

Amendment to SB 52-FN

1 Amend the bill by replacing section 2 with the following:

2

3 2 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging Stations;
4 Operation of Electric Vehicle Charging Stations; Signage. Amend RSA 236:133 to read as follows:

5 236:133 Operation of Electric Vehicle Charging Stations; Signage.

6 I. ~~[The department of transportation shall coordinate with the Federal Highway~~
7 ~~Administration (FHWA) to ensure sufficient and up-to-date coverage of uniform signage on federal~~
8 ~~highways using the "Alternative Electric Vehicle Charging Symbol Sign."~~

9 H.] The department of transportation shall develop and install uniform signage consistent
10 with [FWHA's] **Federal Highway Administration (FHWA)'s** Manual on Uniform Traffic Control
11 Devices for use on state roadways to direct drivers to **electric vehicle** charging and hydrogen
12 fueling stations.

13 ~~[H.]~~ II. All publicly funded chargers, including those funded by the **New Hampshire**
14 Volkswagen **Mitigation** Trust [Settlement] or by federal or other competitively awarded funds,
15 installed after the effective date of this paragraph that are accessible to the public shall be equipped
16 to enable universal access.

17 ~~[H.]~~ III. An owner of an electric vehicle charging station shall not be deemed to be a
18 "utility," "public utility," or "public service company" solely by virtue of ~~[the fact that such an owner~~
19 ~~is an owner]~~ **ownership** of an electric vehicle charging station. ~~[All electricity distribution~~
20 ~~companies shall make available in tariffs terms and rates for electric vehicle charging stations and~~
21 ~~offer such information to the public.]~~

22 ~~[V. The public utilities commission shall:~~

23 ~~(a) Within 2 years, consider and determine whether it is appropriate to implement any~~
24 ~~of the following rate design standards for electric companies and public service companies:~~

25 ~~(1) Cost of service;~~

26 ~~(2) Prohibition of declining block rates;~~

27 ~~(3) Time of day rates;~~

28 ~~(4) Seasonal rates;~~

29 ~~(5) Interruptible rates;~~

30 ~~(6) Load management techniques; and~~

31 ~~(7) Demand charges.~~

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- Page 2 -

1 ~~(b) Consider and determine whether it is appropriate to implement electric vehicle time~~
2 ~~of day rates for residential and commercial customers. The standards for determination of such~~
3 ~~implementation shall include consideration whether such implementation would encourage energy~~
4 ~~conservation, optimal and efficient use of facilities and resources by an electric company, and~~
5 ~~equitable rates for electric consumers.~~

6 ~~VI.] IV.~~ IV. The owner or operator of a public electric vehicle charging station that requires
7 payment of a fee shall provide multiple payment options ~~[that allow access by the public].~~

8 ~~[VII.] V.~~ V. The owner or operator of a public electric vehicle charging station shall disclose the
9 location and characteristics of each such public electric vehicle charging station, including, but not
10 limited to, the address, voltage, and timing restrictions, to the federal database operated by the
11 United States Department of Energy Alternative Fuels Data Center ***and provide updates to this***
12 ***information as needed.***

SB 52-FN - AS AMENDED BY THE SENATE

03/16/2023 0818s

2023 SESSION

23-0919

07/10

SENATE BILL **52-FN**

AN ACT relative to the regulation and operation of electric vehicle charging stations.

SPONSORS: Sen. Lang, Dist 2; Sen. Watters, Dist 4

COMMITTEE: Transportation

AMENDED ANALYSIS

This bill modernizes the electric vehicle charging station statutes for electric vehicle infrastructure construction projects and establishes a committee to study electric vehicle charging infrastructure funding.

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 Three

AN ACT relative to the regulation and operation of electric vehicle charging stations.

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

1 1 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging Stations;
2 Definitions. Amend RSA 236:132 to read as follows:

3 236:132 Definitions. In this subdivision:

4 I. "Battery electric vehicle" means any vehicle that operates solely by use of a battery or
5 battery pack, or that is powered primarily through the use of an electric battery or battery pack and
6 uses a flywheel or capacitor that stores energy produced by an electric motor or through regenerative
7 braking to assist in vehicle operation.

8 ***II. "Behind the meter" or "customer side" means the service from the customer meter,***
9 ***including the customer's distribution panel, wires and all electric vehicle supply***
10 ***equipment (EVSE).***

11 ~~III.~~ "Electric vehicle" means any battery electric vehicle, fuel cell electric vehicle, or
12 plug-in hybrid electric vehicle.

13 ***IV. "Electric vehicle utility make-ready investment" means infrastructure installed***
14 ***and owned by electric distribution companies, such as transformers, conductors, and other***
15 ***front of the meter equipment, and the associated engineering and civil construction work***
16 ***necessary which enable the interconnection of behind the meter electric vehicle supply***
17 ***equipment.***

18 ***V. "Front of the meter" or "utility side" means the service from the grid, including***
19 ***the pole, wires, transformer, and all other equipment up to the customer meter to support***
20 ***EVSE development.***

21 ~~VI.~~ "Fuel cell electric vehicle" means any vehicle that operates solely by use of a
22 hydrogen fuel cell.

