LEGISLATIVE COMMITTEE MINUTES

SB417

Bill as Introduced

SB 417-FN - AS INTRODUCED

2022 SESSION

22-2986
12/10

SENATE BILL ***417-FN***

AN ACT establishing an electric school bus pilot program.

SPONSORS: Sen. Watters, Dist 4; Sen. Perkins Kwoka, Dist 21; Sen. Whitley, Dist 15; Sen. D'Allesandro, Dist 20; Sen. Sherman, Dist 24; Sen. Hennessey, Dist 1; Sen. Prentiss, Dist 5; Sen. Rosenwald, Dist 13; Sen. Avard, Dist 12; Sen. Soucy, Dist 18; Sen. Carson, Dist 14; Sen. Cavanaugh, Dist 16; Sen. Kahn, Dist 10; Rep. Telerski, Hills. 35; Rep. Steven Smith, Sull. 11

COMMITTEE: Transportation

ANALYSIS

This bill establishes an electric school bus pilot program within the department of energy.

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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

22-2986
12/10

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty Two

AN ACT establishing an electric school bus pilot program.

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

1 Electric Utility Investment in Distributed Energy Resources; Definitions. Amend RSA 374-G:2, I(b) to read as follows:

(b) ""Distributed energy resources" means energy storage, including battery storage in RSA 374-I.

2 New Chapter; Electric School Bus Pilot Program. Amend RSA by inserting after chapter 374-H the following new chapter:

CHAPTER 374-I

ELECTRIC SCHOOL BUS PILOT PROGRAM

374-I:1 Definitions. In this chapter:

I. "Department" means the department of energy.

II. "Electric school bus" means a school bus that is powered exclusively by an electric motor that draws its current from rechargeable storage batteries, which are recharged with electricity from an electric vehicle charging station.

III. "Electric school bus pilot program" means a pilot program conducted by an entity under this chapter.

IV. "Incremental administrative and operating costs" means the amount by which the cost of administering and operating an electric school bus program exceeds the cost of administering and operating a diesel school bus program.

V. "Incremental costs of purchasing and deploying electric school buses" means the amount by which the costs of purchasing and deploying electric school buses exceeds the costs of purchasing and deploying diesel school buses.

VI. "Interconnection equipment" means a group of components or an integrated system that connects an electric vehicle charging station with the distribution system of an electric utility.

VII. "Interconnection facilities" means facilities required by the electric utility to accommodate the interconnection of an electric vehicle charging station.

VIII. "Participating school system" means a school system located within an electric utility company's service territory that:

(a) Participates in an electric school bus pilot program under an agreement between its school board and a participating entity; and

(b) Owns its school buses or contracts with another entity for school bus services.

IX. "Program costs" means:

(a) Any costs to deploy appropriate electric school bus charging infrastructure that are incurred by an entity implementing an electric school bus pilot program; and

(b) Rebates paid to a participating school system.

X. "Rebate" means an incentive provided by an entity to a participating school system that is equal to:

(a) The incremental costs of purchasing and deploying electric school buses to participating school systems; and

(b) Associated incremental and administrative and operating costs incurred by a participating school system in implementing its electric school bus pilot program.

XI. "Vehicle-to-grid" means a system in which plug-in electric vehicles communicate with the power grid to sell demand response services by either returning electricity to the grid or by throttling their charging rate.

XII. "Pay as you save" means a financial mechanism that allows a utility to pay for the upfront cost of a distributed energy solution and to recover its cost on the monthly bill with a charge that is less than the estimated savings.

374-I:2 Pilot Program Established.

I. There is hereby established an electric school bus pilot program to be implemented and administered by the department of energy.

II. The commissioner of the department of environmental services, at the request of the commissioner of the department of energy, may allocate funding from the New Hampshire Volkswagen Mitigation Trust for the electric school bus pilot program.

III. The commissioner of the department of energy may apply for and accept federal funding for electric vehicles or electric vehicle infrastructure for the purposes of administering this program.

374-I:3 Requests for Proposals.

I. The department shall issue a request for proposals by July 1, 2022 and shall identify qualified pilot programs. The non-incremental costs of the purchase of electric school buses and electric vehicle service equipment shall, to the extent possible with available funds, be provided from funds derived from the Volkswagen settlement, federal, or other grant funds.

II. The request for proposal shall include a provision for the non-incremental costs for school bus purchases through a pay-as-you save program funded by the successful entity, but such a program is not a requirement for selection for the pilot program. To the extent possible electric vehicle service equipment shall be provided for the program by funding from the Volkswagen settlement and federal funds.

374-I:4 Qualified Pilot Programs.

I. Investor-owned utility companies, electric vehicle charging equipment companies, municipalities that operate school buses, and school bus companies contracted for services by a New

Hampshire school district, may apply to the department to implement an electric school bus pilot program. A qualifying pilot program must:

(a) Commence on or before December 31, 2023;

(b) Provide for the initial deployment of not less than 5 buses;

(c) Provide for electric school bus rebates to participating school systems;

(d) Allow the participating entity to use the storage batteries of the electric school buses to access the stored electricity through vehicle-to-grid technology, without additional compensation to the school system, for the electricity at times when the participating school system determines that the school buses are not needed to transport students;

(e) Ensure that a utility or other entity that uses electricity that a participating school system provides to charge an electric school bus battery replaces that electricity, at no cost to the participating school system, at times when the school buses are not in use and when:

(1) There is a power outage or emergency;

(2) Energy demand is high; or

(3) Renewable energy resources are intermittent;

(f) Provide for the selection of school systems that are included in the application for the pilot program on the basis of appropriate factors determined by the applicant, including the location benefits that the storage batteries of school buses are expected to bring to the regulation of energy supply and effects on peak demand cost savings for the participating utility or municipal aggregator;

(g) Consider, in determining the appropriate factors for applicant selection, the health and economic effects on target communities;

(h) Provide and install the interconnection equipment for vehicle-to-grid capacity and interconnection facilities for electric vehicle charging stations and train school personnel in the proper use of the equipment and facilities;

(i) Equip each electronic school bus with lap and shoulder belts in accordance with recommendations from the National Transportation Safety Board; and

(j) Consider criteria that benefit the health of students and the school districts that have a higher percentage of students receiving free and reduced meals than the state average.

II. An entity that applies to implement an electric school bus pilot program shall provide to the department any information, data, and analysis that the department requires.

III. The department shall approve, deny, or approve with modifications an application to implement an electric school bus pilot program.

374-I:5 Rulemaking Authority; Costs.

I. The department shall adopt rules, pursuant to RSA 541-A, to implement this chapter and, to the extent this program materially affects the interests of electric distribution utilities and their customers, to reasonably balance such interests with those of school districts and municipalities, and the health of students, for the public good, which may also be done through adjudicative proceedings

to the extent specified or not addressed in rules. Such rules shall include but not be limited to rules governing the provisions of the program for rebates and payments, metering, billing, and access to customer data for planning and operation of the program. Where the department has adopted rules in conformity with this chapter, complaints to and proceedings shall not be subject to RSA 541-A:29 or RSA 541-A:29-a.

II. Subject to the department's approval, a program operator may recover all reasonable and prudent program costs incurred under an electric school bus pilot program through a rate application to be reviewed and approved by the department. The cost to a utility for make-ready transmission to a facility for this program shall be a recoverable cost.

III. A rate application under this subsection shall include conforming changes to the participating company's applicable rate schedule, if such exist.

IV. Subject to the department's approval, the electric school bus pilot program shall become a regular rate schedule of the participating entity.

374-I:6 Reports. An entity that establishes an electric school bus pilot program authorized by this chapter shall, in consultation with each participating school system, by January 1, 2023 and each year thereafter for the duration of the pilot program, report, on the status of the pilot program to the department, the governor, the senate president, speaker of the house, and chairs of the senate transportation committee, and the house transportation and science, technology, and energy committees. The report shall include:

I. An evaluation of the environmental and health benefits of the pilot program; and

II. The financial costs and benefits of implementing the pilot program to the participating school system and the participating entity, including:

(a) The deployment, operating, and maintenance of the electric school buses; and

(b) The use of vehicle-to-grid technology.

374-I:7 Additional Funds.

I. If additional funds become available for the program, at the request of a pilot program organization, the department may authorize an expansion of the scope, deployment, program costs, and duration of the electric school bus pilot program, or issue a new request for proposals.

II. If an entity that establishes an electric school bus program independent of a program established under this chapter may submit an application for approval of the electric school bus program.

3 Prospective Repeal. RSA 374-I, relative to electric school bus pilot programs, is repealed.

4 Effective Date.

I. Section 3 of this act shall take effect January 1, 2027.

II. The remainder of this act shall take effect 60 days after its passage.

LBA
22-2986
12/21/21

SB 417-FN- FISCAL NOTE
AS INTRODUCED

AN ACT establishing an electric school bus pilot program.

FISCAL IMPACT:

Due to time constraints, the Office of Legislative Budget Assistant is unable to provide a fiscal note for this bill, **as introduced**, at this time. The Department of Energy was contacted for a fiscal note worksheet initially on 11/23/2021 and again on 12/14/2021. When completed, the fiscal note will be forwarded to the Senate Clerk's Office.

AGENCIES CONTACTED:

Department of Energy

LBA
22-2986
Revised 2/1/22

SB 417-FN FISCAL NOTE
AS INTRODUCED

AN ACT establishing an electric school bus pilot program.

FISCAL IMPACT: [X] State [ ] County [ ] Local [ ] None

	Estimated Increase / (Decrease)			
STATE:	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**
Appropriation	$0	$0	$0	$0
Revenue	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Expenditures	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Funding Source:	[ ] General [ ] Education [ ] Highway [X] Other - Volkswagen Settlement, Federal Funds, Utility Assessment			

METHODOLOGY:

This bill establishes an electric school bus pilot program within the Department of Energy. Investor-owned utility companies, electric vehicle charging equipment companies, municipalities that operate school buses, and school bus companies contracted for services by a New Hampshire school district, would qualify for the program. The program operator may recover reasonable and prudent program costs incurred under the program through a rate application, subject to review and approval of the Department. The Department of Environmental Services, at the request of the Commissioner of the Department of Energy, may allocate funding from the New Hampshire Volkswagen Mitigation Trust for the electric school bus pilot program. The Commissioner of the Department of Energy may also apply for and accept federal funding for electric vehicles or electric vehicle infrastructure for the purposes of administering this program.

The Department of Energy indicates additional staff time would be necessary to develop the request for proposals, score the results and approve or deny applications. In addition, staff time will be needed to undertake rulemaking and to review and approve the submitted rate applications, including determining what are reasonable and prudent costs. The number of additional staff and total staff time necessary will depend upon available funding and the number and size of qualified pilot programs and cannot be determined at this time. The cost of the additional staff time for the pilot programs could be covered by the utility assessment.

It is assumed that any fiscal impact would occur after FY 2022.

AGENCIES CONTACTED:

Department of Energy

SB 417-FN - AS AMENDED BY THE SENATE

03/24/2022 1128s

2022 SESSION

22-2986
12/10

SENATE BILL ***417-FN***

AN ACT establishing an electric school bus pilot program.

SPONSORS: Sen. Watters, Dist 4; Sen. Perkins Kwoka, Dist 21; Sen. Whitley, Dist 15; Sen. D'Allesandro, Dist 20; Sen. Sherman, Dist 24; Sen. Hennessey, Dist 1; Sen. Prentiss, Dist 5; Sen. Rosenwald, Dist 13; Sen. Avard, Dist 12; Sen. Soucy, Dist 18; Sen. Carson, Dist 14; Sen. Cavanaugh, Dist 16; Sen. Kahn, Dist 10; Rep. Telerski, Hills. 35; Rep. Steven Smith, Sull. 11

COMMITTEE: Transportation OTP/A 5-0 CONSENT

AMENDED ANALYSIS

This bill establishes an electric school bus pilot program within the department of environmental services.

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 Two

AN ACT establishing an electric school bus pilot program.

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

1 New Chapter; Electric School Bus Pilot Program. Amend RSA by inserting after chapter 374-H the following new chapter:

CHAPTER 374-I

ELECTRIC SCHOOL BUS PILOT PROGRAM

374-I:1 Definitions. In this chapter:

I. "Electric school bus" means a school bus that is powered exclusively by an electric motor that draws its current from rechargeable storage batteries, which are recharged with electricity from an electronic vehicle charging station.

