Bill as Introduced

2003 SESSION

03-0990
03/09

HOUSE BILL ***828-FN-A-LOCAL***

AN ACT relative to alternative fuel vehicles.

SPONSORS: Rep. P. Sullivan, Hills 50

COMMITTEE: Ways and Means

ANALYSIS

This bill establishes an exemption from tolls for, tax credits for the purchase of, and reduced fees for municipal permits for registration of, certain hybrid vehicles.

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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.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 828-FN-A-LOCAL - AS INTRODUCED

03-0990
03/09

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Three

AN ACT relative to alternative fuel vehicles.

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

1 New Paragraph; Business Profits Tax; Credits. Amend RSA 77-A:5 by inserting after paragraph XI the following new paragraph:

XII. There shall be an alternative fuel vehicle tax credit equal to 20 percent of the purchase price of any vehicle which has been certified as a Super Ultra Low Emission Vehicle by the California Air Resources Board and which is powered by a combination of an internal combustion gasoline engine and a nontraditional power source such as battery power, solar power, or other non-fossil-fuel source. The credit under this paragraph shall be allowed only in the taxable period during which the vehicle is purchased.

2 New Section; Alternative Fuel Vehicle Tax Credit. Amend RSA 77-E by inserting after section 3 the following new section:

77-E:3-a Alternative Fuel Vehicle Tax Credit. There shall be a credit allowed against the tax due under this chapter equal to 20 percent of the purchase price of any vehicle which has been certified as a Super Ultra Low Emission Vehicle by the California Air Resources Board and which is powered by a combination of an internal combustion gasoline engine and a nontraditional power source such as battery power, solar power, or other non-fossil-fuel source. The credit under this section shall be allowed only in the taxable period during which the vehicle is purchased.

3 New Subparagraph; Exemption From Tolls; Alternative Fuel Vehicles. Amend RSA 237:12, I by inserting after subparagraph (d) the following new subparagraph:

(e) All vehicles which have been certified as Super Ultra Low Emission Vehicles by the California Air Resources Board and which are powered by a combination of an internal combustion gasoline engine and a nontraditional power source such as battery power, solar power, or other non-fossil-fuel source. The commissioner of the department of transportation shall issue an appropriate tag or decal for use by vehicles qualified under this subparagraph.

4 New Paragraph; Municipal Permits for Registration; Fees for Registration Permits; Reduction for Certain Vehicles. Amend RSA 261:153 by inserting after paragraph I the following new paragraph:

I-a. The fee collected under paragraph I shall be reduced by 1/3 for any vehicle which has been certified as a Super Ultra Low Emission Vehicle by the California Air Resources Board and which is powered by a combination of an internal combustion gasoline engine and a nontraditional power source such as battery power, solar power, or other non-fossil-fuel source.

5 Effective Date. This act shall take effect July 1, 2003.

LBAO
03-0990.0
1/28/03

HB 828-FN-A-LOCAL FISCAL NOTE

AN ACT relative to alternative fuel vehicles.

FISCAL IMPACT:

Due to time constraints, the Office of Legislative Budget Assistant is unable to provide a fiscal note for this bill at this time. When completed, the fiscal note will be forwarded to the House Clerk's Office.

LBAO
03-0990
Revised 3/5/03

HB 828 FISCAL NOTE

AN ACT relative to alternative fuel vehicles.

FISCAL IMPACT:

The Departments of Revenue Administration and Transportation state this bill will decrease state revenues by an indeterminable amount in FY 2004 and each year thereafter. The New Hampshire Municipal Association states this bill will decrease local revenue by an indeterminable amount in FY 2004 and each year thereafter. There will be no fiscal impact on state, county and local expenditures or county revenue.

METHODOLOGY:

The Department of Revenue Administration states this bill will allow a Business Profits and Business Enterprise tax credit equal to 20% of the purchase price of a certified "Super Ultra Low Emission Vehicle" as defined by California law. The total credit could equal 40% of the purchase price of the vehicle. The Department could not predict the number of vehicles being sold that would qualify for this credit, and therefore, could not estimate the decrease in state revenue that would result. The decrease in revenue would impact both the general and education trust funds.

