ELECTRIC VEHICLE (EV) SUBCOMMITTEE
LEBANON ENERGY ADVISORY COMMITTEE (LEAC)
AUGUST 14, 2025 - 3:00 PM
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA VIRTUAL PLATFORM
LEBANONNH.GOV/LIVE

---

1. Call to Order

2. Approval of Minutes

A. July 10, 2025

3. Old Business

A. E-bike Project

B. Potential revisions to Zoning Ordinance

C. Request for Proposals (RFP) for EV charging stations

4. New Business

A. Grant opportunities

5. Open to the Public

6. Upcoming Events & Future Agenda Items

A. Upper Valley EV Expo, Saturday, September 6, from 11 a.m.to 4 p.m., White River Junction, VT. Town Hall, 171 Bridge Street, White River Junction, VT. 05001; www.uvevexpo.org or https://driveelectricmonth.org/event?eventid=4838

7. Set next meeting

A. September 11, 3 p.m.

8. Adjournment

AGENDA

ELECTRIC VEHICLE SUBCOMMITTEE OF THE

LEBANON ENERGY ADVISORY COMMITTEE

August 14, 2025

AGENDA ITEM 2

APPROVAL OF MINUTES:

July 10, 2025

ELECTRIC VEHICLE SUBCOMMITTEE OF THE LEBANON ENERGY ADVISORY COMMITTEE
THURSDAY, JULY 10, 2025 - 3:00 PM
CITY COUNCIL CHAMBERS, WITH REMOTE ACCESS VIA VIRTUAL PLATFORM AT LEBANONNH.GOV/LIVE

MEMBERS PRESENT: Sherry Boschert-Chair, Tom Benzel, Bill Stearns, Cliton Below
MEMBERS ABSENT: None
STAFF PRESENT: Chris Kilmer

1. **Call to Order:** Ms. Boschert called the meeting to order at 3:05 pm.

2. **Approval of Minutes**
   A. June 12, 2025
   B. June 26, 2025

   Motion by M. Benzel to approve both sets of minutes. Second by Mr. Stearns. Unanimously approved.

3. **Open to the Public-** Barry Schuester Ward 3, commented current zoning is detrimental to development. Brief overview of proposed changes.

4. **Old Business**
   A. E-bike Project- Mr. Stearns Reported a sample set up is functioning in Enfield at the Dog Park. Meeting with City Electrician and Inspectors/Planning to follow.
   B. Potential revisions to Zoning Ordinance
   C. Zoning Ordinance vs. Site Plan Review Regulations for EV charging requirements
   Items B and C discussed together. See attached PDF file.
   D. Request for Proposals (RFP) for EV charging stations
   Discussed site priority. Look into partnerships for DCFC options. Mr. Benzel and Mr. Kilmer will work with Swtch Energy on this potential collaboration. Potential TIF funding source for Level 2 chargers. Mr. Schuester recommended a proposal be submitted to the TIF Advisory Board (he is the Chair but was not acting his capacity during this discussion). Ms. Boschert and Mr. Kilmer will follow up with Universal Energy around their amened proposal. The entire L2 project in the TIF district is approximately $203,000. That request will be prepared to submit to the TIF Advisory Board.

5. **New Business**
   A. T-Mobile Hometown Grant: Ms. Boschert is meeting with Rebecca Owens to submit the application for one (1) 2S charger due by September 2025. Should have reply by November.

6. **Upcoming Events & Future Agenda Items**

A. Upper Valley EV Expo, Saturday, September 6, 11 a.m. to 4 p.m., Hartford, Vt. Town Hall, 171 Bridge Street, White River Junction, Vt. 05001; www.uvevexpo.org or https://driveelectricmonth.org/event?eventid=4838

7.

8. **Set next meeting – August 14, 3 p.m.**

Adjournment: Mr. Benzel made motion, Second by Mr. Below at 4:16 pm. Unanimous.