II. "Electronic vehicle charging station" means an electronic vehicle charging station as defined in RSA 236:132.

III. "Incremental cost" means, for the purpose of this program, the difference in cost between the purchase and deployment of a conventional school bus versus the purchase and deployment of an electric school bus and may be inclusive of the cost of the vehicle, infrastructure such as electric charging infrastructure necessary to operate the vehicle, and any additional administration cost of implementing an electric school bus program.

IV. "Interconnection equipment" means a group of components or an integrated system that connects an electronic vehicle charging station with the distribution system of an electric utility.

V. "Interconnection facilities" means facilities required by the electric utility to accommodate the interconnection of an electronic vehicle charging station.

VI. "Participating school district" means a school district located within an electric utility company's service territory that:

(a) Participates in an electric school bus vehicle-to-grid or demand response pilot program either as the participating entity or under an agreement with a participating entity; and

(b) Owns its school buses or contracts for school bus services.

VII. "Program costs" mean any costs to acquire and deploy electric school buses.

VIII. "Vehicle-to-grid" means a system in which the energy stored in the batteries of plug-in electric vehicles can be returned to the electrical grid.

374-I:2 Pilot Program Established.

I. There is hereby established an electric school bus pilot program to be administered by the department of environmental services.

II. The commissioner of the department of environmental services may allocate funding from the New Hampshire Volkswagen Mitigation Trust for the electric school bus pilot program and may apply for and accept any other federal funding for the purposes of funding and administering this program.

374-I:3 Requests for Proposals. The department of environmental services shall initiate an electric school bus pilot program within 3 months of the effective date of this chapter to provide available funding for electric school buses and associated charging infrastructure. A request for proposal shall identify the amount of funding that is available to offset the incremental costs of the electric school buses, the electric vehicle service equipment, and the administrative costs of implementing a qualified pilot program.

374-I:4 Qualified Pilot Programs. A qualifying pilot program shall:

I. Allow proposals to be submitted by any of the following:

(a) Investor-owned utilities;

(b) Electric vehicle charging equipment providers;

(c) Municipalities or school districts that operate school buses;

(d) Entities that have experience in owning and operating electric vehicle charging equipment; or

(e) School bus companies contracted for services by a New Hampshire school district.

II. Commence on or before December 31, 2023.

III. Allow, pending review and approval of the department of energy, the local electric utility to access and utilize the energy stored in the batteries of the electric school buses at times when such action is necessary to meet current power demand or when utilizing the energy in the stored batteries can lower the cost of supplying power to customers, provided that the participating school district determines that the school buses are not needed to transport students and that the participating entity is fairly compensated for energy recovered from the batteries.

IV. Allow, after the review of the department of energy, the cost to a utility for make-ready transmission or distribution to a facility, and any other costs reasonably incurred by the utility in support of this program to be a recoverable cost.

V. Provide training for school personnel in the proper use of the equipment and facilities.

VI. Require each funded bus to comply with the recommendations the National Transportation Safety Board relative to student transportation and provide for adequate interior heat for winter operations.

VII. Require selected applicants provide the department of energy with any information, data, and analysis that the department requires, including data relative to electric rates, and benefits and costs of the pilot program.

374-I:5 Reports. The department of environmental services shall, by January 31, 2023 and each year thereafter for the duration of any approved pilot program, report on the status of the pilot

program to the governor, the senate president, speaker of the house, and the chair of the senate transportation committee, and the chair of the house transportation and science, technology and energy committee. The report shall include:

I. An evaluation of the environmental and health benefits of the pilot program; and

II. The financial costs and benefits of implementing the pilot program to the participating school system and the participating entity, including:

(a) The deployment, operating, and maintenance of the electric school buses; and

(b) The use of vehicle-to-grid technology.

374-I:6 Additional Funds. If additional funds become available for the program the department of environmental services shall issue a new request for proposals. Eligible applicants shall include both entities funded and not funded through the initial program.

2 Prospective Repeal. RSA 374-I, relative to electric school bus pilot programs, is repealed.

3 Effective Date.

I. Section 2 of this act shall take effect January 1, 2027.

II. The remainder of this act shall take effect 60 days after its passage.

LBA
22-2986
Revised 2/1/22

SB 417-FN- FISCAL NOTE
AS INTRODUCED

AN ACT establishing an electric school bus pilot program.

FISCAL IMPACT: [X] State [ ] County [ ] Local [ ] None

	Estimated Increase / (Decrease)			
STATE:	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**
Appropriation	$0	$0	$0	$0
Revenue	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Expenditures	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Funding Source:	[ ] General [ ] Education [ ] Highway [X] Other - Volkswagen Settlement, Federal Funds, Utility Assessment			

METHODOLOGY:

This bill establishes an electric school bus pilot program within the Department of Energy. Investor-owned utility companies, electric vehicle charging equipment companies, municipalities that operate school buses, and school bus companies contracted for services by a New Hampshire school district, would qualify for the program. The program operator may recover reasonable and prudent program costs incurred under the program through a rate application, subject to review and approval of the Department. The Department of Environmental Services, at the request of the Commissioner of the Department of Energy, may allocate funding from the New Hampshire Volkswagen Mitigation Trust for the electric school bus pilot program. The Commissioner of the Department of Energy may also apply for and accept federal funding for electric vehicles or electric vehicle infrastructure for the purposes of administering this program.

The Department of Energy indicates additional staff time would be necessary to develop the request for proposals, score the results and approve or deny applications. In addition, staff time will be needed to undertake rulemaking and to review and approve the submitted rate applications, including determining what are reasonable and prudent costs. The number of additional staff and total staff time necessary will depend upon available funding and the number and size of qualified pilot programs and cannot be determined at this time. The cost of the additional staff time for the pilot programs could be covered by the utility assessment.
It is assumed that any fiscal impact would occur after FY 2022.

AGENCIES CONTACTED:

Department of Energy

LBA
22-2986
Amended 5/2/22

SB 417-FN FISCAL NOTE
AS AMENDED BY THE HOUSE (AMENDMENT #2022-1556h)

AN ACT establishing an electric school bus pilot program.

FISCAL IMPACT: [X] State [ ] County [X] Local [ ] None

	Estimated Increase / (Decrease)			
STATE:	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**
Appropriation	$0	$0	$0	$0
Revenue	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Expenditures	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Funding Source:	[X] General [ ] Education [ ] Highway [X] Other - Volkswagen Mitigation Trust Fund, federal funds			

LOCAL:

Revenue	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Expenditures	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase

METHODOLOGY:

This bill establishes an electric school bus pilot program within the department of environmental services.

The New Hampshire Department of Environmental Services indicates funding for the pilot program may be from the New Hampshire Volkswagen Mitigation Trust or the Department may apply for and accept other federal funding, possibly from the EPA Bipartisan Infrastructure Law, Clean School Bus Program. The program will provide funding for the incremental cost of electric school buses and associated charging infrastructure as well as administrative costs to implement the pilot program. The Department estimated the costs to implement the program would be $7,140 based on 140 hours of work to develop a request for proposals, evaluate responses, select proposals, develop contracts and oversee project implementation. Following the first year, an additional 25 hours per year would be needed for oversight of the 5-year contracts, review of project reports and preparation of required legislative reports. This cost is estimated at $1,275 per year.

In addition to the administrative costs, the incremental cost of an electric school bus versus a conventional diesel bus is estimated to be:

- $200,000 to $250,000 per bus;
- Charging infrastructure is estimated at $10,000-$30,000 per bus;
- The cost of driver and technician training is estimated at $5000 per project (whether project is one or five buses).
- The total incremental cost is $211,000 to $285,000 per bus. Assuming 5 buses would be funded by this project, the total cost for 5 buses estimated to be $1,055,000 to $1,425,000.

The Department assumes grants would be awarded to municipalities and/or private school transportation providers, resulting in indeterminable local revenues and expenditures.

The Department of Energy indicates the potential cost to the Department is indeterminable. Additional staff time will be necessary to evaluate the plans submitted by utilities to access energy stored in the batteries of the electric school buses, to review the costs incurred by utilities, including physical infrastructure, and to determine if such costs were reasonably incurred. The amount of additional staff time and the possible need for additional staff is not known and will depend upon the funding available and the number and size of qualified pilot programs.

It is assumed that any fiscal impact would occur after FY 2022.

AGENCIES CONTACTED:

Departments of Environmental Services and Energy

SB 417-FN - AS AMENDED BY THE SENATE

03/24/2022 1128s

2022 SESSION

22-2986
12/10

SENATE BILL ***417-FN***

AN ACT establishing an electric school bus pilot program.

SPONSORS: Sen. Watters, Dist 4; Sen. Perkins Kwoka, Dist 21; Sen. Whitley, Dist 15; Sen. D'Allesandro, Dist 20; Sen. Sherman, Dist 24; Sen. Hennessey, Dist 1; Sen. Prentiss, Dist 5; Sen. Rosenwald, Dist 13; Sen. Avard, Dist 12; Sen. Soucy, Dist 18; Sen. Carson, Dist 14; Sen. Cavanaugh, Dist 16; Sen. Kahn, Dist 10; Rep. Telerski, Hills. 35; Rep. Steven Smith, Sull. 11

COMMITTEE: Transportation

AMENDED ANALYSIS

This bill establishes an electric school bus pilot program within the department of environmental services.

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STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty Two

AN ACT establishing an electric school bus pilot program.

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

1 New Chapter; Electric School Bus Pilot Program. Amend RSA by inserting after chapter 374-H the following new chapter:

CHAPTER 374-I

ELECTRIC SCHOOL BUS PILOT PROGRAM

374-I:1 Definitions. In this chapter:

I. "Electric school bus" means a school bus that is powered exclusively by an electric motor that draws its current from rechargeable storage batteries, which are recharged with electricity from an electronic vehicle charging station.

II. "Electronic vehicle charging station" means an electronic vehicle charging station as defined in RSA 236:132.

III. "Incremental cost" means, for the purpose of this program, the difference in cost between the purchase and deployment of a conventional school bus versus the purchase and deployment of an electric school bus and may be inclusive of the cost of the vehicle, infrastructure such as electric charging infrastructure necessary to operate the vehicle, and any additional administration cost of implementing an electric school bus program.

IV. "Interconnection equipment" means a group of components or an integrated system that connects an electronic vehicle charging station with the distribution system of an electric utility.

V. "Interconnection facilities" means facilities required by the electric utility to accommodate the interconnection of an electronic vehicle charging station.

VI. "Participating school district" means a school district located within an electric utility company's service territory that:

(a) Participates in an electric school bus vehicle-to-grid or demand response pilot program either as the participating entity or under an agreement with a participating entity; and

(b) Owns its school buses or contracts for school bus services.

VII. "Program costs" mean any costs to acquire and deploy electric school buses.

VIII. "Vehicle-to-grid" means a system in which the energy stored in the batteries of plug-in electric vehicles can be returned to the electrical grid.

374-I:2 Pilot Program Established.

I. There is hereby established an electric school bus pilot program to be administered by the department of environmental services.

II. The commissioner of the department of environmental services may allocate funding from the New Hampshire Volkswagen Mitigation Trust for the electric school bus pilot program and may apply for and accept any other federal funding for the purposes of funding and administering this program.

374-I:3 Requests for Proposals. The department of environmental services shall initiate an electric school bus pilot program within 3 months of the effective date of this chapter to provide available funding for electric school buses and associated charging infrastructure. A request for proposal shall identify the amount of funding that is available to offset the incremental costs of the electric school buses, the electric vehicle service equipment, and the administrative costs of implementing a qualified pilot program.

374-I:4 Qualified Pilot Programs. A qualifying pilot program shall:

I. Allow proposals to be submitted by any of the following:

(a) Investor-owned utilities;

(b) Electric vehicle charging equipment providers;

(c) Municipalities or school districts that operate school buses;

(d) Entities that have experience in owning and operating electric vehicle charging equipment; or

(e) School bus companies contracted for services by a New Hampshire school district.

II. Commence on or before December 31, 2023.

III. Allow, pending review and approval of the department of energy, the local electric utility to access and utilize the energy stored in the batteries of the electric school buses at times when such action is necessary to meet current power demand or when utilizing the energy in the stored batteries can lower the cost of supplying power to customers, provided that the participating school district determines that the school buses are not needed to transport students and that the participating entity is fairly compensated for energy recovered from the batteries.

IV. Allow, after the review of the department of energy, the cost to a utility for make-ready transmission or distribution to a facility, and any other costs reasonably incurred by the utility in support of this program to be a recoverable cost.