The Department of Transportation states this bill will allow qualified vehicles to be exempt from turnpike tolls. While the decrease in turnpike revenue is indeterminable, the Department made several assumptions and determined the decrease could range from $112,000 in FY 2004 to $963,000 in FY 2007.

The New Hampshire Municipal Association states this bill will allow qualified vehicles to be exempt from municipal vehicle registration fees. The Association could not estimate the number of vehicles being sold that would qualify for this credit, and therefore, could not estimate the decrease in local revenues that would result.

The Department of Safety states that this bill will not impact their Department.

Amendments

House Ways and Means
March 4, 2003
2003-0483h
03/10

Amendment to HB 828-FN-A-LOCAL

Amend the title of the bill by replacing it with the following:

AN ACT establishing a committee to study the effect of alternative transportation on state revenues.

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

1 Committee Established. There is established a committee to study the effect of alternative transportation on state revenues.

2 Membership and Compensation.

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

(a) Three members of the house, at least one of whom shall be a member of the ways and means committee, and at least one of whom shall be a member of the public works and highways committee, appointed by speaker of the house of representatives.

(b) Three members of the senate, appointed by 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:

I. Examine future revenues for the highway fund to replace road tolls as alternative fuel vehicles and hybrid vehicles become more common.

II. Examine the possibility of encouraging alternative fuel vehicles and hybrid vehicles.

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, 2003.

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

2003-0483h

AMENDED ANALYSIS

This bill establishes a committee to study the effect of alternative transportation on state revenues.

Hearing Minutes

HOUSE COMMITTEE ON WAYS AND MEANS

PUBLIC HEARING ON HB 828

BILL TITLE: **relative to alternative fuel vehicles.**

DATE: 3/3/2003

LOB ROOM: 202 **Time Public Hearing Called to Order:** 2:30

Time Adjourned: 3:17

(please circle if present)

Committee Members: Reps. Major, J. Gilbert, V. Clark, Hess, Langone, Giuda, Griffin, Camm, Gibson, Jasper, Hinkle, Hughes, Ingram, McCormick, Roessner, Almy, Davis, Espiefs, C. Hamm, Hammond and C. Pappas.

Bill Sponsors:

TESTIMONY

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

See attached

March 3, 2003

HB 828, relative to alternative fuel vehicles.

Chairman Major opened the hearing on this bill at 2:35 p.m and recognized Rep. Peter Sullivan, sponsor of the bill. He said that this bill is a modest first incentive to lowering the state's demand for fossil fuels. He thinks that because there are a number of tax issues and revenue issues involved in this legislation, however, as well as some technical questions about the language, he thinks that the best disposition of the bill would be to put it into a study committee.

QUESTIONS:
Rep. Almy: Could you define a little better what a super ultra low emission vehicle is? Are those sold here now?
Ans: That is still a somewhat limited designation. That's something that the study should consider, and whether there should be a scale for different levels of vehicles.

Rep. Hinkle: Do you have any projections of how rapidly the sales of these vehicles would escalate over the next few years?
Ans: No, that depends on who you ask. Right now most of those available are Japanese. There are others that will be coming available in the next few years, though, and there may also be natural gas driven machines.
Followup: What impact might this have on paying off revenue bonds?
Ans: That would depend on how many are sold.

Rep. Gibson: How would you propose that we as a committee look at the gap in road revenues?
Ans: That's another of the concerns that prompts me to recommend a study committee.
Followup: Do these alternative fuel vehicles produce the same wear and tear on the roads as other vehicles?
Ans: I'm not sure; there may be someone else giving testimony who could answer better.

Rep. Clark: Are you requesting that we amend this bill to establish a chaptered study committee, or only that we retain it and establish our own sub-committee to work on it?
Ans: I would of course defer to the judgement of the committee, but I've been led to believe that a chaptered committee would provide more time to work on it.