23 ~~IV.~~ ***VII.*** "Hybrid electric vehicle " means a motor vehicle that allows power to be delivered
24 to the driver wheels solely by a battery-powered electric motor that also incorporates the use of a
25 combustion engine to provide power to the battery, or any vehicle that allows power to be delivered
26 to the driver wheels by either a combustion engine or by a battery-powered electric motor, or both.

27 ~~V.~~ ***VIII.*** "Plug-in hybrid electric vehicle" means a hybrid electric vehicle that has the
28 capability to charge the battery or batteries used for vehicle propulsion from an off-vehicle electric
29 source, such that the off-vehicle source cannot be connected to the vehicle while the vehicle is in
30 motion.

1 ~~[VI.]~~ **IX.** "~~[Electronic]~~ **Electric** vehicle charging station " means an electric component or
2 cluster of component assemblies designed specifically to charge an electric vehicle battery by
3 transferring electric energy to a battery or a storage device in the vehicle.

4 ~~[VII.]~~ **X.** "Public electric vehicle charging station" means a charging station, electric
5 recharging point, charging point, or electric vehicle supply equipment, which is an element in an
6 infrastructure that supplies electricity for the recharging of plug-in electric vehicles, including all-
7 electric cars, neighborhood electric vehicles, and plug-in hybrids, and which allows any electric
8 vehicle owner or operator to access and use the charging station, located at a publicly available
9 parking space.

10 ~~[VIII.]~~ **XI.** "Publicly available parking space" means a parking space that has been
11 designated by a property owner or lessee to be available to, and ~~[accessibly]~~ **accessible** by, the public
12 **24 hours a day, 7 days a week** and may include on-street parking spaces and parking spaces in
13 surface lots or parking garages, but shall not include: (a) a parking space that is part of, or
14 associated with, a private residence; (b) a parking space that is reserved for the exclusive use of an
15 individual driver or vehicle or for a group of drivers or vehicles, such as employees, tenants, visitors,
16 or residents of a common interest development, or residents of an adjacent building; or (c) a parking
17 space reserved for persons who are ~~[blind and persons with walking disabilities]~~ **disabled** as defined
18 in RSA ~~[259:124]~~ **265:74**.

19 2 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging Stations;
20 Operation of Electric Vehicle Charging Stations; Signage. Amend RSA 236:133 to read as follows:

21 236:133 Operation of Electric Vehicle Charging Stations; Signage.

22 I. ~~[The department of transportation shall coordinate with the Federal Highway~~
23 ~~Administration (FHWA) to ensure sufficient and up-to-date coverage of uniform signage on federal~~
24 ~~highways using the "Alternative Electric Vehicle Charging Symbol Sign."~~

25 ~~[H.]~~ The department of transportation shall develop and install uniform signage consistent
26 with ~~[FHWA's]~~ **Federal Highway Administration (FHWA)'s** Manual on Uniform Traffic Control
27 Devices for use on state roadways to direct drivers to **electric vehicle** charging and hydrogen
28 fueling stations.

29 ~~[III.]~~ **II.** All publicly funded chargers, including those funded by the **New Hampshire**
30 Volkswagen **Mitigation** Trust ~~[Settlement]~~ or by federal or other competitively awarded funds,
31 installed after the effective date of this paragraph that are accessible to the public shall be equipped
32 to enable universal access.

33 ~~[IV.]~~ **III.** An owner of an electric vehicle charging station shall not be deemed to be a
34 "utility," "public utility," or "public service company" solely by virtue of ~~[the fact that such an owner~~
35 ~~is an owner]~~ **ownership** of an electric vehicle charging station. ~~[All electricity distribution~~
36 ~~companies shall make available in tariffs terms and rates for electronic vehicle charging stations and~~
37 ~~offer such information to the public.]~~

1 ~~[V.]~~ IV. The public utilities commission shall:

2 (a) Within 2 years, consider and determine whether it is appropriate to implement any
3 of the following rate design standards for electric companies and public service companies:

- 4 (1) Cost of service;
5 (2) Prohibition of declining block rates;
6 (3) Time of day rates;
7 (4) Seasonal rates;
8 (5) Interruptible rates;
9 (6) Load management techniques; and
10 (7) Demand charges.

11 (b) Consider and determine whether it is appropriate to implement electric vehicle time
12 of day rates for residential and commercial customers. The standards for determination of such
13 implementation shall include consideration whether such implementation would encourage energy
14 conservation, optimal and efficient use of facilities and resources by an electric company, and
15 equitable rates for electric consumers.

16 ~~[VI.]~~ V. The owner or operator of a public electric vehicle charging station that requires
17 payment of a fee shall provide multiple payment options ~~[that allow access by the public]~~.

