



GOLD STANDARD



NHLIBERTY.ORG

HOUSE SESSION - THURSDAY, FEBRUARY 13, 2020

HB 1103, relative to the submission of evidence in divorce proceedings.

HB 1103

Children and Family Law: ITL 11-7

PRO-LIBERTY: This bill permits the parties in divorce proceedings to request a continuance if meaningful evidence is not submitted 5 days prior to the hearing.

NAY ITL

- This bill would enable all parties to prepare for the proceedings so that each party will know the issues and be fully prepared on the facts. Providing parties with sufficient time to consider evidence may help the court come to a more equitable decision.
- This bill allows for introduction of new evidence within the 5-day restriction if the evidence was not available 5 days prior to the hearing or if the judge declares it de minimis.

HB 1649, establishing a road usage fee and making an appropriation therefor.

HB 1649

Public Works and Highways: OTP/A 17-3

ANTI-LIBERTY: This bill increases fees on most vehicles without reducing other fees/taxes to offset the increase.

**NAY
OTP/A**

- This bill adds a new road usage fee based on the miles per gallon efficiency of the vehicle with a graduated fee for vehicles above 20 MPG. In 2020, even large-class vehicles often have EPA ratings exceeding this metric, resulting in this new fee likely applying broadly to the majority of vehicles. In fact, the fleet average MPG including all passenger cars and light trucks sold after 2014 is estimated to be at least 31 MPG (<https://goo.gl/ndWWaC>).
- This bill simply raises more revenue; it does not reduce other taxes or fees in any way. If there is merely a desire to ensure that road maintenance burden is shared by all drivers, this new fee should be accompanied by a reduction in other fees.
- This bill will encourage drivers to purchase less fuel-efficient vehicles, resulting in more fossil fuels being burned in NH.
- This bill will hurt elderly drivers the most. According to the Federal Highway Administration, drivers over the age of 65 drive an average of 7,646 miles per year, yet this bill will tax them an extra 30% more than they drive on average.