V. Provide training for school personnel in the proper use of the equipment and facilities.

VI. Require each funded bus to comply with the recommendations the National Transportation Safety Board relative to student transportation and provide for adequate interior heat for winter operations.

VII. Require selected applicants provide the department of energy with any information, data, and analysis that the department requires, including data relative to electric rates, and benefits and costs of the pilot program.

374-I:5 Reports. The department of environmental services shall, by January 31, 2023 and each year thereafter for the duration of any approved pilot program, report on the status of the pilot

program to the governor, the senate president, speaker of the house, and the chair of the senate transportation committee, and the chair of the house transportation and science, technology and energy committee. The report shall include:

I. An evaluation of the environmental and health benefits of the pilot program; and

II. The financial costs and benefits of implementing the pilot program to the participating school system and the participating entity, including:

(a) The deployment, operating, and maintenance of the electric school buses; and

(b) The use of vehicle-to-grid technology.

374-I:6 Additional Funds. If additional funds become available for the program the department of environmental services shall issue a new request for proposals. Eligible applicants shall include both entities funded and not funded through the initial program.

2 Prospective Repeal. RSA 374-I, relative to electric school bus pilot programs, is repealed.

3 Effective Date.

I. Section 2 of this act shall take effect January 1, 2027.

II. The remainder of this act shall take effect 60 days after its passage.

SB 417-FN - AS AMENDED BY THE HOUSE

03/24/2022 1128s
21Apr2022... 1556h

2022 SESSION

22-2986
12/10

SENATE BILL ***417-FN***

AN ACT establishing an electric school bus pilot program.

SPONSORS: Sen. Watters, Dist 4; Sen. Perkins Kwoka, Dist 21; Sen. Whitley, Dist 15; Sen. D'Allesandro, Dist 20; Sen. Sherman, Dist 24; Sen. Hennessey, Dist 1; Sen. Prentiss, Dist 5; Sen. Rosenwald, Dist 13; Sen. Avard, Dist 12; Sen. Soucy, Dist 18; Sen. Carson, Dist 14; Sen. Cavanaugh, Dist 16; Sen. Kahn, Dist 10; Rep. Telerski, Hills. 35; Rep. Steven Smith, Sull. 11

COMMITTEE: Transportation

AMENDED ANALYSIS

This bill establishes an electric school bus pilot program within the department of environmental services.

Explanation: Matter added to current law appears in ***bold italics.***
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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 Two

AN ACT establishing an electric school bus pilot program.

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

1 New Chapter; Electric School Bus Pilot Program. Amend RSA by inserting after chapter 374-H the following new chapter:

CHAPTER 374-I

ELECTRIC SCHOOL BUS PILOT PROGRAM

374-I:1 Definitions. In this chapter:

I. "Electric school bus" means a school bus that is powered exclusively by an electric motor that draws its current from rechargeable storage batteries, which are recharged with electricity from an electronic vehicle charging station.

II. "Electronic vehicle charging station" means an electronic vehicle charging station as defined in RSA 236:132.

III. "Incremental cost" means, for the purpose of this program, the difference in cost between the purchase and deployment of a conventional school bus versus the purchase and deployment of an electric school bus and may be inclusive of the cost of the vehicle, infrastructure such as electric charging infrastructure necessary to operate the vehicle, and any additional administration cost of implementing an electric school bus program.

IV. "Interconnection equipment" means a group of components or an integrated system that connects an electronic vehicle charging station with the distribution system of an electric utility.

V. "Interconnection facilities" means facilities required by the electric utility to accommodate the interconnection of an electronic vehicle charging station.

VI. "Participating school district" means a school district located within an electric utility company's service territory that:

(a) Participates in an electric school bus vehicle-to-grid or demand response pilot program either as the participating entity or under an agreement with a participating entity; and

(b) Owns its school buses or contracts for school bus services.

VII. "Program costs" mean any costs to acquire and deploy electric school buses.

VIII. "Vehicle-to-grid" means a system in which the energy stored in the batteries of plug-in electric vehicles can be returned to the electrical grid.

374-I:2 Pilot Program Established.

I. There is hereby established an electric school bus pilot program to be administered by the department of environmental services.

II. The commissioner of the department of environmental services may allocate funding from the New Hampshire Volkswagen Mitigation Trust for the electric school bus pilot program and may apply for and accept any other federal funding for the purposes of funding and administering this program.

374-I:3 Requests for Proposals. The department of environmental services shall initiate an electric school bus pilot program within 3 months of the effective date of this chapter to provide available funding for electric school buses and associated charging infrastructure. A request for proposal shall identify the amount of funding that is available to offset the incremental costs of the electric school buses, the electric vehicle service equipment, and the administrative costs of implementing a qualified pilot program.

374-I:4 Qualified Pilot Programs. A qualifying pilot program shall:

I. Allow proposals to be submitted by any of the following:

(a) Electric distribution utilities;

(b) Electric vehicle charging equipment providers;

(c) Municipalities or school districts that operate school buses;

(d) Entities that have experience in owning and operating electric vehicle charging equipment; or

(e) School bus companies contracted for services by a New Hampshire school district.

II. Commence on or before December 31, 2023.

III. Allow, pending review and approval of the department of energy, plans submitted by the local electric utility to access and utilize the energy stored in the batteries of the electric school buses when utilizing the energy in the stored batteries can lower the cost of supplying power to customers, provided that the participating school district determines that the school buses are not needed to transport students and that the participating entity is fairly compensated for energy recovered from the batteries.

IV. Allow, after the review and approval of the public utilities commission, the cost to a utility for make-ready transmission or distribution to a facility, and any other costs reasonably incurred by the utility in support of this program to be a recoverable cost.

V. Provide training for school personnel in the proper use of the equipment and facilities.

VI. Require each funded bus to comply with the recommendations the National Transportation Safety Board relative to student transportation and provide for adequate interior heat for winter operations.

VII. Require selected applicants provide the department of energy with any information, data, and analysis that the department requires, including data relative to electric rates, and benefits and costs of the pilot program.

374-I:5 Reports. The department of environmental services shall, by January 31, 2023 and each year thereafter for the duration of any approved pilot program, report on the status of the pilot

program to the governor, the senate president, speaker of the house, and the chair of the senate transportation committee, and the chair of the house transportation and science, technology and energy committee. The report shall include:

I. An evaluation of the environmental and health benefits of the pilot program; and

II. The financial costs and benefits of implementing the pilot program to the participating school system and the participating entity, including:

(a) The deployment, operating, and maintenance of the electric school buses; and

(b) The use of vehicle-to-grid technology.

374-I:6 Additional Funds. If additional funds become available for the program the department of environmental services shall issue a new request for proposals. Eligible applicants shall include both entities funded and not funded through the initial program.

2 Prospective Repeal. RSA 374-I, relative to electric school bus pilot programs, is repealed.

3 Effective Date.

I. Section 2 of this act shall take effect January 1, 2027.

II. The remainder of this act shall take effect 60 days after its passage.

LBA
22-2986
Amended 5/2/22

SB 417-FN- FISCAL NOTE
AS AMENDED BY THE HOUSE (AMENDMENT #2022-1556h)

AN ACT establishing an electric school bus pilot program.

FISCAL IMPACT: [X] State [ ] County [X] Local [ ] None

	Estimated Increase / (Decrease)			
STATE:	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**
Appropriation	$0	$0	$0	$0
Revenue	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Expenditures	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Funding Source:	[X] General [ ] Education [ ] Highway [X] Other - Volkswagen Mitigation Trust Fund, federal funds			

LOCAL:

Revenue	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Expenditures	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase

METHODOLOGY:

This bill establishes an electric school bus pilot program within the department of environmental services.

The New Hampshire Department of Environmental Services indicates funding for the pilot program may be from the New Hampshire Volkswagen Mitigation Trust or the Department may apply for and accept other federal funding, possibly from the EPA Bipartisan Infrastructure Law, Clean School Bus Program. The program will provide funding for the incremental cost of electric school buses and associated charging infrastructure as well as administrative costs to implement the pilot program. The Department estimated the costs to implement the program would be $7,140 based on 140 hours of work to develop a request for proposals, evaluate responses, select proposals, develop contracts and oversee project implementation. Following the first year, an additional 25 hours per year would be needed for oversight of the 5-year contracts, review of project reports and preparation of required legislative reports. This cost is estimated at $1,275 per year.

In addition to the administrative costs, the incremental cost of an electric school bus versus a conventional diesel bus is estimated to be:

- $200,000 to $250,000 per bus;

- Charging infrastructure is estimated at $10,000-$30,000 per bus;
- The cost of driver and technician training is estimated at $5000 per project (whether project is one or five buses).
- The total incremental cost is $211,000 to $285,000 per bus. Assuming 5 buses would be funded by this project, the total cost for 5 buses estimated to be $1,055,000 to $1,425,000.

The Department assumes grants would be awarded to municipalities and/or private school transportation providers, resulting in indeterminable local revenues and expenditures.

The Department of Energy indicates the potential cost to the Department is indeterminable. Additional staff time will be necessary to evaluate the plans submitted by utilities to access energy stored in the batteries of the electric school buses, to review the costs incurred by utilities, including physical infrastructure, and to determine if such costs were reasonably incurred. The amount of additional staff time and the possible need for additional staff is not known and will depend upon the funding available and the number and size of qualified pilot programs.

It is assumed that any fiscal impact would occur after FY 2022.

AGENCIES CONTACTED:

Departments of Environmental Services and Energy

LBA
22-2986
Amended 4/8/22

SB 417-FN- FISCAL NOTE
AS AMENDED BY THE SENATE (AMENDMENT #2022-1128s)

AN ACT establishing an electric school bus pilot program.

FISCAL IMPACT: [X] State [ ] County [X] Local [ ] None

	Estimated Increase / (Decrease)			
STATE:	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**
Appropriation	$0	$0	$0	$0
Revenue	$0	Indeterminable	Indeterminable	Indeterminable
Expenditures	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Funding Source:	[X] General [ ] Education [ ] Highway [X] Other - Volkswagen Mitigation Trust Fund, federal funds			

LOCAL:

Revenue	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Expenditures	$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase

METHODOLOGY:

This bill establishes an electric school bus pilot program within the department of environmental services.

The New Hampshire Department of Environmental Services (NHDES) indicates potential federal funds from the Clean School Bus Program could increase state revenue by an indeterminable amount. NHDES estimates the cost to implement the program would be $7,140 based on 140 hours of work by existing staff to develop a request for proposals, evaluate responses, select proposals and develop a contract(s) with an applicant(s) and oversee project implementation. Following the first year an additional 25 hours/year would be required for oversight of the contract(s) at an estimated cost of $1,275 per year.

NHDES provides the following information on the incremental cost of an electric school bus versus a conventional diesel bus:

- Increment cost of a bus: estimated to be $200,000 to $250,000.
- Charging infrastructure is estimated at $10,000-$30,000 per bus.

- Driver and technician training is estimated at $5,000 per project (whether project is one or five buses).
- The total incremental cost is $211,000 to $285,000 per bus.
- Assuming 5 buses will be funded by this project, the total project cost would be estimated to be $1,055,000 to $1,425,000.
- Grants would be awarded to municipalities and/or private school transportation providers, resulting in indeterminable local revenues and expenditures.

The Department of Energy indicates the potential cost to the Department is indeterminable. The Department states additional staff time will be necessary to evaluate plans submitted by the utilities to access energy stored in the batteries of the electric school buses, review the costs incurred by utilities, including physical infrastructure, and determine if such costs were reasonably incurred. The amount of additional staff time and the possible need for additional staff is not known and will depend upon the funding available and the number and size of qualified pilot programs.

It is assumed that any fiscal impact would occur after FY 2022.

AGENCIES CONTACTED:

Departments of Environmental Services and Energy

Amendments

Sen. Watters, Dist 4
January 18, 2022
2022-0136s
12/10

Amendment to SB 417-FN

Amend the bill by replacing all after the enacting clause with the following:

1 Electric Utility Investment in Distributed Energy Resources; Definitions. Amend RSA 374-G:2, I(b) to read as follows:

(b) "Distributed energy resources" means:

(1) Electric generation equipment, including clean and renewable generation;

(2) Energy storage including battery storage in RSA 374-I;

(3) Energy efficiency;

(4) Demand response;

(5) Load reduction or control programs; and

(6) Technologies or devices located on or interconnected to the local electric distribution system for any purpose, including but not limited to reducing line losses, supporting voltage regulation, or peak load shaving, as part of a strategy for minimizing transmission and distribution costs as provided in RSA 374-F:3, III.

