

**TOWN OF BEDFORD**  
**April 22, 2021**  
**ENERGY COMMISSION MINUTES**

A meeting of the Bedford Energy Commission was held on Thursday, April 22, 2021 via the Zoom Meeting Platform.

Present: Tim Paradis (Chair), 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.

Chairman Paradis 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 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. 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. If anybody has a problem accessing the meeting via the phone, please email us at [bctv@bedfordtv.com](mailto:bctv@bedfordtv.com). 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:

Tim Paradis (alone); John Russell (alone); Sue Thomas (alone); Lori Radke (alone with family members roaming about); Andrew Gillis (alone); Bing Lu (alone); Bart Fromuth (alone); Tom Elwood (alone);Chris Bandazian (alone). John Schneller and Bill Foote later joined the meeting in progress and did not report.

- I. Call to Order: Chairman Paradis opened the meeting at 7:00 PM
- II. Quorum Count: (5)
- III. Approval of Minutes – March 25, 2021

**MOTION by Mr. Bandazian to approve the March 25, 2021 minutes. Seconded by Mr. Fromuth. Roll call vote taken – 1 abstention (Chairman Paradis), All others in favor – Motion Passed 7-0.**

IV. Old Business – Part 1

a. Electricity Usage

1. EV charging stations –Chris Palmieri on EV chargers and developing municipal plan for future EV infrastructure
  - A. Updates from Tesla where they will build the station and we can bolt on non-Tesla charging stations <https://www.tesla.com/charging-partners>, <https://evcharging.enelx.com/juicestand-pro-ev-charging-station>

Mr. Fromuth introduced Chris Palmieri who works with EVBox, a leader in EV charging across the globe. EVBox was recently acquired by Engie, which has broadened their reach and services. Mr. Fromuth invited Mr. Palmieri to visit with the Energy Commission to discuss electrification and how towns like Bedford can prepare for the big changeover in transportation infrastructure.

Mr. Palmieri explained that he works with everything to do with business development in Eastern Canada, New England and the Southeast. He is heavily involved with municipalities and private commercial companies. He corrected Mr. Fromuth's earlier statement and indicated that Engie actually owns just 40% of EVBox and that EVBox was recently acquired by a company called TPG which is taking EVBox public on the New York Stock Exchange. EVBox is a 10-year-old company started in Amsterdam where EV charging stations really started and took off. EVBox has citywide networks across Europe, and 2,500 chargers installed with PG&E out on the west coast. EVBox has the most chargers installed globally and they are turnkey full solutions providers with everything from software and hardware solutions for different levels and types of chargers. They are really focused on a commitment to partnerships to develop business and solutions together. One of their current partnerships includes Freedom Energy where Mr. Fromuth works.

Mr. Palmieri said there are about 2 million electric vehicles (EV's) on the road in the U.S. today. In 3-4 years, the forecast is that there will be 8-10 million EV's on the road in the U.S. EVBox looks at the charger gap and how many electric chargers are needed to support as many electric vehicles as they can. Today the charger gap is about 300,000. In 4-years there will be a 1.3 – 1.4 million charger gap. This means that EVBox and all their competitors working together to sell electric chargers and get them on the ground as fast as they can cannot keep up with the demand. There are more EV's being sold today in the U.S. than there are electric chargers that can be sold and installed. This means there is a great opportunity for communities, towns and companies to move forward and help support EV drivers whether it's people coming into town who want to charge their vehicle while doing some shopping, or whether it might be electrifying town fleets and the ROI might make sense to switch to electric. There are a lot of different channels of electrification for municipalities to think about that would make a significant impact on communities and a way to show political leadership.

