

CONSENT CALENDAR

September 19, 2023

HOUSE OF REPRESENTATIVES

REPORT OF COMMITTEE

The Committee on Ways and Means to which was referred SB 191-FN,

AN ACT relative to road toll registration surcharges for electric vehicles. Having considered the same, report the same with the following resolution: RESOLVED, that it is INEXPEDIENT TO LEGISLATE.

Rep. Walter Spilsbury

FOR THE COMMITTEE

COMMITTEE REPORT

Committee:	Ways and Means
Bill Number:	SB 191-FN
Title:	relative to road toll registration surcharges for electric vehicles.
Date:	September 19, 2023
Consent Calendar:	CONSENT
Recommendation:	INEXPEDIENT TO LEGISLATE

STATEMENT OF INTENT

This bill proposes to establish a registration surcharge for electric vehicles. The purpose is to ensure that electric vehicles contribute to the cost of maintaining state highways. But language to do just that was incorporated into HB 2 and enacted as part of the budget adopted in June. Specifically, that language created an additional \$100 per annum fee for any battery electric vehicle and a \$50 fee for a plug-in hybrid electric vehicle. Thus, this bill is no longer needed.

Vote 20-0.

Rep. Walter Spilsbury
FOR THE COMMITTEE

Original: House Clerk
Cc: Committee Bill File

CONSENT CALENDAR

Ways and Means

SB 191-FN, relative to road toll registration surcharges for electric vehicles. **INEXPEDIENT TO LEGISLATE.**

Rep. Walter Spilsbury for Ways and Means. This bill proposes to establish a registration surcharge for electric vehicles. The purpose is to ensure that electric vehicles contribute to the cost of maintaining state highways. But language to do just that was incorporated into HB 2 and enacted as part of the budget adopted in June. Specifically, that language created an additional \$100 per annum fee for any battery electric vehicle and a \$50 fee for a plug-in hybrid electric vehicle. Thus, this bill is no longer needed. **Vote 20-0.**

HOUSE COMMITTEE ON WAYS AND MEANS

EXECUTIVE SESSION on SB 191-FN

BILL TITLE: relative to road toll registration surcharges for electric vehicles.

DATE: April 26, 2024

LOB ROOM: 202-204

MOTIONS: **RETAINED**

Moved by Rep. Spilsbury

Seconded by Rep. Soti

Vote: 15-5

CONSENT CALENDAR: NO

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep Fred Plett, Clerk

HOUSE COMMITTEE ON WAYS AND MEANS

EXECUTIVE SESSION on SB 191-FN

BILL TITLE: relative to road toll registration surcharges for electric vehicles.

DATE: September 19, 2023

LOB ROOM: 202-204

MOTIONS: **INEXPEDIENT TO LEGISLATE**

Moved by Rep. Spilsbury

Seconded by Rep. Almy

Vote: 20-0

CONSENT CALENDAR: YES

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep Fred Plett, Clerk



STATE OF NEW HAMPSHIRE
OFFICE OF THE HOUSE CLERK

2023 SESSION

1/10/2023 9:55:04 AM
Roll Call Committee Registers
Report

Ways and Means

Bill #: 991 Motion: Retain AM #: _____ Exec Session Date: Apr 12 2023

Members	YEAS	Nays	NV
Sanborn, Laurie J. Chairman	15		
Janigian, John C. Vice Chairman	1		
Ulery, Jordan G.	2		
Doucette, Fred G.	3		
Spilsbury, Walter	4		
Plett, Fred R. Clerk	5		
Hynes, Dan <i>Walter</i>	6		
Soti, Julius F.	7		
Aures, Cyril Nicholas	8		
Rocheftort, David	9		
Almy, Susan W.		1	
Ames, Richard	10		
Southworth, Thomas L.	11		
Malloy, Dennis J.	12		
Schamberg, Thomas C. <i>Haberman Phil</i>	13		
Fellows, Sallie D.		2	
Bolton, Bill R		3	
Elberger, Susan A		4	
Leapley, Nicole M <i>U/M</i>	14		
Smith, Geoffrey <i>Ston</i>		5	
TOTAL VOTE:	15	5	



