



PO Box 521 | Conway, NH 03818  
www.SkiNH.com | Phone. 603.745.9396

May 9, 2023

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

**Re: Docket No. IR 22-076, Investigation of Whether Current Tariffs and Programs are Sufficient to Support Demand Response and Electric Vehicle Charging Programs**

Ski NH’s Reply Comments

Dear Chairman Goldner,

Thank you for accepting Ski New Hampshire’s comments regarding Docket No. IR 22-076. Ski New Hampshire (“Ski NH”) is a membership-based trade association that represents 32 ski areas throughout NH. Our organization has worked to educate and garner the support of numerous other NH-based trade associations, travel and tourism organizations, and chambers of commerce on the importance of the development of sound policies related to electric vehicle (“EV”) charging infrastructure and demand response programs in NH. We see the building of EV charging infrastructure in NH as critical to maintaining a competitive edge with our neighboring states and other travel destinations, as well as an economic development imperative.

Consider the following NH visitor information and associated revenue generated in 2021:

- NH welcomed approximately 14.3 Million travelers who spent \$6.3 Billion. These guests generated tax receipts of \$328.3 Million that year.<sup>1</sup>
- Many regions of NH rely on tourism for revenue. See below the revenue that each region earned from destination visitors<sup>2</sup>:
  - Merrimack Valley Region – \$1.8 Billion
  - Seacoast Region – \$1.6 Billion
  - White Mountains Region – \$1.1 Billion
  - Lakes Region – \$681.4 Million
  - Dartmouth/Lake Sunapee Region – \$352.6 Million
  - Monadnock Region – \$339.8 Million
  - Great North Woods – \$96.4 Million

EV adoption is projected to grow significantly over the next decade. In a February 2022 report, ISO-NE expected New Englanders to be driving over 1.5 Million EVs, or 14% of total vehicles on the road in New England by 2031<sup>3</sup>. This doesn’t include the number of EVs expected to be driven by residents of other states that feed NH’s tourism industry, such as Mid-

- Abenaki Ski Area  
Wolfeboro
- Attitash Mountain Resort  
Bartlett
- Bear Notch Ski Touring Center  
Bartlett
- Black Mountain  
Jackson
- Bretton Woods  
Carroll
- Bretton Woods Nordic Center  
Carroll
- Cannon Mountain  
Franconia
- Cranmore Mountain Resort  
North Conway
- Croched Mountain  
Bennington
- Dartmouth Cross Country Ski Center  
Hanover
- Dartmouth Skiway  
Lyme Center
- Eastman Cross Country  
Grantham
- Franconia Village XC Ski Center  
Franconia
- Great Glen Trails  
Gorham
- Gunstock Mountain Resort  
Gilford
- Gunstock Outdoor Center  
Gilford
- Jackson Ski Touring Foundation  
Jackson
- King Pine Ski Area  
Madison
- Loon Mountain Resort  
Lincoln
- Loon Mountain Resort XC  
Lincoln
- McIntyre Ski Area  
Manchester
- Mount Sunapee Resort  
Newbury
- Mt. Washington Ski Touring & Snowshoe Reserve  
Intervale
- Nordic Skier Wolfeboro XC  
Wolfeboro
- Pats Peak  
Henniker
- Pine Hill Ski Club  
New London
- Purity Spring XC & Snowshoe Reserve  
Madison
- Ragged Mountain Resort  
Danbury
- Waterville Valley Resort  
Waterville Valley
- Waterville Valley Adventure Center  
Waterville Valley
- Whaleback Mountain  
Enfield
- Wildcat Mountain  
Gorham

Atlantic states like New York and New Jersey. Bloomberg estimates that just over half of all vehicles sold in the U.S. by 2030 will be electric<sup>4</sup>. Several auto manufacturers have also announced that they will begin to only make electric vehicles by 2030/2035, and as such NH needs to be prepared for that eventuality and to welcome the drivers of those brands of vehicles<sup>5</sup>. In Québec, a key market for the non-winter tourism months and a province where there are already over 100,000 EVs on the road, an additional 1.5 million EVs are expected to be on the road by 2030. By 2035, the Canadian government will require that all new light-duty cars and passenger trucks be zero-emission vehicles<sup>6</sup>.

But as EV adoption grows – particularly in our key market areas – NH is woefully ill-equipped to provide those drivers with charging services, and we believe this deficit will lead many EV drivers to make travel plans to destinations other than NH as a result. Even now, EV drivers are calling our chambers of commerce and businesses and asking where and whether they will be able to charge their EV if they come to NH, and we have very few options, if any, to share with them. This is particularly true the further north you go, where communities rely heavily on tourism as their economic lifeblood but where more often than not there are few to no EV chargers available, particularly for non-Tesla EV drivers.

Thank you for providing the opportunity to submit these comments, and for your consideration of this important matter and its impact on New Hampshire's tourism economy. Please do not hesitate to reach out to me should you have any questions.

Jessyca Keeler, President  
Ski New Hampshire

Mobile: 603.662.6800  
Office: 603.745.9396, x203  
Email: Jessyca@SkiNH.com

Sources:

<sup>1</sup>New Hampshire Travel Barometer – Impacts, Dean Runyan Associates  
<https://www.travelstats.com/qimpacts/newhampshire>

<sup>2</sup>New Hampshire Travel Barometer – Impacts, Dean Runyan Associates  
<https://www.travelstats.com/qimpacts/newhampshire>

<sup>3</sup>ISO-NE Load Forecast Committee. "2022 Final Transportation Electrification forecast." February 18, 2022. [https://www.iso-ne.com/static-assets/documents/2022/02/evf2022\\_forecast.pdf](https://www.iso-ne.com/static-assets/documents/2022/02/evf2022_forecast.pdf)

<sup>4</sup>[More Than Half of US Car Sales Will Be Electric by 2030](#), by Ira Boudway, Bloomberg.com, September 22, 2022.

<sup>5</sup>[Automakers Are Adding Electric Vehicles to Their Lineups. Here's What's Coming.](#) By Jeff S. Bartlett & Ben Preston, ConsumerReports.org, January 6, 2023

<sup>6</sup> [Assessing Charging Infrastructure Needs in Quebec.](#) By Marie Rajon Bernard and Dale Hall, TheICCT.org, February 11, 2022.