2 New Chapter; Electric School Bus Pilot Program. Amend RSA by inserting after chapter 374-H the following new chapter:

CHAPTER 374-I

ELECTRIC SCHOOL BUS PILOT PROGRAM

374-I:1 Definitions. In this chapter:

I. "Electric school bus" means a school bus that is powered exclusively by an electric motor that draws its current from rechargeable storage batteries, which are recharged with electricity from an electric vehicle charging station.

II. "Electric vehicle service equipment" means the equipment necessary to provide electric power to the electric vehicle in order to recharge the batteries of an electric vehicle.

III. "Incremental cost" means, for the purpose of this program, the difference in cost between the purchase and deployment of a conventional school bus versus the purchase and deployment of an electric school bus and may be inclusive of the cost of the vehicle, infrastructure such as electric charging infrastructure necessary to operate the vehicle, and any additional administration cost of implementing an electric school bus program.

IV. "Interconnection equipment" means a group of components or an integrated system that connects an electric vehicle charging station with the distribution system of an electric utility.

UNAPPROVED

V. "Interconnection facilities" means facilities required by the electric utility to accommodate the interconnection of an electric vehicle charging station.

VI. "Participating school district" means a school district located within an electric utility company's service territory that:

(a) Participates in an electric school bus vehicle-to-grid or demand response pilot program either as the participating entity or under an agreement with a participating entity; and

(b) Owns its school buses or contracts for school bus services.

VII. "Program costs" mean any costs to acquire and deploy electric school buses.

VIII. "Rebate" means any incentive provided by any party to a participating entity that is intended to offset the incremental or base cost of acquiring and deploying an electric school bus.

IX. "Vehicle-to-grid" means a system in which the energy stored in the batteries of plug-in electric vehicles can be returned to the electrical grid.

374-I:2 Pilot Program Established.

I. There is hereby established an electric school bus pilot program to be administered by the department of energy.

II. The commissioner of the department of environmental services, at the request of the commissioner of the department of energy, may allocate funding from the New Hampshire Volkswagen Mitigation Trust for the electric school bus pilot program.

III. The commissioner of the department of energy may apply for and accept federal funding for the purposes of administering this program.

374-I:3 Requests for Proposals.

I. The department of energy shall issue a request for proposals (RFP) within 3 months of the effective date of this chapter to provide funding for a limited number of electric school bus projects. The RFP shall identify the amount of funding that is available to offset the incremental costs of the electric school buses, the electric vehicle service equipment, and the administrative costs of implementing a qualified pilot program and may include criteria that benefit the health of students and school districts that have a higher percentage of students receiving free and reduced meals than the state average.

374-I:4 Qualified Pilot Programs. A qualifying pilot program shall:

I. Allow proposals to be submitted by any of the following:

(a) Investor-owned utilities;

(b) Electric vehicle charging equipment providers;

(c) Municipalities or school districts that operate school buses;

(d) Entities that have experience in owning and operating electric vehicle charging equipment; or

(e) School bus companies contracted for services by a New Hampshire school district.

II. Commence on or before December 31, 2023.

LSR PROVIDED

III. Provide for the initial deployment of not less than 5 buses at a proposed location.

IV. Allow the local electric utility to access and utilize the energy stored in the batteries of the electric school buses at times when such action is necessary to meet current power demand or when utilizing the energy in the stored batteries can lower the cost of supplying power to customers, provided that the participating entity determines that the school buses are not needed to transport students and that the participating entity is fairly compensated for energy recovered from the batteries.

V. Provide training for school personnel in the proper use of the equipment and facilities.

VI. Require each funded bus to comply with the recommendations the National Transportation Safety Board relative to student transportation.

VII. Require selected applicants provide the department of energy with any information, data, and analysis that the department requires, including data relative to electric rates, and benefits and costs of the pilot program.

374-I:5 Reports. The department of energy shall, by January 1, 2023 and each year thereafter for the duration of any approved pilot program, report on the status of the pilot program to the governor, the senate president, speaker of the house, and the chair of the senate transportation committee, and the chair of the house transportation and science, technology and energy committee. The report shall include:

I. An evaluation of the environmental and health benefits of the pilot program; and

II. The financial costs and benefits of implementing the pilot program to the participating school system and the participating entity, including:

(a) The deployment, operating, and maintenance of the electric school buses; and

(b) The use of vehicle-to-grid technology.

374-I:6 Additional Funds. If additional funds become available for the program the department of energy shall issue a new request for proposals. Eligible applicants shall include both entities funded and not funded through the initial program.

3 Prospective Repeal. RSA 374-I, relative to electric school bus pilot programs, is repealed.

4 Effective Date.

I. Section 3 of this act shall take effect January 1, 2027.

II. The remainder of this act shall take effect 60 days after its passage.

AMENDED
ADOPTED

2022-0136s

AMENDED ANALYSIS

This bill establishes an electric school bus pilot program within the department of energy.

UNAPPROVED

Sen. Watters, Dist 4
January 21, 2022
2022-0215s
12/11

Amendment to SB 417-FN

Amend the bill by replacing all after the enacting clause with the following:

1 New Chapter; Electric School Bus Pilot Program. Amend RSA by inserting after chapter 374-H the following new chapter:

CHAPTER 374-I

ELECTRIC SCHOOL BUS PILOT PROGRAM

374-I:1 Definitions. In this chapter:

I. "Electric school bus" means a school bus that is powered exclusively by an electric motor that draws its current from rechargeable storage batteries, which are recharged with electricity from an electronic vehicle charging station.

II. "Electronic vehicle charging station" means an electronic vehicle charging station as defined in RSA 236:132.

III. "Incremental cost" means, for the purpose of this program, the difference in cost between the purchase and deployment of a conventional school bus versus the purchase and deployment of an electric school bus and may be inclusive of the cost of the vehicle, infrastructure such as electric charging infrastructure necessary to operate the vehicle, and any additional administration cost of implementing an electric school bus program.

IV. "Interconnection equipment" means a group of components or an integrated system that connects an electronic vehicle charging station with the distribution system of an electric utility.

V. "Interconnection facilities" means facilities required by the electric utility accommodate the interconnection of an electronic vehicle charging station.

VI. "Participating school district" means a school district located within an electric utility company's service territory that:

(a) Participates in an electric school bus vehicle-to-grid or demand response pilot program either as the participating entity or under an agreement with a participating entity; and

(b) Owns its school buses or contracts for school bus services.

VII. "Program costs" mean any costs to acquire and deploy electric school buses.

VIII. "Vehicle-to-grid" means a system in which the energy stored in the batteries of plug-in electric vehicles can be returned to the electrical grid.

374-I:2 Pilot Program Established.

I. There is hereby established an electric school bus pilot program to be administered by the department of environmental services.

II. The commissioner of the department of environmental services may allocate funding from the New Hampshire Volkswagen Mitigation Trust for the electric school bus pilot program and may apply for and accept any other federal funding for the purposes of funding and administering this program.

374-I:3 Requests for Proposals. The department of environmental services shall initiate an electric school bus pilot program within 3 months of the effective date of this chapter to provide **available** funding for a ~~minimum of 5~~ electric school buses and associated charging infrastructure. A request for proposal shall identify the amount of funding that is available to offset the incremental costs of the electric school buses, the electric vehicle service equipment, and the administrative costs of implementing a qualified pilot program. ~~The program shall utilize project selection criteria that I) considers potential benefits to already disadvantaged communities.~~

374-I:4 Qualified Pilot Programs. A qualifying pilot program shall:

I. Allow proposals to be submitted by any of the following:

(a) Investor-owned utilities;

(b) Electric vehicle charging equipment providers;

(c) Municipalities or school districts that operate school buses;

(d) Entities that have experience in owning and operating electric vehicle charging equipment; or

(e) School bus companies contracted for services by a New Hampshire school district.

II. Commence on or before December 31, 2023.

~~III. Provide for the initial deployment of not less than 5 buses at a proposed location.~~

IV. Allow, pending review and approval of the department of energy, the local electric utility to access and utilize the energy stored in the batteries of the electric school buses at times when such action is necessary to meet current power demand or when utilizing the energy in the stored batteries can lower the cost of supplying power to customers, provided that the participating school district determines that the school buses are not needed to transport students and that the participating entity is fairly compensated for energy recovered from the batteries.

V. Allow, after the review of the department of energy, the cost to a utility for make-ready transmission or distribution to a facility, and any other costs reasonably incurred by the utility in support of this program to be a recoverable cost.

VI. Provide training for school personnel in the proper use of the equipment and facilities. VII. Require each funded bus to comply with the recommendations the National

Transportation Safety Board relative to student transportation**, and provide for adequate interior heat for winter operation.**

VIII. Require selected applicants provide the department of energy with any information, data, and analysis that the department requires, including data relative to electric rates, and benefits and costs of the pilot program.

374-I:5 Reports. The department of environmental services shall, by January 31, 2023 and each year thereafter for the duration of any approved pilot program, report on the status of the pilot program to the governor, the senate president, speaker of the house, and the chair of the senate transportation committee, and the chair of the house transportation and science, technology and energy committee. The report shall include:

I. An evaluation of the environmental and health benefits of the pilot program; and

II. The financial costs and benefits of implementing the pilot program to the participating school system and the participating entity, including:

(a) The deployment, operating, and maintenance of the electric school buses; and

(b) The use of vehicle-to-grid technology.

374-I:6 Additional Funds. If additional funds become available for the program the department of environmental services shall issue a new request for proposals. Eligible applicants shall include both entities funded and not funded through the initial program.

2 Prospective Repeal. RSA 374-I, relative to electric school bus pilot programs, is repealed.

3 Effective Date.

I. Section 2 of this act shall take effect January 1, 2027.

II. The remainder of this act shall take effect 60 days after its passage.

UNAPPROVED

2022-0215s

AMENDED ANALYSIS

This bill establishes an electric school bus pilot program within the department of environmental services.

UNAPPROVED

Senate Transportation
March 16, 2022
2022-1128s
12/10

Amendment to SB 417-FN

Amend the bill by replacing all after the enacting clause with the following:

1 New Chapter; Electric School Bus Pilot Program. Amend RSA by inserting after chapter 374-H the following new chapter:

CHAPTER 374-I

ELECTRIC SCHOOL BUS PILOT PROGRAM

374-I:1 Definitions. In this chapter:

I. "Electric school bus" means a school bus that is powered exclusively by an electric motor that draws its current from rechargeable storage batteries, which are recharged with electricity from an electronic vehicle charging station.

II. "Electronic vehicle charging station" means an electronic vehicle charging station as defined in RSA 236:132.

III. "Incremental cost" means, for the purpose of this program, the difference in cost between the purchase and deployment of a conventional school bus versus the purchase and deployment of an electric school bus and may be inclusive of the cost of the vehicle, infrastructure such as electric charging infrastructure necessary to operate the vehicle, and any additional administration cost of implementing an electric school bus program.

IV. "Interconnection equipment" means a group of components or an integrated system that connects an electronic vehicle charging station with the distribution system of an electric utility.

V. "Interconnection facilities" means facilities required by the electric utility to accommodate the interconnection of an electronic vehicle charging station.

VI. "Participating school district" means a school district located within an electric utility company's service territory that:

(a) Participates in an electric school bus vehicle-to-grid or demand response pilot program either as the participating entity or under an agreement with a participating entity; and

(b) Owns its school buses or contracts for school bus services.

VII. "Program costs" mean any costs to acquire and deploy electric school buses.

VIII. "Vehicle-to-grid" means a system in which the energy stored in the batteries of plug-in electric vehicles can be returned to the electrical grid.

374-I:2 Pilot Program Established.

I. There is hereby established an electric school bus pilot program to be administered by the department of environmental services.

II. The commissioner of the department of environmental services may allocate funding from the New Hampshire Volkswagen Mitigation Trust for the electric school bus pilot program and may apply for and accept any other federal funding for the purposes of funding and administering this program.

374-I:3 Requests for Proposals. The department of environmental services shall initiate an electric school bus pilot program within 3 months of the effective date of this chapter to provide available funding for electric school buses and associated charging infrastructure. A request for proposal shall identify the amount of funding that is available to offset the incremental costs of the electric school buses, the electric vehicle service equipment, and the administrative costs of implementing a qualified pilot program.