STATE OF NEW HAMPSHIRE
OFFICE OF THE HOUSE CLERK

2023 SESSION

1/10/2023 9:55:04 AM
Roll Call Committee Registers
Report

Ways and Means

Bill #: HCS 191 Motion: IT2 AM #: _____ Exec Session Date: 9/9/23

<u>Members</u>	<u>YEAS</u>	<u>Nays</u>	<u>NV</u>
~~Sanborn, Laurie J. Chairman~~ <u>Smith, Susan</u>	2		
~~Janigian, John C. Vice Chairman~~	1		
Ulery, Jordan G.	3		
Doucette, Fred G.	4		
Spilsbury, Walter	5		
Plett, Fred R. Clerk	6		
~~Hynes, Dan~~ <u>Colcombe, Rick</u>	7		
Soti, Julius F.	8		
Aures, Cyril Nicholas	9		
~~Rocheport, David~~ <u>Notes: Draining</u>	10		
Almy, Susan W.	11		
Ames, Richard	12		
Southworth, Thomas L.	13		
Malloy, Dennis J.	14		
Schamberg, Thomas C.	15		
Fellows, Sallie D.	16		
Bolton, Bill R	17		
Elberger, Susan A	18		
Leapley, Nicole M	19		
Smith, Geoffrey	20		
TOTAL VOTE:	20	0	

HOUSE COMMITTEE ON Ways and Means

BILL NUMBER: SB 191-FN

BILL TITLE: relative to road toll registration surcharges for
electric vehicles.

DATE: April 26, 2023

THE COMMITTEE HAS VOTED TO RETAIN THIS BILL.

Rep. L. Sanborn, Chair

HOUSE COMMITTEE ON WAYS AND MEANS

PUBLIC HEARING ON SB 191-FN

BILL TITLE: relative to road toll registration surcharges for electric vehicles.

DATE: April 18, 2023

LOB ROOM: 202-204

Time Public Hearing Called to Order: 1:30 p.m.

Time Adjourned: 2:55 p.m.

Committee Members: Reps. L. Sanborn, Janigian, Plett, Ulery, Doucette, Spilsbury, Aures, Rochefort, Almy, Ames, Malloy, Schamberg, Fellows, Bolton, Elberger and Leapley

Bill Sponsors:

Sen. Watters

Sen. D'Allesandro

Sen. Fenton

Sen. Lang

Rep. McConkey

Rep. Sykes

TESTIMONY

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

Senator Watters: Introduction of bill. Fair Share bill. Declining road toll revenues – Electric Vehicles fair share. \$100 surcharge to go to highway fund, 20% may go to build out chargers. Context – road toll issues – only 1% are EVs so far, but increasing rapidly – 60,000 maybe by 2030. What are we going to do about declining road toll revenues? Vehicle miles travelled? How to sort out in-state and out-of- state. Wyoming \$250 – most states between \$25 and \$150. We calculated average, 12,500 miles, efficiency, works out to \$105, so \$100. PHEV \$50 would be fairer. HB422 would establish a road toll committee. No conflict between this and that. Ideas about surcharge on charging stations. We have \$4.5 million from VW settlement, contracts going out. Also \$17 million NEVI funding from federal.

Rep. Schamburg – Federal Transportation program is NEVI fund.

Rep. Almy – Requirement that Federal government – cannot charge for electricity? It is a difficulty. That is why registration surcharge appropriation makes more sense at first. Rep. Fellows – how many states? About a dozen, more states have legislation in. DMV will do software, has VIN #, Local Clerk knows, seamless for them.

Rep. Rochefort – Not clear who owns chargers? Rep. Ames - \$50 for PHEVs fairer?

