

Committee Report

REGULAR CALENDAR

February 19, 2021

HOUSE OF REPRESENTATIVES

REPORT OF COMMITTEE

The Majority of the Committee on Science, Technology and Energy to which was referred HB 168-FN,

AN ACT requiring the adoption of innovative vehicle emissions standards pursuant to section 177 of the federal Clean Air Act. Having considered the same, report the same with the following resolution: RESOLVED, that it is INEXPEDIENT TO LEGISLATE.

Rep. Jeanine Notter

FOR THE MAJORITY OF THE COMMITTEE

MAJORITY COMMITTEE REPORT

Committee:	Science, Technology and Energy
Bill Number:	HB 168-FN
Title:	requiring the adoption of innovative vehicle emissions standards pursuant to section 177 of the federal Clean Air Act.
Date:	February 19, 2021
Consent Calendar:	REGULAR
Recommendation:	INEXPEDIENT TO LEGISLATE

STATEMENT OF INTENT

This bill would force New Hampshire consumers to follow California's Low Emissions Vehicle (LEV)/ Zero Emissions Vehicle (ZEV) standards. It also makes an appropriation to the Department of Environmental Services to fund an additional position. Passing a ZEV mandate is not what creates a viable ZEV or LEV marketplace. Legislation such as this has not changed consumers' buying habits in neighboring states. Maine has 1.2% registered electric vehicles. Rhode Island has 1.4%, while NH stands at 1.0% without a mandate. During the hearing, the majority questioned the process that goes into the making of an electric vehicle battery: Where and how are the raw materials, like lithium and cobalt, mined? Aren't fossils fuels used in the process to get the raw materials from the mine, to the factory, to the automobile sales lot? How much do these batteries weigh and how are they disposed of when they are no longer in service? These questions aside, the free-market economy works. If there is a demand for more LEV/ ZEV vehicles, the market will respond. We received testimony that auto makers are spending billions in research and development to sell more electric vehicles.

Vote 12-9.

Rep. Jeanine Notter
FOR THE MAJORITY

Original: House Clerk
Cc: Committee Bill File

REGULAR CALENDAR

Science, Technology and Energy

HB 168-FN, requiring the adoption of innovative vehicle emissions standards pursuant to section 177 of the federal Clean Air Act. **MAJORITY: INEXPEDIENT TO LEGISLATE. MINORITY: OUGHT TO PASS.**

Rep. Jeanine Notter for the **Majority** of Science, Technology and Energy. This bill would force New Hampshire consumers to follow California's Low Emissions Vehicle (LEV)/ Zero Emissions Vehicle (ZEV) standards. It also makes an appropriation to the Department of Environmental Services to fund an additional position. Passing a ZEV mandate is not what creates a viable ZEV or LEV marketplace. Legislation such as this has not changed consumers' buying habits in neighboring states. Maine has 1.2% registered electric vehicles. Rhode Island has 1.4%, while NH stands at 1.0% without a mandate. During the hearing, the majority questioned the process that goes into the making of an electric vehicle battery: Where and how are the raw materials, like lithium and cobalt, mined? Aren't fossils fuels used in the process to get the raw materials from the mine, to the factory, to the automobile sales lot? How much do these batteries weigh and how are they disposed of when they are no longer in service? These questions aside, the free-market economy works. If there is a demand for more LEV/ ZEV vehicles, the market will respond. We received testimony that auto makers are spending billions in research and development to sell more electric vehicles. **Vote 12-9.**

Original: House Clerk

Cc: Committee Bill File

REGULAR CALENDAR

February 19, 2021

HOUSE OF REPRESENTATIVES

REPORT OF COMMITTEE

The Minority of the Committee on Science, Technology and Energy to which was referred HB 168-FN,

AN ACT requiring the adoption of innovative vehicle emissions standards pursuant to section 177 of the federal Clean Air Act. Having considered the same, and being unable to agree with the Majority, report with the recommendation that the bill OUGHT TO PASS.

Rep. Rebecca McWilliams

FOR THE MINORITY OF THE COMMITTEE

MINORITY COMMITTEE REPORT

Committee:	Science, Technology and Energy
Bill Number:	HB 168-FN
Title:	requiring the adoption of innovative vehicle emissions standards pursuant to section 177 of the federal Clean Air Act.
Date:	February 19, 2021
Consent Calendar:	REGULAR
Recommendation:	OUGHT TO PASS

STATEMENT OF INTENT

American automotive manufacturers are moving away from combustion engines. General Motors has committed to eliminate gasoline and diesel light-duty cars and SUVs by 2035. Ford will begin producing an electric F-150 in 2022, and will only sell electric cars in Europe by 2030. Adopting Section 177 of the Federal Clean Air Act is necessary in order for NH to catch up to following the automotive emissions standards of the rest of the Northeast. This bill would enable NH auto dealers to carry Zero Emissions Vehicles (ZEVs) and Low Emissions Vehicles (LEVs) on their lots in the same manner as the rest of the Northeast states. This bill would provide the same purchasing options for color, make, model, and features that buyers find in ME, VT, MA, RI, NY, and CT. Right now, if a NH car buyer wishes to test drive and/ or purchase a ZEV or LEV, they must call ahead to their local dealer to arrange a swap with an out-of-state dealership. Or, a NH buyer can choose to take their business to a dealership out of state to test drive and/ or purchase a ZEV or LEV. Although there is a penalty clause in the bill for failing to meet the required number of autos on dealer lots, since the adoption of Section 177 more than ten years ago, no other states have ever fined a dealership or manufacturer under this clause.

Rep. Rebecca McWilliams
FOR THE MINORITY

Original: House Clerk
Cc: Committee Bill File

REGULAR CALENDAR

Science, Technology and Energy

HB 168-FN, requiring the adoption of innovative vehicle emissions standards pursuant to section 177 of the federal Clean Air Act. **OUGHT TO PASS.**

Rep. Rebecca McWilliams for the **Minority** of Science, Technology and Energy. American automotive manufacturers are moving away from combustion engines. General Motors has committed to eliminate gasoline and diesel light-duty cars and SUVs by 2035. Ford will begin producing an electric F-150 in 2022, and will only sell electric cars in Europe by 2030. Adopting Section 177 of the Federal Clean Air Act is necessary in order for NH to catch up to following the automotive emissions standards of the rest of the Northeast. This bill would enable NH auto dealers to carry Zero Emissions Vehicles (ZEVs) and Low Emissions Vehicles (LEVs) on their lots in the same manner as the rest of the Northeast states. This bill would provide the same purchasing options for color, make, model, and features that buyers find in ME, VT, MA, RI, NY, and CT. Right now, if a NH car buyer wishes to test drive and/ or purchase a ZEV or LEV, they must call ahead to their local dealer to arrange a swap with an out-of-state dealership. Or, a NH buyer can choose to take their business to a dealership out of state to test drive and/ or purchase a ZEV or LEV. Although there is a penalty clause in the bill for failing to meet the required number of autos on dealer lots, since the adoption of Section 177 more than ten years ago, no other states have ever fined a dealership or manufacturer under this clause.

Original: House Clerk

Cc: Committee Bill File

Archived: Thursday, May 6, 2021 2:28:05 PM
From: [Michael Vose](#)
Sent: Saturday, March 13, 2021 10:33:30 AM
To: [Carrie Morris](#)
Cc: [Jennifer Foor](#)
Subject: Re: Committee Reports needed
Importance: Normal

Carrie,

Here's a start.

HB399 ITL

Rep. Doug Thomas for of Science, Technology, & Energy.

This bill would have changed the focus of the NH energy reduction goal to greenhouse gas emissions instead of fossil fuels, but after consultation with the Department of Environmental Services, the sponsor found this is already being done and is no longer needed. Therefore, the sponsor's request to ITL was recommended 20-0.

HB373 ITL

Rep. Jeanine Notter for the Majority of Science, Technology, & Energy.

In 2012, the New Hampshire legislature passed a law requiring the State to seek legislative approval before entering any program that would implement a low carbon fuel standard or any cap-and-trade scheme for transportation fuels but allowed DES to continue to participate in the development of such plans. Those plans resulted in the Transportation Climate Initiative, a major back door gas and diesel tax increase that would tie future gas tax hikes to an unelected board. TCI is RGGI for vehicles. This participation through the end of 2020 has cost the state nearly \$50,000 and utilized 811 staff hours that could have been spent giving better services to our residents and employers. After Governor Sununu made clear that New Hampshire would not participate in TCI, DES still spent 21 staff hours on the project in 2020. HB 373, as amended, would require DES to get specific approval from the Governor in order to keep tabs on the TCI, so that we can ensure that valuable taxpayer resources are maximized and not wasted.

HB168 ITL

Rep. Jeanine Notter for the Majority of Science, Technology, & Energy.

This bill would force New Hampshire consumers to follow California's Low Emissions/Zero Emissions vehicle (LEV/ZEV) standards. It also makes an appropriation to the Department of Environmental Services to fund an additional position. Passing a ZEV mandate is not what creates a viable ZEV or LEV marketplace. Legislation such as this has not changed consumers' buying habits in neighboring states. Maine has 1.2% registered electric vehicles. Rhode Island has 1.4%, while NH stands at 1.0% without a mandate. During the hearing, the majority questioned the process that goes into the making of an electric vehicle battery: Where and how are the raw materials, like lithium and cobalt, mined? Aren't fossils fuels used in the process to get the raw materials from the mine, to the factory, to the automobile sales lot? How much do these batteries weigh and how are they disposed of when they are no longer in service? These questions aside, the free-market economy works. If there is a demand for more LEV/ZEV vehicles, the market will respond. We received testimony that automakers are spending billions in research and development to sell more electric vehicles.

