

Amendment to SB 417-FN

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

2
3 1 New Chapter; Electric School Bus Pilot Program. Amend RSA by inserting after chapter 374-
4 H the following new chapter:

5 CHAPTER 374-I

6 ELECTRIC SCHOOL BUS PILOT PROGRAM

7 374-I:1 Definitions. In this chapter:

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

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

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

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

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

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

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

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

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

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

30 374-I:2 Pilot Program Established.

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

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

5 374-I:3 Requests for Proposals. The department of environmental services shall initiate an
6 electric school bus pilot program within 3 months of the effective date of this chapter to provide
7 available funding for electric school buses and associated charging infrastructure. A request for
8 proposal shall identify the amount of funding that is available to offset the incremental costs of the
9 electric school buses, the electric vehicle service equipment, and the administrative costs of
10 implementing a qualified pilot program.

11 374-I:4 Qualified Pilot Programs. A qualifying pilot program shall:

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

13 (a) Investor-owned utilities;

14 (b) Electric vehicle charging equipment providers;

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

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

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

19 II. Commence on or before December 31, 2023.

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

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

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

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

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

36 374-I:5 Reports. The department of environmental services shall, by January 31, 2023 and each
37 year thereafter for the duration of any approved pilot program, report on the status of the pilot

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

- 4 I. An evaluation of the environmental and health benefits of the pilot program; and
- 5 II. The financial costs and benefits of implementing the pilot program to the participating
6 school system and the participating entity, including:
 - 7 (a) The deployment, operating, and maintenance of the electric school buses; and
 - 8 (b) The use of vehicle-to-grid technology.

9 374-I:6 Additional Funds. If additional funds become available for the program the department
10 of environmental services shall issue a new request for proposals. Eligible applicants shall include
11 both entities funded and not funded through the initial program.

12 2 Prospective Repeal. RSA 374-I, relative to electric school bus pilot programs, is repealed.

13 3 Effective Date.

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

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

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2022-1128s

AMENDED ANALYSIS

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