REGULAR CALENDAR

February 7, 2023

HOUSE OF REPRESENTATIVES

REPORT OF COMMITTEE

The Committee on Transportation to which was referred HB 111,

AN ACT establishing a committee to study electrical vehicle charging for residential renters. Having considered the same, report the same with the following resolution: RESOLVED, that it is INEXPEDIENT TO LEGISLATE.

Rep. John Sellers

FOR THE COMMITTEE

Original: House Clerk
Cc: Committee Bill File

COMMITTEE REPORT

Committee:	**Transportation**
Bill Number:	**HB 111**
Title:	**establishing a committee to study electrical vehicle charging for residential renters.**
Date:	**February 7, 2023**
Consent Calendar:	**REGULAR**
Recommendation:	**INEXPEDIENT TO LEGISLATE**

STATEMENT OF INTENT

The majority agreed a study is not needed and that the free market will drive landlords to create more electric vehicle charging stations for their tenants.

Vote 11-9.

Rep. John Sellers
FOR THE COMMITTEE

Original: House Clerk
Cc: Committee Bill File

REGULAR CALENDAR

Transportation

HB 111, establishing a committee to study electrical vehicle charging for residential renters. **INEXPEDIENT TO LEGISLATE.**

Rep. John Sellers for Transportation. The majority agreed a study is not needed and that the free market will drive landlords to create more electric vehicle charging stations for their tenants. **Vote 11-9.**

Original: House Clerk
Cc: Committee Bill File

HOUSE COMMITTEE ON TRANSPORTATION

EXECUTIVE SESSION on HB 111

BILL TITLE: establishing a committee to study electrical vehicle charging for residential renters.

DATE: February 7, 2023

LOB ROOM: 203

MOTIONS: INEXPEDIENT TO LEGISLATE

Moved by Rep. Sellers Seconded by Rep. Hill Vote: 11-9

Respectfully submitted,

Rep Karel Crawford, Clerk

HOUSE COMMITTEE ON TRANSPORTATION

EXECUTIVE SESSION on Bill # HB-111

BILL TITLE: ... establishing a committee to study electrical vehicle charging for residential renters

DATE: 2/7/23

LOB ROOM: 201-203

MOTION: (Please check one box)

☐ OTP ☒ ITL ☐ Retain (1st year) ☐ Adoption of Amendment # _____ *(if offered)*

☐ Interim Study (2nd year)

Moved by Rep. Sellers Seconded by Rep. Hill Vote: 11-9

MOTION: (Please check one box)

☐ OTP ☐ OTP/A ☐ ITL ☐ Retain (1st year) ☐ Adoption of Amendment # _____ *(if offered)*

☐ Interim Study (2nd year)

Moved by Rep. _____ Seconded by Rep. _____ Vote: _____

MOTION: (Please check one box)

☐ OTP ☐ OTP/A ☐ ITL ☐ Retain (1st year) ☐ Adoption of Amendment # _____ *(if offered)*

☐ Interim Study (2nd year)

Moved by Rep. _____ Seconded by Rep. _____ Vote: _____

MOTION: (Please check one box)

☐ OTP ☐ OTP/A ☐ ITL ☐ Retain (1st year) ☐ Adoption of Amendment # _____ *(if offered)*

☐ Interim Study (2nd year)