374-I:4 Qualified Pilot Programs. A qualifying pilot program shall:

I. Allow proposals to be submitted by any of the following:

(a) Investor-owned utilities;

(b) Electric vehicle charging equipment providers;

(c) Municipalities or school districts that operate school buses;

(d) Entities that have experience in owning and operating electric vehicle charging equipment; or

(e) School bus companies contracted for services by a New Hampshire school district.

II. Commence on or before December 31, 2023.

III. Allow, pending review and approval of the department of energy, the local electric utility to access and utilize the energy stored in the batteries of the electric school buses at times when such action is necessary to meet current power demand or when utilizing the energy in the stored batteries can lower the cost of supplying power to customers, provided that the participating school district determines that the school buses are not needed to transport students and that the participating entity is fairly compensated for energy recovered from the batteries.

IV. Allow, after the review of the department of energy, the cost to a utility for make-ready transmission or distribution to a facility, and any other costs reasonably incurred by the utility in support of this program to be a recoverable cost.

V. Provide training for school personnel in the proper use of the equipment and facilities.

VI. Require each funded bus to comply with the recommendations the National Transportation Safety Board relative to student transportation and provide for adequate interior heat for winter operations.

VII. Require selected applicants provide the department of energy with any information, data, and analysis that the department requires, including data relative to electric rates, and benefits and costs of the pilot program.

374-I:5 Reports. The department of environmental services shall, by January 31, 2023 and each year thereafter for the duration of any approved pilot program, report on the status of the pilot

program to the governor, the senate president, speaker of the house, and the chair of the senate transportation committee, and the chair of the house transportation and science, technology and energy committee. The report shall include:

I. An evaluation of the environmental and health benefits of the pilot program; and

II. The financial costs and benefits of implementing the pilot program to the participating school system and the participating entity, including:

(a) The deployment, operating, and maintenance of the electric school buses; and

(b) The use of vehicle-to-grid technology.

374-I:6 Additional Funds. If additional funds become available for the program the department of environmental services shall issue a new request for proposals. Eligible applicants shall include both entities funded and not funded through the initial program.

2 Prospective Repeal. RSA 374-I, relative to electric school bus pilot programs, is repealed.

3 Effective Date.

I. Section 2 of this act shall take effect January 1, 2027.

II. The remainder of this act shall take effect 60 days after its passage.

2022-1128s

AMENDED ANALYSIS

This bill establishes an electric school bus pilot program within the department of environmental services.

Committee Minutes

SENATE CALENDAR NOTICE
Transportation

Sen Regina Birdsell, Chair
Sen David Watters, Vice Chair
Sen Denise Ricciardi, Member
Sen Ruth Ward, Member
Sen Tom Sherman, Member

Date: December 29, 2021

HEARINGS

Tuesday	01/18/2022
(Day)	(Date)

Transportation	Legislative Office Building 101	1:00 p.m.
(Name of Committee)	(Place)	(Time)

1:00 p.m.	**SB 378-FN**	relative to the disposal of highway or turnpike funded real estate.
1:20 p.m.	**SB 309**	authorizing certain organizations to issue decal plates.
1:40 p.m.	**SB 308**	relative to driver's licenses for certain visa holders.
2:00 p.m.	**SB 389-FN**	defining mobile service garages and relative to state vehicle inspections.
2:20 p.m.	**SB 417-FN**	establishing an electric school bus pilot program.

EXECUTIVE SESSION MAY FOLLOW

Sponsors:

SB 378-FN

Sen. Perkins Kwoka	Sen. Watters	Sen. Sherman	Rep. Wall
Rep. Hamblet	Rep. Malloy		

SB 309

Sen. Ricciardi	Sen. Birdsell	Sen. Ward	Rep. Crawford
Rep. Steven Smith			

SB 308

Sen. Watters	Sen. Birdsell	Sen. Kahn	Sen. Cavanaugh
Rep. Sykes	Rep. Sullivan	Rep. McWilliams	

SB 389-FN

Sen. Watters	Sen. Sherman	Sen. French	Sen. Gannon
Sen. Hennessey	Sen. Prentiss	Rep. Hunt	Rep. Sykes

SB 417-FN

Sen. Watters	Sen. Perkins Kwoka	Sen. Whitley	Sen. D'Allesandro
Sen. Sherman	Sen. Hennessey	Sen. Prentiss	Sen. Rosenwald
Sen. Avard	Sen. Soucy	Sen. Carson	Sen. Cavanaugh

Sen. Kahn Rep. Telerski Rep. Steven Smith

Peter O'Neill 271-4151

Regina Birdsell
Chairman

Senate Transportation Committee

Peter O'Neill 271-4151

SB 417-FN, establishing an electric school bus pilot program.

Hearing Date: January 18, 2022

Time Opened: 2:43 p.m. **Time Closed:** 3:21 p.m.

Members of the Committee Present: Senators Watters, Ricciardi, Ward and Sherman

Members of the Committee Absent: Senator Birdsell

Bill Analysis: This bill establishes an electric school bus pilot program within the department of energy.

Sponsors:

Sen. Watters	Sen. Perkins Kwoka	Sen. Whitley
Sen. D'Allesandro	Sen. Sherman	Sen. Hennessey
Sen. Prentiss	Sen. Rosenwald	Sen. Avard
Sen. Soucy	Sen. Carson	Sen. Cavanaugh
Sen. Kahn	Rep. Telerski	Rep. Steven Smith

Who supports the bill: Sen. Watters, Sen. Carson, Sen. Perkins Kwoka, Sen. Avard, Sen. Cavanaugh, Sen. Hennessey, Sen. Rosenwald, Sen. Soucy, Sen. Sherman, Sen. D'Allesandro, Kelly Buchanan; CENH, Bruce Clendenniy; TNC, Marjorie Rogalski, Jennifer Smith, Gary Hamer, Elizabeth Fenner-Lukaitis, Lauara Telerski

Who opposes the bill: Carol Petrusewicz, Clara Cembalisty, Richard Cembalisty

Who is neutral on the bill: Joshua Elliott, CENH; Rebecca Ohler, DES

Summary of Testimony Presented:

Senator Watters, District 4

- Senator Watters testified in support of SB 417-FN and amendment0136s. He said that the amendment is "a replace all" and would speak on the latest version of the bill.
- Sen. Watters said the bill would set up a pilot program for electric school busses and allow school districts to adopt electric school buses.

- Sen. Watters cited that New Hampshire received money from the Volkswagen settlement funds. A portion of funds were allocated for electric vehicles for highways and electric school bus programs for municipalities.
- Sen. Watters said a reason to switch to electric school buses was for public health reasons. Diesel fumes can cause adverse effects, such as asthma, for children.
- Sen. Watters continued that electric school buses could potentially be a long-range money saver for school districts.
- The federal infrastructure bill includes $2.5 to $5 billion in funding for electric school buses. This can help New Hampshire pivot towards electric school buses and help decrease costs to upgrade to electric buses.
- These buses allow an opportunity to function as electricity storage devices. The stored power can go back into the grid when the buses are not transporting kids. That could be attractive to investors and utilities as well.
- Programs in other states have already been utilizing pilot programs.
- The Department of Energy will be able to issue an RFP, as they have done for electric vehicle infrastructure on New Hampshire highways. The RFP will contain other relevant information as well.
- Sen. Watters stated that he wanted the bill to be open to public partnerships, municipalities, school districts, and the school bus companies themselves.
- Five buses would start the program.
- Sen. Watters wanted to implement clarifying language on line seven relative to power supplies and cost recovery in the bill.
- The program will provide training for school personnel. A report will also be necessary for the pilot program to see what is working and what is not.
- Sen. Ricciardi asked what the advantages and disadvantages were of using electric instead of diesel. She asked specifically in reference to the cold New England weather.
    - Sen. Watters said there is a diminution in cold weather of about 10-20% less range in his personal electric car. He said the batteries are big enough to compensate for range when fully charged. The energy costs are driven by demand. Electric vehicles can help keep those costs down.
- Sen. Ricciardi asked what the plan was for the buses that we already have.
    - Sen. Watters said the plan is to start with five buses. The standard fuel vehicles have a long lifespan. When it is possible to retire a diesel bus early, they can be replaced with electric ones. Ultimately, it is the school district's choice on what is economically feasible.
    - Sen. Ward asked what the cost of a new electric school bus.
    - Sen. Watters guessed around $900,000 for a new bus and a conventional one is about $600,000. He said he would need to double check those numbers. The point of the program is to monetize the batteries so that the incremental cost is taken care of. From that point on, using electric buses will result in saving money.

- Sen. Ward said electricity still needs to be paid for.
  - Sen. Watters said it is much cheaper than to use diesel.
- Sen. Ward asked about if it was possible to rehabilitate diesel buses into electric ones.
  - Sen. Watters said he couldn't answer that question. He did note that $2.5 billion in federal money is for electric. Another $2.5 billion is for other renewable energy vehicles. For example, money would be available to convert a diesel bus to natural gas.
- Sen. Ward asked if the technology is there to make some of these decisions.
  - Sen. Watters said yes. The technology wouldn't have been developed a few years ago.

Kelly Buchanan, Director of Legislative and Regulatory Affairs of Clean Energy New Hampshire

- Director Buchanan supports the goals of SB 417. She said it would be a good opportunity for the state to adopt electric buses. Local interest in these types of initiatives already exists as well.
- Sen. Watters said to let him know if there was anything else to add after reviewing the amendment.
- Sen. Ward asked if the letter addresses the original bill.
  - Director Buchanan said she would send something additional after reviewing the amendment.

Rebecca Ohler, Department of Environmental Services

- Ms. Ohler said that the intent of the changes to the bill was to clarify what the program should be doing to get electric buses on the road. Local communities are interested in getting these for their students, particularly in Nashua. The levels of diesel exhaust inside the buses are generally higher than outside.
- Ms. Ohler said the cost of a diesel bus is around $200,000 and an electric is roughly $400,000.
  - Sen. Watters said he previously miscited figures.
- Ms. Ohler said you cannot repurpose a diesel bus to an electric. Structurally, it wouldn't be possible.
  - Sen. Sherman asked if diesel has a higher concentration in the bus than outside.
  - Ms. Ohler said that it can, but it depends on how it is operated.
  - Sen. Sherman said the benefits of electric buses would be fuel being less expensive, having less emissions, and the environment inside the bus would not increase lung disease in children.
- Ms. Ohler said the other benefit is the school children won't be inhaling diesel exhaust. There tends to be a larger impact in lower income communities

as well. She said that there is a direct benefit to the kids themselves. The long-term impact on the environment is beneficial and the overall energy balance favors electric.

- Sen. Watters thanked Ohler and asked if it made sense to clarify cost recovery in the bill.
  - Ms. Ohler said yes. She believed that it would be beneficial to cover the difference between diesel and electric. She said she didn't know if there needs to be a cost recovery section. Ms. Ohler said it would be good to work with electric utilities to frame language for the bill.
- Sen. Watters said further clarification of cost recovery analysis in the bill will make it closer to being ready.
  - Ms. Ohler said federal highway funds could present a challenge for charging infrastructure because of the requirements related to made in America clauses. She said the suppliers are working to address that issue.

Josh Elliot, Director of Division Policy Programs at the Department of Energy

- Director Elliott thanked the committee for changing the RFP proposal date from three months to after the effective date.
- Director Elliott wanted to highlight discussing the report issued by the Department of Energy. He said he wasn't sure if the department was best qualified to analyze the health benefits from the pilot program. He also stated that he would want the Dep. of Energy to look at electric utilities to access and utilize energy stored in the batteries. Director Elliott didn't want to accidently get into the distribution of energy.
  - Sen. Watters offered clarification that storage is not distribution.
  - Director Elliott said he will get the new bill back to Dep. of Energy.
  - Sen. Watters said it may make sense to clarify where the Dep. of Energy's role would be in this bill.
  - Director Elliott said that it made sense to discuss with the Dep. of Energy upon reviewing the bill.

PJO
Date Hearing Report completed: January 20, 2022

Speakers

SENATE TRANSPORTATION COMMITTEE

Date 01/18/22 Time 2:20 p.m. Public Hearing on **SB417-FN**

(Establishing an electric school bus pilot program.)

Please check box(es) that apply.