Rep. Almy – why not normal hybrids? If you are plug-in, you are using juice – Hybrid runs on gas. Rep. Janigian – Federal funding, put in rest areas, owned by state, do we need to stall bill to figure out ownership.

Chairwoman Sanborn – Is the juice worth the squeeze – it isn't much now but wait a few years. It is getting ahead of the problem. \$7,500 federal incentive, you can't kick in \$100?

Rep. Plett – will infrastructure spending discourage private buildout? No. This is a basic level to go to resorts, basic infrastructure. Private will develop.

Rep. Bolton – have Clerks weighed in? Answer – simple software update, no difference to clerks.

Rep. Leapley – couldn't we do on weight? Are we discouraging what is considered by many to be beneficial to society? Answer – If you have bought one of these cars, you are saving \$100 a year on gas tax. Fairness argument. Came through unanimously on Senate Ways and Means, and Senate.

Rep. Spillsbury – do away with gas tax? Answer – we would lose out of state revenues. Could we do a full replacement? Maybe someday. Policy issues are so complex.

Rep. Aures – Hybrids not in here? No. PHEV 45 miles on charge. Gas engine after that.

Rep. Aures – How about electric utility buildout? Yes, including offshore wind.

Andre Briere, Deputy Commissioner, NH DOT – support bill. This isn't the only way to capture fairness issue, DOT is in ASHDO ??, national organization of DOTs. Transportation council supports as well. Sam Evans-Brown brings up home charging, complications.

Gary Abbott, Associated General Contractors – in support. He followed flat fee approach around country. rty States have done this. We are behind the bill. This bill is a stopgap.

*Catherine Corkery – Sierra Club – opposed due to discouragement of EVs, not significant source of funds. Negates benefits of EVs. Public health. 1% - not worth it now.

Scott Bryer, DOS – Rep. Almy – between large trucks, small trucks, passenger vehicles – how do we differentiate in tax? Can't answer. Construction, maintenance, safety. Safety takes 22%, rest goes to roads. Safety only gets funded for troopers on state roads. DOS completely neutral on this bill.

Respectfully submitted,

Rep. Fred Plett, Clerk

House Remote Testify

Ways and Means Committee Testify List for Bill SB191 on 2023-04-18

Support: 9 Oppose: 17 Neutral: 1 Total to Testify: 0

Export to Excel

<u>Name</u>	<u>City, State</u> <u>Email Address</u>	<u>Title</u>	<u>Representing</u>	<u>Position</u>	<u>Testifying</u>	<u>Non-Germane</u>	<u>Signed Up</u>
Lang, Senator Tim	Sanbornton, NH kathryn.cummings@leg.state.nh.us	An Elected Official	Senate District 2	Support	No	No	4/4/2023 1:46 PM
Kaw-uh, Bryce	Manchester, NH bryce.kawuh@gmail.com	A Member of the Public	Myself	Oppose	No	No	4/5/2023 11:26 AM
Hill, Bonnie	South Sutton, NH hillbonnie@aol.com	A Member of the Public	Myself	Support	No	No	4/15/2023 8:26 AM
Kudlik, Cindy	Grafton, NH CindyKudlik@protonmail.com	A Member of the Public	Myself	Support	No	No	4/15/2023 2:54 PM
Richardson, Daniel	Nashua, NH daniel6_22@comcast.net	A Member of the Public	Myself	Oppose	No	No	4/16/2023 12:43 PM
Liebowitz, Susan	Plainfield, NH supawali@hotmail.com	A Member of the Public	Myself	Support	No	No	4/16/2023 3:01 PM
Richman, Susan	Durham, NH susan7richman@gmail.com	A Member of the Public	Myself	Support	No	No	4/16/2023 9:19 PM
Wengenroth, Richard	Pembroke, NH rwengenroth2112@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 6:21 AM
Cote, Lois	Manchester, NH lcote06@outlook.com	A Member of the Public	Myself	Support	No	No	4/17/2023 7:15 AM
kwasnik, joseph	concord, NH jkwasnik25@gmail.com	A Member of the Public	Myself	Support	No	No	4/17/2023 8:50 AM
Reardon, Donna	Concord, NH bugs42953@aol.com	A Member of the Public	Myself	Support	No	No	4/17/2023 4:44 PM
Brown, Marc	NEWFIELDS, NH marc@advantagenh.com	A Lobbyist	The Alliance for Automotive Innovation	Neutral	No	No	4/17/2023 5:23 PM
Gaudet, Fawn	Rumney, NH fawngaudet@yahoo.com	A Member of the Public	Myself	Oppose	No	No	4/17/2023 8:29 PM