Moved by Rep. _____ Seconded by Rep. _____ Vote: _____

CONSENT CALENDAR: ____ **YES** ____ **NO**

Minority Report? _____ Yes _____ No If yes, author, Rep: _____ Motion _____

Respectfully submitted: Karel Crawford

Rep. Karel Crawford, Clerk

STATE OF NEW HAMPSHIRE
OFFICE OF THE HOUSE CLERK

1/6/2023 12:39:16 PM
Roll Call Committee Registers Report

2023 SESSION

Transportation

Bill #: HB-111 Motion: ITL AM #: _____ Exec Session Date: 2/7/23

Members	YEAS	Nays	NV
Walsh, Thomas C. Chairman	✓		
Gorski, Ted Vice Chairman	✓		
Smith, Steven D.	✓		
Crawford, Karel A. Clerk	✓		
Hill, Gregory G.	✓		
Dumais, Russell	✓		
~~O'Hara, Travis J.~~ Rep. Ross Berry	✓		
~~Foote, Charles H~~ Rep Aiden Ankarberg	✓		
See, Alvin B	✓		
Sellers, John	✓		
Sykes, George E.		✓	
Rich, Cecilia		✓	
St. Clair, Charlie G.		✓	
Fox, Dru		✓	
Rombeau, Catherine		✓	
Veilleux, Daniel T.		✓	
Coker, Matthew	✓		
Jones, Philip M		✓	
~~Rich, Jeffrey~~ Rep - ~~Allen~~ Howland		✓	
Staub, Kathy		✓	
TOTAL VOTE:	11	9	

HOUSE COMMITTEE ON TRANSPORTATION

PUBLIC HEARING ON

BILL TITLE: HB 111 – establishing a committee to study electrical vehicle charging for residential renters

DATE: 1/17/23

LOB ROOM: 201-203 **Time Public Hearing Called to Order: 1:50 pm**

Time Adjourned: 2:25pm

Committee Members: Rep. Walsh, Gorski, Crawford, Smith, Hill, Dumais, O'Hara, Foote, See, Sellers, Sykes, C.Rich, St.Clair, Fox, Rombeau, Veilleux, Coker, Jones, J.Rich, Staub

Bill Sponsors: Rep. Schultz

TESTIMONY

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

Rep. Schultz –
Establish a committee to study electrical charging station for residential renters. live in a 400 units development for rentals and none in Concord have the ability to charge there. We were wiling to pay for it but the landlord said they could not to do it.

Q: Rep. Hill – Are you aware of any senators that would do this committee – A- I am sure I can get three to be on it. How any study committee do we have for electric cars.
A- Don't know
Q: Rep. Sykes – This would be a committee not a commission?
A- Yes
Q: Rep. See – do the variable cars have special connectors? A Similar to cell phones they ar all different
Q: Rep. Rombeau – DOT talked about the NH transportation council – is there a way they could be helpful in this bill –
A. - I would think so.
Q: Rep. Jones – Mentioned 110 10 hours and 220 takes 2 hours – Are you aware that the manufactures are offering stations for public stations.

Rep. McWilliams – Supports the bill – is on Science and Technology –
1 out of 3 people rents so we need to look at this situation. Study at UNH on the Nession, which you can charge, and use the battery on the grid.

Q: Rep. O'Hara – will this impact free market would that allow the landlord to up the rent?
A- Not sure
Q: Rep. Veilleux – Is one of your ideas to have tenants stay longer ?
A-That would be good for the study committee.

Rep.Lucius Parghall supports the bill
The first one is to charge it at home.

Q: Rep. Sykes – Is it correct that at this tine most electric companies do not have rates for off times?
A: Yes just the Electric Coop that I know of.

***Chris Skoglund – Clean Energy NH- No position**

***Nick Norman – Apartment Association of NH – Oppose the bill**

Q: Rep. Sellers – If you had landlords on this committee?
A. Landlords that have large amount, middle of the road and small units.

Respectfully submitted,

Rep. Karel Crawford, Clerk

SIGN UP SHEET

To Register Opinion If Not Speaking

Bill #: HB111 Date: 1/17/23

Committee: Transportation

**** Please Print All Information ****

Name	Address	Phone	Representing	Pro	Con
Dan Bennett	Concord	603-224-2369	NHADA	✓	
Tom Penpold	Brentwood	603 828 2919	Revision Energy	✓	
Chris Skoglund	Concord	603 918 8353	CENH		
Rebecca McWilliams	Concord	603-227-6494	Mesr30	✓	
Lucas Parshall	Marlborough	603 876 3696	Chesa	✓	
State Rep Maria Perez	Milford NH	603-801-7867	Self	✓	

