

**TOWN OF BEDFORD**  
**March 25, 2021**  
**ENERGY COMMISSION MINUTES**

A meeting of the Bedford Energy Commission was held on Thursday, March 25, 2021 via the Zoom Meeting Platform.

Present: John Russell (Vice Chair), Sue Thomas (Town Council Liaison), Lori Radke (Town Council Alternate), John Schneller (School Board Liaison), Bill Foote (School Board Liaison Alternate), Andrew Gillis, Bing Lu, Bart Fromuth, Tom Elwood, Chris Bandazian

Absent: Tim Paradis (Chair)

Vice Chairman Russell read the following statement:

*Due to the state of emergency declared by the Governor as a result of the COVID-19 pandemic in accordance with the Governor's Emergency Order #12 pursuant to Executive Order 2020-04, this public body is authorized to meet electronically.*

*Please note that there is no physical location to observe this meeting which was authorized pursuant to the Governor's emergency order; however, in accordance with the emergency order I am confirming that: A) We are providing public access to the meeting by telephone, with additional access live on BCTV Comcast Channel 22, or streaming online by going to the town website and choosing "BCTV" under "Departments" and clicking on "Channel 22". We are utilizing an online platform called Zoom for this electronic meeting. All members of the Commission have the ability to communicate contemporaneously during this meeting through this platform. The public can call into this meeting via the instructions that are being shown on the BCTV broadcast. B) We previously gave notice to the public of the necessary information for accessing the meeting, including how to access the meeting using the telephone which is listed at the top of the agenda on the town website; C) If anybody has a problem accessing the meeting via the phone, please email us at [rsawyer@bedfordnh.org](mailto:rsawyer@bedfordnh.org). In the event the public is unable to access the meeting, the meeting will be adjourned and rescheduled.*

*Please note that all votes that are taken during this meeting shall be done by roll call vote. Let's start the meeting by taking roll call attendance. When each member states their presence please also state whether there's also anyone in the room with you during this meeting which is required under The Right to Know Law:*

*John Russell (alone); Sue Thomas (alone); Lori Radke (alone), John Schneller (alone); Bill Foote (alone); Andrew Gillis (alone); Bing Lu (alone); Bart Fromuth (alone); Tom Ellwood (alone); Chris Bandazian (alone)*

- I. Call to Order: Vice Chairman Russell opened the meeting at 7:00 PM
- II. Quorum Count: (5)
- III. Approval of Minutes – January 28, 2021 and February 25, 2021

**MOTION by Mr. Bandazian to approve the January 28, 2021 minutes. Seconded by Mr. Fromuth. Roll call vote taken – All in favor – Motion Passed 7-0.**

**Roll call vote taken to approve the February 25, 2021 minutes (3 abstentions: Ms. Thomas, Mr. Schneller, Mr. Fromuth)– All others in favor – Motion Passed 5-0.**

IV. New Town Council Liaison

- a. Welcome Sue Thomas as Town Council liaison
- b. Thank you, Denise for your service
- c. Lori Radke still serves as alternate

Vice Chairman Russell welcomed Sue Thomas to the Energy Commission as the new Town Council Liaison.

Ms. Thomas said she has been living in Bedford with her family since 1989 and has served on the School Board. She and her husband own RX Monitoring Service and do power quality monitoring for high tech companies, generator testing, and handle other power-related issues. Her husband is a power-expert, and she does the finances. Their business is located in Bedford and they have 10 employees. They work with high tech manufacturers all over the world.

Vice Chairman Russell thanked Denise Ricciardi for her prior service as Town Council liaison on the Energy Commission.

V. Guest Speaker: Joshua Singer Clean Energy NH

- a. Intro
- b. Benefits of muni membership
- c. Q&A or Legislative or other important items to review

Vice Chairman Russell introduced the guest speaker, Joshua Singer from Clean Energy NH. Mr. Singer said that he is the New Program Coordinator at Clean Energy NH and the contact there for any questions the Energy Commission might have about clean energy legislation, and things going on in the State with other communities. He works trying to connect communities together to better achieve clean energy goals through previous projects or working together on projects. Clean Energy NH also tracks bills going through the legislations, helps legislators know the effects of bills they are trying to push through, and educate the public about what the bills do, and which bills to support or oppose. Policy emails are sent out to members of Clean Energy NH.