HB 396 ITL

Rep. Troy Merner for the Majority of Science, Technology, & Energy.

This bill would require the public utilities commission to report its estimate of total yearly production for customer cited sources that are not net metered but are not issued renewable energy certificates and removes the credit to the electrical provider. This practice is known as REC sweeping and eliminating it would increase electricity costs.

HB294 ITL

Rep. J D Bernardy for Science, Technology and Energy. This bill is substantially equivalent to HB1262 which was rejected last session to allow necessary revisions. No revisions were incorporated into the resubmitted bill. The bill as written would likely require significantly more activity by the offices of the Consumer Advocate, Attorney General, and the Public Utility Commission to address contractual issues in an unregulated limited producer sector, potentially requiring additional staffing.

HB206 is not one of our bills.

I will send minority reports in a separate email.

--Rep. Michael Vose, Chair
Science, Technology, & Energy Committee
Rockingham District 9
Epping, NH

From: Carrie Morris <carrie.morris@leg.state.nh.us>
Sent: Thursday, March 11, 2021 8:20 AM
To: Michael Vose <Michael.Vose@leg.state.nh.us>
Cc: Jennifer Foor <Jennifer.Foor@leg.state.nh.us>
Subject: Committee Reports needed

Good Morning, I have dissected the executive minutes and these are the reports that I see at the moment that I will need:

HB168 Majority- Notter Minority- McWilliams
HB225 Majority – Plett
HB289 Majority – Harrington
HB206 Majority – Bernardy
HB309 Majority – Harrington
HB315 Majority – Vose
HB351 Majority – Thomas Minority – McGhee
HB373 Majority – Notter Minority - ??
HB396 Majority – Merner Minority – Oxenham
HB399 Majority – Thomas
HB407 Majority – White Is there a minority?

You can send these anytime, I can do them one at a time

Carrie

Archived: Thursday, May 6, 2021 2:28:56 PM
From: [Michael Vose](#)
Sent: Saturday, March 13, 2021 10:45:03 AM
To: [Carrie Morris](#)
Cc: [Jennifer Foor](#)
Subject: Re: Committee Reports needed
Importance: Normal

Here are some minority reports:

HB168

Rep. Rebecca McWilliams for the Minority of ST&E

American automotive manufacturers are moving away from combustion engines. General Motors has committed to eliminate gasoline and diesel light-duty cars and SUVs by 2035. Ford will begin producing an electric F-150 in 2022, and will only sell electric cars in Europe by 2030. Adopting Section 177 of the Federal Clean Air Act is necessary in order for NH to catch up to following the automotive emissions standards of the rest of the Northeast. This bill would enable NH auto dealers to carry Zero and Low Emissions Vehicles (ZEVs and LEVs) on their lots in the same manner as the rest of the Northeast states. HB168 would provide the same purchasing options for color, make, model, and features that buyers find in ME, VT, MA, RI, NY and CT. Right now, if a NH car buyer wishes to test drive and/or purchase a ZEV or LEV, they must call ahead to their local dealer to arrange a swap with an out of state dealership. Or, a NH buyer can choose to take their business to a dealership out of state to test drive and/or purchase a ZEV or LEV. Although there is a penalty clause in the bill for failing to meet the required number of autos on dealer lots, since the adoption of Section 177 more than ten years ago, no other states have ever fined a dealership or manufacturer under this clause.

HB373

Rep. Rod Pimentel for the Minority of ST&E

The minority disagrees with the Ought to Pass recommendation of the majority. The authors of HB373 are using a head in the sand approach to make the climate crisis go away. They think that if we don't see, don't hear and don't talk about it, the problem will go away. HB373 is a gag rule plain and simple. It prevents DES from contacting and conversing with regional and national colleagues about the problems and solutions related to increased carbon in our atmosphere. The minority recommends we open our eyes and bury this legislation in the sand.

HB371

Rep. Kat McGhee for the Minority of ST&E

Public hearing testimony indicated that the Office of the Consumer Advocate sought this bill to address a recent change in PUC proceedings that moved away from the traditional boundaries of adjudicative proceedings and rulemaking, towards a new, 'quasi-legislative' procedure. The Consumer Advocate argued that this new 'flavor' of proceeding should be rebuffed by clarifying in statute language that legislative actions are not among the types of procedures administered by the Public Utilities Commission. Although the minority agrees with the need for the requested changes and did not agree with the recommendation of ITL, the Governor's announcement to form a Department of Energy (a plan that expects to include a reorganization including the Public Utilities Commission) gave the majority permission to punt, rather than deal with the issue at hand.

HB351

Rep. Kat McGhee for the Minority of ST&E

HB351 creates bureaucracy by taking the authority granted by the Legislature to the Public Utilities Commission for rate-setting of the System Benefits Charge (SBC) and moving it back to the House for approval. The bill says 'prior approval by either the passage of legislation... or authorization by the House Fiscal Committee' is required before making changes to the System Benefits Charge. So HB351 upsets the natural rate-setting schedule between the PUC and the utilities by adding a potential need to pass a bill, before a new rate can be adopted. The PUC's thorough, evidence-based proceedings are designed to keep schedule delays to a minimum. The language of this bill serves to undermine the intent of the systems benefits charge, which is to fund energy efficiency programs, creating uncertainty for everyone. HB351 also supplies language that could derail the pending 3-year Energy Efficiency Plan, set to fund the 2021-2023 NH Saves. The recently completed Triennium Energy Efficiency Plan (TEEP) was estimated through PUC evidence to generate \$619 million in net benefits to the NH economy. Over the lifetime of the measures put in place by the TEEP, residents would derive \$1.3 billion in energy cost savings and up to 4,673 FTE jobs would be created. The minority remains in favor of funding for Energy Efficiency (EE) and the pending 3-year EE plan and it's resulting economic stimulus in a recovering COVID19 economy.

--Rep. Michael Vose, Chair
Science, Technology, & Energy Committee
Rockingham District 9
Epping, NH

From: Carrie Morris <carrie.morris@leg.state.nh.us>
Sent: Thursday, March 11, 2021 8:20 AM
To: Michael Vose <Michael.Vose@leg.state.nh.us>
Cc: Jennifer Foor <Jennifer.Foor@leg.state.nh.us>
Subject: Committee Reports needed

Good Morning, I have dissected the executive minutes and these are the reports that I see at the moment that I will need:

HB168 Majority- Notter Minority- McWilliams
HB225 Majority – Plett
HB289 Majority – Harrington
HB206 Majority – Bernardy
HB309 Majority – Harrington
HB315 Majority – Vose
HB351 Majority – Thomas Minority – McGhee
HB373 Majority – Notter Minority - ??
HB396 Majority – Merner Minority – Oxenham
HB399 Majority – Thomas
HB407 Majority – White Is there a minority?

You can send these anytime, I can do them one at a time

Carrie

Voting Sheets

HOUSE COMMITTEE ON SCIENCE, TECHNOLOGY AND ENERGY

EXECUTIVE SESSION on HB 168-FN

BILL TITLE: requiring the adoption of innovative vehicle emissions standards pursuant to section 177 of the federal Clean Air Act.

DATE: February 19, 2021

LOB ROOM: 206 Hybrid

MOTIONS: INEXPEDIENT TO LEGISLATE

Moved by Rep. Notter

Seconded by Rep. Plett

Vote: 12-9

CONSENT CALENDAR: NO

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep Fred Plett, Clerk

HOUSE COMMITTEE ON STE

EXECUTIVE SESSION ON HB 168

BILL TITLE:

DATE: February 19, 2021

LOB ROOM: 206

MOTION: (Please check one box)

- OTP ITL Retain (1st year) Adoption of
Amendment # _____
 Interim Study (2nd year) (if offered)

Moved by Rep. _Notter Seconded by Rep. ___Plett

Vote: __12-9__

MOTION: (Please check one box)

- OTP OTP/A ITL Retain (1st year) Adoption of
Amendment # _____
 Interim Study (2nd year) (if offered)

Moved by Rep. _____ Seconded by Rep. _____

Vote: _____

MOTION: (Please check one box)

- OTP OTP/A ITL Retain (1st year) Adoption of
Amendment # _____
 Interim Study (2nd year) (if offered)

Moved by Rep. _____ Seconded by Rep. _____

Vote: _____

MOTION: (Please check one box)

- OTP OTP/A ITL Retain (1st year) Adoption of
Amendment # _____
 Interim Study (2nd year) (if offered)

Moved by Rep. _____ Seconded by Rep. _____

Vote: _____

CONSENT CALENDAR? Yes x No

Minority Report? x Yes No If yes, author, Rep.: McWilliams Motion:

Respectfully submitted, Rep. Fred Plett , Clerk



2021 SESSION

Science, Technology and Energy

Bill #: 168 Motion: ITL AM #: _____ Exec Session Date: February 19, 2021

<u>Members</u>	<u>YEAS</u>	<u>Nays</u>	<u>NV</u>
Vose, Michael Chairman	X		
Thomas, Douglas W. Vice Chairman	X		
Harrington, Michael D.	X		
Notter, Jeanine M.	X		
Merner, Troy E.	X		
Plett, Fred R. Clerk	X		
Berezhny, Lex	X		
Bernardy, JD	X		
Cambrils, Jose E.	X		
Ploszaj, Tom	X		
White, Nick D.	X		
Somssich, Peter F.		XX	
Cali-Pitts, Jacqueline A.	X		
Mann, John E.		X	
Oxenham, Lee Walker		X	
Vincent, Kenneth S.		X	
McGhee, Kat		X	
McWilliams, Rebecca J.		X	
Chretien, Jacqueline H.		X	
Pimentel, Roderick L.		X	
Parshall, Lucius		X	

Hearing Minutes

HOUSE COMMITTEE ON SCIENCE, TECHNOLOGY AND ENERGY

PUBLIC HEARING ON HB 168-FN

BILL TITLE: requiring the adoption of innovative vehicle emissions standards pursuant to section 177 of the federal Clean Air Act.