House Remote Testify

Transportation Committee Testify List for Bill HB111 on 2023-01-17

Support: 7 Oppose: 2 Neutral: 0 Total to Testify: 0

Export to Excel

Name	City, State Email Address	Title	Representing	Position	Testifying	Non-Germane	Signed Up
Smith, Julie	Nashua, NH cantdog@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/11/2023 8:04 PM
PREECE, DAVID	Manchester, NH davidpreece52@yahoo.com	An Elected Official	Myself	Support	No	No	1/12/2023 1:11 PM
Richardson, Daniel	Nashua, NH daniel6_22@comcast.net	A Member of the Public	Myself	Support	No	No	1/13/2023 11:14 AM
Beffa-Negrini, Patricia	Nelson, NH pbeffa@me.com	A Member of the Public	Myself	Support	No	No	1/13/2023 10:38 PM
Kaw-uh, Bryce	Manchester, NH bryce.kawuh@gmail.com	A Member of the Public	Myself	Support	No	No	1/15/2023 1:05 PM
Holstein, Susanne	Bedford, NH srholstein@comcast.net	A Member of the Public	Myself	Support	No	No	1/16/2023 7:07 PM
Oxenham, Lee	Plainfield, NH leeoxenham@comcast.net	A Member of the Public	Myself	Support	No	No	1/16/2023 10:54 PM
Friedman, Richard	Bedford, NH friedman946@yahoo.com	A Member of the Public	Myself	Support	No	No	1/17/2023 9:39 AM
Peirce, William	Kittery, ME wf5@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/17/2023 9:50 AM

January 17, 2023

Representative Thomas Walsh, Chair
NH State House - Transportation Committee

Re: HB 111

Dear Chair Walsh and Transportation Committee,

I'm David Preece, Represenative from District 17, Hillsborough County, City of Manchester, and I support HB 111, which would establish a committee to study electrical vehicle charging for residential renters.

Projections from Bloomberg state that "by 2040, 55 percent of all new car sales and 33 percent of the global fleet will be electric" and that "The upfront cost of electric vehicles will become competitive on an unsubsidized basis starting in 2024. By 2029, almost all segments reach parity as battery prices continue to fall."

2040 will be here before we know. As more and more people buy electric vehicles, the need for charging stations will increase.

This is why a study committee needs to be established to study this issue of electric vehicle charging stations and develop recommendations and guidance for residential property owners and municipalities.

I appreciate your consideration.

David Preece
Representative, Hillsborough County – 17, City of Manchester

Good afternoon Mr. Chair and members of the Committee,

My name is Bryce Kaw-uh and I live in Manchester, where I am a homeowner and active member of the community. I also currently serve as the Chair of the Manchester Planning Board.

In 2021, Manchester adopted a new comprehensive Master Plan that went on to win a statewide Plan of the Year award from the NH Planners Association. However, despite the increasing importance of electric vehicles, that topic is barely touched upon in our state-of-the-art master plan -- again from just 2 years ago -- with electric vehicles and their requisite charging spots mentioned only once in the entire 244 page document.

Our citywide Subdivision and Site Plan Regulations do not mention this topic at all. Neither does our Zoning Ordinance. That may change as we update our land use codes later this year, but for now, we have no official guidance. For what it's worth, the Planning Board on which I serve has recently taken its own initiative to ask that developers include electric vehicle charging spots in their parking areas. But that is a slapdash measure compared to any official findings or recommendations that may come from a committee formed by the state legislature exactly for this purpose.

For these reasons, I strongly support House Bill 111. We know we have a gap in both our understanding and our future plans for EV charging infrastructure as it applies to renters. It would be fantastic if a committee were established to help close this gap by examining the status quo and identifying possible action items. With all this in mind, I respectfully encourage the Committee to support this bill as well.

That concludes my planned remarks, so thank you for your time.



Bryce Kaw-uh

Estimates of power requirements for proliferation of EVs may be useful for public policy regarding power generation sources and distribution.

