

SB 401-FN-A – AS INTRODUCED

2014 SESSION

14-2595  
06/05

SENATE BILL        ***401-FN-A***

AN ACT            establishing road toll fees for electric and hybrid electric vehicles.

SPONSORS:        Sen. Watters, Dist 4; Sen. Stiles, Dist 24; Sen. Rausch, Dist 19; Rep. Bouchard,  
Merr 18

COMMITTEE:      Transportation

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ANALYSIS

This bill imposes a road toll fee on electric vehicles and hybrid electric vehicles.

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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.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

AN ACT establishing road toll fees for electric and hybrid electric vehicles.

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

1 1 New Section; Motor Vehicles; Definitions; Electric Vehicle. Amend RSA 259 by inserting after  
2 section 27 the following new section:

3 259:27-a Electric Vehicle. “Electric vehicle” shall mean a vehicle powered solely by electricity.

4 2 New Section; Motor Vehicles; Definitions; Hybrid Electric Vehicle. Amend RSA 259 by  
5 inserting after section 42 the following new section:

6 259:42-a Hybrid Electric Vehicle. “Hybrid Electric Vehicle” shall mean a vehicle which combines  
7 a conventional internal combustion engine propulsion system with an electric propulsion system  
8 where the intent of the electric propulsion system is to achieve better fuel economy than the  
9 conventional motor fuel internal combustion engine vehicle.

10 3 New Paragraphs; Road Toll on Users of Special Fuel; Electric Vehicles; Hybrid Electric  
11 Vehicles. Amend RSA 260:52 by inserting after paragraph XVIII the following new paragraphs:

12 XIX. Each New Hampshire registered electric vehicle shall be required to pay a road toll fee  
13 at the time of registration of the vehicle. The toll for a full 12-month year shall be \$75. The toll for a  
14 period less than one year shall be prorated at \$6.25 per month.

15 XX. Each New Hampshire registered hybrid electric vehicle shall be required to pay a road  
16 toll fee at the time of registration of the vehicle. The toll for a full 12-month year shall be \$37.50.  
17 The toll for a period less than one year shall be prorated at \$3.125 per month.

18 4 New Paragraph; Highway and Bridge Betterment Account. Amend RSA 235:23-a by inserting  
19 after paragraph II the following new paragraph:

20 II-a. The full amount of the road toll imposed under RSA 260:52, XIX and XX shall be  
21 deposited in the highway bridge and betterment account and shall be continually appropriated and  
22 nonlapsing.

23 5 Effective Date. This act shall take effect July 1, 2014.

**SB 401-FN-A - FISCAL NOTE**

AN ACT establishing road toll fees for electric and hybrid electric vehicles.

**FISCAL IMPACT:**

The Department of Safety states this bill, as introduced, will increase state restricted revenues by \$518,550 in FY 2015, \$570,450 in FY 2016, \$627,510 in FY 2017 and \$690,300 in FY 2018, increase state highway fund expenditures by \$68,775 in FY 2015 and increase state highway fund expenditures and local revenue by \$62,226 in FY 2016, \$68,454 in FY 2017 and \$75,301 in FY 2018, and increase local expenditures by an indeterminable amount in FY 2015 and each year thereafter. There will be no impact on county revenues and expenditures.

**METHODOLOGY:**

The Department of Safety states this bill would establish an annual road toll fee on registrations of electric and hybrid electric vehicles of \$75 and \$37.50, respectively. Based on Division of Motor Vehicle registration records, the Department assumes there will be approximately 580 electric vehicles and 12,668 hybrid electric vehicles registered as of the effective date of this bill (July 1, 2014) and assumes an annual growth rate of approximately 10% registered per year. Based on these assumptions, the Department states this bill will have the following impact on state revenues (highway and bridge betterment account):

<b>REVENUE</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>
Estimated Number of Electric Vehicles	580	638	702	772
Electric Vehicle Road Toll Fee	\$75.00	\$75.00	\$75.00	\$75.00
Total Estimated Electric Vehicle Road Toll Fee Revenue	\$43,500	\$47,850	\$52,650	\$57,900
Estimated Number of Hybrid Electric Vehicles	12,668	13,936	15,330	16,864
Hybrid Electric Vehicle Road Toll Fee	\$37.50	\$37.50	\$37.50	\$37.50
Total Estimated Hybrid Electric Vehicle Road Toll Fee Revenue	\$475,050	\$522,600	\$574,860	\$632,400
<b>Total Highway and Bridge Betterment Account Revenue</b>	<b>\$518,550</b>	<b>\$570,450</b>	<b>\$627,510</b>	<b>\$690,300</b>

The Department states it will incur programming costs as a result of this bill, and the state's highway fund expenditures and local revenues will increase as this bill would impact local highway block grant aid pursuant to RSA 235:23:

<b>EXPENDITURES</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>
Department of Safety Programming Costs	\$68,775	\$0	\$0	\$0
Local Highway Block Grant Aid	\$0	\$62,226	\$68,454	\$75,301
<b>Total Highway Fund Expenditures</b>	<b>\$68,775</b>	<b>\$62,226</b>	<b>\$68,454</b>	<b>\$75,301</b>

Local expenditures may increase as a result of programming and other costs, however, any such costs are indeterminable at this time.