plan for Lebanon TIFF area
 - C. NH State Priority Climate Action Plan (attachment)
- 5. Open to the Public**
- 6. Adjournment**

Meetings are open for in-person and remote attendance. Members of the public that wish to attend remotely may do so by going to LebanonNH.gov/Live where you will find instructions on how to enter the meeting. Members of the public will be able to participate and ask questions through the City's virtual platform or by phone. Please note: Should technical difficulties occur during the meeting that disrupts virtual or phone connection(s), the meeting will continue without remote access capabilities.

AGENDA
ELECTRIC VEHICLE SUBCOMMITTEE OF THE
LEBANON ENERGY ADVISORY COMMITTEE
March 14, 2024

AGENDA ITEM 2
APPROVAL OF MINUTES:

FEBRUARY 8, 2024



ELECTRIC VEHICLE SUBCOMMITTEE MEETING MINUTES

(Subcommittee of the Lebanon Energy Advisory Committee)

City Hall Council Chambers

February 8th 2024, 3:00 PM

-- Draft --

MEMBERS PRESENT: Sherry Boschert (Chair), Clifton Below

MEMBERS ABSENT: Meghan Butts

STAFF PRESENT: Tad Montgomery, Energy & Facilities Manager

GUESTS PRESENT: Tom Benzel, Bill Stearns (remote)

1. **CALL TO ORDER:** Meeting called to order by Sherry Boschert at 3:01 PM.

2. **APPROVAL OF MINUTES:**

Clifton Below moved to accept the January 2024 EV Subcommittee minutes; Sherry Boschert seconded. Approved unanimously.

3. **OLD BUSINESS**

- A. **Granite State Clean Fleet Grant for Street Sweepers** – Tad Montgomery gave an overview of the grant process to date.
- B. **Drive Electric Earth Day Event** – Sherry Boschert and Bill Stearns gave an update on the organizing for this event, happening April 21st in the Shaw's parking lot in West Lebanon. There are three Rivian trucks registered to participate in the event but they haven't been able to contact anyone live at the company yet. The website for this event is: NHEV.org. Sponsors include Ford and Solaflect. The Subcommittee discussed with enthusiasm different logos that Public Relations Coordinator Beth Beraldi created for the event.

4. **NEW BUSINESS**

- A. **Lebanon Strategic Plan** – Sherry Boschert led a discussion of the City's strategic plan relating to electric vehicles and transportation. A number of changes were suggested to the list of strategic plan elements that have

already been proposed. These will be consolidated and presented to LEAC for further discussion at LEAC's next meeting.

- B. EV Infrastructure Planning, Outreach, Funding** – Sherry Boschert led a long discussion on the state of the City's transition to electric vehicles, starting with a review of what we have learned to date about the CFI grant.

UPCOMING EVENTS AND FUTURE AGENDA ITEMS:

- **Drive Electric Earth Month Event** – to be held in West Lebanon on Sunday, April 21st at 10 Benning Street, West Lebanon (Shaw's supermarket lot).
- **Upper Valley EV Expo** – New London will be hosting the 2024 Upper Valley EV Expo on the last weekend in September.

NEXT MEETING:

Thursday, March 14, 3 PM, Council Chambers, City Hall.

ADJOURNMENT:

Clifton Below moved to adjourn the meeting at 5:07 PM, seconded by Sherry Boschert. Seeing as there were only two members present, the motion passed without conflagration.

Respectfully submitted,

Tad Montgomery

AGENDA
ELECTRIC VEHICLE SUBCOMMITTEE OF THE
LEBANON ENERGY ADVISORY COMMITTEE
March 14, 2024

AGENDA ITEM 3
OLD BUSINESS:

B. EARTH DAY EV EXPO 4/21/24

For agenda item 3B:



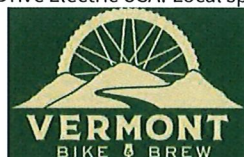
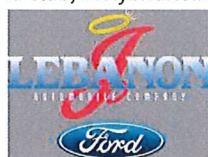
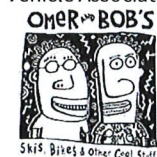
FREE Sunday, April 21: 12– 3 p.m.