SPEAKING	FAVOR	OPPOSED	NAME (Please print)	REPRESENTING
✓ ☑	☑	☐	Senator David Watters	SD4
✓ ☐	☐	☑	Alvin See	Self
☒	☐	☐	~~X~~ Joshua Elliott (NH DOE)	
✓ ☒	☑	☐	Kelly Buchanan (CENH)	
✓ ☐	☑	☐	Bruce Clendenning (TNC)	
☑	☐	☐	Rebecca ~~Otte~~ Ohler DES	
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SENATE TRANSPORTATION COMMITTEE

Date 01/18/22 Time 2:20 p.m. Public Hearing on **SB417-FN**

(Establishing an electric school bus pilot program.)

Please check box(es) that apply.

SPEAKING	*FAVOR*	*OPPOSED*	*NAME (Please print)*	*REPRESENTING*
☒	☐	☐	Rebecca Ohler	NHDES
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Testimony

Peter O'Neill

From: Daniel Richardson <daniel6_22@comcast.net>
Sent: Thursday, January 20, 2022 5:46 PM
To: Regina Birdsell; David Watters; Ruth Ward; Denise Ricciardi; Tom Sherman; Peter O'Neill
Cc: David Watters; Rebecca Perkins Kwoka; Becky Whitley; Lou D'Allesandro; Tom Sherman; Suzanne Prentiss; Cindy Rosenwald; Kevin Avard; Donna Soucy; Kevin Cavanaugh; Sharon Carson; Jay Kahn; Laura Telerski; Steven Smith; Tom Lanzara
Subject: In Opposition to SB 417 establishing an electric school bus pilot program.

SENATE TRANSPORTATION COMMITTEE -

I write in opposition to SB 417. This bill intends to establish a pilot program for electric school buses.

This is terrifying for a parent. I can think of few things worse than a 2-Ton vehicle creeping up silently around carefree children during bus duty. ELECTRIC VEHICLES MAKE NOT A SOUND. I could have pooped my pants when a neighbor's car appeared immediately beside me as I raked leaves.
At least with a regular engine, you know the proximity and bearing of a vehicle.

If you promote electric school buses, you are going to have dead children to account for. Even worse, the deaths will be a horror show.

Please recommend SB 417 be killed.... instead of children.

Daniel Richardson, Nashua

meron Lapine

From: David Watters
Sent: Monday, March 7, 2022 11:05 PM
To: Cameron Lapine
Subject: Fw: Grant and Funding Opportunities for Cities and Towns through Bipartisan Infrastructure Legislation

Please print

Sen. David H. Watters

District 4

603-271-8567

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m: St. Germain, McKenzie (Hassan) <McKenzie_StGermain@hassan.senate.gov>
ent: Wednesday, March 2, 2022 4:04 PM
To: St. Germain, McKenzie (Hassan) <McKenzie_StGermain@hassan.senate.gov>
Cc: Garry, Corey (Hassan) <Corey_Garry@hassan.senate.gov>; Holmes, Kerry (Hassan) <Kerry_Holmes@hassan.senate.gov>
Subject: Grant and Funding Opportunities for Cities and Towns through Bipartisan Infrastructure Legislation

Hi all,

The Bipartisan Infrastructure Bill includes billions of dollars in competitive funding available to cities, towns, and municipalities across dozens of new and existing programs.

We know there's been a variety of outreach to cities and towns about the bill and what it includes, but wanted to provide a comprehensive list of opportunities that have been announced so far, organized by issue area. This list includes programs and opportunities to apply for grant funding to support infrastructure in your communities, as well as information on formula funding that will be available to the state to distribute to towns, non-profit organizations, and other entities. Existing programs and open applications are all linked here and if a program is not linked, the website or application may not yet be available.

If you plan to apply for any of these opportunities or are interested in these new programs, please let us know, and we will continue to update you as new information or application timelines become available. Our office is also always happy to schedule a call or meeting to talk further with your community about potential funding opportunities and how to navigate these programs.

e White House has published a new guidebook and website to help you navigate the funding opportunities available through the new law, which you can access here. Information in this email can also be found in the White House Fact Sheet on funding opportunities. You can also find an overview of what the bipartisan infrastructure bill will specifically deliver for New Hampshire here.

Broadband and Cyber:

ReConnect Program – This existing Department of Agriculture program will provide almost $2 billion in loar and grants for projects that provide broadband in rural areas. Applications will likely open in the 3rd quarter of 2022 (and towns in rural areas can apply to the current $1.15B in loans and grant funding, application deadline: February 22, 2022).

Middle Mile Grants Program – This new $1 billion program at the Department of Commerce provides grants for the construction, improvement or acquisition of middle mile broadband infrastructure. Applications will likely open during the second quarter of 2022.

State and Local Cybersecurity Grant Program – This new $1 billion program at the Department of Homeland Security makes available federal funds to state, local, and tribal governments to address cybersecurity risks and cybersecurity threats to information systems that they own or operate. Applications will likely open during the third quarter of 2022.

Smart Grid Investment Grant Program and Energy Sector Operational Support For Cyber Resilience Program – These two Department of Energy programs will provide $3 billion and $50 million, respectively, for electric utilities, including municipal and co-operative utilities, to modernize the electricity grid and increase resilience to cybersecurity threats. Applications for the Smart Grid program are expected to be open by the end of 2022, and applications for the Cyber Resilience program are expected to be open in the Summer of 2022.

Rural Broadband Program ($74M): Rural Broadband Program offers loans to help construct, improve, or acquire facilities and equipment needed to provide broadband access to rural areas. Congress has also authorized the Rural Broadband Program to issue grants and loan guarantees (in recent years, Congress has appropriated funding only for direct loans). Eligible applicants include corporations, cooperatives, public entities, U.S. territories, and federally recognized Indian tribes in areas where 50% of households lack acce to broadband service at speeds of 25/3 Mbps.

Broadband Equity, Access, and Deployment Program ($42.45B) – This will fund the infrastructure buildouts needed to connect every American to reliable, high-speed, affordable broadband. National Telecommunications and Information Administration will first allocate to each state a "minimum initial amount" of $100 million for broadband expansion and/or affordability. Each participating state must apply to NTIA for the funds allocated to it. After receiving the funds from NTIA, the state may competitively award sub-grants to carry out the broadband deployment activities. States will be required to work with broadband providers to ensure that each broadband provider that receives funding offers at least one affordable service plan.

Digital Equity Competitive Grant Program ($1.25B) – This competitive grant program will accelerate the adoption of broadband through digital literacy training, workforce development, devices access programs, and other digital inclusion measures. The law authorizes $250 million to be appropriated for each of the first five fiscal years in which funds are made available (the program may extended). Eligible applicants include political subdivision, agency, or instrumentality of a state, including an agency of a state that is responsible for administering or supervising adult education and literacy activities, or for providing public housing; an Indian Tribe, an Alaska Native entity, or a Native Hawaiian organization; a foundation, corporation, institution, or association that is a not-for-profit entity and not a school; a community anchor institution; a local educational agency; an entity that carries out a workforce development program; and partnership between any of the above entities.

Climate, Energy, and the Environment:

Building Resilient Infrastructure and Communities Program – This existing Federal Emergency Management Agency (FEMA) program will distribute $1 billion to support communities undertaking hazard mitigation projects to reduce the risks they face from disasters and other natural hazards. FY21 applications are open until January 28th, 2022 and hundreds of millions of dollars in funding remains available.

Communities will apply as sub-applicants under their states. Applications for FY22 are expected to open no later than September 30th, 2022.

Flood Mitigation Assistance – $3.5 billion from this existing FEMA program can be used for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program. FY21 applications are open until January 28th, 2022. Communities will apply as sub- applicants under their states. Applications for FY22 are expected to open no later than September 30th, 2022.

Brownfields Remediation Program – This existing EPA program will provide $1.2 billion in grants and technical assistance to communities to assess and safely clean-up contaminated properties and offer job training programs. Communities are currently able to request funding for Targeted Brownfields Assessments through their regional EPA office. Additional competitive funding opportunities will be announced this spring.

Energy Efficiency and Conservation Block Grants – This Department of Energy block grant program will provide $550 million to states, local governments, and tribes for projects that reduce energy use, increase energy efficiency, and cut pollution. The first funding opportunity is expected for release in the Fall of 2022.

Grants for Energy Efficiency and Renewable Energy Improvements in Schools – This new Department of Energy Program will provide $500 million for local government education agencies and nonprofit partners to make energy efficiency, renewable energy, and clean vehicle upgrades and improvements at public schools. The opportunity to apply for funding is expected to be open in the Fall of 2022.

Energy Improvement in Rural or Remote Areas – This new Department of Energy program will provide $1 billion to entities in rural or remote areas (defined as cities, towns, or unincorporated areas with fewer than 10,000 inhabitants) to increase environmental protection from the impacts of energy use and improve ...ilience, reliability, safety, and availability of energy. Applications for funding are expected to be open in the ...ll of 2022.

Grants for Energy Efficiency and Resilience Code Adoption – This Department of Energy program will provide $225 million to state energy agencies, in partnership with local building code agencies, codes and standards developers, utilities, and other entities, to enable sustained, cost-effective implementation of updated building energy codes to save customers money on their energy bills. Applications for funding are expected to be open by the end of 2022.

Regional Clean Hydrogen Hubs – This new Department of Energy program will provide $8 billion to support the development of at least four regional clean hydrogen hubs to improve clean hydrogen production, processing, delivery, storage, and end use. Applications for funding will open in the Summer of 2022.

Community Wildfire Defense Grant Program – This new $1 billion program at the Department of Agriculture will provide grants to communities at risk from wildfire to develop or revise their community wildfire protection plans and carry out projects described within those plans. It will include a mix of formula and competitive funds. Applications are expected to open early in 2023.

NOAA Habitat Restoration and Community Resilience Grants ($491M) – This funding will support competitive grants for coastal restoration projects across multiple NOAA programs. Funds will be used to enable communities, Tribes and states to respond and adapt to climate change impacts. Eligible applicants include institutions of higher education, non-profits, commercial (for profit) organizations, U.S. territories, and state, local, and Native American tribal governments.

)AA National Ocean and Coastal Security Fund Grants ($492M) – The NOAA National Coastal ...silience Fund (NCRF) is a competitive grant program administered through the National Fish and Wildlife Foundation that prioritizes awards based on matching funds. This program funds natural infrastructure needed to protect coastal communities while also enhancing habitat for fish and wildlife. Eligible applicants include non-profit 501(c) organizations, state and territorial government agencies, local governments, municipal governments, Tribal governments and organizations, educational institutions, or commercial organizations.

Weatherization Assistance Program ($3.5B) – Provides funding to enable low-income families to reduce their energy consumption by making their dwellings more energy efficient. As a formula grant program, fundi flows from DOE to state and territorial governments and then to local governments and weatherization agencies. State and territory allocations are determined by DOE and include a base allocation and a formula allocation. The formula allocation depends upon three factors: population, climate, and residential energy expenditure. As these factors change for a particular state or territory, the formula allocation portion will change.

Energy Infrastructure Federal Financial Assistance Program ($5B) – To provide federal financial assistance to demonstrate innovative approaches to transmission, storage, and distribution infrastructure to harden resilience and reliability and to demonstrate new approaches to enhance regional grid resilience, implemented through States by public and publicly regulated entities on a cost-shared basis. Eligible applicants include States, Tribes, local governments, or a public utility commission.

Energy Improvement in Rural or Remote Areas Program ($1B) – Provides federal financial assistance to improve resilience, safety, and reliability and environmental protection in rural or remote areas. Eligible applicants include cities, towns, or unincorporated areas of 10,000 inhabitants or less.

Consumer Recycling Education and Outreach Grant Program ($75M) – The Infrastructure Investment and Jobs Act creates a new program at the EPA to award competitive grants to states, local and tribal governments, nonprofits, and public-private partnerships to improve the effectiveness of recycling programs. Grant money can be used to help educate households and consumers about residential and community recycling programs, provide information about recyclable materials, and increase collection rates and decrease contamination. Eligible applicants include state, local, and tribal government entities as well as nonprofit organizations and public-private partnerships.

Transportation:

Rebuilding American Infrastructure Sustainably and Equitably (RAISE) Grants– This existing competitive grant program at the Department of Transportation provides $7.5 billion with an additional $7.5 billion subject to Congressional approval in funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. Applications will open in the first quarter of 2022.

Bus & Bus Facilities Competitive Grants – This existing $2 billion program at the Department of Transportation provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities – as well as capital funding for low or no emissions bus projects. Fiscal Year 2021 grant selections will be announced soon. Applications are expected to open for the Fiscal Year 2022 grant program in the first quarter of 2022.

