HB 1703-FN - AS INTRODUCED

2026 SESSION

26-3158
12/08

HOUSE BILL ***1703-FN***

AN ACT relative to establishing a registration fee for bicycles and electric bicycles using state or municipally funded bike paths, trails, or roadways.

SPONSORS: Rep. T. Walsh, Merr. 10; Rep. Hill, Merr. 2; Rep. Gorski, Hills. 2

COMMITTEE: Transportation

ANALYSIS

This bill establishes a required annual registration fee for all bicycles and electric bicycles operating on state or municipally funded paths, trails, and roadways which bicycles and electric bicycles are permitted to be ridden on. The bill also establishes a penalty for failure to register and directs funds from said fees and penalties to the commissioner of the department of transportation for the creation and maintenance of bicycle routes, lanes, paths, or trails in the state.

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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

HB 1703-FN - AS INTRODUCED

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STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty-Six

AN ACT relative to establishing a registration fee for bicycles and electric bicycles using state or municipally funded bike paths, trails, or roadways.

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

1 New Section; Registration of Bicycles and Electric Bicycles; Penalty. Amend RSA 265 by inserting after section 144-a the following new section:

RSA 265:144-b Registration of Bicycles and Electric Bicycles; Penalty. All bicycles and electric bicycles, if operated on a public way shall be registered with the division of motor vehicles.

I. For the purposes of this section:

(a) "Bicycle" shall have the same meaning as defined in RSA 259:6;

(b) "Electric bicycle" shall have the same meaning as defined in RSA 259:27-a; and

(c) "Public way" means any state or municipally funded path, trail, or roadway which bicycles or electric bicycles are permitted to be operated on in accordance with RSA 265.

(d) "Peace officer" means any sheriff or deputy sheriff, mayor or city marshal, constable, police officer or watchman, member of the national guard acting under orders while in active state service ordered by the governor under RSA 110-B:6, certified border patrol agent as defined in RSA 594:26, I, or other person authorized to make arrests in a criminal case.

II. An application to the division of motor vehicles to register a bicycle or electric bicycle shall require the name and age of such applicant, proof of applicant's ownership of the bicycle or electric bicycle or their authorization from the owner to operate the bicycle or electric bicycle, and any other necessary information as determined by the director of the division of motor vehicles. The application of any person under the age of 18 years to register a bicycle or electric bicycle shall be signed by said person's parent or guardian, or in the event there is no parent or guardian, then by another responsible adult.

III. The fee for registration of a bicycle or electric bicycle shall be $50 per year. All fees shall be collected by the division of motor vehicles and immediately transferred to the commissioner of the department of transportation to be used for the creation and maintenance of bicycle routes, lanes, paths, or trails, pursuant to RSA 230:75, XI.

IV. Upon receipt of an application for registration of a bicycle or electric bicycle and payment of the registration fee in paragraph III, the division of motor vehicles shall issue a certificate of registration to the applicant, which shall include a registration number assigned to said bicycle or electric bicycle by the division of motor vehicles.

(a) Every operator of a bicycle or electric bicycle shall have the certificate of registration for said bicycle or electric bicycle upon their person or the registration number permanently affixed to said bicycle or electric bicycle.

(b) The expiration date of a certificate of registration shall be 1 year following the date of issuance of the certificate.

V. This section shall not apply to bicycles or electric bicycles owned or operated by any peace officer wearing a distinctive uniform during the course of their duties. This section shall also not apply to pocket bikes, mopeds, motorcycles, or any other motorized vehicle not within RSA 259:27-a.

VI. Except as otherwise provided, it is a violation for any person to operate a bicycle or electric bicycle on a public way unless said bicycle or electric bicycle maintains registered status with the division of motor vehicles, pursuant to this section. The fine for a violation of this section shall be $100 per violation. Moneys obtained from such violations shall be collected by the division of motor vehicles and immediately transferred to the commissioner of the department of transportation to be used for the creation and maintenance of bicycle routes, lanes, paths, or trails, pursuant to RSA 230:75, XI. Nothing in this section shall restrict the division of motor vehicles' authority to issue penalties pursuant to RSA 265:150 or any other provision of law.

2 Application. The director of the division of motor vehicles shall establish a procedure for the submission and approval of applications for registration of bicycles and electric bicycles, in accordance with RSA 265:144-b.

3 Electric Bicycles; Prohibition on Registration Removed. Amend RSA 265:144-a, II to read as follows:

II. An electric bicycle or a person operating an electric bicycle shall not be subject to the provisions of this title relating to financial responsibility, drivers' licenses, [~~registration,~~] certificates of title, off highway recreational vehicles, and license plates. An electric bicycle is not a motor vehicle for these purposes.