Mr. Singer received an email from the Bedford Energy Commission asking what members get for their membership. He explained that members receive neutral expertise, technical assistance, and training for your energy projects to assist in making them happen. They incorporate energy considerations into zoning ordinances and master plans. They have energy benchmarking with a portfolio manager, they go over energy efficiency incentives and financing for new construction, building retrofits, and LED streetlight conversions through New Hampshire Saves and otherwise. They also have 2-way policy communications, non-partisan expertise on local legislative and regulatory energy-related policies, and they try and help to empower municipalities and energy commissions with a voice in State policy issues.

Mr. Singer is trying to connect communities together to have a dialog. This has been made more difficult during the Covid-19 pandemic, but for the last few months he's been working on this

through the local energy solutions workgroup he's been running, as well as having webinars and roundtable discussions. He shared that there is a heat pump webinar coming up on March 31<sup>st</sup> at 3:00 pm that is open to everyone, and a policy update for members on the Department of Energy that will be coming up in April. If the Bedford Energy Commission has questions about policy or are interested in what other towns have done, he is here to help, connect you with other people/communities, and answer questions along the way.

Mr. Bandazian asked if it looks like there will be a Local Energy Solutions conference held this year. Mr. Singer said they would be having one although they are unsure at this point in time if it will be held virtually or live.

Mr. Bandazian indicated that two of the bills the Bedford Energy Commission is looking at are the municipal host bills which would give us potential to develop our landfill. He noted there is a House and a Senate version that look really close. The House Science and Technology committee was working on it. He asked for an update. Mr. Singer did not have an update at the moment because they have not seen the predictive text. He said it looks like it is in a working group now and should be up the beginning of April. The Senate bill looks like it will pass, but then it has to go through both houses; they both look decent, but we won't know for sure until they go for a vote. He suggested watching for the date of the hearing and invites people to come testify. If you are interested, please send him an email at [Joshua@cleanenergyNH.org](mailto:Joshua@cleanenergyNH.org) and he can send you all the information.

Mr. Bandazian explained that the Bedford Energy Commission is looking at potential EV charging station sites. He asked if there was any expertise at Local Energy Solutions that could assist us with that. Mr. Singer said that Burana (?) is Clean Energy New Hampshire's energy expert right now with utilities (it depends on what utility you have right now) and how it can be organized. It depends on what the utility offers right now and their regulations for how you site a charger. The Town of Derry has been having troubles with the charging stations they installed because their utility did not inform them about demand charges on them and they were charged an exorbitant amount over what they thought they'd be charged. They are trying to make sure that this doesn't happen again. Not notifying of future costs of something that has a predicted usage rate is not o.k. He said that you have to figure out who your utility is; what incentives they have; and what methods you can use to install a charger because there are a couple different ways you can do it: 1) Buy the charger outright and put it on owned land; 2) Lease it from the utility or company. There are many different avenues to getting chargers put in. In Derry, the town bought and owns the charger, and it is going through their meter, but there are other ways where you can lease it from a company and get some tax revenue back from it – again it depends on what utility you are using and what route you want to take. Mr. Singer could work on it with the Energy Commission (what utility you have, what they have done in other towns, and what makes sense for your town).

Mr. Singer hopes there will be more infrastructure legislation and money coming through on the federal level for infrastructure which will include EV charging. He is unsure whether or not it will be retroactive, but no-interest loans, or straight grant money for EV charging are things to look out for in the coming months.

Mr. Gillis asked if Mr. Singer had heard of any other towns that allowed Tesla to pay to install EV chargers similar to what some hotels have done. Mr. Singer said he is not super-educated about what they do, but he is pretty sure they have leases from landowners where there is a lot of traffic.

Mr. Gillis indicated he is talking about destination charging similar to small home-type chargers. Could Tesla pay for installation of the charger and then the town could tack on another charger that uses the same post once Tesla has paid to put in the post. Mr. Singer found that interesting and said he would have to look into it. If you could get Tesla to do that, he thinks it would be great, but relying on a private company to install it for the town might be an iffy situation right now. He could look into the success rate of doing that, though.

Mr. Gillis stated you would just hire your own electrician to hook up the electricity, then you would pay for the electricity, but a way to charge people to use the charger doesn't exist yet but is being looked into. Mr. Singer noted that 3<sup>rd</sup> party companies usually lease the spot from a town and then they pay for the installation of the electrical equipment. They get paid per charge and pay for the electricity and the utility hookup and the town gets paid the lease rate on the property.