National Infrastructure Project Assistance (also known as"Megaprojects" or MEGA)– This $5 billion competitive grant program supports multi-modal, multi-jurisdictional projects of regional or national significance. Communities are eligible to apply for funding to complete critical large projects that would otherwise be unachievable without assistance. Selection criteria for the program will be posted on the Department of Transportation website in February 2022.

Infrastructure for Rebuilding America (INFRA) Grants – This Department of Transportation program supports highway and rail projects of regional and economic significance. Applications will open in the first quarter of 2022.

Safe Streets and Roads for All – This new $5 billion competitive grant program at the Department of Transportation will provide funding directly to and exclusively for local governments to support their efforts to advance "vision zero" plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. Applications are expected to open in May 2022.

Charging and Fueling Infrastructure Grants – In addition to the $5 billion formula program distributed to states, this $2.5 billion discretionary grant program at the Department of Transportation will fund the strategic deployment of publicly accessible electric vehicle charging infrastructure, as well as hydrogen, propane, and natural gas fueling infrastructure, along designated alternative fuel corridors and in communities. The Department is seeking comments on program design after January 28th here.

Clean School Bus Program – This new $5 billion competitive grant program at the Environmental Protection Agency (EPA) will provide funding to replace existing school buses with low- or zero-emission school buses. Applications for funding will be made available here later this spring.

Reconnecting Communities – The Bipartisan Infrastructure Law creates a first-ever $1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure – particularly historically disadvantaged communities too often nearly destroyed or cut in half by a highway. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to address these legacy impacts. Applications will open in the second quarter of 2022.

Rural Surface Transportation Grant - This new $2 billion competitive grant program at the Department of Transportation will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth. This amount includes specific set asides for small projects ($200 million), rural roadway lane departure improvements ($300 million), and the Appalachian Development Highway System ($500 million). Applications will open in the first quarter of 2022.

Surface Transportation Block Grant Program (STBGP) ($64.8B) – The STBGP provides funding to States and local governments for a wide range of eligible surface transportation improvements, with flexibility to best address State and local transportation needs.

STBGP Transportation Alternative Program (TAP) Set-aside ($7.2B) – The TAP program authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure to enhance mobility and access to public transportation, environmental mitigation and preservation activities; recreational trails; safe routes to school projects; and other activities.

Highway Safety Improvement Program ($15.6B) – Aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Railway-Highway Grade Crossings Program ($1.2B) – Provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

Bridge Formula Program ($27.5B) – Provides funding to States and Tribal governments to repair and rebuild bridges in poor condition. To help counties and local governments that struggle to pay for costly bridge projects, 15 percent of funds will be set- aside for "off-system bridges" including projects on locally-owned facilities that are not on the National Highway System.

Enhanced Mobility of Seniors & Individuals with Disabilities Program ($2.2B) – Provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate in meeting these needs.

Airport Infrastructure Grants ($15B) – For airport-related projects that would be eligible for funding under the Airport Improvement Program or Passenger Facility Charge, for projects such as runways and broader needs like terminal and gate construction, multi-modal projects, and low emission ground service vehicles. $100M of

which must be for competitive grants for airport sponsors that participate in the contract tower program and contract tower cost share program to make improvements to contract towers.

Bridge Investment Program ($12.5B) – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program ($1.4B) – In addition to formula grants to States, PROTECT will provide $1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants ($7.5B) – RAISE grants support surface transportation projects of local and/or regional significance. Eligible applicants include states; any territory or possession of the United States; a unit of local government; public agency or publicly chartered authority established by one or more states.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program ($500M) – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency. Eligible applicants include state; political subdivision of a state; tribal government; public transit agency or authority; public toll authority; metropolitan planning organization; two or more eligible entities.

Federal-State Partnership for Intercity Passenger Rail ($36B) – Infrastructure Investment and Jobs Act provides planning and construction funds for states, local governments, 29 tribes, and Amtrak to expand the intercity passenger rail system in the United States through improvements to existing routes and the creation of new ones. Eligible applicants include states; group of states; interstate compact; public agency or publicly chartered authority established by one or more states; political subdivision of a state; Amtrak, acting on its o behalf or under a cooperative agreement with one or more states; any combination of eligible entities.

Water:

Water & Groundwater Storage and Conveyance – This existing $1 billion program at the Department of Interior provides funding for water storage projects with capacity between 2,000 and 30,000 acre-feet – as well as projects that convey water to or from surface water or groundwater storage. The Department will hold its final stakeholder sessions this month and open applications later this spring.

Emergency Watershed Protection Program – This existing Department of Agriculture program will provide $300 million in technical and financial assistance to project sponsors for the design and construction of measures to help repair damages from a recent disaster. Applications open in February.

Water Infrastructure Finance and Innovation Act (WIFIA) ($75M) – By providing long-term, low cost loans, the U.S. Army Corps of Engineers through the Corps Water Infrastructure Financing Program (CWIFP) enables local investment in infrastructure projects that address community water resource needs, promote economic prosperity, and improve environmental quality.

Clean Water State Revolving Fund – Traditional ($11.713B) –The Clean Water State Revolving Fund (CWSRF) program is the key federal financial assistance program to help publicly owned treatment works and other eligible recipients finance infrastructure projects needed for statutory compliance and other objectives. The CWSRF authorizes states to receive annual capitalization grants from EPA to provide primarily subsidized loans to support wastewater infrastructure investments. The CWSRF program provides financial assistance a range of eligible recipients—though primarily the program has focused on wastewater treatment works owned by municipalities—to support a range of eligible projects and activities. These include construction of wastewater treatment works and stormwater systems, management of nonpoint source pollution, and replacement of decentralized systems (e.g., septic tanks), among others.

Drinking Water State Revolving Fund – Traditional ($11.713B) – The Drinking Water State Revolving Fund (DWSRF) is the key federal financial assistance program to help water systems finance infrastructure projects needed to comply with drinking water regulations and to meet health protection objectives. The DWSRF authorizes states to receive annual capitalization grants from EPA to provide primarily subsidized loans to water systems for drinking water projects and related activities. States are required to give funding priority to projects that address the most serious human health risks, are necessary to ensure compliance with drinking water regulations, and assist systems most in need on a per-household basis according to state affordability criteria.

Drinking Water State Revolving Fund for Lead Service Line Replacement ($15B) – Delivered through the DWSRF, these funds are to be used for lead service line replacement projects and associated activities directly connected to the identification, planning, design, and replacement of lead service lines.State allotments are based on the results of the most recent quadrennial public water system capital improvement needs survey with each state receiving at least 1% of available funds.

Clean Water State Revolving Fund for Emerging Contaminants ($1B) – Delivered through the CWSRF, these funds would be used for eligible CWSRF activities that address emerging contaminants. This is the first time Congress has specifically directed funding to address emerging contaminants within the framework of eligible CWSRF activities.

Drinking Water State Revolving Fund for Emerging Contaminants ($4B) – Delivered through the DWSRF, these funds are to be used to address emerging contaminants in drinking water with a focus on per- and polyfluoroalkyl substances as authorized by the Safe Drinking Water Act Section.

Water Infrastructure Improvements for the Nation (WIIN) Grants to address emerging contaminants ($5B) – The Small and Disadvantaged Communities Grant Program is intended to help assist disadvantaged small communities afford projects needed to comply with SDWA regulations. This section defines "underserved community" to mean "a political subdivision of a State that, as determined by the Administrator, has an inadequate system for obtaining drinking water." Eligible entities for these grants include public water systems, tribal water systems, and states on behalf of an underserved community. The funds provided are to be used for projects that address emerging contaminants for small and disadvantaged communities.

McKenzie St. Germain (she/her)
Director of Special Projects
Office of U.S. Senator Maggie Hassan
603 491 6975

CLEAN ENERGY NH
Your Voice in All Energy Matters

14 Dixon Ave, Suite 202 | Concord, NH 03301 | 603.226.4732

January 18, 2021

Senator Regina Birdsell, Chair
Senate Transportation Committee
Legislative Office Building, Room 101
Concord, NH 03301

Testimony on SB417, establishing an electric school bus pilot program

Dear Chair Birdsell and members of the Committee,

Clean Energy NH (CENH) is a non-profit, member-based organization. We are New Hampshire's leading clean energy advocate that is dedicated to supporting policies and programs that strengthen our state's economy by encouraging a transition to renewable energy and promoting energy efficiency. CENH founded and manages the coalition of electric vehicle (EV) advocates, Drive Electric NH, whose mission is to accelerate the adoption of EVs and the installation of supporting charging infrastructure in New Hampshire by increasing knowledge and awareness of EVs through education and outreach.

CENH broadly supports the goals of SB417, because it presents an opportunity to advance the adoption of electric school buses by school systems and bus fleet operators across the state. However, the bill as written contains some inconsistencies in terminology and may be too prescriptive in defining the elements of a proposed pilot for this moment in time. CENH also has concerns about the selection of the Department of Energy as the host for this program.

While CENH is strongly in support of the overall intent of the bill, we do have a few concerns that may require additional discussion. This includes the state agency tasked with overseeing the pilot. The NH Department of Energy (DOE) is tasked as the lead for this work, with NHDES in a supporting role. It is CENH's belief that the pilot should remain entirely within the purview of NHDES. NHDES already has the experience and expertise necessary to manage the program through the Mobile Sources Program, which houses the Granite State Clean Cities Coalition, the NH Diesel Emissions Reduction Act Program, and the NH Volkswagen Settlement. Through these programs, NHDES staff already participate in vehicle fleet electrification efforts, and have developed an extensive network within the state and region to call upon. DOE, which has

significant experience and expertise, does not share a decades long history of work in the transportation space. For this reason, as well as some other inconsistencies in the bill language, CENH believes the bill would benefit from clarification and refinement.

Otherwise, the pilot program defined in SB417 is appropriately timed as electric school bus technology is already well developed and being adopted in school systems around the country. The benefits of this technology are that electric school buses are more energy efficient, have lower maintenance costs than diesel school buses, and offer a significant air quality benefit, particularly for their occupants. Levels of air contaminants from diesel fumes can be five to ten times higher inside a school bus than outside.. The challenges associated with establishing a school bus fleet at this time include the incremental cost of new electric buses compared to traditional diesel buses, as well as the cost of purchasing and installing the electric vehicle supply equipment (EVSE) that "fuels" the bus fleet. Currently, these costs are significant, and the lack of experience with these vehicles and the EVSE depots presents a barrier to local school systems and bus operators who are cost conscious. The development of school bus pilots in New Hampshire would yield demonstration projects that could verify the projected cost savings, in terms of fuel and maintenance costs, that these vehicles can deliver to school systems and/or operators.

Further, the pilot also encourages the use of vehicle-to-grid (V2G) technology that could result in a new revenue stream that could offset the costs associated with the school buses and the EVSEs necessary for charging. Multiple pilots of this technology carried out in partnership with school bus fleet operators are already underway across the country. Electric buses utilize powerful batteries, which, during times the buses are not in use, could be a useful grid asset by providing electric power to the grid when it is needed. Realizing such an outcome requires upfront work with the local distribution utility, but, once set up, the buses could deliver power to the grid on very hot or even very cold days when electrical demand is highest, helping to keep regional energy costs down. Fleet operators can be compensated for this grid service, helping offset the current higher upfront costs of the transition to electric school bus fleets. The pilots encouraged by this legislation could enable such use cases in New Hampshire.

The pilots proposed also arrive at a time when school systems around New Hampshire are considering how to begin including electric school buses in their fleets. The integration process will need to pursue different models, as ownership of the school buses is not entirely uniform. The Oyster River Cooperative School District, which owns its own school bus fleet, has initiated discussions with its local electric utility. The Nashua Regional Planning Commission (NRPC), which does not own its bus fleet, has convened a working group with representatives from Commission, the surrounding communities, the local bus operator, bus manufacturers, Eversource, the NH Department of Environmental Services (NHDES), CENH, the Vermont Energy Investment Corporation, and the World Resources Institute. Pilots that support different

ownership models and different size school systems and fleets could be critical to speeding electric bus adoption in a state that has rural, suburban, and urban schools.

CENH broadly supports the goals of SB417, for the reasons described above, but asks that the bill be considered more deeply at a Committee work session before moving it forward.

