

**HB 239-FN - AS INTRODUCED**

2025 SESSION

25-0013

11/09

HOUSE BILL            **239-FN**

AN ACT                defining and enabling lane filtering.

SPONSORS:            Rep. Read, Rock. 10; Rep. Bernardy, Rock. 36; Rep. Giasson, Hills. 29

COMMITTEE:          Transportation

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ANALYSIS

This bill defines the term lane filtering, enables lane filtering in certain circumstances, and establishes the offense of impeding a motorcycle.

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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Twenty Five*

AN ACT defining and enabling lane filtering.

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

1 1 Motorcycles; Lane Filtering. Amend RSA 265:121 to read as follows:

2 265:121 Driving Motorcycles on Roadways Laned for Traffic.

3 I. All motorcycles are entitled to the full use of a lane and no motor vehicle shall be driven in  
4 such a manner as to deprive any motorcycle of the full use of a lane; provided, however, that 2  
5 motorcycles may ride abreast in a single lane.

6 II. ~~[The driver of a motorcycle shall not overtake and pass in the same lane occupied by the~~  
7 ~~vehicle being overtaken.]~~ ***"Lane filtering" means driving a motorcycle as defined in RSA***  
8 ***259:63, that has 2 wheels in contact with the ground, to overtake and pass motor vehicles***  
9 ***stopped or traveling less than 10 miles per hour in the same lane and in the same direction,***  
10 ***including on both divided and undivided streets, roads, or highways.***

11 III. ~~[No person shall drive a motorcycle on a roadway between lanes of traffic or between~~  
12 ~~adjacent lines or rows of vehicles.]~~ ***Lane filtering shall be permitted so long as the overtaking***  
13 ***motorcycle operator does not exceed 20 miles per hour and conditions permit continued***  
14 ***reasonable and prudent operation.***

15 IV. Motorcycles shall not be driven more than 2 abreast in a single lane.

16 V. ~~[Paragraphs II and III shall not apply to police officers in the performance of their official~~  
17 ~~duties.]~~

18 ~~VI.]~~ No person riding upon a motorcycle shall attach himself or the motorcycle to any other  
19 vehicle, except a sidecar, on the roadway.

20 ***VI. The division of motor vehicles shall develop educational guidelines relating to***  
21 ***lane filtering in a manner that would ensure the safety of the motorcyclist and the drivers***  
22 ***and passengers of the surrounding vehicles.***

23 2 New Section; Lane Filtering; Impeding A Motorcycle. Amend RSA 265 by inserting after  
24 section 265:121 the following new section:

25 265:121-a Impeding a Motorcycle. An operator of a motor vehicle who intentionally  
26 impedes or attempts to prevent the operation of a motorcycle when the motorcycle is operated  
27 under the conditions specified in RSA 265:121 shall be guilty of a violation and fined not less than  
28 \$250 nor more than \$500 for a first offense and not less than \$500 nor more than \$1,000 for a second  
29 or subsequent offense.

30 3 Effective Date. This act shall take effect 60 days after its passage.

**HB 239-FN- FISCAL NOTE  
AS INTRODUCED**

AN ACT defining and enabling lane filtering.

**FISCAL IMPACT: This bill does not provide funding.**

<b>Estimated State Impact</b>				
	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>
<b>Revenue</b>	\$0	\$0	\$0	\$0
<i>Revenue Fund</i>	None			
<b>Expenditures*</b>	<u>Division of Motor Vehicles Impact</u> \$10K to \$100K in each FY 2026 and FY 2027, and \$10K in FY 2028  <u>Judicial and Correctional System Impact</u> Indeterminable			
<i>Funding Source</i>	General Fund 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			
<b>Appropriations*</b>	\$0	\$0	\$0	\$0
<i>Funding Source</i>	None			

\*Expenditure = Cost of bill

\*Appropriation = Authorized funding to cover cost of bill

<b>Estimated Political Subdivision Impact</b>				
	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>
<b>County Revenue</b>	\$0	\$0	\$0	\$0
<b>County Expenditures</b>	Indeterminable			
<b>Local Revenue</b>	\$0	\$0	\$0	\$0
<b>Local Expenditures</b>	Indeterminable			

**METHODOLOGY:**

This bill defines and allows for lane filtering on roadways in certain circumstances, and requires the Department of Safety, Division of Motor Vehicles to develop educational guidelines relating to lane filtering. The Department states that based on feedback from other states who have implemented similar regulations, the cost to develop adequate educational guidelines and information would range from \$10,000 to \$100,000 in each FY 2026 and FY 2027, with a reduced amount of approximately \$10,000 in FY 2028. These costs reflect the need for comprehensive

education using motorcycle rider training, various media platforms, targeted outreach, and updating educational materials. This bill does not provided funding to cover the stated costs.

This bill adds, deletes, or modifies a criminal penalty, or changes statute to which there is a penalty for violation. Therefore, this bill may have an impact on the judicial and correctional systems, which could affect prosecution, incarceration, probation, and parole costs, for the state, as well as county and local governments. A summary of such costs can be found at: [https://gencourt.state.nh.us/lba/Budget/Fiscal\\_Notes/JudicialCorrectionalCosts.pdf](https://gencourt.state.nh.us/lba/Budget/Fiscal_Notes/JudicialCorrectionalCosts.pdf).

**AGENCIES CONTACTED:**

Department of Safety, Judicial Branch, Judicial Council, Department of Justice, Department of Corrections, New Hampshire Association of Counties, and New Hampshire Municipal Association