Rep. Roessner: Are there other jurisdictions that have done something like this?
Ans: Yes; some have discounted their excise taxes, some provide discounts on "Fast Pass" cards.

No further questions.

The chair next recognized Dan McLeod, of the NH Auto Dealers Association, who spoke in support of the concepts contained in this bill. He said that manufacturers are being pressured to create more environmentally friendly vehicles, and that bills like this will

improve sales of those vehicles. This bill provides both business and consumer incentives. He also agrees with the sponsor that the bill probably should go to a study committee. Over time there is going to be less and less gas sold, but increasing numbers of vehicles on the roads. Another way of paying for those roads will have to be found.

QUESTIONS:
Rep. Gilbert: Do you know what percentage of cars sold in NH are alternative feul vehicles?
Ans: No, but I'll bet it's less than 1%.

No further questions.

The chair next recognized Bob Sculley, of the NH Motor Dealers Association, who said that they object to the bill partly because it four times references the California Air Resources Board. That is a governor-appointed body, 3000 miles away, and he would rather have a local control element. He also has some concerns about the loss of toll revenue and registration fees.

No questions.

The chair then recognized Rebecca Ohler, representing the NH Department of Environmental Services, speaking in favor of the bill. She pointed out that last summer was the worst that the state has ever experienced, with respect to air quality. One of the biggest problem was ground-level ozone, which is primarily produced by air reaction with motor vehicle exhaust. There is no easy way to reduce the number of vehicles on the road, or how far they travel; so the only thing to do is change the nature of the vehicles themselves. Providing incentives for lower-emission vehicles is one way to accomplish that. She provided a copy of written testimony for the file, and a brochure which the Governor's Office of Energy and Community Services produces to promote alternative fuel vehicles. Additionally, she commented that New Hampshire is now prohibited from establishing its own vehicle emission standards; only the California standards and the Federal Standards can be used. She said the Federal standards are very comparable but not as easily referenced, since they don't have simple names. She pointed out that the state has about 225 alternative fuel vehicles. She said that she could get examples of other state's legislation through her connection with the Clean Cities Coalition. Finally, she said that alternative fuel vehicles come in all of the same categories as other vehicles, so they do the same wear and tear on the highways.
QUESTIONS:
Rep. Roessner: Do you know of any financial incentives that are helping businesses to move to alternative vehicles?
Ans: Yes; there are some federal programs, for instance, which have assisted the state to acquire such vehicles. We're hoping to be able to extend that to the communities. And there are some funds from the Department of Energy from which competitive grants are made for individual projects.

Rep. Almy: Do you know the quantity of alternative fuel sales?
Ans: No, but I would agree that its less than 1%.
Followup: Have you given any thought about how to fund our highways if we eventually have no gas sales?
Ans: No, I have not.

Rep. Hinkle: Where were the air quality problems? And when?
Ans: It's definitely a seasonal problem, mostly occuring in July and August. And they mainly occur in the southern portion of the state, extending over to the seacoast. Essentially from Nashua to the seacoast. They are associated with increased commuter traffic, and we do get some impact coming from other states.

Rep. Guida: Are any of the materials in these alternative fuel vehicles considered hazardous?
Ans: Yes, there are some hazardous materials, as are gasoline and diesel. We will be trying to get some funding for training for emergency responders.

No further questions.

The chair next recognized Catherine Corkery, representing the NH Sierra Club and speaking in favor of the bill. She submitted written testimony for the file. She said that her organization offers sample rides on alternative vehicles. If the bill does go into study, she thinks that we might want to set up a day to check some of them out. On the safety hazard question, she mentioned that some EMT training is already going on, relative to concerns when working on a hybrid vehicle that might have a considerable energy storage unit.

No questions.

There being no further testimony offered, the public hearing on HB 828 was adjourned at 3:15 p.m.