Mr. Gillis said the EV charger he used was free to him, so he doesn't know who was paying for it. Mr. Singer indicated it might be a lease agreement with the town. He said that's what Derry was doing – they paid for the chargers and the charging was free to the residents, but it is going through the tax revenue tunnel, so someone is paying for the electricity in some way. Mr. Gillis indicated the one he used was at a business, so the business probably pays.

Mr. Fromuth asked what some of the solutions Eversource came up with to solve Derry's demand charge issue. Mr. Singer said they have come up with solutions yet. They are trying to come up with a new zoning ordinance for chargers so that they don't get hit with that. The chargers will essentially have a different code than anything else (currently there are municipal and commercial codes for the meters, and they all come with different charges depending on how much electricity you use, average charging, and spiking which would be above average. They are trying to come up with a different way of allocating chargers because they are either "off" or using lots of power. There is no real constant charge for them, so hitting a town with a demand charge makes it very unfeasible to have chargers because it makes the power very expensive as opposed to having a trickle draw to a battery and then using that to charge the car – so you have a large draw for 30 to 2 hours and that's it, as opposed to a small draw all day.

Mr. Fromuth asked if it were installed to connect with the master meter and then have it separately metered – would that solve the issue? The Derry Safety complex, for example, would have a large demand charged compared to a lone charging station. Mr. Singer thinks it is metered by itself. They are trying to figure out what to do with it. It would become more difficult if you tried to hook it up to a building that has its own consistent draw and also has a charger attached to it doing individual charge ups every day. He said Clean Energy NH is very angry that happened to Derry and are working on it. They are trying to work with the utilities on having a different method of reading chargers right now.

Mr. Fromuth could see a lot of different communities and businesses falling into that trap and suggests an idea might be to talk to the marketing team at Clean Energy NH and putting out an alert saying what happened with Derry and making them aware of it so others can avoid that pitfall if they don't think ahead about the ramifications of separately metered charging stations. Mr. Singer indicated they are working on it with Derry and waiting to see what the utility comes back to them with. Once they know the utility's response they will issue an alert to their municipalities about installing EV chargers.

Mr. Lu asked if the demand charge was only from that particular meter or charged to higher levels. You have a master meter and a smaller meter, so the charge is higher but you aren't affecting anybody else. Mr. Singer said it would just be on the individual meter. A demand charge is usually based on your average usage. It kicks into effect when you go above a certain percentage higher than your average usage. It depends on the utility and the area.

Mr. Lu said from the utility company point of view, they have to have the power reserved for use whenever you want it, so they can deliver. From that sense it is going to be very hard to give out that money. They will have trouble to lower the rate. Mr. Singer said that is an issue. Clean Energy NH is working with the utilities to try to figure out a way to make this feasible, because it is a problem that NH doesn't have the physical infrastructure right now to support everyone going to EV charging right now, so we have to figure out a way to upgrade our infrastructure to support that and then have what's known as "off peak charging" so that when most people are using power we are also not charging our vehicles so that we don't overload our power system. We would have blackouts if everyone were charging at the same time. Mr. Gillis noted that is also a problem when you are at a business and have to charge in the middle of the day, rather than charging from home at night. Mr. Singer noted solutions to that would be installing battery packs near the chargers so you can charge at times of day when it's not peak and also charge at a lower rate as opposed to a quick charger and have that power at the ready; or have different types of consistent power such as clean energy power (like wind, solar, and turbines) that you can tap into when you need extra. Then you can turn those on and off rather than having to flip on extremely expensive peak power generators which are usually oil or coal – which is why they are more expensive. If you turn those on they are less efficient, but that is what we have been using for the past 80-years

Mr. Bandazian noted that Durham has EV charging stations at some of their public buildings and they are also Eversource customers, so it would be interesting to hear their experience. Mr. Singer said he could reach out to them. He said we've talked with them a little bit and they seem to be happy with their chargers so he can see what method they used. Mr. Bandazian said the impression he got was also that they were happy with their chargers.