Rasche, Patrice	Canterbury, NH Mattieandriley@yahoo.com	A Member of the Public	Myself	Oppose	No	No	4/17/2023 9:01 PM
Rasche, Stephen	Canterbury, NH Mattieandriley@yahoo.com	A Member of the Public	Myself	Oppose	No	No	4/17/2023 9:01 PM
Poirier, G Thomas	Salem, NH tpoirier555@ gmail.com	A Member of the Public	Myself	Oppose	No	No	4/17/2023 10:38 PM
Moriarty, Philip	Nashua, NH mortsportsusa@yahoo.com	A Member of the Public	Myself	Oppose	No	No	4/18/2023 1:26 AM
Magzis, Laura	Concord, NH Hippiedoc2@comcast.net	A Member of the Public	Myself	Oppose	No	No	4/18/2023 5:19 AM
Daly, Katharine	Dunbarton, NH dalyk8@gmail.com	A Member of the Public	Myself	Oppose	No	No	4/18/2023 7:02 AM
Campbell, Karen	Epsom, NH klynncampbell50@gmail.com	A Member of the Public	Myself	Oppose	No	No	4/18/2023 8:14 AM
Roy, Kathleen	Milford, NH Jedikat@highlandrogue.com	A Member of the Public	Myself	Oppose	No	No	4/18/2023 8:16 AM
Keeler, Margaret	New London, NH peg5keeler@gmail.com	A Member of the Public	Myself	Oppose	No	No	4/18/2023 9:15 AM
MIKNAITIS, ROGER	Concord, NH poppysfreelance@gmail.com	A Member of the Public	Myself	Oppose	No	No	4/18/2023 9:50 AM
Weingeist, Carol	Hanover, NH carol.weingeist@gmail.com	A Member of the Public	Myself	Oppose	No	No	4/18/2023 10:27 AM
Fan, Ada	Grantham, NH fan.ada.m@gmail.com	A Member of the Public	Myself	Oppose	No	No	4/18/2023 11:59 AM
Roy, Robert	Milford, NH Rob@highlandrogue.com	A Member of the Public	Myself	Oppose	No	No	4/18/2023 12:40 PM
Leisman, Donald	Concord, NH dleisman1@yahoo.com	A Member of the Public	Myself	Oppose	No	No	4/18/2023 9:29 PM

Retained - wam

EV ROAD FEE BILL MISSES THE MARK

CPPCSE SB191

ADDS A NEW \$100 TAX ON CAR REGISTRATIONS

TARGETED TAX WILL NOT GENERATE SIGNIFICANT FUNDS
TO BUILD ROADS

GAS TAX NEEDS STRONGER FOCUS ON ROADS
TAXES ALL EVS AND PLUG-IN HYBRIDS EVENTHOUGH
SOME ONLY GET 20 MILES PER CHARGE AND OTHERS
OVER 500 MILES