4 Municipal Permits; Bicycles; Clarification. Amend RSA 265:146 to read as follows:

265:146 Permits. The mayor of a city, or selectmen of a town, may, in their discretion, upon any special occasion, grant permits to any persons to ride bicycles or mopeds, at any rate of speed, for a time not exceeding one day upon specified portions of the public ways of such city or town, and may annex such other reasonable conditions to such permits as they may deem proper. ***Nothing in this section shall restrict the division of motor vehicles authority to issue certificates of registration for bicycles and electric bicycles pursuant to RSA 265:144-b.***

5 Municipal Ordinances and Bylaws; Authority to Issue Licenses Removed. Amend RSA 265:149 to read as follows:

265:149 Ordinances and Bylaws. Any city or town shall have the power to make ordinances, bylaws or regulations respecting the use and equipment of bicycles, except mopeds as defined in RSA 259:57, on its ways, provided that any such ordinances, bylaws or regulations enacted with respect to

such equipment shall be at least as stringent as the requirements of RSA 266:85-89. [~~Any city or town may require that bicycles, except mopeds as defined in RSA 259:57, be licensed and may charge reasonable fees for such licensing.~~]

6 New Paragraph; Commissioner of Transportation; Powers and Duties; Collection and Expenditure of Registration Fees. Amend RSA 230:75 by inserting after paragraph X the following new paragraph:

XI. Shall expend moneys collected from both bicycle and electric bicycle registration fees and penalties for violation of such required registration, as established in RSA 265:144-b, for the purposes of creating and maintaining bicycle routes, lanes, paths, or trails in the state.

7 Effective Date. This act shall take effect 60 days after its passage.

LBA
26-3158
12/5/25

HB 1703-FN- FISCAL NOTE
AS INTRODUCED

AN ACT relative to establishing a registration fee for bicycles and electric bicycles using state or municipally funded bike paths, trails, or roadways.

FISCAL IMPACT: This bill does not provide funding, nor does it authorize new positions.

Estimated State Impact				
	FY 2026	**FY 2027**	**FY 2028**	**FY 2029**
Revenue	$0	Indeterminable Increase		
Revenue Fund(s)	Restricted - Bicycle and Electric Bicycle Registration Fees and Penalties			
Expenditures*	$0	Department of Safety $300K to $500K in FY 27, $200K to $400K in FY 28, and $225K to $425K in FY 29 Department of Transportation Indeterminable		
Funding Source(s)	Restricted - Bicycle and Electric Bicycle Registration Fees and Penalties and Restricted - Highway Fund Cost of Collections - Per the state constitution, costs associated with the collection/administration of highway fund revenue by the Department of Safety is deducted prior to funds being credited as unrestricted highway fund revenue			
Appropriations*	$0	$0	$0	$0
Funding Source(s)	None			

***Expenditure = Cost of bill** ***Appropriation = Authorized funding to cover cost of bill**

Estimated Political Subdivision Impact				
	FY 2026	**FY 2027**	**FY 2028**	**FY 2029**
Local Revenue	$0	$0	$0	$0
Local Expenditures	$0	Indeterminable		

METHODOLOGY:

This bill requires all bicycles and electric bicycles operated on a public way to be registered with the Division of Motor Vehicles (DMV). The DMV would be responsible for developing and administering a new registration program for an indeterminable number of bicycles and electric bicycles statewide, including establishing application procedures, issuing certificates of

registration, assigning registration numbers, collecting fees, and enforcing compliance. The bill establishes an annual registration fee of $50, to be collected by the DMV and transferred to the Department of Transportation (DOT) for the creation and maintenance of bicycle routes, lanes, paths, or trails.

Department of Safety Impact

Although the DMV would not retain revenue, the Department of Safety states it would incur costs associated with developing new processes, updating information systems, printing and mailing registration certificates, staffing customer service and enforcement operations, and managing fee transfers:

- Develop an additional registration process within the motor vehicle database (MAAP. Estimated programming and integration costs are projected at $150,000 for initial design, testing, and deployment.
- A new registration certificate and numbering system would be created and distributed. Production and materials costs are estimated at $0.45 per registration certificate and sticker. The total cost associated with new and renewal registrations is indeterminable, as the number of bicycles and electric bicycles currently operated in New Hampshire is unknown. (For example, if 100,000 bicycles and electric bicycles were registered, the estimated materials cost would total approximately $222,000 per fiscal year). These costs would come from DMV'S operating budget.
- DMV staff would be responsible for processing the registration associated with this process. To offset the increase in transaction processing, the Department states it would need to hire three (3) additional license clerk positions (SOC 43-03) at a total cost of $156,000 in FY 2027, $216,000 in FY 2028, and $225,000 in FY 2029 (assuming a 10/01/26 start date).

Department of Transportation Impact

The Department of Transportation is unable to estimate revenues it may receive from this bill, without additional information on bicycle/e-bike volume. The Department notes that this bill could imply it is responsible for maintaining bicycle routes, a task the Department is not currently staffed or funded to do, and a task the revenue from this bill may not be sufficient to cover.

New Hampshire Municipal Association

The Association states that under this bill, municipal police departments will be charged with enforcement of changes in this bill. While it is not possible to determine how many additional investigations or violations would be brought because of the changes contained in this bill, there may be increased municipal law enforcement costs associated with the changes. In addition, the

repeal of the enabling statute allowing any city or town to require that "bicycles, except mopeds as defined in RSA 259:57, be licensed and may charge reasonable fees for such licensing" may cause a slight decrease in revenue in municipalities, if any, that have exercised this option. The Association states it is not aware of any municipalities that require local licenses. Overall, the impact of this bill is likely to be less than $10,000 in most municipalities, potentially more in large cities.

AGENCIES CONTACTED:

Department of Safety, Department of Transportation, and New Hampshire Municipal Association