Mr. Russell asked if EVBox is behind the EVGo chargers at Whole Foods. Mr. Palmieri said they are not. He explained that EVGo is a charge point operator. EVBox is a manufacturer that works

with a lot of charging operators such as Greenlots. Mr. Russell asked if EVBox sees their chargers being installed at gas stations alongside gas pumps, and if not where. He envisions chargers being installed along Route 101 and South River Road where there is a lot of commuter traffic and businesses, and also at the Transfer Station, which gets a lot of business on Saturdays. Mr. Palmieri indicated he has been doing a lot of work with major retail rollouts and is also heavily involved with gas stations. He explained that we would be going from fueling at a gas station to charging everywhere. If there is a gas station with 3-4 locations around a city they could install 2-3 chargers at each location and in 5-years they will realize there are hundreds and hundreds of chargers all around them and they are a minority and they won't get the business and customers that they need. He is involved with a community expansion program for certain gas station brands where if utilities pay the first half for a company to have charging infrastructure the gas stations figure they better put their brand on it and manage the customer base and pay for the second half, so that other places like grocery stores do not have to pay for the chargers. He noted that people do not want to sit in a gas station and charge for a long time. They want to be charging where they can shop and eat. Visitors driving through might want to hit a gas station and charge for 10-15 minutes. Mr. Russell thinks that it would probably generate new business for restaurants and coffee shops that would have EV chargers on their sites. Mr. Palmieri said the fascinating thing about charging is that it is very tech oriented. When you are driving and you have a big tech screen on the dashboard of your car and you are looking for a charging station it will tell you that "X Restaurant" has chargers, so it would drive a demographic of EV drivers to businesses, community or town. He is also working on rewards and incentives and software-oriented solutions that maximize this relationship. It's one thing to let EV drivers know that there are charging stations in your town, but it's another thing to let them know that a small business has a special offer if you charge in your town.

Chairman Paradis wanted to know what municipalities are doing on behalf of their residents to get business owners and residents who own EV's to get chargers; if they are going to corporate partners or installing their own EV charging stations as part of the municipal program; how municipalities getting EV charging infrastructure into the community; the pros and cons and costs, and what are the potential revenue-generating sources for municipalities. Mr. Palmieri sees 2-3 main focuses for municipalities. A municipality that wants to brand themselves as "green" and invest in charging stations in town for the public to use in public parking lots, and light poles to use while parallel parking on the street. They want to make sure they can support the community in that way and show it off. Public charging is very common; however, you don't do it all at once. You wouldn't put in 100 chargers tomorrow; you might start with a baseline of 5 chargers which will provide you with data-driven information about when it is appropriate to grow out and install more chargers. You will be able to look at software to see that you have. Public charging can be a great revenue stream. At the very least, it covers its cost for the first few years. He has partners that do creative solutions like coming into a municipality and telling them that they will put in 20 chargers which cost nothing upfront for the town and install them at the cost of \$X/month with a 5-year agreement to manage it. Fleet electrification is a real benefit. With fleet electrification and the charging that supports it you actually have real, tangible return on investments (ROI's) that can be driven from day-1 or month-1 with certain programs. A Lordstown Motors pickup vs. a Ford F-150 pickup truck would save its owner \$20,000 every 5-years in fuel and maintenance combined. If you had a fleet of 10 pick-up trucks that would be \$200,000 saved every 5-years that is an ROI for that investment, and that \$200,000 savings would definitely cover the cost of 10 chargers. He believes that Bedford may have a private charter company handling its school bus

service. What he preaches is that in areas of density where a lot of people live they bear the burden of smog and congestion. Likewise, our children are kind of in the same predicament forced to ride on school buses spewing black smoke out the tailpipe as they get in and out of the buses everyday while the bus idles. The smoke being spewed out is also going through your communities. Going electric would be one of the most politically aware moves a town could make from an environmental standpoint. The ROI is also there.

Mr. Gillis confirmed that a company is used for the school buses. The Town does not manage them. He feels the bus company should be buying the electric buses, and wanted to know how they can help persuade them to do that. Mr. Palmieri says it's a conversation to have together.