DISINCENTIVES PURCHASES OF CLEANER CARS
THESE VEHICLES BENEFIT PUBLIC HEALTH BY BURNING
LESS OR NO GAS

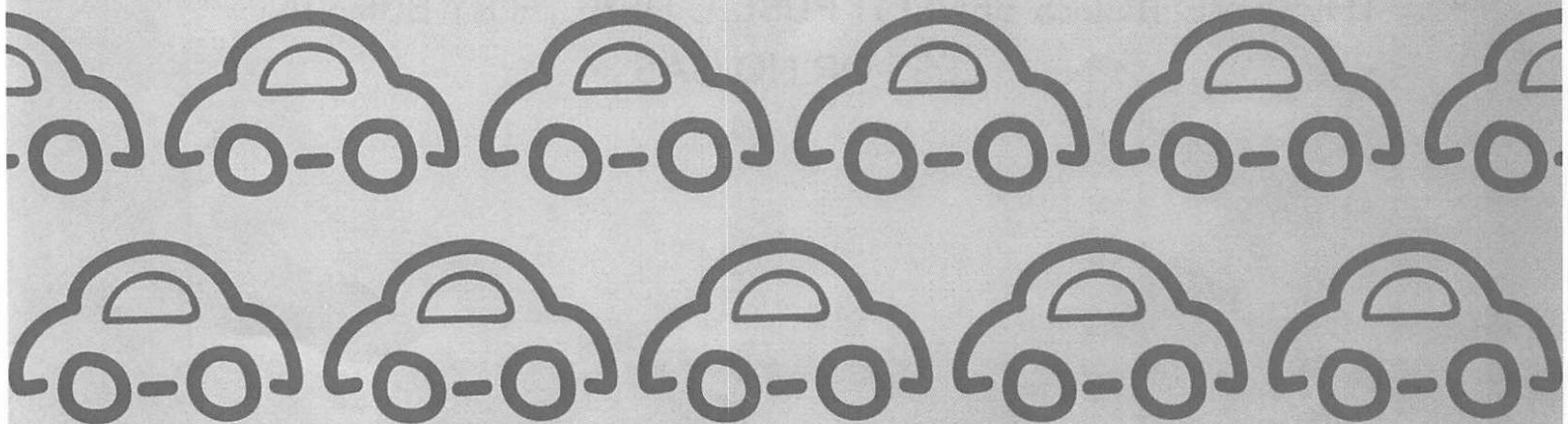
NH SIERRA CLUB 40 N. MAIN STREET CONCORD, NH 03301

SOLUTIONS?

**FOCUS THE GAS TAX ON ROADS
TAX BY WEIGHT AND END
WAIVERS**

**TAX BY MILES TRAVELED
ENFORCE CURRENT REGISTRATION
REQUIREMENTS**

CREATE THE TAX WHEN EV'S = 25%



April 17, 2023

Hon. Laurie Sanborn, Chair
House Committee on Ways and Means
Legislative Office Building, Room 203
33 North State Street
Concord, NH 03301

RE: Senate Bill 191 – Electric Vehicle Fees

Dear Chairwoman Sanborn and Members of the Committee:

On behalf of the Alliance for Automotive Innovation¹ (Auto Innovators), thank you for the opportunity to provide testimony to the Committee on Senate Bill 191, legislation which seeks to establish a fee on zero emission vehicles.

At the outset, it is important to recognize that Auto Innovators' members are committed to the decarbonization of the transportation sector and are working diligently to expand motor vehicle offerings of battery electric vehicles, plug-in hybrid electric vehicles, and fuel cell electric vehicles with ranges, price points, and vehicle types to satisfy all customers' needs. IHS Markit predicts there will be 130 models of electric vehicles for sale in the U.S. market by 2026, up from roughly 50 models today². Our members recognize the pressure this transition – along with the continued rise in MPG ratings of traditionally powered vehicles and the increased costs of highway construction generally – places upon state road infrastructure budgets that have historically been funded by state and federal gas taxes.