DATE: February 8, 2021

LOB ROOM: Hybrid **Time Public Hearing Called to Order:** 10:10 am

Time Adjourned: 11:45 am

Committee Members: Reps. Vose, Thomas, Notter, Merner, Berezhny, Bernardy, Cambrils, Ploszaj, White, Somssich, Cali-Pitts, Mann, Oxenham, McGhee, McWilliams, Chretien, Pimental and Parshall, Homola

Bill Sponsors:

Rep. McWilliams

Rep. McGhee

Rep. Caplan

TESTIMONY

* Use asterisk if written testimony and/or amendments are submitted.

The Chair called on **Rep. McWilliams** as the sponsor.

Rep. McWilliams said that robust discussions in the past had taken place re: improving air quality. She changed the bill as a result. Car dealers in this version will receive credit retroactively for Low Emission Vehicles (LEVs) and Zero Emission Vehicles (ZEV's) already on lots or sold. Emissions in some locations in the state settle close to ground, causing health problems. The bill provides for a 15 year, 150,000 mile warranty on emissions. The rules don't take any vehicles off the road, but forces automakers to put LEVs and ZEVs on the lots. Most manufacturers have committed already to go all electric, such as VW by 2030.

Chairman Vose: Without a buyer incentive, would this bill just penalize dealers? **Rep. McWilliams** replied that no money comes from the state (no incentive). **Chairman Vose:** If manufacturers already pledged to go all electric, why penalize for not making enough? **Rep. McWilliams** said the bill is an incentive to get the ZEVs and LEVs on dealer lots sooner.

Rep. Oxenham: Is it the case that dealers are in an inferior position compared to surrounding states? **McWilliams** response: Other states have ZEVs and LEVs from manufacturers. To do a test drive in NH a vehicle need to be borrowed from another state.

Rep: Homola: Is there anything prohibiting ZEVs and LEVs on lots? **McWilliams:** The ZEVs and LEVs are going to other states due to the requirements of other states.

Rep. Homola: Is it appropriate for a legislature to tell manufacturers what to do with their stock? **McWilliams:** Fourteen states have done this, and it hasn't failed in the courts.

Rep: Notter: NH already has more electric registrations than other states. Why do we need this? **McWilliams:** To make things go faster.

Rep: Sommsich: What is the additional warranty? **McWilliams:** NH has no provision for warranties for lemon cars. This bill does provide emissions assurance, 15 year, 150,000 miles.

Rep. Sommsich: What is the benefit to the dealer of the credit? **McWilliams:** The credit is for the ZEVs and LEVs on the lots. If the car sells, the dealer gets another LEV or ZEV and earns more credit.

Rep. Plett: Why do we need this bill if manufacturers are already committed to go electric anyway? **McWilliams:** To make things happen sooner.

Rep; McGhee: Said that 17,000 LEV and ZEV vehicles are on lots. You mentioned manufacturer goals. Explain. **McWilliams:** There are 1.4 million automobiles in NH. The industry has already committed to go electric. This bill would make things happen sooner.

Gerard Beauchelt, member of public: He lives in Bethlehem. He has a Masters in Physics. He is opposed to the bill. CA has large metropolitan areas, we don't. We are dependent on other state regulators, CA in particular. Concern for cost shifting. Additional third party services increase car prices. He referred to a 15 percent increase in sticker prices.

Rep. Bernardy: How much more electric is required and the impact on price? **McWilliams:** There is no research.

Joseph Kwasnik, member of public: Supports HB 168. LEVs and ZEVs reduce tail pipe emissions. Less expensive to own and operate. Adoption will improve overall health. Concerned about smog.

Rep. Cali-Pitts to Mr. Kwasnik: To drive these vehicles, we need to charge them with electricity. Is this premature? **Mr. Kwasnik:** Utilities would charge at night when capacity is available. And these vehicles could provide power back to the grid, acting as spinning reserve.

Chairman Vose said we were in Rooms 210 & 211. He also said Mike FitzGerald of NH DES was available for questions.

Dan Bennett, representing NADA: NADA is a trade group representing all Motive transportation, including snowmobiles, ATVs, etc. NADA opposes HB168 as written. NADA worked with the sponsor last year. NADA still isn't satisfied. Emerging markets need to be pulled, not pushed. Incentives work and this bill provides none. When GA pulled its incentives, EV sales plunged 87%. Each of the states in the top 10 have incentives. He wants a study commission. He has concerns if the manufacturers can meet the short term goals.

Rep. Thomas to Mr. Bennett: Do dealers see the demand? **Mr. Bennett:** No.

Rep. Notter asked for written testimony since there were audio issues.

Rep> Chretien: Eager to have a successful program. What is that? **Bennett:** Incentives lead to success.

Rep. Ploszaj: Would like a study commission for incentives.

Rep. Sommsich: If a local dealership purchases a ZEV or LEV from another state, do I still get the extended warranty? **McWilliams:** No, since NH has not adopted ZEV mandates.

Rep. Plett: If ZEVs and LEVs are truly competitive, why do we need incentives? **McWilliams:** TO pull the market along.

Rep. Parshall: Where in the bill does it say that there are fines for not carrying LEVs and SEVs? **McWilliams:** If manufacturers do not deliver, DES has the power to fine.

Rep. Pimental: Where are we with regard to charging stations? **Mike FitzGerald:** Currently NH does lag, Governor Sununu recognizes this, and has committed as full 15% from the VW Settlement towards charging stations. Resorts and hotels are also installing them.

Rep: Pimental asked for the total number of stations. Mr. FitzGerald will follow up.

Rep: Cali-Pitts: Where does NH stand right now in the ranking of 50 states in emissions? Mr. FitzGerald will follow up with emissions per capita.

John Gage, member of public: Supports HB168. Disputes whether dealers are selling that which consumers want.

Chairman Vose stated that there were 53 supporters and 17 in opposition. He closed the hearing on HB168.

HOUSE COMMITTEE ON SCIENCE, TECHNOLOGY AND ENERGY

PUBLIC HEARING on Bill # HB168

BILL TITLE:

DATE: February 8, 2021

ROOM: Time Public Hearing Called to Order: 10:10 AM

Time Adjourned: 11.45 AM

(please circle if present)

Committee Members: Reps. Vose, Thomas, Homela (substituting for Rep. Plett), Notter, Merner, Berezhny, Bernardy, Cambrils, Ploszaj, Lang (substituting for Rep. White), Somssich, Cali-Pitts, Mann, Oxenham, McGhee, McWilliams, Chretien, Pimental and Parshall. Rep. Harrington and Vincent not present.

TESTIMONY

* Use asterisk if written testimony and/or amendments are submitted.

The Chair called on **Rep. McWilliams** as the sponsor.

Rep. McWilliams said that robust discussions in the past had taken place re: improving air quality. She changed the bill as a result. Car dealers in this version will receive credit retroactively for Low Emission Vehicles (LEVs) and Zero Emission Vehicles (ZEVs) already on lots or sold. Emissions in some locations in the state settle close to ground, causing health problems. The bill provides for a 15 year, 150,000 mile warranty on emissions. The rules don't take any vehicles off the road, but forces automakers to put LEVs and ZEVs on the lots. Most manufacturers have committed already to go all electric, such as VW by 2030.

Chairman Vose: Without a buyer incentive, would this bill just penalize dealers? **Rep. McWilliams** replied that no money comes from the state (no incentive). **Chairman Vose:** If manufacturers already pledged to go all electric, why penalize for not making enough? **Rep. McWilliams** said the bill is an incentive to get the ZEVs and LEVs on dealer lots sooner.

Rep. Oxenham: Is it the case that dealers are in an inferior position compared to surrounding states? **McWilliams** response: Other states have ZEVs and LEVs from manufacturers. To do a test drive in NH a vehicle need to be borrowed from another state.

Rep. Homela: Is there anything prohibiting ZEVs and LEVs on lots? **McWilliams:** The ZEVs and LEVs are going to other states die to the requirements of other states.

Rep. Homela: Is it appropriate for a legislature to tell manufacturers what to do with their stock? **McWilliams:** Fourteen states have done this, and it hasn't failed in the courts.

Rep. Notter: NH already has more electric registrations than other states. Why do we need this? **McWilliams:** To make things go faster.

Rep. Sommsich: What is the additional warranty? **McWilliams:** NH has no provision for warranties for lemon cars. This bill does provide emissions assurance, 15 year, 150,000 miles.

Rep. Sommsich: What is the benefit to the dealer of the credit? **McWilliams:** The credit is for the ZEVs and LEVs on the lots. If the car sells, the dealer gets another LEV or ZEV and earns more credit.

Rep. Plett: Why do we need this bill if manufacturers are already committed to go electric anyway? **McWilliams:** To make things happen sooner.

Rep; McGhee: Said that 17,000 LEV and ZEV vehicles are on lots. You mentioned manufacturer goals. Explain. **McWilliams:** There are 1.4 million automobiles in NH. The industry has already committed to go electric. This bill would make things happen sooner.

Gerard Beauchelt, member of public: He lives in Bethlehem. He has a Masters in Physics. He is opposed to the bill. CA has large metropolitan areas, we don't. We are dependent on other state regulators, CA in particular. Concern for cost shifting. Additional third party services increase car prices. He referred to a 15 percent increase in sticker prices.

Rep. Bernardy: How much more electric is required and the impact on price? **McWilliams:** There is no research.

Joseph Kwasnik, member of public: Supports HB 168. LEVs and ZEVs reduce tail pipe emissions. Less expensive to own and operate. Adoption will improve overall health. Concerned about smog.