Respectfully submitted,

Vivian R. Clark
Committee Clerk

Sub-Committee Actions

HOUSE COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEE WORK SESSION ON HB 828

BILL TITLE: **relative to alternative fuel vehicles.**

DATE:

Subcommittee Members: Reps. Chaw Gryffen, Almy, Pappas, McCormack, Gibson

Comments and Recommendations:

See typed testimony

Amendments:

Sponsor: Rep. _____ OLS Document #: _____ Adopted/Failed

Sponsor: Rep. _____ OLS Document #: _____ Adopted/Failed

Sponsor: Rep. _____ OLS Document #: _____ Adopted/Failed

Motions: OTP, (OTP/A), ITL, Interim Study (Please circle one.)

Moved by Rep. Gibson

Seconded by Rep. Pappas

Vote: 5-0

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.)

Moved by Rep. _____

Seconded by Rep. _____

Vote: _____

Respectfully submitted,

Rep. Mary E Gryffen
Subcommittee Chairman/Clerk

Testimony

FILE COPY

State of New Hampshire
DEPARTMENT OF ENVIRONMENTAL SERVICES
6 Hazen Drive, P.O. Box 95, Concord, NH 03302-0095
(603) 271-1370 FAX (603) 271-1381

March 3, 2003

The Honorable Norman L. Major, Chairman
House Ways and Means Committee
Legislative Office Building, Room 202
Concord, New Hampshire 03301

Re: HB 828 – Relative to alternative fuel vehicles

Dear Chairman Major and Members of the Committee:

Thank you for this opportunity to offer testimony on HB 828, relative to alternative fuel vehicles. In New Hampshire, motor vehicles are the primary source of ground level ozone, the main ingredient of smog. Ozone is formed in the atmosphere through a complex interaction of volatile organic compounds (VOC) and nitrogen oxide (NOx) emissions. When ozone levels exceed federal air quality standards, otherwise healthy people often have reduced lung function and chest pain, and hospital admissions for people with respiratory ailments like asthma increase. With longer exposures, permanent lung damage can occur. Ambient particulate matter (PM) is emitted directly from cars and light trucks and also forms in the atmosphere from NOx, sulfur oxides, and VOC, all of which are emitted by motor vehicles. These particles can penetrate deep into the lungs and are linked with premature death, increased hospital admissions, increased respiratory symptoms, and changes in lung tissue. Ozone and PM exposure has also been shown to contribute to cancer and other health risks. When either ozone or PM air quality problems are present, those hardest hit tend to be children, the elderly, and people who already have health problems.

During last summer's ozone season, southern New Hampshire experienced some of the worst air quality in over a decade, with New Hampshire ozone monitors reporting more than 50 exceedances of the revised 8-hour National Ambient Air Quality Standard of 80 parts per billion on 13 different days (as well as 6 exceedances of the less protective 1-hour standard of 120 parts per billion on 2 days). While New Hampshire has met its statutory planning obligations under the 1-hour standard, parts of the State remain designated as non-attainment for the 1-hour standard. Final strategies for meeting the more stringent 8-hour ozone standard will be required from states in a few years, however DES anticipates that further emissions reductions will be necessary.

The health effects of high ozone and PM levels are not the only reason for concern about continuing air pollution. Ozone and PM also harm plants and cause damage to buildings and materials. PM reduces visibility and contributes to significant visibility impairment in our state and national parks and in many urban areas. In addition, air pollution from motor vehicles contributes to acidification of lakes and

streams, eutrophication of coastal and inland waters, and elevated drinking water nitrate levels. These problems impose a substantial burden on public health, our economy, and our ecosystems.

While light passenger vehicles and trucks have gotten less polluting over the years, changes in vehicle choices, driving habits and commuting patterns have resulted in a growing impact on our air quality by motor vehicles. From 1990 to 1999, the average daily vehicle miles traveled (VMT) in New Hampshire increased from about 31 million miles per day to 37 million miles per day, an increase of almost 20 percent, or about 2 percent annually. This trend appears to be continuing through the current decade, and combined with declining average fuel economy due to the significant increase in the number of light trucks and sport utility vehicles, result in emissions from motor vehicles causing an ever-increasing percentage of the total air pollution in the State.