Vice Chairman Russell asked if Clean Energy NH had thought of holding collective town meetings where people could share their stories. Mr. Singer said he is considering getting together a general roundtable talk once a month for communities. If you are interested he asks you to please reach out. He is trying to get people to come to an initial meeting, and then meetings would occur once a month after work hours for a no-real-goal discussion about what is going on.

Mr. Singer said if anyone has any other questions to email him, and he will try and answer them to the best of his ability. He said they are always looking for people interested in getting new projects going; so, if you want to see what information he might have, reach out.

Mr. Bandazian asked if Mr. Singer had any aggregate power news. Mr. Singer does not have any information on it right now, but he knows Henry Herndon has been getting people together to talk about it and there are many towns and cities interested including Manchester who is trying to start their first energy committee right now. He thinks we are really waiting on the State government legislature to come through with solid rules about it before we move forward because people don't want to start projects and then have the rules change on them. We are looking on at least a 5MW limit if not more. We think that we have the geographical limitation solved by having it be neighboring municipalities but we are waiting on all of this to pass so that people can move forward. Once legislation is solidified there will be a lot of communities starting projects, but until

that happens we are in a holding pattern. It's the same thing with energy project financing – we are still waiting on the Public Utilities Commission (PUC). If you have any questions on the renewable energy fund we are being told to assume for at least 2020 levels of funding, but we are still waiting for them to come through with a decision.

## VI. Reports of Members and Committees

### a. Legislative update

#### 1. HB 315 discussion

#### 2. Clean Energy NH Bill Synopsis

A. <https://www.cleanenergynh.org/copy-of-energy-bills-1>

B. <https://www.cleanenergynh.org/policy-updates>

Ms. Bandazian felt that Mr. Singer just gave more up-to-the-minute information than he can, but the bills Mr. Bandazian suggests watching are House Bill 106 and Senate Bill 109 which are two municipal host bills that are very similar in wording. He suspects that the legislature will pass something. Municipal host basically means that we would not have one limitation – it would be a group that includes political subdivisions (the town, the school district but also other municipalities or other political subdivisions in the Eversource service area). He thinks we could effectively max out the generating potential of the landfill if that goes through. In the past the Governor has vetoed making the cap higher than 1MW, but this particular bill is focused on municipal hosts so it may be a good compromise. If he had to predict, Mr. Bandazian would predict that it is going to get passed by the legislature because the versions are very close.

Mr. Fromuth said a lot of work has been put into House Bill 315 on municipal aggregation. Early on there was a ton of opposition because the bill was largely written by Eversource as an effort to thwart community choice aggregation in its tracks and it took out the features necessary for aggregation to be successful. A large group of stakeholders came together (Clean Energy NH, municipalities, and Henry Herndon's policymaking group) and sat down with Chairman Michael Vose and Vice Chairman Doug Thomas and came to a compromise that gets everyone as close to being happy as possible. A lot of the more nefarious features of the original bill have been removed, and new appetizing things have been added to the bill such as a program called Purchase of Receivables which is a program that has been instituted in every other State that has successful community choice aggregation whereby the utility guarantees the credit for the customers in the programs so there is no credit-risk taken by the third-party suppliers that seek to serve these community choice aggregations. Mr. Fromuth's view on this (and the view all stakeholders seem to have on this ) is that this will open the floodgates of competitive opportunity through more supplier choice. Without a Purchase of Receivables program, we were looking at a scenario in which there were on 2-3 suppliers in the overall market willing to take a look at New Hampshire, but now we would have somewhere in the range of 10-15 suppliers. Having that kind of competitive choice will manifest in more benefits for the communities and the customers. Some other things improved in the bill: There was some vagueness surrounding legislation worked on in Senate Bill 286 concerning privacy of the utility data . One of the holdups since the original enabling legislation Senate Bill 286 was passed was that the utilities said it was against the law for them to provide account level data to the communities looking to launch their CCA's because they would be violating RSA 53E (the utility privatization statute) guaranteeing that customer data

would be shared outside of provision of utility services – so this is solved now in the bill and it can move forward.

Mr. Fromuth thinks Mr. Singer is correct in that there is still a long path ahead of us in terms of promulgation of the rules of the PUC and they now also have to promulgate rules around the Purchase of Receivables program, so realistically Mr. Fromuth thinks we're looking at a timeline that will take us into 2022 for these to get off the ground, but we are certainly a lot better off than we were a few months ago in getting CCA's launched. We've come a long way and Mr. Fromuth is pretty pleased about it.