Rep. Cali-Pitts to Mr. Kwasnik: To drive these vehicles, we need to charge them with electricity. Is this premature? **Mr. Kwasnik:** Utilities would charge at night when capacity is available. And these vehicles could provide power back to the grid, acting as spinning reserve.

Chairman Vose said we were in Rooms 210 & 211. He also said Mike FitzGerald of NH DES was available for questions.

Dan Bennett, representing NADA: NADA is a trade group representing all Motive transportation, including snowmobiles, ATVs, etc. NADA opposes HB168 as written. NADA worked with the sponsor last year. NADA still isn't satisfied. Emerging markets need to be pulled, not pushed. Incentives work and this bill provides none. When GA pulled its incentives, EV sales plunged 87%. Each of the states in the top 10 have incentives. He wants a study commission. He has concerns if the manufacturers can meet the short term goals.

Rep. Thomas to Mr. Bennett: Do dealers see the demand? **Mr. Bennett:** No.

Rep. Notter asked for written testimony since there were audio issues.

Rep. Chretien: Eager to have a successful program. What is that? **Bennett:** Incentives lead to success.

Rep. Ploszaj: Would like a study commission for incentives.

Rep. Sommsich: If a local dealership purchases a ZEV or LEV from another state, do I still get the extended warranty? **McWilliams:** No, since NH has not adopted ZEV mandates.

Rep. Plett: If ZEVs and LEVs are truly competitive, why do we need incentives? **McWilliams:** TO pull the market along.

Rep: Parshall: Where in the bill does it say that there are fines for not carrying LEVs and SEVs? **McWilliams:** If manufacturers do not deliver, DES has the power to fine.

Rep: Pimental: Where are we with regard to charging stations? **Mike FitzGerald:** Currently NH does lag, Governor Sununu recognizes this, and has committed as full 15% from the VW Settlement towards charging stations. Resorts and hotels are also installing them.

Rep: Pimental asked for the total number of stations. Mr. FitzGerald will follow up.

Rep: Cali-Pitts: Where does NH stand right now in the ranking of 50 states in emissions? Mr. FitzGerald will follow up with emissions per capita.

John Gage, member of public: Supports HB168. Disputes whether dealers are selling that which consumers want.

Chairman Vose stated that there were 53 supporters and 17 in opposition. He closed the hearing on HB168.

House Remote Testify

Science, Technology and Energy Committee Testify List for Bill HB168 on 2021-02-08

<u>Name</u>	<u>Email Address</u>	<u>Phone</u>	<u>Title</u>	<u>Representing</u>	<u>Position</u>	<u>Testifying</u>	<u>Signed Up</u>
Bennett, Dan	dbennett@nhada.com	603.545.4535	A Lobbyist	New Hampshire Automobile Dealers Association	Oppose	Yes (5m)	2/7/2021 10:59 PM
Beuchelt, Gerald	gerald@beuchelt.com	781.266.8260	A Member of the Public	Myself	Oppose	Yes (3m)	2/7/2021 5:15 PM
Gage, John	jhgage@gmail.com	603.965.1586	A Member of the Public	Myself	Support	Yes (2m)	2/8/2021 9:38 AM
Fitzgerald, Michael	michael.fitzgerald@des.nh.gov	603.271.6390	State Agency Staff	NHDES	Neutral	Yes (0m)	2/8/2021 9:51 AM
kwasnik, joseph	jkwasnik25@gmail.com	603.730.7148	A Member of the Public	Myself	Support	Yes (0m)	2/7/2021 6:03 PM
Thomas, Nicholas	nicholas.w.thomas@uconn.edu	734.355.3870	A Member of the Public	Myself	Oppose	Yes (0m)	2/7/2021 11:40 PM
Rathbun, Eric	ericrathbun@gmail.com	860.912.3751	A Member of the Public	Myself	Support	No	2/7/2021 11:46 PM
Larson, Ruth	ruthlarson@msn.com	603.364.4003	A Member of the Public	Myself	Support	No	2/8/2021 12:09 AM
McGregor, Mary	moeandgretasmommy@gmail.com	603.290.4572	A Member of the Public	Myself	Oppose	No	2/8/2021 12:10 AM
Mullin, Mickey	wolf@mickeymullin.com	609.221.8996	A Member of the Public	Myself	Oppose	No	2/8/2021 12:38 AM
Yokela, Josh	josh.yokela@leg.state.nh.us	603.722.0501	An Elected Official	Rockingham 33	Oppose	No	2/8/2021 5:51 AM
Johnson, Sara	nhchicagocubfan@gmail.com	603.748.5779	A Member of the Public	Myself	Support	No	2/8/2021 5:54 AM
Westlake, Jane	janewestlake57@gmail.com	603.219.6594	A Member of the Public	Myself	Support	No	2/8/2021 1:47 AM
Aronson, Laura	laura@mlans.net	603.432.1603	A Member of the Public	Myself	Support	No	2/8/2021 2:08 AM
Spielman, Kathy	jspielman@comcast.net	603.397.7879	A Member of the Public	Myself	Support	No	2/8/2021 6:16 AM
Garen, June	jzanegaren@gmail.com	603.393.8134	A Member of the Public	Myself	Support	No	2/8/2021 6:54 AM
Mennella, Alexandra	amennella1@protonmail.com	646.610.9858	A Member of the Public	Myself	Oppose	No	2/8/2021 6:15 AM
Spielman, James	jspielman@comcast.net	603.868.1626	A Member of the Public	Myself	Support	No	2/8/2021 6:17 AM
Neville, Betsey	betsey2003@tds.net	603.867.8175	A Member of the Public	Myself	Support	No	2/8/2021 7:30 AM
Beaulieu, Rebecca	rebeccaeb9495@gmail.com	978.491.7511	A Member of the Public	Myself	Support	No	2/8/2021 8:20 AM
Frey, Gina	ginagfrey@gmail.com	603.554.8850	A Member of the Public	Myself	Support	No	2/8/2021 8:23 AM
Frey, Kevin	ginagfrey@gmail.com	603.554.8850	A Member of the Public	Myself	Support	No	2/8/2021 8:32 AM
Rardin, Laurie	rardins@comcast.net	603.724.0905	A Member of the Public	Myself	Support	No	2/8/2021 8:49 AM
Osborne, Jason	HouseRepOffice@leg.state.nh.us	603.271.3665	An Elected Official	Myself	Oppose	No	2/8/2021 8:51 AM
Platt, Elizabeth-Anne	lizanneplatt09@gmail.com	603.715.8191	A Member of the Public	Myself	Support	No	2/8/2021 8:51 AM
Mangipudi, Latha	Latha.mangipudi@leg.state.nh.us	603.891.1239	An Elected Official	Hills 35	Support	No	2/8/2021 8:52 AM
Dewey, Karen	pkdewey@comcast.net	603.504.2813	A Member of the Public	Myself	Support	No	2/8/2021 8:59 AM