Mr. Russell wanted to know if Mr. Palmieri sees schools as a destination site for chargers and if it is realistic. Mr. Palmieri said it makes sense to have chargers at schools for teachers, and in 5-6 years kids may have more EV's, because there will then be a used-car market for EV's and they will want something cooler with nice tech.

Mr. Gillis noted that the Energy Commission has talked a lot about peak shaving, so when schools use the electric ovens to heat up meals at noon that's when they generate at their peak; so perhaps the bus could sit there and power the ovens for 20-30 minutes to get rid of the peak shave. Mr. Palmieri said that battery storage also makes a lot of sense and the buses and schools could use that to help each other. In regard to electrified fleets, he works with many fleet providers that work with all kinds of EV's from every Original Equipment Manufacturer (OEM) you can think of. They do creative bundles of chargers with the vehicles, and there are companies interested in guesting chargers with a 50/50 revenue share with the town.

Mr. Russell asked the ROI if the town just spends and buys chargers itself. Mr. Palmieri said it's a loaded question. The average for a Level 2 AC charger could be like 2-3 years, for DC it is a bit more. It takes a while for ROI to ramp up, but eventually you get the usage. Mr. Russell sees a lot of Tesla drivers in Town. Eventually he knows Lucid will come to Town, and other EV manufacturers will start showing up around Town.

Chairman Paradis has had numerous conversations with colleagues interested in buying EV, but they haven't put together the charging component of it all and where they would charge their car. There is a disconnect. He noted the Energy Commission has talked about the benefits of getting EV chargers, but the Commission is not a voting body. From a Town Council perspective, he asked Ms. Radke and Ms. Thomas how to bring this to the forefront of the Town and what would the next steps be to find a solution. Ms. Radke thinks the best way to move forward is to put together a presentation outlining everything: cost to the municipality, how it works, the benefits of having them in town, etc. Get on the agenda to propose it to the Town Council. If Town Council wants to investigate it further they would probably ask the Energy Commission back for more details. If a cost is required to move forward with EV chargers it would need to go in the budget. Any RFP's that go out would come from the Town. The Energy Commission can help put together an RFP as subject matter experts, but the RFP must come through the Town.

Mr. Palmieri shared that EVBox has a Director of Utilities and a team that helps to write these RFP's because certain things are important to know such as Open Charge Point Protocol (OCPP),

which is similar to the way that Apple is proprietary to their phones and Android is proprietary to their phones. EVBox is an open platform and founding member of the OCPP Alliance. It's important to include OCPP in proposals because it allows freedom of choice to use different software and different hardware that are easily interoperable. If you use a proprietary solution you can only use their solution, so if they have poor service or try to raise your rates, or you don't want to deal with them anymore you'd have to rip and replace your entire networks. He said that EVBox's team can help with the writing of RFPs.

Ms. Radke asked how it all works. If she plugged in to charge does it have a little meter, would she swipe a card? Mr. Palmieri said that chargers are used with a smartphone nowadays. There could be different networks, for example, EVGo network, a Bedford Town Charging network and you would have an app for the network on your phone. You would click on it for a QR code to scan at the charger and you would have a credit card associated with that app on your phone. It would let you know how much charge went on, the cost per kilowatt, or the cost per minute. It will alert you whether you have 10 minutes, 20 minutes left so that someone would not park their car at the charger all day preventing others from using it. If they went over the time limit you could then turn it into a \$20/hour parking space or whatever rate the Town wanted. There are solutions to make sure you get as much revenue and turnover as possible. Ms. Radke asked if it could be revenue generating for the Town. Mr. Palmieri said that the Town would have complete control over how it wants to use the infrastructure. It could be sold at cost, it could be given for free, and there could be different user groups. For example, Town workers could charge their cars for free, or you could set your margins and determine a reasonable fee and make money off of it.

