

## In Opposition to HB1703

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

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.

### **The basis for my opposition to HB1703**

1. **Purpose:** The bill purports to allow the NH DOT to fund creation and maintenance of bicycle-specific lanes, paths and trails, yet it does not demonstrate how much funding would be raised through the measure or to what projects it would be applied. The number of bicycles in New Hampshire is unknown. It doesn't assess how benefits of the measure would outweigh the burdens.
2. **Burdens:** The bill adds a significant burden to the DMV to create and process the fees and dispense the licenses. It burdens law enforcement officials to either ignore the law or issue citations to those without licenses. It burdens out-of-state cyclists to obtain licenses to enjoy the amenities of our state. It burdens families, who have children that would benefit from outings on publicly funded trails and may not be able to afford \$50/bicycle per annum.
3. **Benefits:** Additional bike lanes on or along roadways would de-conflict bicycles from motor vehicles.
4. **Alternative:** Since many cyclists are also vehicle owners, the benefit of deconfliction should be realized through **funding bike lanes as a component of funds raised from vehicle registration or gas taxes**. This would provide a predictable revenue component and would eliminate the above-described burdens.
5. **Conclusion:** Given the opportunity and appropriateness of funding measures that de-conflict bicycle traffic from motor-vehicle traffic through existing transportation revenue sources, the bill's burdens to the public, the DMV administration, and law enforcement outweigh its benefits.

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