Sincerely,

Kelly Buchanan

Kelly Buchanan
Director of Legislative & Regulatory Affairs
Clean Energy NH
Kelly@cleanenergynh.org
303-956-1246

Voting Sheets

Transportation Committee
EXECUTIVE SESSION RECORD
2021-2022 Session

Bill # SB 417-FN

Hearing date:_____

Executive Session date:_____

Motion of: Reconsideration **Vote:**_____

Committee Member	Present	Made by	Second	Yes	No
Sen. Birdsell, Chair		✓			
Sen. Watters, VC					
Sen. Ricciardi		✓	✓		
Sen. Ward					
Sen. Sherman					

Sen. Watters

Motion of: Committee amendment 0255 **Vote:** 5-0

Committee Member	Present	Made by	Second	Yes	No
Sen. Birdsell, Chair				✓	
Sen. Watters, VC		✓		✓	
Sen. Ricciardi				✓	
Sen. Ward				✓	
Sen. Sherman			✓	✓	

Motion of: OTP/A **Vote:** 5-0

Consent 5-0

Committee Member	Present	Made by	Second	Yes	No
Sen. Birdsell, Chair			✓	✓	
Sen. Watters, VC		✓		✓	
Sen. Ricciardi				✓	
Sen. Ward				✓	
Sen. Sherman				✓	

Reported out by: Watters

Notes:_____

Motion withdrawn

Amd. Amnt 0255

Transportation Committee
EXECUTIVE SESSION RECORD
2021-2022 Session

Bill # 417-FN

Hearing date: 1/18/22

Executive Session date:

Motion of: OTP **Vote:**

Committee Member	Present	Made by	Second	Yes	No
Sen. Birdsell, Chair	☐	☐	☐	☐	☐
Sen. Watters, VC	☐	☐	☑	☐	☐
Sen. Ricciardi	☐	☐	☐	☐	☐
Sen. Ward	☐	☐	☐	☐	☐
Sen. Sherman	☐	☑	☐	☐	☐

Renumber numbers all - Strike line

Motion of: Amd Amnt 0255 w/ corrections OTP **Vote:**

Committee Member	Present	Made by	Second	Yes	No
Sen. Birdsell, Chair	☐	☐	☐	☐	☐
Sen. Watters, VC	☐	☑	☐	☐	☐
Sen. Ricciardi	☐	☐	☐	☐	☐
Sen. Ward	☐	☐	☐	☐	☐
Sen. Sherman	☐	☐	☑	☐	☐

Motion of: **Vote:**

Committee Member	Present	Made by	Second	Yes	No
Sen. Birdsell, Chair	☐	☐	☐	☐	☐
Sen. Watters, VC	☐	☐	☐	☐	☐
Sen. Ricciardi	☐	☐	☐	☐	☐
Sen. Ward	☐	☐	☐	☐	☐
Sen. Sherman	☐	☐	☐	☐	☐

Reported out by:

Notes:

Transportation Committee
EXECUTIVE SESSION RECORD
2021-2022 Session

Bill # 417-FN

Hearing date: 1/18/22

Executive Session date:

Motion of: OTP **Vote:** 2-3

Committee Member	Present	Made by	Second	Yes	No
Sen. Birdsell, Chair					✓
Sen. Watters, VC			✓	✓	
Sen. Ricciardi					✓
Sen. Ward					✓
Sen. Sherman		✓		✓	

(Sen. Watters new moved)

Motion of: Committee amendment 0215s **Vote:** 2-3

Motion failed

Committee Member	Present	Made by	Second	Yes	No
Sen. Birdsell, Chair			✓		✓
Sen. Watters, VC		✓		✓	
Sen. Ricciardi					✓
Sen. Ward					✓
Sen. Sherman			✓	✓	

Motion of: IS **Vote:** 3-2

Committee Member	Present	Made by	Second	Yes	No
Sen. Birdsell, Chair				✓	
Sen. Watters, VC					✓
Sen. Ricciardi			✓	✓	
Sen. Ward		✓		✓	
Sen. Sherman					✓

Reported out by: Birdsell

Notes:

Senate Finance Committee

EXECUTIVE SESSION

Bill #SB 417-FN

Hearing date: N/A

Executive session date: 03/29/22

5-2 Rosenwald Hennessey

Motion of: Interim Study VOTE:

	Made by Senator:	Seconded by Senator:	Reported by Senator:
Daniels	☐	☐	☑
Reagan	☐	☑	☐
Giuda	☑	☐	☐
Rosenwald	☐	☐	☐
D'Allesandro	☐	☐	☐
Morse	☐	☐	☐
Hennessey	☐	☐	☐

Motion of: VOTE:

	Made by Senator:	Seconded by Senator:	Reported by Senator:
Daniels	☐	☐	☐
Reagan	☐	☐	☐
Giuda	☐	☐	☐
Rosenwald	☐	☐	☐
D'Allesandro	☐	☐	☐
Morse	☐	☐	☐
Hennessey	☐	☐	☐

Committee Member	*Present*	Yes	No	*Reported out by*
Senator Daniels , Chairman	☑	☑	☐	☑
Senator Reagan, Vice-Chair	☑	☑	☐	☐
Senator Giuda	☑	☑	☐	☐
Senator Hennessey	☑	☐	☑	☐
Senator Rosenwald	☑	☐	☑	☐
Senator Morse	☑	☑	☐	☐
Senator D'Allesandro	☑	☑	☐	☐

Amendments:

Notes:

Committee Report

STATE OF NEW HAMPSHIRE

SENATE

REPORT OF THE COMMITTEE
FOR THE CONSENT CALENDAR

Tuesday, March 15, 2022

THE COMMITTEE ON Transportation

to which was referred **SB 417-FN**

AN ACT establishing an electric school bus pilot program.

Having considered the same, the committee recommends that the Bill

OUGHT TO PASS WITH AMENDMENT

BY A VOTE OF: 5-0

AMENDMENT # 1128s

Senator David Watters
For the Committee

This bill establishes an electric school bus pilot program within the department of energy. The program would help introduce electric vehicle infrastructure and charging stations in the state of New Hampshire. The amendment states that the buses will have sufficient heating during winter operations and emphasizes the use of available funding.

Peter O'Neill 271-4151

FOR THE CONSENT CALENDAR

TRANSPORTATION

SB 417-FN, establishing an electric school bus pilot program.
Ought to Pass with Amendment, Vote 5-0.
Senator David Watters for the committee.

This bill establishes an electric school bus pilot program within the department of energy. The program would help introduce electric vehicle infrastructure and charging stations in the state of New Hampshire. The amendment states that the buses will have sufficient heating during winter operations and emphasizes the use of available funding.

STATE OF NEW HAMPSHIRE

SENATE

REPORT OF THE COMMITTEE

Tuesday, March 29, 2022

THE COMMITTEE ON Finance

to which was referred **SB 417-FN**

AN ACT establishing an electric school bus pilot program.

Having considered the same, the committee recommends that the Bill

BE REFERRED TO INTERIM STUDY

BY A VOTE OF: 5-2

Senator Gary Daniels
For the Committee

Deb Martone 271-4980

FINANCE

SB 417-FN, establishing an electric school bus pilot program.
Interim Study, Vote 5-2.
Senator Gary Daniels for the committee.

General Court of New Hampshire - Bill Status System

Docket of SB417

Docket Abbreviations

Bill Title: establishing an electric school bus pilot program.

Official Docket of **SB417.**:

Date	Body	Description
12/23/2021	S	To Be **Introduced** 01/05/2022 and Referred to Transportation; **SJ 1**
12/29/2021	S	**Hearing:** 01/18/2022, Room 101, LOB, 02:20 pm; **SC 1**
3/17/2022	S	Committee Report: Ought to Pass with Amendment **#2022-1128s**, 03/24/2022; Vote 5-0; CC; **SC 12**
3/24/2022	S	Committee Amendment **#2022-1128s**, AA, VV; 03/24/2022; **SJ 6**
3/24/2022	S	**Ought to Pass with Amendment** 2022-1128s, MA, VV; Refer to Finance Rule 4-5; 03/24/2022; **SJ 6**
3/29/2022	S	Committee Report: Referred to Interim Study, 03/31/2022; **SC 13A**
3/31/2022	S	Refer to Interim Study, **RC** 4Y-20N, MF; 03/31/2022; **SJ 7**
3/31/2022	S	Sen. Watters Moved Ought to Pass; 03/31/2022; **SJ 7**
3/31/2022	S	**Ought to Pass:** MA, VV; OT3rdg; 03/31/2022; **SJ 7**
4/1/2022	H	Introduced 03/31/2022 and referred to Transportation
4/6/2022	H	Public Hearing: 04/12/2022 09:00 am LOB 201-203
4/14/2022	H	Executive Session: 04/12/2022 09:00 am LOB 201-203
4/14/2022	H	Committee Report: Ought to Pass with Amendment **#2022-1556h** (Vote 15-0; CC) **HC 15** P. 11
4/21/2022	H	Amendment # 1556h: AA VV 04/21/2022 **HJ 10**
4/21/2022	H	**Ought to Pass with Amendment** 1556h: MA VV 04/21/2022 **HJ 10**
4/21/2022	H	Referred to Finance 04/21/2022 **HJ 10**
4/22/2022	H	Division Work Session: 04/26/2022 01:00 pm LOB 209
4/22/2022	H	Executive Session: 04/27/2022 03:00 pm LOB 210-211
4/28/2022	H	Committee Report: Without Recommendation (Vote ;)
5/4/2022	H	Lay SB417 on Table (Rep. Steven Smith): MA DV 166-151 05/04/2022 **HJ 11**

NH House | NH Senate

Other Referrals

Senate Inventory Checklist for Archives

Bill Number: SB 417-FN **Senate Committee:** Transportation

Please include all documents in the order listed below and indicate the documents which have been included with an "X" beside

X Final docket found on Bill Status

Bill Hearing Documents: {Legislative Aides}

X Bill version as it came to the committee

X All Calendar Notices

X Hearing Sign-up sheet(s)

X Prepared testimony, presentations, & other submissions handed in at the public hearing

X Hearing Report

X Revised/Amended Fiscal Notes provided by the Senate Clerk's Office

Committee Action Documents: {Legislative Aides}

All amendments considered in committee (including those not adopted):

___ - amendment # 0136s ___ - amendment # 0215s

___ - amendment # 1128s ___ - amendment # _____

X Executive Session Sheet

X Committee Report

Floor Action Documents: {Clerk's Office}

All floor amendments considered by the body during session (only if they are offered to the senate):

___ - amendment # _____ ___ - amendment # _____

___ - amendment # _____ ___ - amendment # _____

Post Floor Action: (if applicable) {Clerk's Office}

___ Committee of Conference Report (if signed off by all members. Include any new language proposed by the committee of conference):

___ Enrolled Bill Amendment(s)

___ Governor's Veto Message

All available versions of the bill: {Clerk's Office}

X as amended by the senate ___ as amended by the house

___ final version

Completed Committee Report File Delivered to the Senate Clerk's Office By:

Peter Sweet 6/6/2022

Committee Aide **Date**

Senate Clerk's Office AK

Senate Inventory Checklist for Archives

Bill Number: SB 417-FN **Senate Committee:** FINANCE

Please include all documents in the order listed below and indicate the documents which have been included with an "X" beside

X Final docket found on Bill Status

Bill Hearing Documents: {Legislative Aides}

X Bill version as it came to the committee

___ All Calendar Notices

___ Hearing Sign-up sheet(s)

___ Prepared testimony, presentations, & other submissions handed in at the public hearing

___ Hearing Report

X Revised/Amended Fiscal Notes provided by the Senate Clerk's Office

Committee Action Documents: {Legislative Aides}

All amendments considered in committee (including those not adopted):

___ - amendment # _____ ___ - amendment # _____

___ - amendment # _____ ___ - amendment # _____

X Executive Session Sheet

X Committee Report

Floor Action Documents: {Clerk's Office}

All floor amendments considered by the body during session (only if they are offered to the senate):

___ - amendment # _____ ___ - amendment # _____

___ - amendment # _____ ___ - amendment # _____

Post Floor Action: (if applicable) {Clerk's Office}

___ Committee of Conference Report (if signed off by all members. Include any new language proposed by the committee of conference):

___ Enrolled Bill Amendment(s)

___ Governor's Veto Message

All available versions of the bill: {Clerk's Office}

___ as amended by the senate △ as amended by the house

___ final version

Completed Committee Report File Delivered to the Senate Clerk's Office By:

Debra A. Martone 06/24/22

Committee Aide **Date**

Senate Clerk's Office AK