Richard Friedman

We need to study how to increase availability of electrical charging stations for all citizens of NH, renters and home owners

William Peirce

Chairman Vose and members of the Transportation Committee, HB 111 is a bill to establish a study committee that may require landlords to install electric vehicle charging stations for rental units. Unfortunately, the committee does not have a member of the landlord community to represent their point of view. For that reason, and some others, I hope that you do not pass the bill and look for other ways to encourage the use of electric cars. I have looked into installing a charging station in my residential rental in Portsmouth. It would be a nice selling feature. But I don't think the electric car market is mature enough for practical mandates by the state. There are too many issues up in the air. Here are some of the problems with mandating electric vehicle charging stations for landlords. 1) None of my tenants have electric cars! 2) The cold winters and hilly terrain of New Hampshire may make electric cars impractical for folks living in the Northern part of the state. Cold renders the batteries less efficient and the charges don't last as long, especially going up hills, which require more energy. From the Tesla manual :"A blue snowflake icon may appear on your touchscreen and in the app if your battery is too cold for full power and ideal range. " See: https://www.tesla.com/support/winter-driving-tips 3) Which brand of charger would they mandate? Tesla or non-Tesla. In some cases, high speed chargers are not compatible. 4) Which speed of charger would they require? Level 1or Level 2? There is a big difference installation costs. Some people prefer one over the other. See: https://www.usfa.fema.gov/blog/ci-081821.html 5) Would the charger be inside a garage or outside? Because of a string of recent car battery fires, some have suggested putting chargers outside. Will the car manufacturers fix the car fire problem and let the cars back in the garage? 6) Many installations would require a new meter box to handle the extra electric load. At the moment, installing a new meter box is nearly impossible because another law requires that all newly installed meter boxes be brand new. Only one place in America makes them. Because a small component is made out of the country and subject to a supply chain issue, there are no new meter boxes available. Call any electric supply store and they will vaguely tell you to wait six months to a year. Sincerely, William Peirce 53 Rogers Road Kittery ME 03904

HB111, Electrical Vehicle Charging Station Study Committee

Property Owner position: **Against**

Summary

This bill would establish a 6 member committee to study electrical vehicle charging for residential renters including accessibility and opportunities to provide electrical vehicle charging for residential renters. Three members of committee shall be appointed from the House and the other three from the Senate.

Talking Points

The committee will only have members of the legislature on it. Neither landlords, property owners, tenants or anyone else shall be appointed to the committee. The committee is not mandated under this bill to contact stake holders to hear their concerns.

There is no current need for the committee. Electric cars are the minority. Buyers of EV's know they need to be charged, and all should have that planned out before the purchase of the car. As the cars become more popular, private industry is building charging stations. For instance, there are some at interstate rest areas & the Mall of NH.

Many groups will be effected, including gas station owners, who may want to install charging stations if the sale of gasoline declines. They may have the space for a car to sit at a charging station for 30 minutes or more. If there is a study committee, all groups need to be consulted. The bill does not indicate that the committee has any obligation to do this. For many landlords, especially those who manage very small properties, 10 or less units, especially in downtown or older areas of a municipality, parking space is limited. Many will not be able to dedicate a parking space or two for the charging station.

Charging stations will also have extensive installation costs. First, if the station or stations are going to be wired off the building, the lines from the street will have to be checked to make sure that the line can handle the additional load. It will have to be determined if the charging station will need its own electric meter, and definitely a dedicated circuit and circuit breaker. The line to the charging station will have to buried underground, possibly tearing up pavement, which will have to be fixed, and a foundation will be needed for the station.

The station will have to be maintained, snow removal will also have to be addressed, as well as vandalism. The cost of use of the stations will have to be determined, as well as collection of these costs from the tenant.
How would security of the station be maintained to prevent theft of the electricity.
All of the above are major costs, that the small and intermediate size landlords will have difficulty paying for.