Electric vehicle owners should pay their fair share for use of public roadways. As drafted, SB 191 appears to establish a fee on battery electric vehicles (BEV) that is roughly commensurate with the gas tax that would otherwise be paid on in vehicle with an internal combustion engine. We do not present any objection to the establishment of this fee.

Where we would ask the Committee's consideration is specific to the treatment of plug-in hybrid vehicles (PHEV) in the bill. As drafted, owners of these vehicles would be subject to the same fee as a BEV. The lack of distinction between the fees assess on these vehicles fails to recognize that owners of a PHEV will still purchase gasoline and pay the state's gas tax on a regular basis. While BEV operate purely on electricity charged from an external source, PHEV have the ability to convert gasoline to usable electrical current on the vehicle. PHEV owners will continue to pay some level of gas tax; BEV owners will not. Why would they pay the same fee? Looking at other states, roughly 22 states apply an additional fee to both BEV and PHEV to make up for lost gas tax revenues, only two (Kentucky and Nebraska) apply the same fee to both.

¹ From the manufacturers producing most vehicles sold in the U.S. to autonomous vehicle innovators to equipment suppliers, battery producers, and semiconductor makers – the Alliance for Automotive Innovation (Auto Innovators) represents the full auto industry, a sector supporting 10 million American jobs and five percent of the economy. Active in Washington, D.C., and all 50 states, the association is committed to a cleaner, safer, and smarter personal transportation future.

²Stephanie Brinkley, *IHS Markit Forecasts EV Sales to Reach US Market Share of 7.6% in 2026*, IHS Markit, <https://ihsmarkit.com/research-analysis/--ihsmarkit-forecasts-ev-sales-us.html> (May 28, 2019).

How much gas tax a PHEV owner will pay in a year would vary between each owner depending on the all-electric range offered by their vehicle and that consumer's specific usage, among a host of other issues. In the face of unknowable calculation of a fair application of fees, we would argue for PHEV owners to pay a fee equal to half the fee paid by a BEV owner. In the specific case of SB 191, we would ask the Committee to amend the bill to require a PHEV owner to pay a \$50 fee, while BEV owners would continue to pay \$100,

Thank you again for the opportunity to present this request to the Committee. Please do not hesitate to contact me at wweikel@autosinnovate.org with any questions or if I can provide further information.

Sincerely,

A handwritten signature in black ink, reading "Wayne Weikel". The signature is fluid and cursive, with the first name "Wayne" and last name "Weikel" clearly distinguishable.

Wayne Weikel
Vice President, State Affairs

cc: Members, House Committee on Ways and Means

A large, light gray decorative graphic in the background, consisting of numerous thin, curved lines radiating from a central point, creating a fan-like or sunburst effect.

Daniel Richardson

This attempts to direct an outsized (20%) cut of ENTIRE highway fund expenditures for construction of EV service equipment. This is not proportional expenditure based on EV versus gas. It consumes not just the contribution from Electric Vehicle Registration Fee. It also attempts to embed political hobbyhorse "Drive Electric NH", which has no business being in statute.

G Thomas Poirier

As a former and future Electric Vehicle owner, I and others feel strongly that we need to promote FAR more EV adoption in this State. Any undue or unfair taxes present obstacles instead of opportunities.

Laura Magzis

This bill punishes people for doing the right thing and places the state in danger of ridicule from our nation and beyond. Most of the nation and the world understands that hybrid and electric vehicles are an alternative to transportation that is killing people and killing the planet with smog and climate-destroying carbon dioxide. To charge hybrid and electric car owners a yearly fee is to discourage them from being constructive residents of our state and nation.

Moreover, even if one believed in the mission of this bill, the means to fairly collect information and impose the tax does not currently exist. Not every town collects information on the kind of vehicle registered, and so certain owners would not be charged simply because of the town they live in. Moreover, the amount of money collected would be only a drop in the bucket toward building roads, the supposed purpose of the bill.