Mr. Gillis noted that most of Bedford's retail areas are privately owned. The land isn't owned by the Town, so they would want to work with those retailers. He asked if that is something Mr. Palmieri has seen before. Mr. Palmieri has not personally been involved with a public/private charging relationship like Mr. Gillis is describing, but it seems very opportunistic especially if you were to say, 'Give us these parking spaces for free, we will put in the chargers and do revenue sharing or a split.' He would be cautious, because if you put in chargers at 'Mike's Restaurant' but not at 'Cathy's Restaurant' that could be a nightmare. Unless you broker a private party deal, he would recommend that you focus on parks, schools, town offices; things that the town owns.

Once the charging stations are put in, Mr. Lu asked if Mr. Palmieri sees the need for updating the rate so that we have the power to operate. Once you put in more and more charging stations the grid might not be able to handle it. Mr. Palmieri says if a town were to do a handful of chargers across the town it shouldn't experience any issues, but he has distribution centers looking to do DC fast charging and they are limited. They want to convert their whole fleet and have 20 DC chargers, but they can only accommodate 2-4 chargers. There is load balancing software that can control some of this. A site can be limited to how much available power they are supplied. Say you only have enough power to supply 3 chargers, but you want to have 6 chargers. The chargers could communicate with each other. So, the first 3 cars that pull in get 100% and when that 4<sup>th</sup> car pulls in they all trim down to 75%/60%/50% and as soon as the first couple of cars leave they start ramping up again.

Mr. Bandazian asked if Mr. Palmieri has experience with multi-family housing because that demand will dwarf demand for EV charging in all other categories in our town. We probably have

about 3,000 dwelling units either constructed or under construction and he doesn't think any of them have existing or future plans to service people who live there and need to drive. Mr. Palmieri said multi-unit dwellings are one of the biggest parts of his business and they approach it differently. They do not sell directly to multi-unit dwellings, but rather work with reseller partners and they have developed different programs and solutions for multi-unit dwellings including charging as a service and they manage the installation and the networks. It's almost like having a cable box. It could work similarly. Municipalities may also do a funding solution to help alleviate the cost for some of the residents. He is unsure how NH works with utilities, but there could be discussions to develop those types of programs.

Mr. Gillis doesn't think there is currently any incentive for building management to put in EV chargers, because what would they get out of it. Mr. Palmieri indicated that charging as a service is a very strong business model. Charging the resident \$30/month would alleviate them from having to pay \$800 upfront plus installation (\$1,200 - \$1,300 total) and they could have their own charger. This would have to be discussed with a third party.

Mr. Palmieri asked if Bedford was talking about electrifying their fleets. Mr. Bandazian said it is probably more aspirational at this point. The Town doesn't have many pickup trucks. They tend to buy a couple of 6-wheeled dump trucks a year and they last about 7-years. The Town turns over 3 police cars per year. With all of the equipment that goes into police cars now we are seeing a shift from Ford Interceptors to SUVs now. The Town keeps police cars on the road a long time and they tend to get handed down from the police department to the building inspector, to the Town Offices. He feels it is something we would look at, but he is not sure we are there yet.

Mr. Palmieri asked if Bedford has any chargers in Town. Mr. Bandazian replied not municipal ones. He explained that Whole Foods has some, Sullivan Construction and some businesses have them for their employees, and the Bedford Village Inn has them. Mr. Palmieri lives north of Boston and thinks a good first step would be to Google Earth the Town of Bedford and look at where people park and come up with a couple of options and see if there are things we can think of together to propose to the Town. Many in the group felt that would be a great idea.

Chairman Paradis thought the Energy Commission could meet with Mr. Palmieri in preparing something to present to the Town Council and bring them potential areas of opportunity. Ms. Radke added it would also be helpful to know what other municipalities in the State of NH are doing. She suggests checking with Lebanon, Hanover and Keene because they are very advanced when it comes to this type of technology. She receives the Town of Durham's weekly report and she knows they are also looking into putting chargers in downtown Durham. Mr. Fromuth thinks there aren't many incentives rolling around through the utilities in the State so people have been adopting a "wait and see" approach. He said it's not as far along as you may think. In Mass. there are incentives and a significant portion is paid right out of the gate. He feels it is a possibility without the incentives if we were to use some of the ROI ideas that Mr. Palmieri discussed.