18 ~~[VII.]~~ VI. The owner or operator of a public electric vehicle charging station shall disclose
19 the location and characteristics of each such public electric vehicle charging station, including, but
20 not limited to, the address, voltage, and timing restrictions, to the federal database operated by the
21 United States Department of Energy Alternative Fuels Data Center **and provide updates to this**
22 **information as needed.**

23 3 Study Committee Established; Electric Vehicle Charging Infrastructure.

24 I. There is established a committee to study funding mechanisms for electric vehicle
25 charging infrastructure.

26 II. Membership and Compensation.

27 (a) The members of the committee shall be as follows:

28 (1) Three members of the house of representatives, appointed by the speaker of the
29 house of representatives.

30 (2) One member of the senate, appointed by the president of the senate.

31 (b) Members of the committee shall receive mileage at the legislative rate when
32 attending to the duties of the committee.

33 III. Duties. The committee shall:

34 (a) Review currently available funding for electric vehicle charging infrastructure,
35 including for electric vehicle utility make-ready investments and front of the meter investments,
36 including:

- 37 (1) Existing state and federal funding sources; and

- 1 (2) Existing ratepayer funding.
- 2 (b) Identify additional, and determine the feasibility of, non-ratepayer sources of funding
3 for electric vehicle charging infrastructure, including for electric vehicle utility make-ready
4 investments and front-of-the-meter investments. Potential sources of funding may include, but are
5 not limited to:
- 6 (1) Meals and rooms tax revenue;
- 7 (2) Electric vehicle registration surcharges;
- 8 (3) Surcharges on electricity purchased through public electric vehicle charging
9 stations;
- 10 (4) Expanding eligible use of the municipal portion of motor vehicle registration fees;
11 and
- 12 (5) Incentivizing private capital through:
- 13 (A) Business profits tax and business enterprise tax credits.
- 14 (B) State utility property tax credits or exemptions.
- 15 (C) Enabling local property tax exemptions.
- 16 (c) Review non-ratepayer funding mechanisms utilized in other states; and
- 17 (d) Receive input from the public, relevant state agencies, and other entities it sees fit.
- 18 IV. Chairperson; Quorum. The members of the study committee shall elect a chairperson
19 from among the members. The first meeting of the committee shall be called by the first-named
20 house member. The first meeting of the committee shall be held within 45 days of the effective date
21 of this section. Three members of the committee shall constitute a quorum.
- 22 V. Report. The committee shall report its findings and any recommendations for proposed
23 legislation to the speaker of the house of representatives, the president of the senate, the house
24 clerk, the senate clerk, the governor, and the state library on or before November 1, 2024.
- 25 4 Effective Date. This act shall take effect 60 days after its passage.

SB 52-FN- FISCAL NOTE
AS INTRODUCED

AN ACT relative to the regulation and operation of electric vehicle charging stations.

FISCAL IMPACT: State County Local None

STATE:	Estimated Increase / (Decrease)			
	FY 2023	FY 2024	FY 2025	FY 2026
Appropriation	\$0	\$0	\$0	\$0
Revenue	\$0	\$0	\$0	\$0
Expenditures	\$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Funding Source:	<input type="checkbox"/> General <input type="checkbox"/> Education <input type="checkbox"/> Highway <input checked="" type="checkbox"/> Other - Volkswagen Mitigation Trust & National Electric Vehicle Infrastructure Funds			

METHODOLOGY:

This bill relates to the regulation and operation of electric vehicle (EV) charging stations. The Department of Transportation assumes Volkswagen Mitigation Trust (VW Trust) and National Electric Vehicle Infrastructure (NEVI) funds will be utilized to install Electric Vehicle Supply Equipment throughout the State over the next five years and the additional costs for signage is indeterminable at this time and is dependent on size, quantity, and location.

The Department adds that the VW Trust will spend approximately \$4.6 million on infrastructure charging. The State is allotted \$17.2 million in NEVI Program funding and the Department expects that approximately \$15 million will be dedicated to the installation of EV chargers. The remaining funds will cover design and program expenses. The Department notes that one caveat to the NEVI program is the discretionary funding aspect. The Department may apply for additional grants to increase the available funding.

AGENCIES CONTACTED:

Department of Transportation

REGULAR CALENDAR

April 18, 2023

HOUSE OF REPRESENTATIVES

REPORT OF COMMITTEE

The Committee on Science, Technology and Energy to which was referred SB 52-FN, relative to the regulation and operation of electric vehicle charging stations.