Howard Jr., Raymond	brhowardjr@yahoo.com	603.875.4115	An Elected Official	Myself	Oppose	No	2/8/2021 9:01 AM
Johnson, Dawn	Dawn.Johnson@leg.state.nh.us	603.305.8466	An Elected Official	Myself	Oppose	No	2/8/2021 9:03 AM
Greene, Bob	bob.greene@leg.state.nh.us	603.880.3929	An Elected Official	Myself	Oppose	No	2/8/2021 9:06 AM
Smith, Jonathan	jhsmithnh5@gmail.com	603.651.1137	An Elected Official	Myself	Oppose	No	2/8/2021 9:13 AM
Beene, Holly	holly.beene@yahoo.com	682.225.2425	A Member of the Public	Myself	Oppose	No	2/8/2021 9:14 AM
Layon, Erica	erica.layon@leg.state.nh.us	603.479.9595	An Elected Official	Myself	Oppose	No	2/8/2021 9:20 AM
Weikel, Wayne	wweikel@autosinnovate.org	617.877.7941	A Lobbyist	Myself	Oppose	No	2/8/2021 9:20 AM
Gunski, Michael	michael.gunski@leg.state.nh.us	603.497.2775	An Elected Official	Hillsborough 6, Goffstown	Oppose	No	2/8/2021 9:28 AM
Lewicke, John	john.lewicke@leg.state.nh.us	603.878.2610	An Elected Official	Myself	Oppose	No	2/8/2021 9:31 AM
Staub, Kathy	kstaub@comcast.net	603.624.0249	A Member of the Public	Myself	Support	No	2/8/2021 9:31 AM
Gericke, Carla	carlagericke@gmail.com	917.607.4353	A Member of the Public	Myself	Oppose	No	2/8/2021 9:33 AM
Marks, Nisa	nisa.marks@gmail.com	703.217.3248	A Member of the Public	New Hampshire Audubon	Support	No	2/7/2021 6:48 PM
Blanchard, Sandra	sandyblanchard3@gmail.com	603.724.3768	A Member of the Public	Myself	Support	No	2/7/2021 7:18 PM
Brennan, Nancy	burningnan14@gmail.com	5291969	A Member of the Public	Myself	Support	No	2/7/2021 7:28 PM
Currier, Dorothy	dorocurr@gmail.com	603.000.0000	A Member of the Public	Myself	Support	No	2/7/2021 7:37 PM
thompson, julie	maple371@gmail.com	603.781.3659	A Member of the Public	Myself	Support	No	2/7/2021 7:40 PM
hatch, sally	sallyhatch@comcast.net	603.724.7448	A Member of the Public	Myself	Support	No	2/7/2021 7:48 PM
Richman, Susan	susan7richman@gmail.com	603.343.6314	A Member of the Public	Myself	Support	No	2/7/2021 8:57 PM
Karmen, Emily	ek207@hotmail.com	603.456.2201	A Member of the Public	Myself	Support	No	2/7/2021 9:03 PM
Hinebauch, Mel	melhinebauch@gmail.com	603.224.4886	A Member of the Public	Myself	Support	No	2/7/2021 9:17 PM
Spencer, Louise	kentstusa@aol.com	603.491.1795	A Member of the Public	Myself	Support	No	2/7/2021 9:20 PM
Spencer, Rob	kentstusa@aol.com	603.555.5555	A Member of the Public	Myself	Support	No	2/7/2021 9:21 PM
Perencevich, Ruth	rperence@comcast.net	603.225.7641	A Member of the Public	Myself	Support	No	2/7/2021 9:45 PM
Damon, Claudia	cordsdamon@gmail.com	603.226.4561	A Member of the Public	Myself	Support	No	2/7/2021 10:56 PM
Martin, Patricia	pmartin2894@yahoo.com	603.899.2894	A Member of the Public	Myself	Support	No	2/7/2021 5:32 PM
Walter, Cynthia	cawalter22@gmail.com	412.610.4327	A Member of the Public	Myself	Support	No	2/7/2021 5:53 PM
Howland, Curtis	howland@priss.com	603.512.3414	A Member of the Public	Myself	Oppose	No	2/7/2021 11:23 PM
Axelman, Elliot	aluaxelman@gmail.com	732.674.2355	A Member of the Public	Myself	Oppose	No	2/7/2021 11:31 PM
Glass, Jonathan	Jglass1063@gmail.com	603.675.2037	A Member of the Public	Myself	Support	No	1/30/2021 4:49 PM
Oxenham, Evan	evan.oxenham@gmail.com	603.727.9368	A Member of the Public	Myself	Support	No	1/30/2021 4:05 PM
Greenough, Glen	gcgreenough91@gmail.com	603.469.3890	A Member of the Public	Myself	Support	No	1/30/2021 5:21 PM
Corkery, Catherine	catherine.corkery@sierraclub.org	603.224.8222	A Lobbyist	NH Sierra Club	Support	No	2/5/2021 12:06 PM
Coder, William	wcoder@aol.com	603.472.2711	A Member of the Public	Myself	Support	No	2/5/2021 4:43 PM
Lord, Kit	kitlord@yahoo.com	603.942.5374	A Member of the Public	Myself	Support	No	2/5/2021 2:42 PM
Mcclure, Melissa	melissamcclure@gmail.com	510.439.6662	A Member of the Public	Myself	Support	No	2/5/2021 10:02 PM
Bates, David	dbates3@yahoo.com	603.748.2668	A Member of the Public	Myself	Support	No	2/6/2021 1:05 PM
Fenner-Lukaitis, Elizabeth	glukaitis@mcctelecom.com	603.456.6268	A Member of the Public	Myself	Support	No	2/6/2021 5:40 PM

Moulton, Candace	candaceleighm@gmail.com	603.782.6470	A Member of the Public	Myself	Support	No	2/6/2021 9:27 PM
Steel, Sandy	selizabethsteel@gmail.com	603.469.3927	A Member of the Public	Myself	Support	No	2/7/2021 8:47 AM
Zboya, Patrice	pzboya654@gmail.com	603.219.6175	A Member of the Public	Myself	Support	No	2/7/2021 10:19 AM
Pugh, Barbara	Barbara.pugh@comcast.net	603.320.1594	A Member of the Public	Myself	Support	No	2/7/2021 10:27 AM
Fordey, Nicole	nikkif610@gmail.com	516.318.2296	A Member of the Public	Myself	Support	No	2/7/2021 10:53 AM
Thomas, Elaine	thomas.marshall@comcast.net	603.881.3580	An Elected Official	Myself	Support	No	2/7/2021 12:08 PM
Grossi, Anne	adgrossi7982@gmail.com	603.674.1181	A Member of the Public	Myself	Support	No	2/7/2021 2:53 PM
DeMark, Richard	demarknh114@gmail.com	603.520.5582	A Member of the Public	Myself	Support	No	2/7/2021 1:10 PM
Smith, Jennifer	jaycmd7699@gmail.com	603.485.4231	A Member of the Public	Myself	Support	No	2/7/2021 4:41 PM
Taylor, Sue	sueetaylor158@gmail.com	603.675.6566	A Member of the Public	Myself	Support	No	2/7/2021 4:57 PM
Taylor, David	dstaylor342@gmail.com	603.675.6566	A Member of the Public	Myself	Support	No	2/7/2021 5:15 PM
HOUGH, GREGG	GreggHough2020@gmail.com	603.455.4474	An Elected Official	Myself	Oppose	No	2/8/2021 10:00 AM
Ingram, April	aandk@tds.net	603.491.9711	A Member of the Public	Myself	Support	No	2/8/2021 10:02 AM
Healey, Robert	rvhealey@aol.com	603.424.1753	An Elected Official	Myself	Oppose	No	2/8/2021 10:04 AM
Frost, Sherry	sherry.frost@leg.state.nh.us	978.255.3924	An Elected Official	Myself	Support	No	2/8/2021 10:07 AM
Aron, Judy	judy.aron@leg.state.nh.us	603.843.5908	An Elected Official	Myself	Oppose	No	2/8/2021 10:22 AM
Toll, Amanda	electamandan@gmail.com	603.860.1994	An Elected Official	Myself	Support	No	2/8/2021 10:24 AM
Tudor, Paul	paultudor.1strockingham@gmail.com	603.932.6184	An Elected Official	Myself	Oppose	No	2/8/2021 10:28 AM
Maynard, Richard	maynardrick@outlook.com	603.232.4796	A Member of the Public	Myself	Support	No	2/8/2021 10:40 AM
Ankarberg, Aidan	aidan201@yahoo.com	603.770.1795	An Elected Official	Myself	Oppose	No	2/8/2021 10:50 AM
Nunez, Hershel	Hershel.Nunez@leg.state.nh.us	603.260.9630	An Elected Official	Myself	Oppose	No	2/8/2021 11:22 AM
Torosian, Peter	FlyBirdAir@aol.com	603.340.6261	An Elected Official	Rockingham County District # 14	Oppose	No	2/8/2021 11:24 AM
blakeney, gordon	rbplease@aol.com	603.340.0186	A Member of the Public	Myself	Support	No	2/8/2021 11:29 AM
Koch, Helmut	helmut.koch.2001@gmail.com	603.491.3306	A Member of the Public	Myself	Support	No	2/8/2021 12:02 PM
Bender, Mitze	mender8@ymail.com	603.927.4362	A Member of the Public	Myself	Support	No	2/8/2021 12:24 PM
Anderson, Keryn	kerynlanderson@gmail.com	603.731.6425	A Member of the Public	Myself	Support	No	2/8/2021 12:30 PM
Wells, Ken	kenwells3@gmail.com	603.735.5756	A Member of the Public	Myself	Support	No	2/8/2021 2:01 PM
Wells, Lee	leewells.locustfarm@gmail.com	603.735.5756	A Member of the Public	Myself	Support	No	2/8/2021 2:01 PM
Pauer, Diane	Diane.Pauer@leg.state.nh.us	603.801.5088	An Elected Official	Myself	Oppose	No	2/8/2021 2:48 PM
Carter, Lilian	lcarter0914@gmail.com	603.560.7047	A Member of the Public	Myself	Support	No	2/8/2021 3:58 PM
Schmidt, Jan	tesha4@gmail.com	603.880.6060	An Elected Official	Myself	Support	No	2/8/2021 4:10 PM
Rich, Cecilia	ceciliarich@hotmail.com	603.380.8679	An Elected Official	Myself	Support	No	2/8/2021 5:00 PM
Booras, Efstathia	Efstathia.Booras@leg.state.nh.us	603.595.7699	An Elected Official	Constituents	Support	No	2/9/2021 12:04 PM
dostie, donald	dadostietrucking@gmail.com	603.991.3478	An Elected Official	Myself	Oppose	No	2/8/2021 9:42 AM
THEBERGE, ROBERT	rolath@hotmail.com	603.915.0187	An Elected Official	Myself	Oppose	No	2/8/2021 9:42 AM
McWilliams, Rebecca	rebecca.mcwilliams@leg.state.nh.us	603.227.6494	An Elected Official	Merrimack 27	Support	Yes (0m)	1/31/2021 8:45 PM

Testimony

Archived: Tuesday, April 20, 2021 3:19:32 PM
From: [Wayne Weikel](#)
Sent: Monday, February 8, 2021 9:26:35 AM
To: ~House Science Technology and Energy
Cc: [Marc Brown](#)
Subject: Opposition Testimony - HB 168
Importance: Normal
Attachments:
NH - HB 168 - ZEV Mandate - Auto Innovator Opposition.pdf ;

Good morning,

In lieu of presenting to the Committee today in person, I have provided written remarks on behalf of the Alliance for Automotive Innovation, a trade association representing the automakers responsible for manufacturing nearly 99% of all new cars and light-duty trucks, as well as Tier One suppliers, as well as other automotive technology companies.

Please do not hesitate to contact me with any questions.

Thank you.

Wayne

Wayne Weikel
Senior Director
O: 202.326.5550 C: 617.877.7941
Alliance for Automotive Innovation
1050 K Street, NW - Suite 650, Washington, DC 20001
[autosinnovate.org](https://www.autosinnovate.org) - [twitter](#) - [linkedin](#)



Archived: Tuesday, April 20, 2021 3:19:32 PM
From: Susan Wiley
Sent: Sunday, February 7, 2021 10:05:24 PM
To: ~House Science Technology and Energy
Subject: House Bills 168 - 373
Importance: Normal

SUSAN E. WILEY

222 Diamond Ledge Sandwich, NH 03227

seeksusan@myfairpoint.net

2.7.2020

State of NH – House of Representatives 2021 House Committee - Science, Technology, and Energy

Honorable Representative:

RE: HB 168 HB373

Please allow me to address both of these Bills. I see them as “the same package.”

