



**ELECTRIC VEHICLE SUBCOMMITTEE OF THE
LEBANON ENERGY ADVISORY COMMITTEE
THURSDAY, JANUARY 8, 2026 - 3:30 PM
CITY COUNCIL CHAMBERS, WITH REMOTE ACCESS VIA
VIRTUAL PLATFORM AT LEBANONNH.GOV/LIVE**

Members Present: Sherry Boschert-Chair, Bill Stearns, Tom Benzel

Members Absent: Clifton Below

Staff Present: Chris Kilmer

1. **Call to Order**-Ms. Boschert called meeting to order by 3:34 pm.
2. **Approval of Minutes**
 - A. December 11, 2025- Mr. Stearns made motion to approve, Second by Ms. Boschert, unanimously approved
3. **Old Business**
 - A. E-bike Project- NH AARP check for \$3000 received, Friends of Lebanon Recreation, Arts, and Parks are sponsoring the project. Design is underway, Construction to start in Spring 2026, estimated \$6000 cost for initial phase 1 3 season charging station, phase 2 adding a bike shelter
 - B. Potential revisions to Zoning Ordinance and Site Plan Review regulations- public hearing on 1/21/26
 - C. CIP – Capital Improvement Plan- meeting to follow to prep list for 2027
 - D. Grant application for electric forklift(s)- grant requirements not met
 - E. Upper Valley Earth Week Open House 2026- planning is underway
4. **New Business**
 - A. Feedback to Dept. of Environmental Services on RFI for EVSE grants (attached)- reply reviewed
 - B. T-Mobile grant application window is open, will work with Rebecca Owen and resubmit adding the e-bike charging shelter(Quote needed)
5. **Open to the Public-None**
6. **Upcoming Events & Future Agenda Items**
 - A. Wednesday, Jan. 21, 7 p.m. – City Council vote on Zoning amendments
7. **Set next meeting – February 12, 3:30 p.m.**
8. **Adjournment**-Motion to adjourn by Mr. Benzel at 4:35 pm, Second by Mr. Stearns. Unanimous.

4.A. New Business

PROSPECTIVE DES \$3 MILLION LEVEL 2 REBATE PROGRAM DESIGN QUESTIONS

Proposed comments from LEAC, suggested by EV Subcommittee

See numbered question from DES RFI, then proposed LEAC comments.

1. Should minimum amounts be reserved for each county, geographic region, regional planning commission (RPC), or other territory in NH? If so, what should be the minimums and what political/geographic unit should be considered?

LEAC: Prioritize EV charging “deserts,” where there is no nearby EV charging station (within easy walking distance).

2. Inclusive of construction, installation, and equipment costs, what should be the maximum per-port rebate amount (e.g., \$4,000 for one charging port, \$8,000 for a dual-port charger, etc.)?

LEAC: Rebates also should reimburse utility costs in addition to costs for equipment, construction, and installation. Rebates should cover 85% of total costs, with a limit of \$13,000 per Level 2 port or \$7,000 per Level 1 or Low-power Level 2 (PL2) outlet.

3. Should the maximum rebate amount be differentiated according to the power output of the Level 2 EVSE (e.g., higher rebate amounts for higher-powered chargers)? If so, what should be the power output thresholds and funding amounts?

LEAC: The rebate program should include clear definitions of power eligibility for Level 1, Low-power Level 2 (LPL2), and Level 2 charging, all of which should be eligible for rebates in appropriate settings. For example, L1 and LPL2 should be eligible only when installed at sites for long-term parking/charging (residential, workforce charging, public long-term charging at airports, etc.) The rebates should be based on the minimum power setting in each category. For example, the L2 definition might require at least 6.7 kW per port. Higher-powered L2 chargers would be allowed but would receive no additional rebate.

4. Should there be a maximum rebate award per entity or per site? If so, what?

LEAC: No, but the award program should include cost-efficiency as part of the judgement criteria.

5. Should non-publicly accessible Level 2 EVSE for public fleet usage (e.g., municipalities, state agencies, public schools, etc.) be eligible for the program? Why or why not.

LEAC: Yes, but the program should prioritize publicly available charging. Eligibility for non-publicly accessible EVSE should include residential charging at affordable housing, and workforce charging at nonprofit organizations.

6. a) Should workplace or multifamily dwelling sites be considered for funding? b) Should there be a requirement that these sites are also publicly accessible? Why or why not.

a) Yes. b) No, if the site is a project of municipalities, state agencies, town governments, public schools, affordable housing, or nonprofit entities.

7. Should there be a maximum or minimum charging port count per site? If so, what?

LEAC: No. And for L1 or LPL2 charging projects, outlets should be eligible, with or without ports.

8. Should there be requirements placed on EVSE availability and/or accessibility (e.g., 24/7 availability)? If so, what?

LEAC: They should be available every day, 24 hours a day, by the people for whom the EVSE project is intended (i.e. the public, or employees at eligible sites, or affordable housing residents, for examples)

9. In general, what is a reasonable amount of time for a Level 2 EVSE project to be completed (e.g., 6 months or 1 year from notification of eligibility)?

LEAC: One year, due to potential utility delays and winter interruptions.

10. What communications protocols should be allowed/required?

LEAC: The intent of this question is unclear. Some possible responses: The EVSE should be accessible to both vehicles that use NACS and J1772 ports. The EVSE should be in compliance with the Payment Card Industry Data Security Standard (PCI-DSS).

11. What payment methods should be allowed/required?

LEAC: Payment devices or software should not be required if the project includes alternative methods of assigning costs. (Examples: An employer may decide to offer L1 or LPL2 outlets to employees and absorb the cost of electricity for charging or charge users an average flat fee, all done without networking or a payment mechanism. Of an affordable housing development may do the same for residents' charging.

If there is payment software or devices, there should be multiple access and payment methods, including one that does not require a smartphone app. A physical credit card reader should not be required if a reliable phone number with the ability to initiate a charging session is provided, as described in NEVI criteria.

12. *Should there be EVSE uptime requirements? If so, what?*

LEAC: Yes – at least 90% uptime with a penalty specified if that requirement is not met. (Could this be rolled into the warranty, at Question #14?)

13. *Should there be requirements on the span of time the EVSE must be operational? If so, what (e.g., 3 years, 5 years, etc.)?*

LEAC: Yes -- 5 years.

14. *Should warranty, service, maintenance, and networking contracts be required for the EVSE? If so, for how long (e.g., 3 years, 5 years, etc.)?*

LEAC: Networking should not be required in all cases because some L1 or LPL2 projects may not need expensive networking. For non-networked sites, require 1-year warranty, service, and maintenance contract. For networked sites, require 5-year warranty, service, maintenance, and networking contracts. Question: Should uptime (see Question #12) be part of the warranty?

Additional comments:

- Projects with L2 chargers should have ports for both NACS and J1172, and projects for L1 or LPL2 charging should have outlets.
- Equipment should have an operating temperature range to industry standards.
- Give extra consideration to projects with demand response and bidirectional charging programs.
- Give extra consideration to projects with “plug and charge” technology unless no network is required for that project.
- Prioritize Energy Star-related equipment.
- If the project includes networking, require roaming/interoperability with other networks prominent in New England.