Given the small percentage of EV's in New Hampshire compared to gasoline vehicles, & many landlords not having any tenants with EVs, there is no need for any legislation for charging stations at residential rental properties. As more of these vehicles are built, the manufacturers of the vehicles, as Tesla is doing, will be building the charging stations or the cars will not sell.

The cold winters and hilly terrain of New Hampshire may make electric cars impractical for folks living in the Northern part of the state. Cold renders the batteries less efficient and the charges don't last as long, especially going up hills, which require more energy. From the Tesla manual :"A blue snowflake icon may appear on your touchscreen and in the app if your battery is too cold for full power and ideal range. " See: https://www.tesla.com/support/winter-driving-tips

Which brand of charger would be mandated? Tesla or non-Tesla. In some cases, high speed chargers are not compatible. Which speed of charger would they require? Level 1or Level 2? There is a big difference installation costs. Some people prefer one over the other. See: https://www.usfa.fema.gov/blog/ci-081821.html

Would the charger be inside a garage or outside? Because of recent car battery fires, some have suggested putting chargers outside. Will the car manufacturers fix the car fire problem and let the cars back in the garage?

Many installations would require a new meter box to handle the extra electric load. At the moment, installing a new meter box is nearly impossible because another law requires that all newly installed meter boxes be brand new. Only one place in America makes them. Because a small component is made out of the country and subject to a supply chain issue, there are no new meter boxes available. Call any electric supply store and they will vaguely tell you to wait six months to a year.

Vote Inexpedient to Legislate on HB111, Electrical Vehicle Charging Station Study Committee.

CLEAN ENERGY NH
Your Voice in All Energy Matters
14 Dixon Ave, Suite 202 | Concord, NH 03301 | 603.226.4732

January 17, 2023

Representative Thomas Walsh, Chair
House Transportation Committee
Legislative Office Building, Room 201-203
Concord, NH 03301

Testimony on House Bill 111, establishing a committee to study electrical vehicle charging for residential renters.

Dear Representative Walsh and members of the Committee,

Clean Energy NH is a 501(c)(3) nonprofit organization. Our membership includes 130+ businesses, 34 municipal members, representing over 300,000 NH citizens, and 400+ individuals in every corner of the Granite State. We advocate for the adoption of clean energy initiatives through a non-partisan, fact-based lens. Further, Clean Energy NH hosts the Drive Electric NH coalition, which was formed to support electric vehicle (EV) adoption across the state. Drive Electric NH participants include New Hampshire based travel and tourism interests, NH electric utilities, public EV charging developers, municipal interests, and non-profit groups.

Clean Energy NH takes no position on the bill as written, but offers the following information for consideration.

- **EVs are a more energy and cost efficient technology** - EVs refer to vehicles that are pure electric, unlike hybrid vehicles that include a combustion engine and an electric motor. EVs use one or more electric motors powered by a battery pack. EVs are significantly more efficient than combustion engine vehicles. EVs convert over 77 percent of the electrical energy from the grid to power at the wheels, whereas conventional gasoline vehicles only convert about 17–30 percent of the energy stored in gasoline to power at the wheels; the rest is lost primarily as waste heat.1 EVs therefore represent a tremendous economic cost savings to vehicle owners.

- **EVs are a small fraction of the current vehicle fleet but that is changing fast** - They are already 5 percent of new vehicle sales, are forecast to be more than 25 percent of new vehicle sales by 2026, and more than half of new vehicle sales by 2030.[1] This trend is particularly dramatic in the regions surrounding New Hampshire. ISO New England, the region grid manager, is forecasting that there will be a 30 fold increase in EVs between 2022 and 2031, from 50 thousand to 1.5 million EVs.[2] Further, many auto manufacturers have already announced that they will stop making gas and diesel vehicles by 2030/2035, and only offer EVs. More will follow suit as the battery supply chain improves in the coming years.