Mr. Palmieri knows that dollars and cents are a strong consideration, but it also makes a big impact in the headlines when a community takes a leadership position to help their community go green. That influence will drive people to want to move to your community.

Chairman Paradis wanted to know the ROI on the Legacy parking lot spaces. Mr. Schneller said the ROI was 6-years if the pricing was held constant, but it is a payback. 5-years would have been overly optimistic. Initially the scale was 6-1/2 – 7 years but they expanded and got some more spaces involved so the payback came down. If you were to add more charging capacity, price is a function of volume so although it might initially seem expensive buying in bulk up front or adding over time for the Town's vehicles would be favorable to spread the cost over the Town and over multiple units. Mr. Palmieri agreed with this reasoning and said it is better to electrify fleets, doing an ROI, putting some chargers in, using and maximizing them and charging on their own network and make revenue from public use of it, than it is to dabble. There's no headlines if you put your toe in the water and wait and see". He feels it's better to make a decision, make a move and get bigger ROI's. With the chargers it is nice, because you don't have to do a whole rollout of 100's of chargers. You can start with 1 or 2 see how they are used, and then you'll have a business case and proof to show that it is worth investing in more. Mr. Schneller feels the obvious 2 places for chargers would be the Safety Complex and Chubbuck Road Public Works Facility. That assumes the Safety Complex remains a Safety Complex, but that's where the bulk of the vehicles are, from a Town perspective. From a school perspective, he said the school doesn't own any vehicles beyond a backhoe, and school buses are outsourced. He thinks adding EV chargers at the school for commuting teachers, staff and students would be an absolute nightmare because adding anything that might negatively impact traffic would be catastrophic. He feels we are only adding about 1/2 dozen EV cars every year as students inherit them but he would hate to tell people to go ahead and line up to charge their electric vehicles while everyone is currently fuming about picking their kids up. His only thought would perhaps be to raze the building next to the Little League Complex, pave and put some chargers. It would be a great place for kids to charge their cars. Ms. Radke indicated that DPW uses the building for storage.

Chairman Paradis thought if we had 2-4 EV charging stations at the High School we could potentially open it up for a raffle to defray the cost and be revenue-generating for the School. Ms. Thomas noted that the Bedford Education Foundation (BEF) currently raffles off a couple parking spots at Bedford High School.

In response to Mr. Schneller's description of a potential traffic jam, Mr. Palmieri said it is not like going to the gas station with people coming in and trying to use the chargers, getting in the way and creating more traffic. At a school it would be more like workplace charging. If there was a dedicated row of 20 parking spaces strictly for teachers and staff you could convert 2-4 of them for EVs for staff and increase to 6-8 spaces as more staff begins driving EVs. That would be an incentive for the teachers. They could get free charging while at work.

Mr. Schneller thinks we could come up with creative solutions such as we have 3 Teachers of the Year and we could offer something like 1<sup>st</sup> place is 100% discount for charging for the year, 2<sup>nd</sup> place is 50% discount for charging for the year, and 25% discount for 3<sup>rd</sup> place. He personally thinks in 5-years is when we should be talking about this. As progressive as the schools are to say that we would be early, he thinks would be an understatement. He said he could be wrong, and if someone wanted to come in and make a presentation or talk with Todd Zollman, Facilities Director for the Bedford School District he's sure a meeting could be arranged and he'd be happy to listen. He doesn't think the school board needs to get involved; it could just be the administration.