Vice Chairman Russell asked for comment about the overbilling and outage situation in Texas on this legislation and the impact on community power. Mr. Fromuth explained that one of the key differences between what we will be looking at in New Hampshire and what traumatized Texas is twofold: 1) You have a lot of customers in Texas that were on market-based entirely pass-through products whereby they were paying 100% of the wholesale rate minute-by-minute as those markets were updating prices so when they went to \$90 per kilowatt hour for weeks on end customers were bearing that cost directly on their energy bills. Here in New Hampshire that is not likely to take place in terms of impact on the residential marketplace because this Purchase of Receivables program has to be done through the utility billing system and the utility billing platform can only handle fixed pricing so it would be unlikely for a supplier to go and serve a whole community and do that on some type of real-time or market-based platform only because they wouldn't get the advantage of the credit guarantee that the utility is offering so what you are going to see is a situation more akin to Massachusetts where everyone is on a fixed price. They may have the option to opt-in to a real-time program, but before doing so he would imagine the community offering that alternate program would inundate its residents with information about the risks of that program. 2) Unlike New Hampshire, Texas does not have a forward capacity marketplace. Texas has almost no backup generation versus what their at-the-time needs are. Here in New England, we have invested a significant amount of money on standby generation that sits idly by for 99% of the year except for the few hours it might be called upon when one of our nuclear plants goes down or there is a massive storm that causes outages. The average resident in New Hampshire pays about \$0.03 per kilowatt hour for this additional coverage, so it's a huge financial burden that New England bears (and one of the reasons energy is so expensive in New Hampshire), and a good reason when we hear about the low cost of Texas and some of the markets that don't have forward capacity – we realize that we pay for the security blanket so that the type of thing that took place in Texas is really impossible to take place in New England because of the excess standby generation that we have and pay for through our utility rates.

Vice Chairman Russell found this to be very reassuring. He asked if that meant we have gas-fired plants in addition to nuclear plants just ready to go? Mr. Fromuth said unfortunately the bulk of our backup generation is old oil clunkers that are the least environmentally friendly, but they rarely come on and one of the attractive features is that you can start them and stop them as needed. It is predominately oil that serves as the backup.

#### b. School projects

Mr. Fromuth had no update on the demand/response system we introduced the school system to. He knows from talking with Phil Ciulla from CPower that they were getting close to signing an agreement with the connected solutions program as well as the ISO ABCR program (which is the

30-minutes notice with the twice annual audits) as of 2-weeks ago. He needs to follow-up and find out if they moved forward with that. It was a viable opportunity for the schools, though, in terms of performing in those programs and bringing that additional revenue to the town. The added benefit of the DR solutions (both the connected solutions program and the ISO program) is that if the school system is able to perform it can actually meet some of our sustainability initiatives because they are relying less on oil plants

## VII. Old Business

### a. Solsmart

1. [www.thesolarfoundation.org](http://www.thesolarfoundation.org)
  - A. Start with Bronze level
  - B. Get on Town Council agenda for application

Ms. Radke reported that she submitted the letter for Energy Commission members review. If the letter is approved tonight, she will submit it to Nick, our representative at Solsmart and that will start the process and open the door for the next step. The letter was approved by our Town Manager and the Town Council Chair, Dave Gilbert looked at it and said it was good to go.

Mr. Schneller asked if the letter would open the process, but not require any obligation since we don't know if there will be any rules or cost. Ms. Radke said that is correct. The letter is just a letter of interest. Perhaps Nick from Solsmart could talk to the group and provide more information. She said Solsmart is an avenue for the town to use when it has questions. They help us with projects and provide resources and information. The next step would be to become a Bronze member which connects you with other communities that are Solsmart members. Ms. Radke believes that Keene and Lebanon are both members of Solsmart.

Not all of the Energy Commission members had read the letter, so Vice Chairman Russell read it aloud for everyone. Ms. Radke thinks it will be helpful in our efforts to put solar panels at the town pool.