House Bill 828 seeks to create incentives for the purchase and use of more efficient, less polluting, vehicles. The Department of Environmental Services (DES) strongly encourages the use of, cleaner, more efficient forms of transportation wherever possible, and generally supports legislative concepts that would achieve this goal. DES has concerns with HB 828 in its current format, which are outlined below, however DES does not believe these concerns represent insurmountable problems and consultation between the sponsor, DES and the fiscally impacted agencies can help to resolve these issues.

Specific Issues for Review

- HB 828 currently offers incentives only to advanced technology hybrid vehicles. DES suggests that the bill could be expanded to include dedicated alternative fuel vehicles (AFV), including electric, natural gas, and propane vehicles. AFVs emit significantly less pollution than their diesel and gasoline counterparts, as well as help reduce our dependence on foreign oil. DES has provided some suggested language to the sponsor for inclusion of dedicated AFVs in this bill.

- As currently written the fiscal impact of this bill will increase over time. In Model Year 2003 there are only two models of hybrid vehicles meeting the Super Ultra Low Emission Vehicle (SULEV) standard, resulting in a relatively small number of these vehicles on the road in New Hampshire. The fiscal impact of this legislation, even including dedicated AFVs, can be predicted to be relatively small in the next few years. However, hybrid technology is being developed by all major auto manufacturers, with several new hybrid vehicles expected to be offered within the next few model years, and the potential exists for rapid increase in the number of vehicles qualifying for this incentive. In fact, that is the purpose of this bill, to help spur increased use of advanced technology vehicles by providing incentives for consumers to purchase these products. The strategy is good, and DES hopes it will be successful. With success will come both a decrease in the need for such incentives, as well as an increase in the fiscal impact of these incentives.

DES suggests the Committee consider an amendment to require the review of the need for, and fiscal impacts of, this legislation on a set schedule to ensure that we do not reach a point where the cost of this program exceeds the air quality and economic benefits it will achieve. Based on the current projections by auto manufacturers, DES suggests the first review of this legislation occur five years after its adoption.

Thank you again for the opportunity to comment on HB 828. DES believes this bill can result in legislation that will provide economic relief to small businesses who are leading by example in their purchase of cleaner vehicles, as well as help the State address air quality issues that impact all citizens of this State. DES welcomes the opportunity to work with the sponsor and other stakeholders in the revision of this bill as necessary. Should you have any questions, please feel free to contact Rebecca Ohler (271-6749) at your convenience.

Sincerely,

Robert Monaco
Acting Commissioner

cc: Peter Sullivan, Representative
Richard Flynn, Commissioner, DOS
Carol Murray, Commissioner, DOT

FILE COPY

Granite State Clean Cities

Promoting the Use of Alternative Fuel Vehicles in New Hampshire



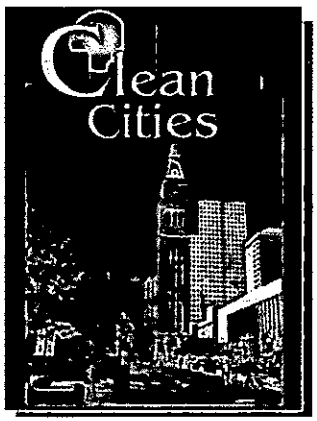
Doing Our Share for Clean Air!

NEW HAMPSHIRE DEPARTMENT OF Environmental Services

www.granitestatecleancities.org

What is the Clean Cities Program?

Clean Cities is a program of the U.S. Department of Energy (US-DOE) that supports public/private partnerships that promote Alternative Fuel Vehicles (AFVs) and associated fueling capacity.



By encouraging AFV use, Clean Cities enhances our energy security and environmental quality by reducing dependence on fossil fuels and by introducing cleaner burning fuels.

Why Be a Part of Clean Cities?

Clean Cities programs succeed by building coalitions of stakeholders who work locally to increase the number of AFVs on the road and integrate this development into state and regional planning efforts. Participation in the Granite State Clean Cities program provides many benefits, including:

- The expertise and resources of all stakeholders become available to you.
- Clean Cities can help you identify sources of funding for project development.
- Clean Cities Coalition Stakeholders are recognized in their communities for their commitment to improving public health and the environment.