Mr. Foote said there actually is a small fleet of pickup trucks and panel vans used by the schools at the maintenance shed over by Peter Woodbury School. As those vehicles hit end-of-life he could see those going EV and maybe putting a charger over there, but it wouldn't be very many to support in the fleet. He thinks that we talked to Student Transportation of America (STA), the private school bus company that Bedford contracts with about getting electric buses and he believes STA has to make their own call on that. If they don't want to do it, it is hard to make them do it.

Mr. Schneller thought wherever we were to put EV charging spaces, if it lowers people's tax rate, he would think everyone would be open to it. If it were to create revenue for the schools he doesn't think anyone would be opposed to that.

Mr. Russell asked how we would resolve the issue of a kid coming to school, plugging his EV in to charge and then doesn't move it for 6 hours and prevents others from getting a charge. Mr. Palmieri said when you look at on-premise or school charging you are talking about Level 2 Chargers (AC chargers that can charge a car in 3-4 hours). There are DC Fast Chargers that can charge a car in 30-45 minutes. With workplace or school charging, those people are there for the day. He doesn't think students could be asked in the middle of their class day to go move their car, so they might be there for the whole day. He agrees with Mr. Schneller that it may be too early to apply this to student parking. If you had 20% of the student population driving EVs you would probably need to have 10-15 chargers at that point and you wouldn't have to worry about having them move you would just have a support network for the number of students with EVs.

Mr. Lu has an issue with charging units for students. Students are living in the Town and only driving a couple miles a day. If they charge the car overnight, why do they have to go to school to charge their EV? He thinks you might have 1-2 spaces for an emergency charge, but most of the time he doubts students would need to charge at school. For the workplace it is different because some people do commute long distances and it would make sense. Mr. Palmieri said it would be an employee benefit and a perk to leave work everyday with a full charge. He said that this is the first conversation he has had about EV charging spaces for students. Usually, it is done for teachers and staff. He hasn't had many conversations about how this can be done for students, but rather how the school can do something good for the community, for the teachers, guests, or parents coming for a show or a sports game. Teaching students that this is the way we are going and the future seems to be more of the drive behind it for schools. Mr. Schneller encourages any and all vendors to come to the schools with a presentation over time, but he doesn't see EV chargers becoming a reality at the schools in the next year.

Chairman Paradis would like to see if Mr. Gillis, Mr. Fromuth and Mr. Lu would like to work with Mr. Palmieri on a presentation to bring back to the Energy Commission so that they could then go to Town Council to inform them of what we could do as a town. The group agreed to the above suggestion by roll call vote – it passed 9-0.

## V. 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 reported that HB 315 has crossed over and is now in the Senate Energy and Natural Resources committee, and he would imagine it gets through since the Senate is a little more receptive to progress than the House is right now. He said SB 109 (the municipal host bill) got modified to put a cap of 5 megawatts. The bill passed unanimously and then was laid on the table and meanwhile the house bill dropped off the map; so he would give this bill less of a 50/50 chance of passing this year. He thinks we will probably have a 1 megawatt cap on net metering until 2023 at the earliest. He said that SB 131 (on EV infrastructure) passed and made it over to the House transportation committee. SB 131 is a bill to devote all of the Volkswagen money to EV charging stations and any other money that might drop from the heavens would also go to EV charging. He said that solid waste and composting legislation (SB 146) made it over to the House. He thinks the major legislation is HB 106, SB 109 (municipal hosting bill) and SB 315 (aggregate power). He categorizes the mood in the legislature as “more friendly and alive”.

