



CITY OF DOVER

ENERGY COMMISSION – MINUTES

Meeting Type: **Regular Meeting**
Meeting Location: **Council Conference Room, City Hall – 288 Central Ave**
Meeting Date: **Wednesday, April 21, 2021**
Meeting Time: **5:30 PM**

1. Welcome

Chair Bill Baber opened the meeting at 5:32, and asked remote members to state their location, whether they are alone, and their reason for participating remotely, in accordance with the emergency meeting provisions of RSA 91-A:2, III(b).

Roll call:

Physically Present: Bill Baber (Chair) – Present in the meeting room

Members Called In: Rebecca Ohler (alternate) - home, alone, remote due to COVID-19

Deborah Thibodeaux (Council Liaison) – home along, remote due to COVID-19

Walter King - home, alone, remote due to COVID-19

Vincent Lyon - home, alone, remote due to COVID-19

Barrett Miles (Alternate) – in his office home, alone, remote due to COVID-19

Staff Present: Donna Benton (City Planner and Acting Staff Liaison) - present in the meeting room

Unexcused Absent:– Mike Behrmann, Otis Perry, Susan Smith

2. Assign Minutes Taker

Walter King volunteered to the meeting taker.

3. Citizen's Forum

No citizens were present.

4. Approval of Regular Meeting Minutes of March 17, 2021

Vincent Lyon motioned to approve the minutes, Walter King seconded. Minutes approved unanimously with alternate Barrett Miles voting to approve. Rebecca Ohler abstained as she was not present at the March Commission meeting.

Vote: U/A.

5. Staff Updates - Donna Benton Presenting

- EV charging stations – Planning Board created a sub-committee earlier this year to look into the charging stations. The committee is looking into the regulations and criteria for the conditional use permit for someone going over their maximum parking sites. Previously a Dover veterinary clinic was granted the permission to grant 0 EV charging stations instead of the required 4, based on the current Conditional Use Permit, on the amount of time customers would be at the clinic. The subcommittee has met four times since its creation and has been working on drafting amendments. The summary of their work to date:
 - Planning for readiness for EV charging stations for all new site development to include as part of their site application.
 - Look at the CUP (Conditional Use Permit) criteria to either follow the current 1 charging station per 10 spaces or have the option to provide some additional readiness options to retrofit stations, although that will be more expensive.
 - Trying to change the regulations to make Dover more EV friendly looking at incentives or options. We are the first in the State to do this. Looking at Level 2 charging stations as an option. Level 2 charging adds about 25 miles of Range Per Hour (RPH), while Level 1 charging only adds about 4 miles of Range Per Hour. This will be discussed at the May 11 Planning Board meeting with input from Rebecca Ohler. Looking into legal options for who is paying for this.



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- Councilor Thibodeaux offered to see if there is something the Council can do to make this more viable with the proper language.
- Barrett Miles has there been any discussion or consideration on the topic of tax abatement on established business? Ans: not sure this is legal; still looking into this. We should consider the value of charging stations for those who are coming up from out-of-state to the north ski country and the fact that Dover represents a convenient charging stop whereby they would “shop” for a couple of hours in our downtown. We should consider advertising this with signage.
- Bill Baber – is there a way we can look into if the City were to provide the spaces, could commercial entities pay for the charging stations? State does not want to own the charging stations and one option is for some commercial entity would be responsible for maintenance of operations.
- Rebecca Ohler said that 3 of the 5 RFPs have zero cost to the City. Current building codes (2018) do not have provisions for charging stations. We should not ask for fast charging stations; we should be aware that level 1 charging stations are useful for employees to encourage adoption by the workforce.
- Donna Benton will be keeping the Commission updated if there is a new draft on the amendment, prior to the May 11 Planning Board meeting.

6. Old Business - None

7. New Business –

- Rebecca Ohler shared her knowledge on the status of charging stations for the State with a PowerPoint presentation (the audio was not always clear):
 - Fossil fuel emissions creates all sorts of health issues for our citizens
 - Transportation contributes 40% of GHG
 - NH is connected to the New England grid, but our grid is quite clean.
 - Total number of registered EVs is growing in all counties, especially in Hillsborough and Rockingham counties. NH has seen a 28% increase from 2018 to 2019. From 2019 there were 4200 and through 2020 there were 5020 vehicles
 - Dover has 101 EVs as of December 2020 – 52 battery EV's, 44 plug-ins and 5 (?) unknowns. First-time battery cars exceeded plug-ins.
 - Dept of energy analysis shows the cost savings - \$2.76/gal of gasoline versus a comparable cost \$1.70 for electric, and this savings comes with less cost for maintenance.
 - Looking at the State map of charging stations, there is a lack of charging infrastructure in our area. Only 6 DCFC (Direct Current Fast Charging) ~ 30 min charge, are not Tesla. Goal is to get universal fast charging throughout the State.
 - Of the \$32MM Volkswagen fund for NH, ~15% (\$4.8 MM) is for electric vehicles. However there has been no proposals received for Level 2 fast-charging stations. Our state government got a lot of feedback however and it is still experiencing delays in modifying the RFP.
 - Vincent Lyon – slides 3 and 5 are great slides for promoting charging stations for Dover's Planning Board. Becky is willing to assist in the presentation to the Planning Board.



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- Becky stated that the battery cost for electricity/kwh capacity has dropped from an initial cost of \$>1000 to about \$125. At \$100/kwh point it becomes cost competitive with conventional gasoline vehicles. City needs to get the charging station locations on apps, which is what users employ, rather than relying on just signage. Dover has been designated as one of the State's EV hotspots along with Nashua and Portsmouth.
- Barret Miles suggested that getting corporate sponsors for charging stations might be worth investigating, e.g., Liberty Mutual.
- Councilor Thibodeaux – the City has to come up with plans on how we are going to put infrastructure to support charging stations into the City for people with electric vehicles at places other than sidewalks. Persistence on pushing for the infrastructure is critical to making this successful.
- Question was raised by Bill Baber if there were funds available for EV infrastructure in the latest CARES Act bill.
- Walter King – to realize the opportunity of being an EV hotspot, can we use existing economic modeling/data used by other municipalities that currently have charging stations and its impact on their local economy and business for presentation to the Planning Board? The Cocheco Waterfront development project is an ideal spot for such curbside charging stations. Bill Baber suggested that at subsequent meetings the Commission can invite Steve Bird and or the developer to discuss these points further.

8. Meeting Adjourned. Vote: U/A

Deborah Thibodeaux - Yes
Vincent Lyon - Yes
Walter King - Yes
Barrett Miles - Yes
Bill Baber (Chair) – Yes