WITHOUT RECOMMENDATION

Original: House Clerk
Cc: Committee Bill File

COMMITTEE REPORT

Committee:	Science, Technology and Energy
Bill Number:	SB 52-FN
Title:	relative to the regulation and operation of electric vehicle charging stations.
Date:	April 18, 2023
Consent Calendar:	Regular Calendar
Recommendation:	WITHOUT RECOMMENDATION

Statement in support of Ought to Pass with Amendment: This bill creates a study committee to determine how to fund the necessary electrical infrastructure to support electric vehicle (EV) chargers. With growing EV adoption throughout the region, EV chargers are sorely needed throughout the state for out-of-state tourists and residents alike, especially north of Concord, and the need is only going to increase. The study committee would review existing funding sources and investigate additional sources. To be clear: this bill on its own does not create any new taxes or fees. It simply would start a process that would help keep tourism dollars here in New Hampshire, rather than losing them to our neighbors, all of which are ahead of us in EV charging infrastructure.

Amendment: 2023-1401h

Rep. Thomas Cormen

Statement in support of Inexpedient to Legislate: This bill would establish a study committee to study the installation of charging stations for electric vehicles (EV) in NH. The bill includes a directive to study ways that charging stations and their associated infrastructure can be paid for by someone other than EV users. While this is troubling, it is not the main problem with the bill. The main problem is that this study committee would duplicate tasks already assigned to an existing organization. RSA 238-A establishes the NH Transportation Council whose duties include studying and making recommendations on the same issues that this study committee would address including, "Investigate methods of encouraging investment in new technologies for transportation." In addition to this existing council, the Department of Environmental Services and the Department of Transportation have over \$21 million of non-ratepayer funded and on-going projects to deploy EV charging stations in our state, and Clean Energy NH has a stakeholder group studying the issue. Concerns about NH losing tourist dollars to neighboring states are misplaced as market forces will provide an adequate supply of charging stations in direct response to consumer demand.

Amendment:

Rep. Michael Harrington

Original: House Clerk
Cc: Committee Bill File

REGULAR CALENDAR

Science, Technology and Energy

SB 52-FN, relative to the regulation and operation of electric vehicle charging stations. **WITHOUT RECOMMENDATION**

Statement in support of Ought to Pass with Amendment: This bill creates a study committee to determine how to fund the necessary electrical infrastructure to support electric vehicle (EV) chargers. With growing EV adoption throughout the region, EV chargers are sorely needed throughout the state for out-of-state tourists and residents alike, especially north of Concord, and the need is only going to increase. The study committee would review existing funding sources and investigate additional sources. To be clear: this bill on its own does not create any new taxes or fees. It simply would start a process that would help keep tourism dollars here in New Hampshire, rather than losing them to our neighbors, all of which are ahead of us in EV charging infrastructure.

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Rep. Michael Harrington

Original: House Clerk

Cc: Committee Bill File

HOUSE COMMITTEE ON SCIENCE, TECHNOLOGY AND ENERGY

PUBLIC HEARING ON SB 52-FN

BILL TITLE: relative to the regulation and operation of electric vehicle charging stations.

DATE: April 17, 2023

LOB ROOM: 302-304 **Time Public Hearing Called to Order:** 9:30 a.m.

Time Adjourned: 10:37 a.m.

Committee Members: Reps. Vose, D. Thomas, Bernardy, Notter, Harrington, Merner, Lewicke, Ploszaj, Summers, McGhee, McWilliams, Parshall, Muns, Noel, W. Thomas, Cormen and Reynolds

Bill Sponsors:

Sen. Lang

Sen. Watters

TESTIMONY

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

Senator Tim Lang introduced

- Concern regarding tourism - Mas 2%-7% EV
- 40% of ski rentals come from Mass
- Utility make ready work should not come from/be paid for by ratepayers
- Looking for public/private partnerships in EV stations
- Fiscal note references federal waiver available
- Committee, not a Commission
- Why not use paid researchers
- Consider amendment to review charging station fees to replace road tax

Michael Licata - Eversource

- Supports bill
- Need to address "make work ready" particularly for fast charges
- Order of magnitude - Are the federal funds sufficient? Unknown
- Universal access:24/7 utility for any car manufacturer

Sam Evans-Brown - Clean Energy NH

- Opportunity for flexible charging - benefits of rate schedule permit
- Fast charges are needed and charge vote should be regulated
- Can remove vestigial PUC docket information

Lindsay Bourgoiru- Revision Energy

- Supports
- Install EV stations and solar units
- Need to accommodate high demand charges
- Concord stations owned by RE - Are universal? Unknown

Rebecca Ohler - DES

- Fed monies will 30-50 stations statewide - not enough to cover the entire need in the state
- "No" to option of combining with commission regarding EV payers of road tax
- Charges costs: \$100-150k plus electrical infrastructure (need 3 phase power, transformers)
- 15% of Volkswagen fund may be used for EV issues

House Remote Testify

Science, Technology and Energy Committee Testify List for Bill SB52 on 2023-04-17

Support: 43 Oppose: 0 Neutral: 0 Total to Testify: 0

[Export to Excel](#)

