

Hamre, John G.

From: KEITH BOEHM <mheob10@gmail.com>
Sent: Saturday, November 12, 2022 9:51 AM
To: -Info-Public Service Commission
Subject: EV charging stations
Attachments: PSC letter.docx

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PSC commission:
I have attached a comment letter to the PSC to be enter in the record.
Keith Boehm

Sent from [Mail](#) for Windows

**North Dakota PSC,
Julie Fedorchak
Randy Christman
Sherie Haugen Hoffart**

Dear Commissioners:

My name is Keith Boehm. I am a small businessman and am involved in the ag industry west of Mandan. I have also spent 42 years in the electrical industry with Minnkota power at the MRY station at Center. I am commenting on the EV charging stations proposed/mandated by the Federal Government. I have answered the questions presented by the PSC. If you have any questions on my responses, please give me a call or email me.

1. Whether ownership of electric vehicle charging stations should be permitted by regulated utilities. If permitted, under what conditions? I do not believe this is an industry that should fall under PSC regulation as the ratepayers should not be responsible to build out infrastructure to support a very immature and unproven concept. The fact that a majority of the profitable margin in the electric car industry is governmental subsidies and grants is very concerning to me. This is an unproven and purely ideological effort. If the grants and subsidies were ever removed who will pay for the unprofitable and unproven concept which has been forced upon the consumer.

2. What should the Commission consider regarding unfair competition between third-party charging entities and regulated utilities? I think that the regulated utilities should only be the suppliers of energy to consumers through the present infrastructure and not be involved in direct selling of energy to supply the EV market. A regulated utility does not have the latitude to make the decisions to build efficiency into the system. The regulated utilities will constantly be coming to the PSC to build out the system of which if this industry is viable should be able to pay for the build out without the subsidies and grants. The fossil fuels transportation system had to build and pay for its infrastructure to sell its product and so should the EV industry.

3. Should the Commission consider special tariffs or rates for residential electric vehicle charging? Yes, and they should not make the cost less for the power. Are electric vehicles driving on our roads, are they not using infrastructure that we have all paid for? The EV market is getting many unfair advantages that are being forced upon us. What I mean is that the funds to make this all work are coming from the taxpayer without any control or oversight.

4. Whether the Commission should consider pilot programs in anticipation of the electrification of the transportation sector? If so, what pilot programs?

Yes, we should see if this is going to work up here in the North country before we start building any infrastructure. An interesting pilot program would be to look at all the costs involved in an EV

system. Costs including the subsidies in the making of the EV to building out of infrastructure (this includes the cost of wind and solar which without subsidies would not pencil out) and the operational costs, everything. The actual cost of the energy not the cost from residential since these charging station's cost will be approximately 5 times the cost per KWH. Then compare them to our present transportation costs and you will find that there is no comparison. We will find out we cannot afford the present plan to force EV's on the consumer. This is a freight train, and it is moving fast. I think it should be put on a sidetrack until it is studied and can be competitive with our present energy system without subsidies.

5. What is the anticipated distribution system impact from residential and fleet charging? Who is going to build the generating sources to support this energy use, then who is going to build the power lines and infrastructure to support this new transportation energy supply. Our team did a study on the replacement of our travel center's gallons dispersed per day with electrical KWH and it would take over 10000mw hours per day to replace those gallons. To think that there is no environmental impact to producing electricity vs fossil fuels is ignorance at best. At the public hearing on Nov. 3rd some EV activists got up and said they had locations around the state that they would charge up at. I wonder if those locations would have turned away an EV semi. I wonder if the state builds these charging stations inside of high traffic communities will we have to build them again when we have EV trucks and trucks aren't allowed in these in-community areas.

The commission should realize what kind of infrastructure and generating system it will take to replace the present mature energy infrastructure of fossil fuels and it is trillions of dollars. There is a fantasy being perpetrated on the unsuspecting public consumer all with the clarion call to save the planet. Climate change theory as presented is not set in stone. The climate has been changing worldwide since it was created. Let's do some math, .04% of the atmospheric composition is CO2 and man is supposedly contributing 3% of that which equates to .0012 percent of CO2 increase. That is supposedly changing the climate? The CO2 has been much higher in the past when there was no supposed man generated CO2. All this is being done with out solid data to prove that man is affecting the climate and now our state is going to jump on the bandwagon for ideas and very expensive infrastructure projects all because of someone's ideology. An activist at the public hearing talked about an elephant in the room and he was right and the elephant in the room was whether man is producing a rise in CO2 that is affecting the climate. I would disagree that it is proven science that man is actually causing climate change through CO2.

Respectfully,

Keith Boehm

Small Business Owner

District 33 Senator-elect

Mandan, ND