New Hampshire General Court
107 N Main St.
Concord, NH 03303

RE: Business community opposition to HB 1763, Establishing a road usage fee and making an appropriation therefor.

Dear Members of the New Hampshire General Court:

As the representative of a network of 46 major employers across the United States, I am writing to you on behalf of the Ceres BICEP (Business for Innovative Climate and Energy Policy) Network. The Ceres BICEP Network is made up of many companies with operations and employees in New Hampshire. Our coalition of businesses is committed to reducing emissions from the transportation sector and increasing the adoption of electric vehicles. I write to express strong concerns with the vehicle efficiency fee contained in HB 1763.

HB 1763 would penalize cars based on their fuel efficiency, despite the benefits they provide through fuel savings, reduced air emissions, and cuts in public health expenses. Vehicle efficiency insulates businesses from fossil fuel price volatility and saves money, allowing them to invest more in their operations and workforce. In addition, fuel efficient vehicles enable consumers to divert spending to other sectors of the economy, which drives job growth. Charging a fee based on the efficiency of vehicles would entrench our long-term dependence on fossil fuels—hurting New Hampshire consumers and businesses.

Penalizing electric vehicles (EVs) is also counterproductive and shortsighted. EVs already contribute more to state coffers than traditional gasoline vehicles, thanks to higher registration fees and system benefits charge contributions. Lawmakers should consider all ways in which revenue is collected from vehicle-owners, and not just contributions to the state Highway Fund. Further, EVs only make up 0.7% of total vehicle sales in New Hampshire, so such a fee would be a poor way to raise revenue. Other revenue-raising policies, such as fees based on vehicle miles traveled (VMT), greenhouse gas emissions, technology-neutral registration fees, or highway tolls should instead be considered.

New Hampshire imports nearly all of our transportation fuels from beyond our borders, sending significant amounts of money out of the state each year. By accelerating the transition to more efficient vehicles and EVs, we can ensure that more funds remain in New Hampshire and support economic development here at home.

Companies are increasingly setting ambitious goals around EVs and clean transportation. Supportive state level policies can help businesses meet their objectives, save fuel costs, and reduce their carbon footprint. Regressive fees on efficient vehicles and EVs undermine the interests of the business community.

As neighboring states increase investment in EV deployment and infrastructure, New Hampshire must act to ensure that the Granite State remains competitive. We believe that the electrification of the transportation sector is a critical part of our clean energy future. Thank you again for the opportunity to provide comments on this important issue. Please do not hesitate to reach out to us with any questions.
Sincerely,

Anne Kelly  
Senior Director, Policy Program, Ceres  
On behalf of Ceres BICEP Network

The Ceres BICEP Network comprises influential companies advocating for stronger climate and clean energy policies at the state and federal level in the U.S. For more information on the Ceres BICEP Network, click here.

CC:  Commissioner Robert Scott, Department of Environmental Services  
Commissioner Victoria Sheehan, Department of Transportation  
Commissioner Taylor Caswell, Department of Business and Economic Affairs  
Jared Chicoine, Director, Office of Strategic Initiatives

---

2 Written testimony to HB 1763 submitted by Ellen Hawes of the Acadia Center.  