<u>Name</u>	<u>City, State</u> <u>Email Address</u>	<u>Title</u>	<u>Representing</u>	<u>Position</u>	<u>Testifying</u>	<u>Non-Germane</u>	<u>Signed Up</u>
Hill, Bonnie	South Sutton, NH hillbonnie@aol.com	A Member of the Public	Myself	Support	No	No	4/15/2023 8:24 AM
Liebowitz, Susan	Plainfield, NH supawali@hotmail.com	A Member of the Public	Myself	Support	No	No	4/16/2023 3:00 PM
Keegan, John	BOscawen, NH peoresnada@tds.net	A Member of the Public	Myself	Support	No	No	4/16/2023 8:18 PM
Francis, Amanda	Alton, NH Boatwinn04@gmail.com	A Lobbyist	Myself	Support	No	No	4/16/2023 8:55 PM
Richman, Susan	Durham, NH susan7richman@gmail.com	A Member of the Public	Myself	Support	No	No	4/16/2023 9:16 PM
Perencevich, Ruth	Concord, NH rperence@comcast.net	A Member of the Public	Myself	Support	No	No	4/16/2023 9:32 PM
Spencer, Louise	Concord, NH lpskentsstreet@gmail.com	A Member of the Public	Myself	Support	No	No	4/16/2023 9:39 PM
Lieberg, Gabriele	Newfields, NH w.wingate@comcast.net	A Member of the Public	Myself	Support	No	No	4/16/2023 9:45 PM
Jakubowski, Deborah	Loudon, NH dendeb146@gmail.com	A Member of the Public	Myself	Support	No	No	4/16/2023 9:59 PM
jakubowski, dennis	Loudon, NH dendeb146@gmail.com	A Member of the Public	Myself	Support	No	No	4/16/2023 10:05 PM
Wengenroth, Richard	Pembroke, NH rwengenroth2112@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 6:21 AM
Bushueff, Catherine	Sunapee, NH agawamdesigns@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 7:03 AM
Spielman, Kathy Sue	Durham, NH jspielman@comcast.net	A Member of the Public	Myself	Support	No	No	4/17/2023 7:07 AM

Cote, Lois	Manchester, NH lcote06@outlook.com	A Member of the Public	Myself	Support	No	No	4/17/2023 7:11 AM
Osmund, Dominic	Manchester, NH dominic@350nh.org	A Lobbyist	350NH Action	Support	No	No	4/17/2023 7:39 AM
berk, bruce	Pittsfield, NH bruce.berk.nh@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 7:44 AM
Brennan, Nancy	Weare, NH burningnan14@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 7:45 AM
Watters, Senator David	Dover, NH david.watters@leg.state.nh.us	An Elected Official	Myself	Support	No	No	4/17/2023 7:52 AM
Willing, Maura	Concord, NH maura.willing@comcast.net	A Member of the Public	Myself	Support	No	No	4/17/2023 7:55 AM
Blanchard, Sandra	Loudon, NH sandyblanchard3@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 8:18 AM
Beffa-Negrini, Patricia	Nelson, NH pbeffa@me.com	A Member of the Public	Myself	Support	No	No	4/17/2023 8:18 AM
kwasnik, joseph	concord, NH jkwasknik25@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 8:48 AM
Koch, Helmut	Concord, NH helmut.koch.2001@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 9:06 AM
Wessels, Susan	RINDGE, NH slwessels2010@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 9:27 AM
Bennett, Dan	Bow, NH dbennett@nhada.com	A Lobbyist	Myself	Support	No	No	4/17/2023 9:35 AM
Koch, Laurie	Concord, NH kochlj@aol.com	A Member of the Public	Myself	Support	No	No	4/17/2023 10:03 AM
Krakoff, Nick	Concord, NH nkrakoff@clf.org	A Lobbyist	Conservation Law Foundation	Support	No	No	4/17/2023 10:19 AM
Walker, Deborah Klein	Meredith, NH deb.publichealth@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 10:19 AM
Jones, Andrew	Pembroke, NH arj11718@yahoo.com	A Member of the Public	Myself	Support	No	No	4/17/2023 10:27 AM
Devore, Gary	Pembroke, NH torin_asheron@yahoo.com	A Member of the Public	Myself	Support	No	No	4/17/2023 10:30 AM
Moore, Susan	Franconia, NH susan.moore.franconia@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 10:42 AM

Reed, Barbara	North Swanzey, NH BDRreed74@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 10:50 AM
Thomas, A	Rindge, NH annekerosie@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 3:08 PM
Martin, Patricia	Rindge, NH pmartin2894@yahoo.com	A Member of the Public	Myself	Support	No	No	4/17/2023 3:08 PM
Merlone, Lynn	Rindge, NH prulone@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 3:08 PM
Hershey, Jane	Rindge, NH janelhershey@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 3:08 PM
Bissex, Hannah	Rindge, NH berardi.h@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 3:08 PM
Emus, Joanne	Hollis, NH jremus0322@aol.com	A Member of the Public	Myself	Support	No	No	4/17/2023 3:23 PM
Reardon, Donna	Concord, NH bugs42953@aol.com	A Member of the Public	Myself	Support	No	No	4/17/2023 4:37 PM
Holt, David	Somersworth, NH davholt@aol.com	A Member of the Public	Myself	Support	No	No	4/17/2023 7:18 PM
Rettew, Ann	Concord, NH abrettew@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 8:52 PM
Heath, Ruth	Canterbury, NH ruthmheath@comcast.net	A Member of the Public	Myself	Support	No	No	4/17/2023 9:24 PM
Greenwood, Nancy	Concord, NH nancgreenwood@yahoo.com	A Member of the Public	Myself	Support	No	No	4/17/2023 10:37 PM