**MOTION by Vice Chair Russell to approve the letter to Solsmart as stated and send in our application. Seconded by Mr. Bandazian. Roll call vote taken – All in favor – Motion Passed 8-0.**

### b. Electricity Usage

1. EV charging stations
  - A. Updates from Tesla where they will build the station and we can bolt on non-Tesla charging stations
    - 1) <https://www.tesla.com/charging-partners>
  - B. <https://evcharging.enelx.com/juicestand-pro-ev-charging-station>

Mr. Fromuth reported he had a discussion with Chris Palmieri the Northeast Regional Director of a company called EV Box – they do significant hardware installs throughout the globe. With the permission of the commission, he has sent out a tentative invitation for Mr. Palmieri to join us in

April and discuss municipal planning for the next wave of transportation and EV charging. He is ready, willing and able to come speak with us if the commission approves. The group agreed.

Vice Chairman Russell asked if we were thinking about putting battery chargers on the EV charging stations to avoid demand charge. He asked Mr. Fromuth's thoughts based on what we heard. Mr. Fromuth said that concern wasn't something he had come across in the past mainly because clients who have done an EV charging station install have done it on their master meter and are not doing independent metering which would lead to the issue of spiking your demand charge for short intervals of charging and he is curious to ask Mr. Palmieri about this next month and to find out what solutions his company is using as a work-around. He thinks it may also be likely that Eversource New Hampshire is behind the times and Eversource Massachusetts (where most of Mr. Fromuth's clients are) has a specialized meter class – similar to how outdoor lighting does not have demand charges – it's possible that Massachusetts has already addressed that because they are much further ahead of New Hampshire in terms of rollout of programs. He said Massachusetts and Governor Baker are putting forth an initiative to have all new vehicles sold in Massachusetts to be EV by 2030 or 2035. Mr. Gillis noted that California already passed it for 2030. He thinks they are such a large part of the population that other States that are looking to be green are following their lead in choosing 2030.

Mr. Gillis said a lot of these chargers exist already at businesses like bed and breakfasts and hotels and he can't believe that they are facing all of these demand charges. In pretty much all the cases he has seen the chargers are free so it must be that the businesses have such a large electric bill that they aren't even noticing the amount of power used by the chargers. Mr. Fromuth says he has a lot of hotel clients that have moved forward with EV charger installs and a guest's keycard acts as the fob for the EV charging station and the free charging. If you don't have the key fob you are not granted the free charging and they will sell it to you for some premium over what they are paying for the per kilowatt charge. That has been successful and his hotel clients have been successful with the EV charging stations because there is a lot of data out there that says anyone driving an electric vehicle is 90% more likely to choose your establishment to spend the night if you've got a charging rig so they can plug it in, go to bed, and be on their way the next morning. There's a significant return on investment for these types of customers that's why it is very popular at hotels. Mr. Gillis thinks another great thing about hotels is that people are more likely to charge at night unlike some other businesses. The demand charge for EV charging is probably zero because something else during the day ends up being the peak charge at hotels. Mr. Fromuth says he is also noticing EV charging use pick up at gas stations because if there is a massive conversion they will need to keep up with the new customer base. As Mr. Singer pointed out earlier, our infrastructure in New Hampshire is lacking to accommodate the potential wave of electric vehicles coming. Hopefully, New Hampshire will see the writing on the wall and put a plan in place.

Mr. Gillis thinks batteries are a great thing to offset demand charge, anyways. We discussed this about a year ago but haven't brought in anyone to discuss whether a battery system would save us money at municipal buildings or schools by offsetting demand charges. Perhaps we could get a better rate at certain times of day. Mr. Fromuth said we are still pretty far from having something to roll out on the battery storage side. Economically speaking, it would be attractive to the larger consumer marketplace. He's had a number of discussions with his clients over the past couple years about battery storage and doing something with their solar and the problem with New Hampshire is that it is not offering a lot of incentives or subsidies for these types of programs, so we will be lagging there too. As of right now, Mr. Fromuth hasn't heard anything that would be

economical for Bedford to invest in to offset the demand charges. That might change in the years to come, but right now it might behoove us to invite someone in to talk to us and give us their perspective. States like California are really leading the charge on battery storage – they tend to get ahead of it and then everyone else follows suit. He doesn't see us investing in it in the next couple of years because it wouldn't make financial sense.