Mr. Fromuth said that SB 315 passed on a voice vote in the house and he thinks it is up for a hearing on April 26<sup>th</sup>. He expects smooth sailing from here on out and it looks like the Governor is going to sign it. Mr. Fromuth does not expect the Senate to make any alterations to the bill since it was already a grand compromise between Republicans and Democrats as it ended up, plus it has the backing of a lot of different stakeholders. He said the House was the challenge, and hopefully we will get it signed into law after the Senate passes it soon, but the big issue after it gets passed is going to be the rulemaking process with the Public Utilities Commission (PUC) surrounding the purchase of receivables program which will take some time. It will still probably take until at least 2022 before we see any communities launch an active Community Choice Aggregation (CCA) program. Chairman Paradis asked how it would affect Bedford if the Governor were to sign the bill. Mr. Fromuth replied that if the Governor signs the bill it will certainly make NH a more attractive destination for suppliers interested in servicing CCA. NH’s law is a little different than other places in the country, because we still retain the opportunity for communities to become their own power supplier if they wanted to. Bedford will probably not go that route and adopt a Mass. model, but with a focus on additional renewables if there is headroom between the Eversource rate and the Community Choice rate. He thinks it will be a positive for any community that decides to move forward with this, because we’ve been living under the Eversource default service structure for a very long time and there is not a lot of creativity there. Eversource’s alarm clock goes off every 6-months, and they go out to bid and whatever the market is doing at that time is the rate we all get; so, this will certainly add some new and interesting opportunities and communities could have a low-cost rate that they offer to everybody along with the opportunity to opt-out, and then a lot of communities are looking at adding a secondary rate that residents can opt into as part of the program. There are a lot of these kind of things that we are not getting right now from our utility company, as far as service goes, so he thinks it will be a nice step forward. Once communities move forward with this, we’ve seen very little instances of them moving backward and going back with the utility company because of the success and popularity the CCA has for the residents.

VI. School projects – No report was given.

VII. Old Business – Part 2

a. Solsmart – [www.thesolarfoundation.org](http://www.thesolarfoundation.org)

## 1. Update from Lori and email from Solsmart

Ms. Radke reported on the response from Nick Kasza, our Solsmart representative. She posted the information in the Google Group. She sent the letter that the Energy Commission reviewed last month to Solsmart and when Mr. Kasza received it he took some time to review our ordinances, our permitting and used the Town website to take a deep dive into Bedford. He created a “Status Tracking” excel document and indicated 5 points that we should focus on. He also said that in order to get our Solsmart designation we have to look at our permitting. He outlined the primary steps of the installer, contractor and he provided a template on the Solsmart website to help us with some of our permitting. We are lacking in our permitting, so if we could beef it up a little bit using the Solsmart template it will increase our points in that area. He said our zoning is fine. What will help us get more points is designing or developing our own solar webpage so people can go online to learn about our solar opportunities. There is a template from Solsmart to assist with this. The staff training in the Planning and Zoning area needs a lot of work. She will have to have a conversation with Town Manager Rick Sawyer to ask if there is a person in the Planning and Zoning Department who could complete the “Best Practices in Solar Planning and Zoning” training module and help with this, which would get us a lot of extra points. She said that there is quite a bit more that we have to do, but in speaking with Mr. Kasza she understood things much better and it was no longer as overwhelming as she first thought. The next step will be for her to have the conversation with Mr. Sawyer to see if a staff member can get more involved in helping us with our Solsmart designation because we really need that piece from staff members. When we talked about this with the Town Council there was to be no staff involvement. She has to go back to the Town and let them know we need staff assistance on this moving forward. She shared that the Town will be hiring another Planner at a full-time level which may work out to our advantage. We only need a few more things done and we might be able to get our Bronze designation.

Chairman Paradis knows that we discussed with the Town Council that we would not take staff time on this Solsmart designation project and asked if it would be better operationally to ask the Town Council about it before talking to Mr. Sawyer. Ms. Radke said she would just have a conversation with Mr. Sawyer first. She doesn’t think it would require much time of the staff member; they would just need to be our point person and then the Energy Commission would do the bulk of the work, but Solsmart does require some staff input.

b. Solar Farm at the Transfer Station – No updates

c. Town Pool PV Shade/Shelter/Public Works Highway Garage PV Vehicle Port/Shelter(s)

Mr. Bandazian reported that the roof at the pool has been re-done so PV would be a possibility. Conversations will be needed and long-term relationships forged with Tammy Penny, Bedford’s Finance Director, and both of the chiefs if we are going to do the Safety Complex roof. The next step would then be to put out an RFP if Town Council approves moving forward in pursuing PV on the Town pool, highway garage and Safety Complex.