HOUSE COMMITTEE ON SCIENCE, TECHNOLOGY AND ENERGY

SUBCOMMITTEE WORK SESSION on SB 52-FN

BILL TITLE: relative to the regulation and operation of electric vehicle charging stations.

DATE: April 17, 2023

Subcommittee Members: Reps. Vose, D. Thomas, Bernardy, Notter, Harrington, Merner, Lewicke, Berezny, Ploszaj, Summers, McGhee, McWilliams, Chretien, Parshall, Caplan, Muns, Noel, W. Thomas, Cormen and Raynolds

Comments and Recommendations: Submit amendment to eliminate section 4 (PUC). No rate payer or tax payer sources acceptable

Respectfully submitted,

Rep. JD Bernardy
Subcommittee Clerk



April 17, 2023
Representative Michael Vose, Chair
Representative Doug Thomas, Vice Chair
House Committee on Science, Technology & Energy
The General Court of New Hampshire
Legislative Office Building Room 304
107 North Main Street
Concord, NH 03301

Re: Testimony on SB 52, "An Act Relative to the Regulation and Operation of Electric Vehicle Charging Stations"

Chair Vose, Chair Thomas, and members of the Science, Technology & Energy Committee,

My name is Lindsay Bourgoine, and I serve as the Director of Policy & Government Affairs for ReVision Energy. As you know, ReVision Energy is an employee owned, certified B Corporation construction company with over 385 employees across our five branches in New England, with 100 staff right here in New Hampshire at our Brentwood and Enfield locations. In 2022 alone, we installed 10,000 kilowatts of residential solar and nearly 24 megawatts of commercial solar across the region—and hundreds of EV charging projects, too. In fact, we own the only public charging stations in Concord, located right here at the General Court lot. We have learned invaluable lessons over the past five years in effective charging infrastructure, and we are here today in support of SB 52.

Currently, driving an EV (other than a Tesla) into New Hampshire is like driving into a "charging desert." While a few fast public chargers do exist, they are typically in high traffic and densely populated locations where they will get the most use.

It is rare to find fast chargers in rural, low traffic or seasonal areas and this situation will remain so with the extremely high cost to install and operate chargers with limited usage as EV sales ramp up in our surrounding states and provinces. While we can expect private investment in charging along the interstates from the Massachusetts border to Concord, we see very little appetite to invest north of Concord or in the Southwest. We believe electrification should be feasible statewide to support our state's tourism economy and our rural communities, too.

So, what makes the business case for EV charging in New Hampshire so poor and how will this bill help?

Firstly, there are the capital costs: A significant cost comes from installing the utility owned infrastructure. This includes the new poles, wires, transformers and trenching to bring the power from the grid to the parking lot and this can be as much as 30% of the total cost. The customer must also pay for the installation of infrastructure that is behind the meter or on the customer side. On top of this, the customer must also pay for the most expensive equipment - the charging station. The total cost can run into hundreds of thousands of dollars for DC fast chargers, if not millions with multiple stations. We are pleased this study committee will dive into this exact challenge, evaluating available and additional funding for prudent utility make-ready investments.

Secondly, there are the operational costs. As you know, utilities assess their billing for peak power demand as well as energy consumption. Demand charge rates were originally designed



for steady power such as in a factory, not EV chargers that have “spiky” load profiles. Demand charges can be over 70% of a bill and can crush the business model as it is unfeasible to pass them onto drivers during the early days of EV adoption when station utilization is low. This is a significant deterrent to businesses, and we have even seen towns like Derry rip out their stations to avoid the high costs and unrecoverable demand charges. Again, we are pleased the bill as amended directs the PUC to evaluate and consider adoption of new rates for public EV charging stations to improve the economic case by designing an alternative that will work for the true cost of a “spiky” demand on the grid. Most other PUCs and utilities in the Northeast have designed a variety of programs that phase out over time to successfully spur private investment in both urban and rural charging stations, which could serve as effective models to review.

We did want to note that the amendment for this bill calls out the importance of not increasing costs to ratepayers. However, if EVs are charged during off peak hours or overnight, as most EV owners do without an incentive, it will drive down rates for everyone as this overwhelmingly adds incremental revenue to the utilities. Supporting public EV charging is not just about supporting our state’s thriving tourism economy by enabling charging across the state, but also helping all residents drive down costs as charging when the load is lowest on the grid means ISO does not have to increase generation.