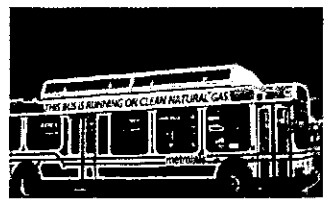
What are AFVs?

Alternative Fuel Vehicles are defined as any vehicle that operates solely on one alternative fuel, or any vehicle that runs on a combination of an alternative fuel and a conventional fuel such as gasoline or diesel. Types of alternative fuels include:

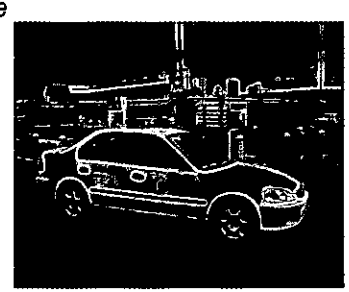
- Compressed Natural Gas (CNG)
- Liquified Natural Gas (LNG)
- Propane (Liquified Petroleum Gas)
- Electricity
- Biodiesel
- Ethanol
- Solar
- Hydrogen
- Methanol



Electric vehicle



Natural gas bus

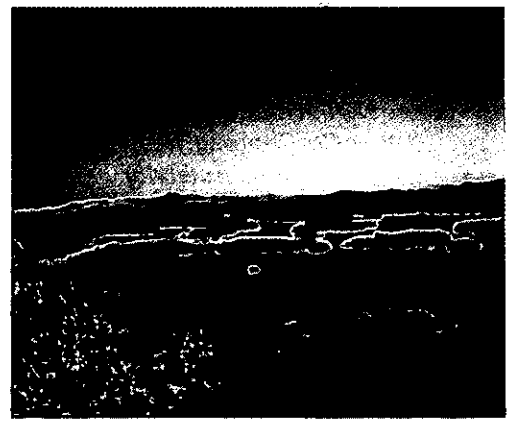


Natural gas vehicle at a refueling station

Granite State Clean Cities - helping to build clean and healthy communities!

Benefits of AFVs

- √ **Reduce** emissions of pollutants that cause smog.
- √ **Reduce** emissions of greenhouse gases.
- √ **Reduce** emissions of toxic air pollutants.
- √ **Increase** energy security by reducing dependence on foreign oil.
- √ **Encourage** development of domestic sources of energy.
- √ **Promote** development of advanced technologies, e.g., fuel cells.
- √ **Protect** public health.
- √ **Protect** New Hampshire's environment.



Cleaner Cars for Cleaner Air

The Granite State Clean Cities Coalition

Stakeholders

AL Prime Energy
Alternate Energy Corporation
Alternative Fuel Systems
American Honda Motor Company
Appalachian Mountain Club
AVSG LP
Bell Power Systems
City of Keene
City of Manchester
City of Nashua
City of Portsmouth
Concord Area Transit
Cooperative Alliance for Seacoast Transportation
Energy North Propane
Ford Motor Company
FuelMaker Corporation
General Motors Corporation
Hampton Shuttle
Hilltop Chevrolet
Jacques Whitford Company, Inc.
Keene State College
KeySpan Energy Delivery
Mount Washington Auto Road
NH Department of Environmental Services
NH Department of Transportation
NH Governor's Office of
Energy and Community Services
NH Sierra Club
NH Technical Institute
Northern Utilities
Palmer Gas Company, Inc.
Pease Development Authority
Regal Limousine Service
Schwans Sales Enterprises, Inc.
Seacoast Metropolitan Planning Organization
Suburban Propane
The Grappone Companies
Timeless Technologies
Town of Durham
University of New Hampshire
World Energy