There is much information available about the impact of air quality on our environment. While I can't tell you about the sulphur, phosphorous, and lead in gasoline, I can tell you that the leading environmental health risk we face is air pollution. Rather than talk about the dust on the carpet, the smoker in the household, or the pet on the couch, I ask you to give close attention to what is presented in these hearings related to the air quality out of doors. Air pollution is the leading environmental health risks humans face. According to the CDC, the combined effects of outdoor and household air pollution cause around 7 million - one in eight - premature deaths every year, largely as a result of increased mortality from stroke, heart disease, lung disease, and cancers.

Several years ago many N.H. communities took on a project to **reduce or eliminate idling (ROEI)**. Knowing the impact of emissions on health, many school districts with assistance of dedicated families, staff and of course students, took on an education project focused on the impact of vehicle idling. These projects were encouraged by Wellness Programs, health educators, and volunteers. Perhaps these Bills are reminders to re-visit this project and perhaps educate new members of our communities and our legislators. An easy to read and understand recent publication (Nov. 2020) by the EPA is available <https://www.epa.gov/transportation-air-pollution-and-climate-change/smog-soot-and-local-air-pollution>

We talked about ozone in the 1970's. President Nixon signed the Clean Air Act the last day of 1970. Here we are, a half of a century later taking a more serious look at updating regulation. In a recent casual conversation I overheard NH referred to as the “tail pipe of the nation.” How sad that is! When one looks at the respiratory diseases in our communities it is apparent we must take action. Diseases like asthma and pulmonary fibrosis continue to debilitate many. Millions suffer. In addition to information from the NH Lung Association there is an informative report entitled the NH Burden Report. You will find it easy to read, informative, and worthwhile study. <https://www.dhhs.nh.gov/dphs/cdpc/asthma/documents/asthma-burden->

I thank you for your time, and your service to the children, citizens, and visitors in the great State of N.H.. These Bills before you are all about the future!

Sincerely,

Susan E. Wiley

Archived: Tuesday, April 20, 2021 3:19:32 PM

From: [Joseph Kwasnik](#)




Sent: Sunday, February 7, 2021 6:17:22 PM

To: ~[House Science Technology and Energy](#)

Subject: NH House Remote Testify: 10:00 am - HB168, 3:00 pm - HB309, 4:00 pm - HB373 in House Science, Technology and Energy

Importance: Normal

Attachments:

[kwasniktestimonyHB168FN02072021.pdf](#)  [kwasniktestimonyHB30902072021.pdf](#)  [kwasniktestimonyHB37302072021.pdf](#) 

Dear Science, Technology and Energy Committee Members

Please find my written testimony in support of HB168 and HB309 and opposition to HB373.
Thank you.

Regards,

Joseph Kwasnik
54 Pleasant Street, Unit 8
Concord, NH 03301
6037307148

Archived: Tuesday, April 20, 2021 3:19:32 PM

From: [Gerald Beuchelt](#)

Sent: Sunday, February 7, 2021 5:16:33 PM

To: ~House Science Technology and Energy

Cc: [Thomas Doug](#)

Subject: NH House Remote Testify: 10:00 am - HB168 in House Science, Technology and Energy

Importance: Normal

Digitally Signed: Yes

Attachments:

[Regarding HB 168.pdf](#)  [Untitled attachment 00023.html](#)  [signature.asc](#) 

Dear Sir or Madam:

Please find my written testimony regarding HB 168 attached.

Sincerely,

--

Gerald Beuchelt

gerald@beuchelt.com

Archived: Tuesday, April 20, 2021 3:19:32 PM
From: [Madeleine Mineau](#)
Sent: Sunday, January 31, 2021 2:31:16 PM
To: ~House Science Technology and Energy
Subject: CENH testimony on HB119 and HB351
Importance: Normal

Attachments:

[CENH HB119 Testimony.pdf](#)  [CENH HB351 Testimony.pdf](#)  [2021-2023 Plan Part 4-1.pdf](#) 

Good afternoon Chairman Vose and honorable members of the Committee,
Please find attached written testimony for two bills with hearings scheduled tomorrow afternoon, HB351 and HB119, both related to the System Benefits Charge. **CENH opposes HB351 and supports HB119.**

In addition, to our testimony I know members of the committee have previously had questions regarding the bill impact of the Energy Efficiency Programs. The utilities had a bill impact analysis completed for the proposed 2021-2023 programs as filed to the PUC in September. These proposed SBC rates have since been modified (lowered) by a settlement agreement but I thought it still useful to show that in almost all cases but one, average customers see net bill savings from the proposed programs. This information is in attachment M in document "2021-2023 Plan Part 4-1" starting on page 181 of the PDF document.

Thank you for considering this input and I hope you all are having an enjoyable weekend. I look forward to testifying before your committee tomorrow.

Madeleine

--

Madeleine Mineau
Executive Director
Clean Energy NH (formerly NHSEA)
Cell phone: 607-592-6184



Virus-free. www.avg.com

Archived: Tuesday, April 20, 2021 3:18:03 PM

From: [Joseph Kwasnik](#)

Sent: Sunday, February 7, 2021 6:17:22 PM

To: ~House Science Technology and Energy

Subject: NH House Remote Testify: 10:00 am - HB168, 3:00 pm - HB309, 4:00 pm - HB373 in House Science, Technology and Energy

Importance: Normal

Attachments:

[kwasniktestimonyHB168FN02072021.pdf](#)  [kwasniktestimonyHB30902072021.pdf](#)  [kwasniktestimonyHB37302072021.pdf](#) 

Dear Science, Technology and Energy Committee Members

Please find my written testimony in support of HB168 and HB309 and opposition to HB373.
Thank you.

Regards,

Joseph Kwasnik
54 Pleasant Street, Unit 8
Concord, NH 03301
6037307148

Archived: Tuesday, April 20, 2021 3:18:03 PM

From: [Gerald Beuchelt](#)

Sent: Sunday, February 7, 2021 5:16:33 PM

To: [~House Science Technology and Energy](#)

Cc: [Thomas Doug](#)

Subject: NH House Remote Testify: 10:00 am - HB168 in House Science, Technology and Energy

Importance: Normal

Digitally Signed: Yes

Attachments:

[Regarding HB 168.pdf](#)  [Untitled attachment 00018.html](#)  [signature.asc](#) 

Dear Sir or Madam:

Please find my written testimony regarding HB 168 attached.

Sincerely,

--

Gerald Beuchelt

gerald@beuchelt.com

February 7, 2021

Chairman Michael Vose
Science, Technology and Energy Committee
New Hampshire House of Representatives

RE: HB168-FN An ACT requiring the adoption of innovative vehicle emissions standards pursuant to section 177 of the Federal Clean Air Act-Citizen Testimony

Dear Chairman Vose:

I am today submitting written testimony *in support* of HB 168-FN. My reasons for support of the bill are as follows:

1. Adoption of this legislation will result in reduced greenhouse gas and conventional tailpipe emissions. Increasing the number of LEV and ZEV vehicles in New Hampshire versus the existing fleet of cars and light duty vehicles powered by traditional fuels will reduce tailpipe emissions of greenhouse gases and other traditional tailpipe emissions.
2. Recent studies indicate that LEV's/ZEV's are less expensive to own and operate over the lifetime relative to gas and diesel fueled options. These studies also indicate that these vehicles save consumers between \$200-1300 in fuel costs per vehicle (Borlaug, 2020)
3. Fourteen states have adopted the LEV/ZEV vehicle emission standards in the US.
4. Adopting these vehicle emissions standards will improve the overall health of the citizens of New Hampshire. Let's do something that will protect our citizens and ensure that our environment is cleaner and remains attractive for our tourist and recreational industry.

This bill should pass, as it is good for New Hampshire.

Regards,

Joseph Kwasnik
54 Pleasant Street, Unit 8
Concord, NH 03301
6037307148

February 7, 2021

Chairman Michael Vose
Science, Technology and Energy Committee
New Hampshire House of Representatives

RE: HB168-FN An ACT requiring the adoption of innovative vehicle emissions standards pursuant to section 177 of the Federal Clean Air Act-Citizen Testimony

Dear Chairman Vose:

I am today submitting written testimony *in support* of HB 168-FN. My reasons for support of the bill are as follows:

1. Adoption of this legislation will result in reduced greenhouse gas and conventional tailpipe emissions. Increasing the number of LEV and ZEV vehicles in New Hampshire versus the existing fleet of cars and light duty vehicles powered by traditional fuels will reduce tailpipe emissions of greenhouse gases and other traditional tailpipe emissions.
2. Recent studies indicate that LEV's/ZEV's are less expensive to own and operate over the lifetime relative to gas and diesel fueled options. These studies also indicate that these vehicles save consumers between \$200-1300 in fuel costs per vehicle (Borlaug, 2020)
3. Fourteen states have adopted the LEV/ZEV vehicle emission standards in the US.
4. Adopting these vehicle emissions standards will improve the overall health of the citizens of New Hampshire. Let's do something that will protect our citizens and ensure that our environment is cleaner and remains attractive for our tourist and recreational industry.

This bill should pass, as it is good for New Hampshire.

