

Agenda Summary
September 11, 2024

Agenda Item B-2
Energy Committee - EV Charging Station

Summary: The Stowe Electric Department with the support of the Energy Committee is requesting the Selectboard approve the installation of a Level 3 Fast Charger at Thompson Park. The charging station would be owned and operated by SED.

A letter from the Energy Committee states in part, “This charger, owned by the Stowe Electric Department (SED), is the only Level 3 Fast Charger located in the Town of Stowe. The next closest Level 3 is the Flo Charger located in Waterbury in the Ben & Jerry’s parking lot. We believe this to be hugely problematic for one of Vermont’s top tourist destinations. Having a local Level 3 charger is also attractive to residents, especially those who are unable to install their own chargers at home, which is particularly the case for residents in multi-family dwellings.”

This fast charger was previously located at The Alchemist, but the property owners requested its removal, and it has since been removed and is in storage. Cell signal was poor at this location, which is necessary for the proper functioning of the charger.

Michael Lazorchak, SED Regulatory Affairs Manager, and Catherine Crawley, Energy Committee Chair, will be in attendance to answer any questions the Selectboard may have.

Town Plan Impact: *Conforms with the Town Plan Energy Policy #23, The Town supports the use of electric vehicles and will work with the Stowe Electric Department to facilitate public access to charging stations throughout the town.*

Fiscal Impact: Cost of relocation and installation of infrastructure will be covered by SED. Other than the signage that would be provided by the Town, SED would be responsible for all associated expenses and receive all revenues.

Recommendation: Move to approve the relocation of the Level 3 Fast Charger to Thompson Park with the understanding that it will be owned and operated by the Stowe Electric Department.

To: Town of Stowe Selectboard

From: Stowe Energy Committee

Date: Sept. 3, 2024

Subject: Request to Relocate and Install EV Level 3 Fast Charger



The Energy Committee is respectfully requesting that the Selectboard vote to approve installation on town-owned property of the Level 3 Fast Charger that is scheduled to be decommissioned from its current location at the Alchemist.

This charger, owned by the Stowe Electric Department (SED), is the only Level 3 Fast Charger located in the Town of Stowe. The next closest Level 3 is the Flo Charger located in Waterbury in the Ben & Jerry's parking lot.

We believe this to be hugely problematic for one of Vermont's top tourist destinations. Having a local Level 3 charger is also attractive to residents, especially those who are unable to install their own chargers at home, which is particularly the case for residents in multi-family dwellings.

Level 3 Fast Chargers, also known as DC chargers as they use DC (direct current) energy, allow electric vehicles to charge up very quickly. A type 3 charging station can get an EV's battery to around the 80 percent mark in roughly half an hour. Power output is typically between 20 and 50kW, delivering the equivalent of 3-20 miles per minute of charging time. For comparison, a Level 2 charger can only deliver approximately 20 miles per hour of charging time, depending on the vehicle. Thus, fully electric vehicles at Level 2 chargers need to park and charge for several hours at a time in order to gain enough mileage.

Working with SED, after an extensive search of potential relocation sites including discussion with Public Works, we've determined that the best relocation site for the DC charger is Thompson Park, which has the existing electrical infrastructure, is not in floodplain, and has adequate space.

Transfer and Installation

Importantly, SED has offered to cover the cost of transfer and installation. SED's certified operations and maintenance partner will validate the charger to meet ChargePoint's specifications, as this is a ChargePoint machine. ChargePoint operates the largest online network of independently owned EV charging stations operating in 14 countries and makes some of its technology.

The Town would need to provide signage ([example](#), provided by SED). Spaces will have a maximum parking limit of 2-hours per vehicle per day.

Management and Maintenance

SED will manage and maintain the charger as part of its EV charging fleet. The charger will remain in SED's Assure Plan (ChargePoint's insurance plan) and Cloud Portal, which are used to monitor and repair the chargers. If there is an issue with the charger, the Assure Plan covers the cost of the repair and technician's time. The Assure Plan and Cloud Services Plan cover five year increments, and SED will maintain the operations and maintenance agreement for the charger. *Therefore, the Town would not need staff time to manage the chargers or contribute to ongoing operations and maintenance of the machine.*

The charger would be owned by SED, which sets the rate according to its tariff and the revenue goes to SED. The fee and billing services for the charger are subject to SED's EV charging tariff. *This is the same arrangement that SED and the Town have for the Level 2 Charger located at the Recreational Path in downtown Stowe.*

Conclusion

Not including a transformer upgrade, a new fast charger costs between \$40,000-\$60,000. So at this time, we have an incredible opportunity to obtain a fast charger for substantially less.

Further, in little more than a decade, by 2035, new rules adopted by the State of Vermont in 2022 will vastly increase the number of EVs on the road in Vermont. The Advanced Clean Car II rule requires that all passenger car and light-duty truck vehicles delivered by manufacturers for sale in Vermont by 2035 meet the definition of zero-emission vehicle. Beginning in 2025, the Advanced Clean Trucks rule requires manufacturers to produce and sell an increasing percentage of zero-emission medium- and heavy-duty trucks and buses annually through 2035.

Because of these developments, the Stowe Energy Committee is collaborating with the University of Vermont's Clean Cities Coalition and National Renewable Energy Lab (NREL) to develop an EV Charging and Readiness Roadmap for Stowe. SED and other community members are also participating in this project. An EV Ride and Drive sharing event is planned for Stowe in October. Together we look forward to presenting a comprehensive plan to the Selectboard and Planning Commission as part of the Town of Stowe Town Plan approval process.

Many future stations on municipal parcels in Stowe are likely to be Level 2. So it is important that Stowe has at least one Level 3 station, especially because the next nearest one is at a

considerable distance. Having a DC fast charger in Stowe would continue to enhance the desirability of town as a top New England tourist destination and make it easier for residents to switch to EVs.

Thank you for your consideration.

Respectfully submitted:

Catherine Crawley, Chair

Robi Artman-Hodge, Vice Chair

Cap Chenoweth

Marina Meerburg

Andrew Rianhard

Liz Soper

Michael Lazorchak, SED Regulatory Affairs Manager



