

DONNA P. BENTON, AICP
Director of Planning and
Community Development
d.benton@dover.nh.gov



288 Central Avenue
Dover, New Hampshire 03820-4169
(603) 516-6008
Fax: (603) 516-6049
www.dover.nh.gov

City of Dover, New Hampshire

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

Via Electronic Mail Only

July, 28, 2022

Daniel Goldner, Chairman
New Hampshire Public Utilities Commission
21 South Fruit Street, Suite 10
Concord, NH 03301-2429

RE: Docket DE 21-078 - Petition for Electric Vehicle Make-Ready and Demand Charge Alternative Proposal

Dear Chairman Goldner:

The Dover New Hampshire Energy Commission fully supports the Settlement Agreement filed by Eversource Energy on July 7, 2022 in the above referenced docket. Furthermore, the Commission concurs with the information provided by Director Robert Scott in his letter dated July 12, 2022.

Electric vehicles and plug-in hybrid vehicles, collectively referred to as EVs, are no longer a rarity, with 2021 sales in the U.S. of around 600,000 vehicles and battery electric vehicles sales alone increased from 2020 to 2021 according to the U.S. Department of Energy. McKinsey estimates that at least 50% of vehicle production in 2030 will be electric vehicles. AlixPartners predicts automakers and suppliers now expect to invest at least \$526 billion on EVs and batteries from 2022-2026. There are now 26 different models of EVs on sale in the U.S. supplied by virtually every major manufacturer with many additional models soon to be announced. Nine of the currently available models sell below the average price of a car sold in the U.S. and that does not take into account any available incentives. New Hampshire needs to prepare for the increased use of EVs now.

While EV production and adoption rates are booming in the region, New Hampshire lags behind our neighboring states and provinces when it comes to providing charging facilities, especially fast chargers so necessary to support travelers. 2019 saw New Hampshire tourism revenue of \$5.6 billion. The overwhelming majority of these tourists traveled to New Hampshire in their cars. Our competing New England states are not ignoring the consumer adoption of EVs and are building out fast charging

facilities at their tourist destinations. Without adequate charging stations, EV drivers will simply avoid New Hampshire. However, current commercial electric rates were not designed for the type of energy use pattern associated with intermittent EV charging, particularly the direct current fast charging needed to support the traveling public. The proposal presented in the Settlement Agreement will provide necessary and valuable data that will help inform the development of a new rate structure specific to this use case.

Labor availability is a top priority for businesses across the state. We should be doing everything reasonable to attract needed talent. In Dover, about 60% of our residents live in rental properties where no options exist for renters to install their own charger. In its latest consumer survey AAA finds one-quarter of Americans and 30% of millennials say they are likely to buy a non-hybrid, fully electric vehicle as their next auto purchase. Thus public charging expansion is another way we can provide incentives to attract the new workers we need to our communities. The limited infrastructure proposed to be constructed utilizing the proposed Eversource investment in conjunction with New Hampshire's VW Trust will provide a necessary backbone of charging in the state.

While there are numerous direct economic impacts to increasing support for EVs, there are also important indirect benefits. Fossil fueled vehicles emit large amounts of nitrogen oxides and organic compounds that form ground level ozone. Numerous studies have shown the positive effect on health costs when pollution levels are reduced. There are also benefits, including to our health, our environment, and our budgets, of taking action to lower emissions of greenhouse gasses and the associated impacts of climate change.

Programs that will help us understand how to better support the growing demand for charging stations are needed. We believe this is such a program and that it should be approved.

Regards,

A handwritten signature in blue ink, appearing to read 'W Baber', is written over a light blue horizontal line.

William Baber, Chair Dover Energy Commission

At the request of the Dover Energy Commission and endorsed by the Mayor and the Dover City Council