Regards,

Joseph Kwasnik
54 Pleasant Street, Unit 8
Concord, NH 03301
6037307148



February 8, 2021

Hon. Michael Vose, Chair
House Committee on Science, Technology and Energy
Legislative Office Building Room 304
107 North Main Street
Concord, NH 03301

RE: Oppose – HB 168 – California Zero Emission Vehicle Mandate

Dear Chairman Vose and Members of the Committee:

On behalf of the Alliance for Automotive Innovation (Auto Innovators), I am writing to you today to note our opposition to House Bill 168, legislation seeking to require New Hampshire consumers to follow California's vehicle emissions standards. Formed in 2020, the Alliance for Automotive Innovation is the singular, authoritative, and respected voice of the automotive industry. Focused on creating a safe and transformative path for sustainable industry growth, the Alliance for Automotive Innovation represents the automakers responsible for producing nearly 99 percent of cars and light trucks sold in the U.S., as well as Tier 1 suppliers, and other automotive technology companies.

Understand from the outset that the only reason state legislators like yourselves are able to consider a serious policy discussion about transitioning the motoring public to electric vehicle technologies is due to the billions of dollars of research and development monies spent by our automaker and supplier members. By 2023, our members will have spent a quarter trillion dollars to develop, produce, and bring an electric vehicle future to reality. Automakers have made this investment for one reason alone; they want to sell more electric vehicles. No more telling example of this desire could be provided than a quick look at the commercials paid to run during last night's NFL Superbowl. The most expensive and most watched advertising time available in the entire year and one of our members took that opportunity to run two different commercials about electric vehicle technology. The reason the Auto Innovators oppose HB 168 is not because our members do not support the growth of an EV market, but because passing a Zero Emission Vehicle (ZEV) mandate is not what creates a viable ZEV marketplace.

One only has to look to New Hampshire's neighboring states to see that a Zero Emission Vehicle mandate alone is not going to change consumers' buying habits. Currently, ZEV comprise approximately 1.0% of the registered vehicles in New Hampshire. Maine and Rhode Island both adopted a ZEV mandate over a decade ago, but today they only stand at 1.2% and 1.4%, respectively. The reason for this is because both states employed the same tactics as proposed in HB 168; they adopted a mandate and then hoped. Neither of these states decided to put money behind the one thing shown to work – tax incentives. For many years, Georgia, which does not have a ZEV mandate, was second only to California in EV sales. It was the result of a considerable state-level tax incentive designed to get consumers to consider a ZEV for their next vehicle purchase. The year after this incentive was repealed, Georgia fell back to middle of the pack, where they are actually now tied with New Hampshire at about 1%.

In addition to not adopting a substantial tax incentive, Maine and Rhode Island also did not do much to address the other main obstacle identified by consumers to buying a ZEV – range anxiety. Other states have worked with utilities to build out a state-wide, public charging network or changed building codes to ensure new commercial and multi-unit residences, as well as parking garages, are built with minimum level of charging infrastructure. Some have also adopted ZEV-only parking or ZEV-only lanes on highways to provide another incentive for consumers to change.

These are the steps needed to build a sustainable ZEV marketplace.

Auto Innovators' member are committed to the long-term goals of decarbonization of the transportation sector. Collectively, there are 40 Battery Electric Vehicle (BEV), Plug-In Hybrid Electric Vehicle (PHEV), and Fuel Cell Electric Vehicle (FCEV) models offered for sale in the U.S. at present, and that number is going to quickly grow. Based on publicly available product planning announcements, it is expected that there will be over 100 such vehicles offered for sale by 2025. Recently, Auto Innovators and its members also publicly committed to working with the Biden Administration on a plan to address greenhouse gas emissions and spur the transition toward an EV future. Such discussions will likely lead to far more environmental benefit than another state adopting a ZEV mandate that they have no hope of meeting any time in the foreseeable future.

Thank you for your consideration of our position. Please do not hesitate to contact us, should we be able to provide any additional information.

Sincerely,



Wayne Weikel
Senior Director, State Affairs

Regarding HB 168: An Act requiring the adoption of innovative vehicle emissions standards pursuant to section 177 of the federal Clean Air Act

To: Science, Technology and Energy Committee
House of Representatives
New Hampshire General Court

From: Gerald Beuchelt, Bethlehem NH

Summary

As a citizen of New Hampshire, I respectfully request the committee to recommend against adoption of HB 168. The bill (i) exposes New Hampshire to new regulations created by another state with a very different economy and ecology; (ii) may likely introduce additional cost to local businesses and New Hampshire residents during a very difficult economic time; (iii) provides for limited tangible improvements.

Personal Background

I hold a Masters of Science-equivalent in Theoretical Physics (“Diplom Physiker”) from the University of Cologne, Germany and have academic and professional experience in the natural and applied sciences, interpretation of complex statistical models, and assessments of complex systems.

Issues

Exposure of New Hampshire Citizen to Laws and Regulations Created by Another State

HB 168 requires the adoption of California LEV and ZEV laws and regulations by the General Court. They would then be applied directly to New Hampshire residents and businesses. Changes to such California laws and regulations would be applied directly to New Hampshire with no direct input or democratic control by New Hampshire citizens and voters. It would burden local businesses with the implementation of these standards, and require them to implement future changes by legislators and bureaucrats who are not accountable to New Hampshire citizens.

While the General Court could determine at a later time to suspend or eliminate the implementation or continued compliance with such laws and regulations, such a change would undoubtedly introduce additional costly changes and introduce another period of regulatory insecurity.

While the California government means well, their regulations are not necessarily suitable to New Hampshire: we have a very different economy; our streets and cities are not as congested

and polluted as the Californian metropolitan areas; and our local way of life is in many ways different from California.

Undeterminable Cost to Local Businesses and Citizen During Times of Economic Hardship

The fiscal assessment of HB 168 as filed in the bill determines limited initial implementation cost, but recognizes that even at the state level there are a number of undeterminable costs. The assessment provides the following:

- There will be direct additional costs for citizens and residents in the form of a 15% increase of annual inspection sticker costs. Some of these costs to citizens are not even targeted for funding this program, but are instead a direct fee increase to add to the General Fund.
- The creation of at least one new compliance monitoring position which will be hard to eliminate should the program not be successful.
- It is unclear how much a third-party contractor for managing VIN tracking would cost.
- It is also unclear how much additional cost the state will incur through possible enforcement actions.
- Some additional software changes estimated at \$10,000 will be incurred initially. It is unclear what other potential software costs may arise if California regulators decide to change the standards.

But it should be clear that these will not be the only costs: Under a sensible risk management program, manufacturers and local businesses would be incentivized to create special reserves for paying potential penalties and fines. The costs for the creation of such reserves will need to be raised by increasing vehicle prices.

Vehicle prices will also raise due to the requirements to offer (under ZEV) and sell (under LEV) more costly vehicle models. Such a raise in vehicle prices across the entire fleet will make it less attractive for residents from neighboring states to shop in New Hampshire, resulting in lost revenue and jobs.

It should also be noted that high level of regulation championed by the Californian government has led to a material exodus of businesses and citizen to less regulated and taxed states. It would be a terrible mistake to introduce new, costly regulations to New Hampshire during a time of economic hardship for many citizens.

Limited Tangible Improvements

Past reviews of LEV III and ZEV program have yet to demonstrate material benefits to noxious gas or greenhouse gas emissions. HB 168 recognizes that many very low emission vehicle options are readily available in New Hampshire – only a limited number of special, more expensive models are not regularly offered in non-CARB standard states. The overall actual impact of a small number of models is not provided, and it should be noted that these can be

obtained if so desired from other states with a likely much smaller impact to the revenue of the local automotive retail business.

In general, the US has made very significant progress in massively reducing transportation emissions based on the federal standards, as documented in many US EPA studies. Adoption of electric vehicle is significant above comparable other industrialized countries.

Fiscal Notes

**HB 168-FN- FISCAL NOTE
AS INTRODUCED**

AN ACT requiring the adoption of innovative vehicle emissions standards pursuant to section 177 of the federal Clean Air Act.

FISCAL IMPACT: State County Local None

STATE:	Estimated Increase / (Decrease)			
	FY 2021	FY 2022	FY 2023	FY 2024
Appropriation	\$0	\$96,000	\$0	\$0
Revenue	\$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Expenditures	\$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Funding Source:	<input checked="" type="checkbox"/> General <input type="checkbox"/> Education <input type="checkbox"/> Highway <input checked="" type="checkbox"/> Other - Motor Vehicle Air Pollution Abatement Fund			

METHODOLOGY:

This bill requires the adoption of California Low Emission/Zero Emission vehicle standards to protect public health, enable New Hampshire automotive customers to utilize the extended emissions-specific warranty, and to enable New Hampshire automotive dealers to carry Zero Emission Vehicles (ZEVs) in stock. The bill also makes an appropriation to the Department of Environmental Services to fund an additional position. The Department of Environmental Services indicates the bill would require it to adopt rules to implement the program, and to have the rules in place for vehicles delivered for sale in the State starting on January 1, 2021. The bill contains a general fund appropriation to the Department to establish a new Environmentalist III position to implement the program for the biennium ending June 30, 2022. After June 30, 2022, the program would be funded by the motor vehicle air pollution abatement fund, established by RSA 125-S:3. The fund is currently financed by a transfer of \$0.25 for each inspection sticker sold by the Division of Motor Vehicles. This bill would increase the inspection sticker cost from \$3.25 to \$3.75. Of the \$0.50 increase, \$0.25 would be deposited in the motor vehicle air pollution abatement fund and \$0.25 would be transferred to the general fund. The bill provides that a civil penalty not to exceed \$37,500 shall be levied on any manufacturer who sells, attempts to sell, or causes to be offered for sale a new motor vehicle that fails to meet the applicable emission standards in RSA 125-C:22. In addition, a civil penalty not to exceed \$5,000 per zero-emission vehicle credit would be levied on a manufacturer that produces and delivers for sale in New Hampshire fewer ZEVs than required to meet its ZEV credit obligation. Penalties collected

Bill as
Introduced

HB 168-FN - AS INTRODUCED

2021 SESSION

21-0152

08/11

HOUSE BILL ***168-FN***

AN ACT requiring the adoption of innovative vehicle emissions standards pursuant to section 177 of the federal Clean Air Act.