Vice Chairman Russell asked if the incentive would be just to avoid the demand charge. Mr. Fromuth said yes, but at the same time if you are shelling out hundreds of thousands of dollars for a battery system for what NH might pay in demand charges (\$80-\$90K) your ROI on that would be pretty long. He doesn't know what Bedford Town Manager Rick Sawyer or Town Council's views would be on it, but typically his municipal clients are looking at 3-4 years to get their money back on these types of things and 10-years would be out of the comfort zone. The other thing is that the technology on the batteries is rapidly improving on an annualized basis so if you've got a very elongated ROI you might feel that in 10-years things would be improved and at a lower cost. It behooves us to wait as these batteries improve and potentially improve our ROI timeline.

Mr. Gillis thinks if you are buying power at market rate then a battery really helps because you can practically pay for the whole thing on the hottest day of the year, but we don't have that. Mr. Fromuth said you would want to power on the off-peak and there's a huge drop-off in off-peak pricing from 11pm – 5am so we'd be taking that power, storing it, and utilizing it in the daytime to shave our peaks – that is one of the most attractive features of battery storage. It's an interesting topic Mr. Fromuth feels undereducated on and feels it would behoove us to get someone in to discuss what their timelines would be for this to take hold in New Hampshire and be an attractive offer for Bedford at some point. Mr. Fromuth would be happy to reach out and find a speaker.

Vice Chairman Russell said that Neo, the Chinese EV company that does battery swap as a service, has done over 2 million swaps in China, and of those 2 million, 1 million have occurred between mid-October 2020 and a few days ago; so, the idea of battery swap is ramping up massively over there. There will probably come some point when we have enough electric vehicles in town where this becomes viable. Mr. Fromuth noted Ford Motor Company said a few weeks ago that they would be producing all electric vehicles by 2035, so the change is already happening and we just need to prepare for that change. The charging conversation needs to take place sooner rather than later and we should couple that with getting someone to talk to us about the battery storage component of it because we will have situations where we want to set up a charging station and we won't have the option of rigging it to some other building's master meter such as a situation where the charging station is far away from a building structure (like the tennis courts by the high school, for example) – he imagines they trigger a larger demand than the lamping, so it's a conversation that would definitely be worthwhile. Mr. Gillis said in China the government subsidizes all of this so that's why there is a charger on every corner, but we don't have that in the U.S. Mr. Fromuth said even without the subsidies to charging stations the market will just end up overwhelming the conversation and residents will demand that the town provide something, and the town will be able to charge for it which will be the beautiful thing about it.

c. Solar arm at the Transfer Station

1. John Info from other towns that able to do with < 1MW net metering

Mr. Bandazian shared that the Town signed the contract to have a 3-phase power study performed by Eversource. The study would actually cost less than we had anticipated. That is underway and

will probably be done by the end of May. We will soon know the cost and feasibility of bringing 3-phase power to the transfer station which is about the same time we will know the fate of House Bill 106 and Senate Bill 109.

d. Town Pool PV Shade/Shelter

1. Update from Chris meeting with Dave Gilbert and Jeff Foote

Mr. Bandazian said the Department of Public Works is accepting bids on re-shingling the pool building so that will be feasible.

e. Public Works Highway Garage PV Vehicle Port/Shelters(s)

Mr. Bandazian said there was some interest in the Safety Complex, and it would probably become a bundled project with the Town Pool because they are both too small and there would be too much in soft costs to not bundle them. It is something he would support looking at.

Mr. Bandazian discussed the library LED upgrade and it seems like it will get done next month, though he cannot give a firm start or end date. It will be both an improvement on lighting and cut down on costs substantially.

Mr. Gillis noticed they were putting up new LED lights at Sportsman Field across from the high school. Mr. Foote feels the lights at the tennis courts should probably be changed at the same time but doesn't think they were in the same contract.

f. Municipal Aggregation Cost Analysis and Presentation

1. Bart guest speakers?
2. Impact by HB 315

Mr. Gillis said it was good to hear what Tim had to say. It sounds like there are a few more things that need to happen, but once things start happening in the bigger towns we can go to Town Council and say, "Here are 5 towns that did it, and here's how it works" and it will be much easier.

VIII. New Business – None

IX. Reminders: Next upcoming meeting is Thursday, April 22, 2021- Earth Day!

X. Adjournment

**MOTION to adjourn by Mr. Bandazian at 8:11P.M. Seconded by Mr. Gillis. Roll call vote taken- Motion Passed 8-0.**

Respectfully submitted by,

Tiffany Lewis