Ms. Radke asked why we couldn’t just move forward on the pool at this point, and Mr. Bandazian explained there is some economy of scale if the cost is spread out over 3 projects. He said at this

point there is interest in having one vendor do all 3 projects. Ms. Radke noted that moving forward on this would help our Solsmart designation, as well.

Mr. Gillis noted there is a lot of ground space in Bedford, and we could even put solar panels on the ground in front of the Safety Complex. Mr. Bandazian said that land actually belongs to the State and the only thing Bedford has that is developable is the flood plain on Station Road near the Merrimack River. There were conversations years ago about working in partnership with the church that owns a lot of land and land next to a substation which could make this viable. He feels it could work because it is a pretty ugly area across the river from the sewage treatment plant at the foot of the I-293 bridge. As far as the Town is concerned, He said that is the only land of significance where solar could be done.

Chairman Paradis asked about the array that Goffstown did on land along Rt. 114 across from the old junkyard and if it was all done by Goffstown or if it was a public/private partnership. Mr. Bandazian indicated it was private. Chairman Paradise asked if the private entity was involved in paying to get all three lines updated in order to get 3-phase power across Shirley Hill Road. Mr. Bandazian does not know. Mr. Gillis said that these spots are usually selected because they are already near 3-phase power and that there are a lot of lines around there.

d. Municipal Aggregation Cost Analysis and Presentation (Tim, Andrew, Bing, Tom)

## VIII. New Business

Mr. Russell knows sustainability is one of the Energy Commission's missions, and in the past we had visited the waste management site and then everything got put on hold in 2020 due to Covid-19. He would like to now propose the idea of visiting the incinerator and putting a field trip to the incinerator on the agenda. He had a chat this week with Jeremy Spooner, Bedford's Environmental Coordinator and Mr. Spooner is open to the idea if we are interested.

Ms. Radke mentioned she could also get the information on a trip to an incinerator up north that the former Town of Hollis' Department of Public Works director made. Mr. Gillis said that Bedford's trash gets taken to an incinerator located in Andover. Ms. Radke indicated she thought a field trip to the incinerator would be a great idea and we should plan a trip. Mr. Russell will create a spreadsheet, which Energy Commission members can reply with a date and time that would work for them to go on the incinerator field trip.

IX. Reminders: Next upcoming meeting is May 27, 2021.

Chairman Paradis said that Chair and Vice Chair will need to be voted upon at that meeting. He said that Mr. Russell and Mr. Lu have indicated they would like to serve on the Energy Commission for another 3 years. Chairman Paradis is unsure if there are any more new applicants, but said he received a couple of emails from people who might be interested in being on the Energy Commission. He suspects we will find out at our next meeting how the subject of new applicants turned out with the Town Council.

Mr. Paradis recalled that last year we had quite a surprise when the past Chair, Jeff Kerr was not brought back on by the Town Council to Chair the Energy Commission. He asked for guidance on what the general process was. Do people volunteer to stay on as Chair and Vice Chair or should everything just be handled at the May meeting? Mr. Bandazian said that the Energy Commission would nominate the Chair and Vice Chair.

Chairman Paradis wished everyone a happy Earth Day!

Ms. Radke also said that she would send everyone the agenda to the next Hollis Selectman meeting on Monday night where there will be a 10-minute presentation on electric buses

X. Adjournment

**MOTION to adjourn by Ms. Thomas at 8:30 P.M. Seconded by Mr. Russell. No Roll call vote taken- everyone agreed and meeting was adjourned.**

Respectfully submitted by,  
Tiffany Lewis