We are confident there are many effective models and research to support and enable both the PUC and the study committee to quickly advance electrification here in New Hampshire. We enthusiastically ask you to pass SB 52. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Lindsay Bourgoine", with a long horizontal flourish extending to the right.

Lindsay Bourgoine
Director, Policy & Government Affairs
[ReVision Energy](#)
207.819.5663



CLEAN ENERGY NH

Your Voice in All Energy Matters

14 Dixon Ave, Suite 202 | Concord, NH 03301 | (603) 573-9926

April 17, 2023

Representative Michael Vose, Chair
House Science, Technology, and Energy Committee
Legislative Office Building, Room 304
Concord, NH 03301

Testimony on SB52, an act relative to the regulation and operation of electric vehicle charging stations

Dear Chairman Vose and members of the Committee,

Clean Energy NH supports the bill as written, particularly the establishment of the Electric Vehicle Charging Infrastructure Committee.

This bill would establish a committee to study funding mechanisms for public electric vehicle charging infrastructure. Such a committee would allow New Hampshire legislators to learn about opportunities and challenges regarding building a robust electric vehicles (EVs) charging network. This committee would build on discussion occurring over the past twelve months among public travel and tourism interests, the NH electric utilities, electric vehicles (EVs) charging developers, municipalities, NH non-profit groups, and the legislature itself.

This legislative committee would be timely. EVs are currently a small fraction of the New Hampshire passenger vehicle fleet, but that is changing rapidly. EVs have surpassed 5 percent of new vehicle sales, but are forecast to be more than 25 percent of new vehicle sales by 2026, and more than 50 percent of new vehicle sales by 2030.¹ New Hampshire is projected to see at least a ten-fold increase in EVs registered in the state over the next decade.² This adoption trend is expected to be more dramatic in the region surrounding New Hampshire. **ISO New England, the regional grid operator, is forecasting that there will be a 50-fold increase in EVs between 2022 and 2031, from 35 thousand to 1.9 million.**³ Further, many auto manufacturers have already announced that they will stop making gas and diesel vehicles by 2030 and 2035, and only offer EVs. Between New England and Quebec, there are expected to be more than 3 million EVs on the road by 2030.

Investment will be needed to prepare the economy for the widespread adoption of electric vehicles.

Meanwhile, other New England states that tourists may choose to visit have invested aggressively in public EV charging infrastructure. New Hampshire is already becoming known as a “charging desert” with fewer than half

¹ BNEF. “More Than Half of US Car Sales Will Be Electric by 2030.”

<https://www.bloomberg.com/news/articles/2022-09-20/more-than-half-of-us-car-sales-will-be-electric-by-2030>

² ISO-NE Load Forecast Committee. “2022 Final Transportation Electrification Forecast.” February 18, 2022.

https://www.iso-ne.com/static-assets/documents/2022/02/evf2022_forecast.pdf

³ ISO-NE Load Forecast Committee. “2023 Draft 2023 Transportation Electrification Adoption Forecast.”

https://isonewengland.com/static-assets/documents/2022/12/transfx2023_adopt.pdf

the number of publicly available ports as Maine and Vermont. As of April 14, 2023, Vermont has 870 public charging ports and Maine has 866, while New Hampshire has only 437.⁴ This disparity is mirrored in the number of DC fast charging stations, of which Vermont has 107 ports spread across 47 locations, Maine has 205 ports across 70 locations, and New Hampshire has 135 ports across 26 locations, but the majority of these chargers are only accessible to Tesla drivers.⁵

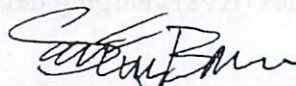
Without significant investment in charging infrastructure, made in advance of widespread EV adoption, EV-driving tourists choose other states for their vacations and day trips.

However, at this time, with a relatively low number of EVs on the road, it is not yet economic to build, operate, and maintain the adequate number of public EV charging facilities that will be needed in the next ten years. The utilization rates for stations in these areas is currently too low to recover the cost of construction. However, the stations must be built before more EVs reach the roads in order for NH to stay competitive with the states around us. This legislation will charge a legislative committee with reviewing *current and potential* funding sources for electric vehicle charging infrastructure, including for electric vehicle utility make-ready investments and “behind the meter” (which is to say, paid by the customer) investments.

Failure to support the development of public EV charging infrastructure will grant NH’s neighbors a competitive advantage in attracting tourists, who support NH’s second-largest industry.

We at Clean Energy NH strongly recommend that the Committee file a report recommending this bill “ought to pass” and we remain available to answer any questions or concerns you may have. Please contact either myself, Sam Evans-Brown (sam@cleanenergynh.org, (603) 573-9926 ext 700) or our Director of Legislative Affairs, Nick Paul, (nick@cleanenergynh.org, (603) 573-9926 ext 707) with questions.