10 Benning Street, West Lebanon
(Shaw's supermarket parking lot)

Pre-register & get a free raffle ticket: NHEV.org

Chat with electric vehicle & e-bike owners
See West Lebanon's new fast-charging station

Organizers: Lebanon Energy Advisory Committee, Sustainable Lebanon, Sustainable Hanover & others. Part of Drive Electric Earth Month by Plug In America, the Electric Vehicle Association, the Sierra Club, EVHybridNoire, and Drive Electric USA. Local sponsors:



SCAN ME:



AGENDA
ELECTRIC VEHICLE SUBCOMMITTEE OF THE
LEBANON ENERGY ADVISORY COMMITTEE
March 14, 2024

AGENDA ITEM 4
NEW BUSINESS:

C. NH STATE PRIORITY CLIMATE ACTION PLAN

For agenda item 4C:

NH PRIORITY CLIMATE ACTION PLAN – Release and Analysis

On March 1, 2024, the New Hampshire Department of Environmental Services (NHDES) submitted the Priority Climate Action Plan (PCAP) to the U.S. Environmental Protection Agency (EPA).

You can download a copy of the PCAP at the following NHDES website:

- [State of New Hampshire Priority Climate Action Plan \(nh.gov\)](https://www.des.nh.gov/sites/g/files/ehbemt341/files/documents/state-of-new-hampshire-priority-climate-action-plan.pdf) or
- <https://www.des.nh.gov/sites/g/files/ehbemt341/files/documents/state-of-new-hampshire-priority-climate-action-plan.pdf>

For more information related to the development of the PCAP, please visit the following NHDES website:

- [Climate Pollution Reduction Grants | NH Department of Environmental Services](https://www.des.nh.gov/climate-and-sustainability/climate-change/climate-pollution-reduction-grants) or
- <https://www.des.nh.gov/climate-and-sustainability/climate-change/climate-pollution-reduction-grants>

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For Discussion: Initial Analysis of the Transportation sections of the NH PCAP by Sherry Boschert

The goals are better than what we have now on the state level, some of them very welcome, and some that are confusing and disappointing in various respects.

The plan proposes adding public electric vehicle (EV) charging stations -- 300 DCFC fast-charge stations and 900 Level 2 charging stations between 2025-2050 (or per year, 12 DCFC and 36 L2s). Yes! Bring it! It's not enough, but between this and privately-installed EVCS these will help a lot.

The plan also calls for providing incentives for consumer purchases of EVs. It's a good idea, but here's where the goals as described in the plan get questionable. What's striking in this section is not so much what it says but how little it says, lacking the numbers to give context. Bear with me as I use this plan, plus data from the federal Alternative Fuels Data Center, and from NH DOT vehicle registrations that we have gathered in the past few years.

The plan says that 46% of NH greenhouse gas emissions (GHGs) come from transportation. Of that, 57% are from light-duty cars and trucks (LDVs). So you would think that reducing vehicle GHGs would be a high priority.

The plan calls for providing consumer incentives that will lead to replacing 50,000 light-duty vehicles (LDVs) between 2025 and 2050 with EVs or plug-in hybrids (PHEVs) -- basically 50/50, so 25,000 EVs and 25,000 PHEVs (which is disappointing in itself because of PHEV GHG emissions). The plan aims for adding 1,000 EVs and 1,000 PHEVs per year.

This seems to me like a very weak goal that essentially does little to nothing to accelerate an inadequate rate of change.

- In 2020, according to the DMV, a half a percent (0.49%) of LDVs in NH were EVs/PHEVs -- 4,835 of them.
- In 2022, there were 1,373,700 LDVs in NH, and 0.86% were EVs/PHEVs -- 11,800 of them.
- If state incentives lead to 50,000 EV/PHEV purchases by 2050 (and the total number of LDVs stayed the same), then 4.5% of LDVs would be EVs/PHEVs -- 61,800 of them. But 95.5% of LDVs would still be spewing GHGs.
- If the rate of EV/PHEV adoption in the marketplace seen between 2020-2022 without NH incentives continued from 2025-2050 (adding 3,482 EVs/PHEVs per year), then EVs/PHEVs would total 87,062 by 2050, more than NH is reaching for with its weak goals for purchases. And that still only brings EVs/PHEVs to 6% of total LDVs, so 94% of cars and trucks would still be spewing GHGs.
- The goals for increasing public transit ridership are not enough to greatly reduce use of LDVs, so here we are.

Compare that with the plan's more admirable goals for reducing residential GHG emissions, which comprise 17% of NH GHGs. The plan proposes to address **100%** of the single-family homes that use fossil fuels for space and water heating, replacing their dirty technology with heat pumps **within 15 years of 2025** (20,000 per year, with the goal set for 2040 instead of 2050). And with other goals for weatherization efforts.

That's the kind of boldness that we need to see in setting climate goals for transportation too.