Minutes completed by Chris Kilmer

4.Old Business B&C referenced PDF:

To: Lebanon Economic Advisory Commission
From: Eric Stacy, Member, Economic Development Commission Board
Date: June 12, 2025
Subject: Recommendation: EV-Capable Requirement in Residential New Construction (1– 4 Family Homes)

Executive Summary

This memo outlines the rationale for requiring all new 1–4 family residential construction in Lebanon to be EV-capable, not EV-ready or EV-installed. This approach reduces long-term infrastructure costs, supports future homeowner flexibility, avoids unmanaged grid stress, and accommodates future electric vehicle adoption without imposing premature expense.

Definition of EV-Capable

An EV-capable home includes: - Electrical panel capacity reserved for a 240V, 40-amp branch circuit - Continuous conduit (raceway) installed from panel to garage or parking location - No outlet, wiring, or charging equipment installed unless and until the homeowner installs it later

This enables homeowners to install an EV charger later with minimal disruption and avoids tearing up walls, driveways, or increasing panel capacity.
(Citation: Plug In America, 2024; International Code Council, 2022)

Cost Efficiency

- Cost to install EV-capable infrastructure at construction: ~$400–$900 per home
- Retrofit cost after construction (trenching, drywall, rewiring, panel upgrades): $2,500–$3,500+ per home
- Mandating EV-capable now avoids 3–5x future retrofit costs

(Citation: Atlas Public Policy, 2025; Plug In America, 2024; ICC EV Code Study, 2022)

Grid Management & Delay of Uncontrolled Load Growth

- Requiring only EV-capable avoids early mass installation of unmanaged chargers
- This delays the onset of evening peak EV load clustering
- Allows utilities time to roll out smart meter programs, TOU rates, and demand response tools before charger saturation occurs

(Citation: NH Department of Environmental Services, 2019; NHPUC Docket IR 22-076, 2023; VGIC Comments, 2023)

Avoiding Stranded Investment for Homeowners

- Many buyers won't own EVs for several years
- Installing a Level 2 charger upfront risks paying for unused technology

- EV-capable homes preserve homeowner flexibility and avoid burdening home prices

(Citation: NH House Bill 606, 2023; Plug In America, 2024)

Level 3 Charging and Homes with Limited Electrical Capacity

- Older or rural homes with 100-amp panels, no smart meters, or no garages are poorly suited to home chargers
- Strategically sited shared DC fast chargers (Level 3) offer a neighborhood-based solution
- Reduces unmanaged residential load; public chargers can be grid-buffered and monitored
- Can be deployed with battery storage to avoid stressing feeders during peak demand

(Citation: Franklin Grid Solutions, 2024; University of Vermont FOREST Project, 2024; VGIC, 2023)

Conclusion

Mandating EV-capable (not ready or installed) infrastructure in new 1–4 unit homes is the fiscally and technically prudent step. It avoids premature costs, allows for future charging without expensive retrofits, and limits grid exposure during the market transition. Shared public fast charging offers an additional grid-friendly solution for homes unable to host residential chargers.

I recommend the Commission support a local EV-capable building code amendment consistent with IECC Appendix requirements for conduit and panel capacity, to be incorporated into Lebanon's residential development policy.

Citations: - Atlas Public Policy. (2025). Cost Savings from EV-Enabling Building Codes. - Plug In America. (2024). EV Charging for All Coalition Guidelines. - International Code

Council. (2022). IECC Appendix EV-Provisions. - NH Department of Environmental Services. (2019). Electric Vehicle Infrastructure Planning. - New Hampshire PUC. (2023). IR Docket 22-076 on Managed EV Charging. - Vehicle-Grid Integration Council. (2023).
Comments on NH Grid Management Strategies. - Franklin Grid Solutions. (2024). DC Fast Charging Infrastructure & Battery Integration. - University of Vermont / VT DPS. (2024).
FOREST Project: Grid Optimization Tools. - NH House Bill 606. (2023). Proposed EV Infrastructure Requirements in State-Funded Housing.