Energy Facts

- Vehicle emissions are the leading source of air pollution in the U.S. today.[1]
- Transportation sector carbon dioxide emissions have grown 15% since 1990.[1]
- Transportation accounts for 65% of U.S. oil consumption.[2]
- Billions of dollars are spent each year protecting foreign oil supplies.
- In 1999, OPEC supplied about 46% of U.S. oil imports, or 25% of total U.S. oil consumption.[1]
- 97% of the energy used in transportation comes from petroleum.[1]
- The U.S. now pays more than $2 billion per week for imported crude oil and petroleum products.[1]

[1]Energy Information Administration
[2]Energy Efficiency and Renewable Energy Network

For more information:
Granite State Clean Cities program:
Governor's Office of Energy and Community Services, 603-271-0477, or
NH Department of Environmental Services
603-271-6749 or 800-498-6868
www.granitestatecleancities.org
USDOE Clean Cities program:
www.ccities.doe.gov

FILE COPY

New Hampshire Sierra Club

#3 Bicentennial Square Concord, New Hampshire 03301

Phone: (603) 224.8222 FAX: (603) 224.4719

March 3, 2003

New Hampshire State House of Representatives
Ways and Means Committee
Chairman Norman Major

Honorable Chairman and Committee Members,

My name is Catherine Corkery and I represent New Hampshire Sierra Club (NHSC), an environmental advocacy group with 5,000 members in the state and over 700,000 across North America. Thank you for taking the time to hear my testimony on HB 828, concerning hybrid vehicles.

Air pollution is a particularly sensitive issue in New Hampshire, a state of stunning beauty, outdoor recreation and historical environmental conservation. We are also the state often referred to as being "at the end of the tailpipe" of our nation's dirty air. As reported by NH Department of Environmental Services, a major contributor to nitrogen oxides that produce smog; carbon dioxide, the climate change pollutant; and other air toxics are the cars we drive. Cars, light trucks and minivans are not to blame rather the existing technology is often not used to the fullest. There have been major improvements, most notable being the catalytic converter, and more improvements still, like hydrogen fuel cells and continuously variable transmissions.
The technology of tomorrow exists today. Honda for instance has produced a fuel cell vehicle, the FCX. Many cars are equipped with the continuously variable transmissions. New Hampshire can help promote these technologies and clean the air. New Hampshire Sierra Club supports the initiative of sponsor Representative Sullivan and believes this is a great first step. However, there does need to be some adjustments to the bill in order for it to become good public policy.
New Hampshire has always upheld the "clean hands" approach to air pollution by taking environmental matters seriously and cleaning up facilities within our boarders. This is another opportunity for New Hampshire citizens and businesses to follow the tradition.
NHSC applauds making incentives available to individuals and businesses but recognizes that the necessary spark only needs to be lit for a defined period of time. Perhaps giving some sort of review date, this incentive can help provide the spark, not a crutch, to promote these vehicles.
Another concern is the definition of alternative fuels. NHSC supports the non-fossil fuel definition of the sponsor but would like to include new developments as the technologies become more common, like fuel cells.

I urge the Ways and Means Committee to give the people of New Hampshire the chance to explore new technologies and promote a cleaner environment. New Hampshire Sierra Club recognizes that HB828 needs further improvements but supports the initiative of Representative Sullivan and asks for the Committee's extra attention to mold this bill into good public policy.
Lastly, I would like to offer my assistance and relevant information regarding any future developments of this bill. Please feel free to contact me.

Sincerely,

Catherine M. Corkery

Catherine Corkery
NH Sierra Club

Voting Sheets

HOUSE COMMITTEE ON WAYS AND MEANS

EXECUTIVE SESSION on HB 828

BILL TITLE: **relative to alternative fuel vehicles.**

DATE: 3/5/03

LOB ROOM: 202

Amendments:

Sponsor: ~~Rep.~~ Committee OLS Document #: 0483h (Adopted)/Failed unanimous

Sponsor: Rep. _____ OLS Document #: _____ Adopted/Failed

Sponsor: Rep. _____ OLS Document #: _____ Adopted/Failed

Motions: OTP, (OTP/A) ITL, Interim Study (Please circle one.)