SPONSORS: Rep. McWilliams, Merr. 27; Rep. McGhee, Hills. 27; Rep. Caplan, Merr. 6

COMMITTEE: Science, Technology and Energy

ANALYSIS

This bill requires the adoption of California Low Emission/Zero Emission vehicle standards to protect public health, enable New Hampshire automotive customers to utilize the extended emissions-specific warranty, and to enable New Hampshire automotive dealers to carry Zero Emissions Vehicles in stock. The bill also makes an appropriation to the department of environmental services to fund an additional position.

Explanation: Matter added to current law appears in ***bold italics***.
Matter removed from current law appears ~~in brackets and struckthrough.~~
Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty One

AN ACT requiring the adoption of innovative vehicle emissions standards pursuant to section 177 of the federal Clean Air Act.

Be it Enacted by the Senate and House of Representatives in General Court convened:

1 1 Statement of Purpose. The general court finds that:

2 I. Implementation of the California Low Emission/Zero Emission Vehicle (LEV/ZEV)
3 program pursuant to section 177 of the Clean Air Act will result in consumer, public health, and
4 environmental benefits for citizens of New Hampshire. Currently the states of Vermont, Maine,
5 Massachusetts, New York, New Jersey, Connecticut, Oregon, Rhode Island, Maryland, and Colorado
6 have adopted the LEV/ZEV standards, while the states of Delaware, Pennsylvania, and Washington
7 have adopted only the LEV requirements. New Hampshire is the only state in the Northeast that
8 has not yet adopted this program.

9 II. Motor vehicles account for approximately one-half of the emissions of air pollutants that
10 cause the formation of ground level ozone and over one-third of the state's greenhouse gas emissions.
11 Ground level ozone is a respiratory irritant that can cause severe health impacts to the sick, the very
12 young, the elderly, and those with chronic respiratory conditions such as asthma. Greenhouse gases
13 contribute to climate change, which is causing more frequent and more extreme weather events that
14 have led to loss of life and significant damage to statewide infrastructure, particularly roads and
15 bridges.

16 III. Although vehicles sold in New Hampshire currently comport with the California
17 emissions standards (as a result of the harmonization of federal and California standards through
18 2025), New Hampshire consumers cannot benefit from the extended emissions-specific warranty
19 provisions of the California standards because New Hampshire has not formally adopted the
20 California standards. New Hampshire automobile dealers currently cannot obtain some types of
21 vehicles that manufacturers only allocate to ZEV states, thus limiting consumer choice within New
22 Hampshire. In addition, New Hampshire will benefit from reduced emissions upon California's
23 adoption of post-2025 standards, when the federal and California emissions standards will no longer
24 be in alignment.

25 2 New Section; Adoption of California Air Resources Board Standards. Amend RSA 125-C by
26 inserting after section 21 the following new sections:

27 125-C:22 Adoption of Vehicle Emissions Standards; Federal Clean Air Act.

28 I.(a) Notwithstanding RSA 541-A:3-b, on or before January 1, 2023, the commissioner of the
29 department of environmental services shall adopt rules, in accordance with the provisions of RSA
30 541-A, to implement the light duty motor vehicle exhaust emission standards of the state of

1 California section 1961.2 and the light duty motor vehicle greenhouse gas exhaust emission
2 standards of the state of California section 1961.3, and shall amend such regulations from time to
3 time, in accordance with changes in such standards. The regulations shall be applicable to new
4 motor vehicles sold in the state of New Hampshire upon the year of departmental rule adoption as
5 authorized by the federal Clean Air Act. Such regulations may incorporate by reference the
6 California motor vehicle emissions standards set forth in final regulations issued by the California
7 Air Resources Board pursuant to Title 13, California Code of Regulations, as of October 1, 2019 (last
8 amended October 1, 2019), and promulgated under the authority of Division 26 of the California
9 Health and Safety Code, as may be amended from time to time. Nothing in this section shall limit
10 the commissioner's authority to regulate motor vehicle emissions for any other class of vehicle.

11 II.(a) Rules adopted pursuant to this section shall also include requirements for the sale of
12 zero emissions vehicles (ZEV) or related provisions set forth in California Code of Regulations,
13 section 1962.2 starting on January 1, 2023, and using New Hampshire specific vehicle numbers.

14 (b) Such rules shall include a credit system in accordance with the regulations cited in
15 paragraph I for manufacturers of low emission vehicles (LEVs) and ZEVs. Manufacturers shall
16 receive credits for LEV/ZEV vehicles delivered to New Hampshire lots beginning January 1, 2021.
17 Credits received between January 1, 2021 and January 1 of the year the department adopts rules
18 under paragraph I shall be treated as received on January 1 of the year of departmental rule
19 adoption for purposes of expiration. Credits received by January 1 of the year of departmental rule
20 adoption shall not be traded or shared with other states or manufacturers.

21 III.(a) The administration of this section by the department shall be funded through the
22 motor vehicle air pollution abatement fund established by RSA 125-S:3.

23 125-C:23 Penalties. Notwithstanding RSA 125-C:15, the commissioner of the department of
24 environmental services shall:

25 I. Impose a civil penalty not to exceed \$37,500 on any manufacturer who sells, attempts to
26 sell, or causes to be offered for sale a new motor vehicle that fails to meet the applicable emission
27 standards in RSA 125-C:22.

28 II. Impose a civil penalty not to exceed \$5,000 per zero-emission vehicle credit on a
29 manufacturer that produces and delivers for sale in New Hampshire fewer ZEVs or ZEVs than
30 required to meet its ZEV credit obligation under rules adopted by the department in a given model
31 year.

32 III. All funds received from penalties under this section shall be deposited in the motor
33 vehicle air pollution abatement fund established in RSA 125-S:3

34 3 Inspection Stickers; Fees. Amend RSA 266:2 to read as follows:

35 266:2 Fees. The fee for inspection stickers shall be [~~\$3.25~~] **\$3.75** for each sticker furnished an
36 approved inspection station. The division shall transfer [~~\$.25~~] **\$.50** of each fee collected under this
37 section to the motor vehicle air pollution abatement fund established by RSA 125-S:3 and [~~\$.25~~] **\$.50**

HB 168-FN - AS INTRODUCED

- Page 3 -

1 of each fee collected under this section to the general fund. All unused stickers returned by the
2 approved inspection station to the division shall be refundable at the rate of [~~\$3.25~~] **\$3.75** each,
3 except that unused stickers purchased from the division for a fee of \$2.50 shall be refundable at the
4 same rate at which the stickers were purchased.

5 4 Motor Vehicle Air Pollution Abatement Fund; Funding Source Added. Amend RSA 125-S:4 to
6 read as follows:

7 125-S:4 Fund Established; Collection. Funding for the motor vehicle air pollution abatement
8 fund shall be from the portion of the motor vehicle inspection fee established by RSA 266:2 **and**
9 ***from penalties collected for sales of motor vehicles failing to meet applicable emission***
10 ***standards and misuse of zero-emission vehicle credits under RSA 125-C:23.***

11 5 Department of Environmental Services; Positions Established; Appropriation. There is
12 established within the department of environmental services one classified environmentalist III
13 position for the purposes of implementing the requirements of RSA 125-C:22. The sum necessary to
14 pay the salary, benefits, and other costs related to the positions established in this section is hereby
15 appropriated to the department of environmental services for the biennium ending June 30, 2022.
16 This appropriation shall be in addition to any other appropriations made to the department. The
17 governor is authorized to draw a warrant for said sum out of any money in treasury not otherwise
18 appropriated.

19 6 Effective Date. This act shall take effect 60 days after its passage.

would be deposited in the motor vehicle air pollution abatement fund. The Department estimated the fiscal impact of the bill based on the following assumptions:

- Additional annual income to the General Fund and the Motor Vehicle Air Pollution Abatement Fund based on 1,400,000 inspections in calendar year 2019, would increase by \$700,000 with \$350,000 deposited in both the motor vehicle air pollution abatement fund and the general fund (1,400,000 vehicles X \$0.50 per inspection sticker = \$700,000 divided by 2 = \$350,000)
- The Department is unable to estimate the potential penalty revenue, but reports that in other states that have adopted the ZEV requirements, no manufacturer has had to pay a penalty for failure to meet its ZEV credit obligations.
- The cost for a new full time Environmentalist III position, labor grade 23 would be \$96,000 in FY 2022, \$96,000 in FY 2023 and \$100,000 in 2023. These costs include salary, benefits, and necessary equipment and operating expenses.
- As with most states that have adopted the CA LEV/ZEV programs, a third party contractor would be engaged to assist in tracking and deciphering vehicle identification numbers (VINs) to determine compliance with the program. The cost of this contract is unknown.
- In addition, the State could incur costs for enforcement actions, if needed. The Department is unable to determine the likelihood of enforcement action or the potential costs.

The Department of Safety indicates the inspection system would be reprogrammed for the increased cost per inspection sticker. The VISION system (Vehicle Information System In an On-line Network) would also require reprogramming in order to receive updated information from the inspection system and distribute the increased amounts to the respective funds. The Department assumes these programming costs would be less than \$10,000. The Department estimates State revenue would increase by about \$700,000, with an additional \$350,000 deposited in the general fund and \$350,000 deposited in the motor vehicle air pollution abatement fund. This revenue estimate is based on approximately 1,400,000 inspection stickers sold annually.

There would be no impact on county or local revenues and expenditures.

AGENCIES CONTACTED:

Departments of Safety and Environmental Services