Do we want to announce to the world that we are a bunch of Luddites? Troglydytes? Or do we prefer to breathe cleaner air and enjoy the freedom from respiratory and cardiac problems caused by emissions of gasoline engines.

Katharine Daly

You will not balance the budget with the small amount of revenue raised by this bill! We should be encouraging all changes in behavior that will help the environment - not penalizing those who are trying to do something positive. This bill is a really bad idea.

Karen Campbell

I oppose this bill because it creates a new tax that does not meaningfully contribute to the greater good of the state. Currently, the state estimates there are about 5,000 electric vehicles registered in New Hampshire, therefore, the tax would generate about \$500,000. This annual tax will be a drop in the bucket for road building – highways and bridges and even charging stations cost in the millions and billions of dollars. Also, regarding vehicle registration, towns do not necessarily document if a vehicle is an EV or not, so no one really knows how many EVs are in the state.

What is known is the tax is being applied to vehicles that reduce air pollution which causes the climate crisis and the premature death of millions of people every year. A new tax on these types of cars negates the public health benefits they provide, for a paltry amount of money that does not significantly help improve road quality or build charging stations.

Kathleen Roy

Electric vehicles reduce air pollution. Taxing them with additional taxes places a burden on those buyers unfairly and makes them even more cost prohibitive.

ROGER MIKNAITIS

New Hampshire should not pass any legislation that could frustrate attempts to address climate change. This bill would punish those willing to pay extra for an EV, starting with the proposed annual tax of \$100 which I'm sure backwards-thinking representatives would increase in subsequent years. (Look how the voucher program quickly ballooned without widespread public support). The EV tax is unfair and targeted at those who actually want to do something about the climate crisis on our doorstep. Follow the science in legislation, not myths and minor or misguided opinions.

Ada Fan

Because we believe that the greatest crisis facing the nation and the world, thus NH too, is climate change and the need to conserve finite natural resources, we decided to install solar panels and mini-splits, and to use electric vehicles. This is a significant financial burden for a fixed-income household, but we believe this is our responsibility. Further we decided, already owning a Tesla, to trade in our plug-in hybrid Crosstrek for another Tesla because of the latter's established infrastructure of superchargers. For us to take on the added burden of this new tax is a real slap in the face. We're doing what we believe is right and fair to save everyone's diminishing resources. This bill is the act of a ruthless bully (a gas-guzzling one) grabbing the limited funds of those who have already made huge sacrifices for the greater good.

Robert Roy

Now is not the time to be adding taxes to electric vehicles. We should be promoting the adoption of EVs, not deterring me purchases. This tax is too soon and won't generate enough funds to make any difference. Revisit this once EVs make up a significant percentage of cars(50% or more).

Donald Leisman

Hi, thank you for opposing this bill.

Sincerely, yours.

Donald Leisman

SB 191-FN - AS AMENDED BY THE SENATE

02/09/2023 0268s

2023 SESSION

23-0798

02/08

SENATE BILL ***191-FN***

AN ACT relative to road toll registration surcharges for electric vehicles.

SPONSORS: Sen. Watters, Dist 4; Sen. D'Allesandro, Dist 20; Sen. Fenton, Dist 10; Sen. Lang, Dist 2; Rep. McConkey, Carr. 8; Rep. Sykes, Graf. 14

COMMITTEE: Ways and Means

ANALYSIS

This bill establishes a registration surcharge for electric vehicles and requires the division of motor vehicles and department of transportation to report annually on the surcharge revenue and use of funds.

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.

02/09/2023 0268s 23-0798

02/08

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty Three

AN ACT relative to road toll registration surcharges for electric vehicles.

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

1 Legislative Findings. Electric vehicles contribute to the reduction of air pollution in New Hampshire and serve an important role in transitioning the transportation sector to clean energy. Electric vehicles will be a component in the use of battery storage in transactive distribution networks to reduce energy costs and add resilience to the New Hampshire distribution and transmission network. Electric vehicle service equipment availability promotes tourism as well as adoption of electric vehicles by New Hampshire consumers. The adoption of electric vehicles will lead to a decline in New Hampshire

road toll revenues derived from transportation fuel taxation, so there should be a fee for electric vehicles to offset these losses of revenue and to assist in funding EVSE on state roads, highways, and turnpikes.