Sincerely,



Sam Evans-Brown
Executive Director

Clean Energy NH is a 501(c)(3) nonprofit organization. Our membership includes 130+ businesses, 35 municipal members—comprising nearly 350,000 New Hampshire citizens—and 400+ individuals in every corner of the Granite State. We advocate for the adoption of clean energy initiatives through a non-partisan, fact-based lens. Further, Clean Energy NH hosts the Drive Electric NH coalition, which was formed to support electric vehicle (EV) adoption across the state. Drive Electric NH participants include New Hampshire based travel and tourism interests, NH electric utilities, public EV charging developers, municipal interests, and non-profit groups.

⁴ US DOE Alternative Fuel Data Center. *Electric Vehicle Supply Equipment (EVSE) Ports by State.*

<https://afdc.energy.gov/data/10366>

⁵ US DOE Alternative Fuel Data Center. *Electric Vehicle Supply Equipment (EVSE) Ports by State/Station Locator,*

<https://afdc.energy.gov/stations/states>

HOUSE COMMITTEE ON SCIENCE, TECHNOLOGY AND ENERGY

EXECUTIVE SESSION on SB 52-FN

BILL TITLE: relative to the regulation and operation of electric vehicle charging stations.

DATE: April 18, 2023

LOB ROOM: 302-304

MOTIONS: INEXPEDIENT TO LEGISLATE

Moved by Rep. Harrington

Seconded by Rep. Summers

Vote: 10-10

MOTIONS: OUGHT TO PASS WITH AMENDMENT

Moved by Rep. McGhee

Seconded by Rep. Muns

AM Vote: 14-6

Amendment # 2023-1401h

Moved by Rep. Muns

Seconded by Rep. McGhee

Vote: 10-10

WITHOUT RECOMMENDATION

CONSENT CALENDAR: NO

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep JD Bernardy, Clerk



2023 SESSION

Science, Technology and Energy

 Bill #: SB 52 Motion: ITL AM #: _____ Exec Session Date: 18 Apr 2023

<u>Members</u>	<u>YEAS</u>	<u>Nays</u>	<u>NV</u>
Vose, Michael Chairman	X		
Thomas, Douglas W. Vice Chairman	X		
Notter, Jeanine M.	X		
Harrington, Michael D.	X		
Merner, Troy E.	X		
Lewicke, John	X		
Berezhny, Lex	X		
Bernardy, JD Clerk	X		
Ploszaj, Tom	X		
Summers, James	X		
McGhee, Kat		X	
McWilliams, Rebecca J.		X	
Chretien, Jacqueline H.		X	
Parshall, Lucius		X	
Caplan, Tony		X	
Muns, Chris		X	
Noël, Henry W.		X	
Thomas, Wendy E.N.		X	
Cormen, Thomas H		X	
Raynolds, Ned		X	
TOTAL VOTE:	10	10	



1/31/2023 2:59:26 PM
Roll Call Committee Register
Report

2023 SESSION

Science, Technology and Energy

Bill #: SB 52 Motion: OTP AM #: 1401h Exec Session Date: 18 April 2023

<u>Members</u>	<u>YEAS</u>	<u>Nays</u>	<u>NV</u>
Vose, Michael Chairman		203 X	
Thomas, Douglas W. Vice Chairman		X	
Notter, Jeanine M.		X	
Harrington, Michael D.	X		
Merner, Troy E.		X	
Lewicke, John	X		
Berezhny, Lex	X		
Bernardy, JD Clerk		X	
Ploszaj, Tom	X		
Summers, James		X	
McGhee, Kat	X		
McWilliams, Rebecca J.	X		
Chretien, Jacqueline H.	X		
Parshall, Lucius	X		
Caplan, Tony	X		
Muns, Chris	X		
Noël, Henry W.	X		
Thomas, Wendy E.N.	X		
Cormen, Thomas H	X		
Raynolds, Ned	X		
TOTAL VOTE:	14	6	



2023 SESSION

Science, Technology and Energy

 Bill #: SB52 Motion: OTPA AM #: 1401h Exec Session Date: 18 Apr 2023

<u>Members</u>	<u>YEAS</u>	<u>Nays</u>	<u>NV</u>
Vose, Michael Chairman		X	
Thomas, Douglas W. Vice Chairman		X	
Notter, Jeanine M.		X	
Harrington, Michael D.		X	
Merner, Troy E.		X	
Lewicke, John		X	
Berezhny, Lex		X	
Bernardy, JD Clerk		X	
Ploszaj, Tom		X	
Summers, James		X	
McGhee, Kat	X		
McWilliams, Rebecca J.	X		
Chretien, Jacqueline H.	X		
Parshall, Lucius	X		
Caplan, Tony	X		
Muns, Chris	X		
Noël, Henry W.	X		
Thomas, Wendy E.N.	X		
Cormen, Thomas H	X		
Raynolds, Ned	X		
TOTAL VOTE:	10	10	