

Supervisor Corcoran asked the CAC to address an email he received from EVUnited. It cited funding opportunities for installation of an EV charging station up to \$33,000.

In response, I spoke with Ben LaPlante of EVUnited. They are a Connecticut based company and provide turnkey services for EV chargers and solar panels. His email specified working with Central Hudson and NYSERDA to obtain funding for an EV charging station project.

The timing seems quite appropriate with the work underway at the Highway Dept. building. It makes sense that we think about placement of a charging station on municipal property. The funding aspect is what I honed in on, as well as obtaining an education on charging stations.

In our short conversation with Mr. LaPlante my understanding is that

1. The technology is improving all of the time and will continue to do so
2. Tesla created their type of charger solely for their products. The other classification is called NACS chargers (North American Charging Station) that adapt to both Tesla and NACS. EVUnited deals with a NACS that they call an Omni charger that allows for charging on all EVs.
3. There are also different levels of need which I will refer to as speed of charging. Level 1 would be the longest and geared more for cars/personal usage vehicles; level 2 which would be more for our needs, and level three that will give a full charge on an empty battery in 15-30 minutes. Each level, of course, is met with an increasing cost level.
4. Marlborough's fleets would be considered Level 2

Mr. LaPlante explained that

1. Central Hudson is offering incentives up to \$25,000, that is \$12,500 per each dual charging station installed. CH would be providing money for the infrastructure costs to install the station, i.e. site inspection, planning and placement based on site proposed, trenching, and wiring to the installation point of the port. Has anyone from CH discussed their services or this opportunity with the Town?
2. NYSERDA would be providing funding up to \$8000 per station to offset the cost of the charging equipment. My understanding is that that would be per station.
3. The town would still have to incur costs based on the price of the station itself. The current quote from Mr. LaPlante for a level 2 charger is closer to \$12K so my understanding is that the Town would be responsible for about \$4000
4. EVUnited includes acquisition of funding, initial site planning/design, equipment procurement/selection and final installation. Or they will work with a preferred electrician/contractor and supply just the charging equipment.
5. I also contacted Hudson Valley Regional Council and there are NY state companies to contact. I am pursuing that but have no data to report at this time.

Page 1.

I've included some helpful links from Mr. LaPlante:

ChargePoint - Omni Port solution -addresses concern between NACS and CCS1 / J-1772

Video Demonstration

<https://www.chargepoint.com/blog/chargepoint-omni-port-future-ev-charging?srsltid=AfmBOorSWpDOFgwtfpgyqnYWijobd3LcqnwZgocCICxBIRO0XHKZIOGb>

EVunited

We are a turnkey solution provider, meaning we can help every step of the way. The acquisition of project funding, initial site planning / design, equipment procurement / selection, and the final installation are all included in our services! If you have a preferred electrician / contractor, we are still happy to work with them and supply just the charging equipment.

<https://evunited.com/>

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QUESTIONS

All of this is an overview and an introduction to EV charging station installation in general. I have several questions already, as I know you do as well.

1. Why now? Because eventually the Town will need a charging station and because we can get money NOW to cover 80-90% of the cost.
2. His is a CT based company. What NY companies will provide a similar service that will assure an ease in documenting Climate Smart reporting? I obtained a list of those companies today as it is probably more appropriate from a Climate Smart Community to use a company already familiar with CSC protocols if his firm is not.
3. When will electric vehicles for municipalities be mandated and when/where are they available? What is their cost?
4. How is NYS prepared to assist municipalities during transition to EVs?
5. How do public users of EV chargers pay for the electrical charge?
6. What is the demand for private users/residents to have a local public charging station?

Please let me know your questions so that I can provide you with the answers you need. I have only begun to gather information since the Supervisor requested that the CAC look into this and I know I will have more to offer. I would point out that funding might be limited but the timing in coordination with the new construction really offers the Town a considerable savings, especially to provide the coverage for the infrastructure preparation. The NYSERDA funding might also apply to installing an Omni charger at the Community Center, and I will be looking for that information as well.

Respectfully submitted,
Mici Simonofsky