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[1] BNEF. *"More Than Half of US Car Sales Will Be Electric by 2030."*
https://www.bloomberg.com/news/articles/2022-09-20/more-than-half-of-us-car-sales-will-be-electric-by-2030
[2] ISO-NE Load Forecast Committee. *"2022 Final Transportation Electrification forecast."*
https://www.iso-ne.com/static-assets/documents/2022/02/evf2022_forecast.pdf

- **EV costs are falling and will soon compete with gas vehicles** - It is forecast that by 2024/2025, EVs purchase price will reach price parity with internal combustion engine vehicles and continue to fall in price after that for the next several years as supply chains are built out. There are already EV models on the road now that cost less to buy, maintain, and fuel than almost every other gas or diesel vehicle. As the purchase price continues to fall as battery prices drop, this means that EVs will become the most affordable new vehicle for all consumers. And for those who favor used cars, the EV secondary market will continue to mature, and EV adoption will rise across all income levels.

- **Most EV charging by NH residents will be done at home, but not all residences are suitable** - It is estimated that up to 80 percent of passenger EV charging occurs at homes.[3] However, home charging is dependent on a number of factors such as home ownership, affordability of home charging system purchase and installation, and adequacy of home electrical systems (e.g., circuit panels). While the price of EVs will continue to fall and the used EV market will develop, many NH residents may find EVs inaccessible due to lack of public charging options.

- **EV charging for NH residents without home charging is connected to broader need for public charging** - To support NH's workforce and encourage young people and young families to stay in NH, it is critical to ensure that public EV options exist throughout the state. The options can be at private stations that already serve gas and diesel vehicles, new stations purpose built for charging, at workplaces, or even simply scattered throughout communities wherever people may park for extended periods. In turn, these public stations will not only support EV owners that lack home charging, but also NH-based EV drivers taking long day trips, as well as the growing number of EV driving travelers and tourists visiting NH.

The state is facing a pressing chicken-and-egg problem[4] that is impeding the electrification of transportation; a problem with impacts on residents as well as the travel and tourism interests in the state. A robust public EV charging is needed to support EV adoption, and widespread EV adoption is needed to support widespread public EV charging network development. Limited targeted support is needed to overcome a key hurdle and launch the buildout of the necessary charging infrastructure.

Sincerely,



Sam Evans-Brown
Executive Director

[3] US DOE (2020). "*Electric Vehicles: Charging at Home*", Office Energy Efficiency and Renewable Energy, https://www.energy.gov/eere/electricvehicles/charging-home.
[4] Kadoch, C. (2020). Roadmap for Electric Transportation: Policy Guide, Regulatory Assistance Project, https://www.raponline.org/EV-roadmap/.

HB 111 - AS INTRODUCED

2023 SESSION

23-0003
02/04

HOUSE BILL ***111***

AN ACT establishing a committee to study electrical vehicle charging for residential renters.

SPONSORS: Rep. Schultz, Merr. 29

COMMITTEE: Transportation

ANALYSIS

This bill establishes a committee to study electrical vehicle charging for residential renters.

- -

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.

HB 111 - AS INTRODUCED

23-0003
02/04

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty Three

AN ACT establishing a committee to study electrical vehicle charging for residential renters.

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

1 Committee Established. There is established a committee to study electrical vehicle charging for residential renters.

2 Membership and Compensation.

I. The members of the committee shall be as follows:

(a) Three members of the house of representatives, appointed by the speaker of the house of representatives.

(b) Three members of the senate, appointed by the president of the senate.

II. Members of the committee shall receive mileage at the legislative rate when attending to the duties of the committee.

3 Duties. The committee shall study accessibility and opportunities to provide electrical vehicle charging for residential renters.

4 Chairperson; Quorum. The members of the study committee shall elect a chairperson from among the members. The first meeting of the committee shall be called by the first-named house member. The first meeting of the committee shall be held within 45 days of the effective date of this section. Four members of the committee shall constitute a quorum.

5 Report. The committee shall report its findings and any recommendations for proposed legislation to the speaker of the house of representatives, the president of the senate, the house clerk, the senate clerk, the governor, and the state library on or before November 1, 2023.

6 Effective Date. This act shall take effect upon its passage.