HB 456-FN - AS INTRODUCED

2023 SESSION

23-0442
02/10

HOUSE BILL ***456-FN***

AN ACT relative to collecting road tolls on the output of separately metered electric vehicle chargers.

SPONSORS: Rep. Vose, Rock. 5; Rep. Bernardy, Rock. 36; Rep. Greeson, Graf. 6; Rep. Spilsbury, Sull. 3; Rep. Plett, Hills. 29; Rep. McConkey, Carr. 8; Sen. Gannon, Dist 23; Sen. Lang, Dist 2

COMMITTEE: Public Works and Highways

ANALYSIS

This bill requires the collection of the equivalent road toll on the electricity dispensed by electric vehicle chargers for electricity dispensed at the same rate as motor fuels.

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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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

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STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty Three

AN ACT relative to collecting road tolls on the output of separately metered electric vehicle chargers.

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

1 New Section; Levy of Road Toll on Electronic Vehicle Charging Electricity. Amend RSA 260 by inserting after section 32-c the following new section:

260:32-d Levy of Road Toll on Electronic Vehicle Charging Electricity. There is hereby imposed a road toll on electronic vehicle charging electricity from separately metered electronic vehicle charging stations, as defined in RSA 236:132, on the motor fuel equivalent gallon, as defined in RSA 259:58-b, for such electricity at the rate per gallon established in RSA 260:32. The electricity road toll shall be subject to the exemptions provided for by RSA 260:32, I-V and the refund provisions as provided in RSA 260:47, RSA 260:52-b, and RSA 260:52-e, and shall be licensed for and collected as an alternative fuel under RSA 260:36-e.

2 Motor Fuel Equivalent Gallon. Amend RSA 259:58-b to read as follows:

259:58-b Motor Fuel Equivalent Gallon. "Motor fuel equivalent gallon" means the volume of alternative fuel ***or output of electricity*** it takes to equal the energy content of one gallon of gasoline or special fuel. The commissioner of safety shall adopt in rules under RSA 260:57 the applicable conversion rates for motor fuel equivalent gallons for compressed natural gas, liquid natural gas, [~~and~~] propane***, and electric vehicle charging electricity*** based on nationally recognized standards for weights and measures.

3 Effective Date. This act shall take effect July 1, 2023.

LBA
23-0442
1/5/23

HB 456-FN- FISCAL NOTE
AS INTRODUCED

AN ACT relative to collecting road tolls on the output of separately metered electric vehicle chargers.

FISCAL IMPACT: [X] State [ ] County [X] Local [ ] None

	Estimated Increase / (Decrease)			
STATE:	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026**
Appropriation	$0	$0	$0	$0
Revenue	$0	Indeterminable Increase (Likely Less Than $1,000,000 Annually)		
Expenditures	$0	$25,000	Indeterminable Increase (Likely Less than $120,000 Annually)	
Funding Source:	[ ] General [ ] Education [X] Highway [X] Other - Restricted - Cost of Collection/Administration*			

LOCAL:

Revenue	$0	$0	Indeterminable Increase (Likely Less than $120,000 Annually)	
Expenditures	$0	$0	$0	$0

METHODOLOGY:

This bill requires the collection of road toll on electric vehicle (EV) charging electricity from separately metered EV charging stations based upon the motor fuel equivalent gallon as specified by RSA 259:58-b. Currently the Department of Safety does not have information on the number of kilowatt-hour (kWh) being charged at any of EV stations in the state. In addition, it is estimated that approximately 70-80 percent of all charging is done at the home overnight. The EVs can track how many kWh it receives, but most chargers in homes do not currently record such data specific to just EVs, therefore, this bill's impact on state revenue in FY 2024 and beyond is indeterminable, based on current EV registration data (approximately 6,000 EVs registered in NH), it is unlikely this bill would generate revenue exceeding $1,000,000 in any year between FY 2024 and FY 2026. 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 would increase state expenditures and local revenue beginning in FY 2025. The Department also notes this bill would require an updated alternative fuel dealers report and some software modification to the current automated road toll system, which would be a one-time cost of approximately $25,000.

AGENCIES CONTACTED:

Department of Safety