Moved by Rep. Almy

Seconded by Rep. Pappas

Vote: 17-0 (Please attach record of roll call vote.)

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.)

Moved by Rep. _____

Seconded by Rep. _____

Vote: _____ (Please attach record of roll call vote.)

CONSENT CALENDAR VOTE: yes 17-0

(Vote to place on Consent Calendar must be unanimous.)

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep. Vivian R. Clark, Clerk

OFFICE OF THE HOUSE CLERK

2003 SESSION

WAYS AND MEANS

Bill #: HB 828 Title: _____

PH Date: ___/___/___ Exec Session Date: 3/5/03

Motion: OTP/A Amendment #: 0483h

MEMBER	YEAS	NAYS
Major, Norman L, Chairman	17	
Gilbert, Jeffrey D, V Chairman	1	
Clark, Vivian R, Clerk	2	
Hess, David W	A	
Langone, John S	A	
Giuda, Robert J	A	
Camm, Kevin L	3	
Griffin, Mary E	A	
Gibson, John M	4	
Jasper, Shawn N	5	
Hinkle, Peyton B	6	
Hughes, Daniel M	7	
Ingram, Russell F	8	
McCormick, Tom F	9	
Roessner, Kurt J	10	
Almy, Susan W	11	
Davis, Frank W	12	
Espiefs, Peter S	13	
Hamm, Christine C	14	
Hammond, Lee M	15	
Pappas, Christopher C	16	
	17-0	
TOTAL VOTE:		

Printed: 2/13/2003

Committee Report

COMMITTEE REPORT

COMMITTEE: **Ways and Means**

BILL NUMBER: **HB 828-FN-A-L**

TITLE: relative to alternative fuel vehicles.

DATE: March 5, 2003 CONSENT CALENDAR YES ☒ NO ☐

☐ OUGHT TO PASS

☒ OUGHT TO PASS WITH AMENDMENT

☐ INEXPEDIENT TO LEGISLATE

☐ REFER TO COMMITTEE FOR INTERIM STUDY
(Available only in second year of biennium.)

STATEMENT OF INTENT
(Include Committee Vote)

The sponsor brought up the issue of alternative-fuel and hybrid vehicles, and how the state can encourage them to improve air quality and decrease reliance on imported oil. The committee felt that a greater problem was the declining revenues to be expected from the gas tax (road toll) as these vehicles increase, and how to fund the Highway Fund as this transition occurs. It therefore amended the bill into a study committee to look at both these issues, the changing source of Highway Fund revenues and whether and how to stimulate alternative-fuel vehicles.

Vote 17-0.

Rep. Susan W. Almy
FOR THE COMMITTEE

Original: House Clerk
cc: Committee Bill file

USE ANOTHER REPORT FOR MINORITY REPORT

CONSENT CALENDAR

Ways and Means

HB 828-FN-A-L, relative to alternative fuel vehicles. **OUGHT TO PASS WITH AMENDMENT**

Rep. Susan W. Almy for Ways and Means: The sponsor brought up the issue of alternative-fuel and hybrid vehicles, and how the state can encourage them to improve air quality and decrease reliance on imported oil. The committee felt that a greater problem was the declining revenues to be expected from the gas tax (road toll) as these vehicles increase, and how to fund the Highway Fund as this transition occurs. It therefore amended the bill into a study committee to look at both these issues, the changing source of Highway Fund revenues and whether and how to stimulate alternative-fuel vehicles. **Vote 17-0.**

HB828 - relative to alternative fuel vehicles. OTP/A 0483 17-0. The sponsor ~~brought~~ brought up the issue of alternative-fuel and hybrid vehicles, and how the state can encourage them to improve air quality and decrease reliance on imported oil. The committee felt that ~~it's an equal or~~ a greater problem was the declining revenues to be expected from the gas tax (road toll) as those vehicles increase, & how to fund the Highway Fund as this transition occurs. It therefore amended the bill into a study committee to look at both these issues, the changing source of Highway Fund revenues and whether & how to stimulate alternative-fuel vehicles.