2 New Section; Electric Vehicle Registration Fee to be Collected. Amend RSA 261 by inserting after section 141-b the following new section:
261:141-c Electric Vehicle Registration Fee to be Collected.

I. Battery electric vehicles and plug-in hybrid electric vehicles, as defined in RSA 236:132, I and V, shall be assessed a surcharge of \$100 on annual registration, to be deposited in the highway fund. The department of transportation is authorized to dedicate no more than 20 percent annually of collected fees for the construction of electric vehicle service equipment on New Hampshire transportation corridors, utilizing plans developed by the department in consultation with the department of environmental services, the New Hampshire transportation council, and Drive Electric NH. The department of safety, division of motor vehicles shall determine necessary procedures for determining vehicles subject to this surcharge.

II. The division of motor vehicles and the department of transportation shall report annually on or before January 1 of each year to the New Hampshire transportation council, speaker, president, and chairs of house and senate transportation committees on the surcharge revenue and the use of funds for electric vehicle service equipment under this section.

3 Effective Date. This act shall take effect January 1, 2024.

LBA
23-0798
Revised 2/21/23
Amended 2/13/23

SB 191-FN- FISCAL NOTE
AS AMENDED BY THE SENATE (AMENDMENT #2023-0268s)

AN ACT relative to road toll registration surcharges for electric vehicles.

FISCAL IMPACT: ☒ State ☐ County ☒ Local ☐ None

STATE:	Estimated Increase / (Decrease)			
	FY 2023	FY 2024	FY 2025	FY 2026
Appropriation	\$0	\$0	\$0	\$0
Revenue	\$0	\$400,000	\$800,000	\$800,000
Expenditures	\$25,000	\$0	\$48,000	\$96,000
Funding Source:	☐ General ☐ Education ☒ Highway ☒ Other - Restricted - Cost of Collection/Administration*			

*Pursuant to Part II, article 6-a of the New Hampshire constitution, any costs associated with the collection and administration of Highway Funds by the Department of Safety shall be deducted by the Department before such funds are credited to the Highway Fund as unrestricted revenue.

LOCAL: _____

Revenue	\$0	\$0	\$48,000	\$96,000
Expenditures	\$0	\$0	\$0	\$0

METHODOLOGY:

This bill establishes a \$100 annual registration surcharge for electric vehicles, which would be credited to the state highway fund. The bill stipulates the Department of Transportation is authorized to dedicate no more than 20 percent annually of collected fees for the construction of electric vehicle service equipment on New Hampshire transportation corridors, utilizing plans developed by the Department in consultation with the Department of Environmental Services, the New Hampshire transportation council, and Drive Electric NH. It should be noted that this bill provides no highway fund appropriation, therefore any expenditure of revenue collected attributable to this bill would require further authorization (legislation or approved transfer from highway fund surplus).

The Department of Safety states there are approximately 8,000 registered electric and plug-in hybrid vehicles that would be subject to the \$100 surcharge, therefore generating an estimated \$800,000 per year in new revenue (\$400,000 in FY 2024 since the effective date of this bill is January 1, 2024). Also, pursuant to RSA 235:23 (“Apportionment A”), 12 percent of road toll and motor vehicle fees collected are distributed to municipalities in the year following collection, therefore this bill will increase state highway fund expenditures and local revenue beginning in FY 2025 (\$48,000 in FY 2025, and \$96,000 in FY 2026 and each year thereafter).

Lastly, the Department states it would incur one-time system programming costs of \$25,000 in FY 2023 to implement the provisions of this bill.

AGENCIES CONTACTED:

Department of Safety