

Bill as Introduced

HB 1240-FN - AS INTRODUCED

2010 SESSION

10-2511
05/03

HOUSE BILL

1240-FN

AN ACT

relative to the use of state-owned vehicles.

SPONSORS:

Rep. McGuire, Merr 8; Rep. K. Gould, Rock 5; Rep. Irwin, Hills 3

COMMITTEE:

Executive Departments and Administration

ANALYSIS

This bill requires state employees to pay mileage for personal use of a state-owned vehicle.

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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.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

AN ACT relative to the use of state-owned vehicles.

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

1 1 New Section; Department of Administrative Services; Division of Personnel; Use of State-
2 Owned Vehicles. Amend RSA 21-I by inserting after section 43-a the following new section:

3 21-I:43-b Use of State-Owned Vehicles. Any employee authorized to use a state-owned vehicle
4 shall be charged mileage for the personal use of such vehicle. The rate per mile shall be the
5 standard mileage rate for employee transportation expenses set by the Internal Revenue Service.

6 2 Effective Date. This act shall take effect 60 days after its passage.

LBAO
10-2511
11/04/09

HB 1240-FN - FISCAL NOTE

AN ACT relative to the use of state-owned vehicles.

FISCAL IMPACT:

The Department of Administrative Services states this bill will increase state revenue by \$1,508,650 in FY 2011 and each year thereafter. There will be no fiscal impact on county and local revenue or on state, county, and local expenditures.

METHODOLOGY:

The Department of Administrative Services states the proposed bill will require employees to pay mileage to the state for personal use of state-owned vehicles. According to the Department, current practice only obligates state agencies to report personal use of these vehicles annually for IRS W2 reporting purposes. The Department states it relies on self-reporting from the agencies and individual employees and it uses the IRS commuting rule (each one-way commute between the home and office times \$1.50) to calculate a value to be reported as income. The Department states this current methodology does not provide an estimate of miles traveled, however it does provide an estimate of the total number of vehicles being used for personal commuting (211 vehicles). As part of its effort to comply with Chapter 134, Laws of 2009, which mandates that all permanently assigned vehicles must be reported to the Governor and Executive Council, the Department preliminarily estimated the average number of miles (52 miles) traveled during each round-trip commute (i.e. an average number of personal miles traveled in a state-owned vehicle). The Department states should more permanently assigned vehicles be reported, this estimate could change. The Department also estimated that each vehicle would be used for commuting 5 days a week for 50 weeks, for a total annual estimate of round-trip commutes of 250 per vehicle. Using these assumptions, the Department calculated estimated annual personal miles traveled of 2,743,000. The Department assumed a reimbursement rate equal to the current IRS mileage rate of \$0.55 per mile, which would generate estimated total revenue of \$1,508,650 per fiscal year, to be deposited in the general fund due to the absence of provisions to the contrary. The Department also assumed an effective date on the proposed bill of July 1, 2010, so the additional revenue would begin in FY 2011 and continue each year thereafter, as the Department projected the number of vehicles with personal use, the driving patterns, and the reimbursement rate would remain relatively consistent.

Amendments

Amendment to HB 1240

1 Amend the bill by replacing all after the enacting clause with the following:

2

3 1 Section Heading. Amend the section heading of RSA 21-I:19-g to read as follows:

4 21-I:19-g Use of State-Owned ~~Passenger Automobiles~~ **Vehicles.**

5 2 Department of Administrative Services: Use of State-Owned Vehicles. Amend RSA 21-I:19-g,
6 III to read as follows:

7 III If state-owned passenger vehicles are assigned to a state agency and such vehicles [on
8 average] are not used for travel at or above the break-even mileage requirement during such year,
9 the director of plant and property management shall ~~transfer a vehicle or vehicles and~~ declare
10 them surplus ~~[until the agency's re-computed average passenger vehicle mileage is at or above the~~
11 ~~break-even mileage] and transfer or otherwise dispose of such vehicle or vehicles.~~ Average
12 vehicle mileage shall be calculated by the total miles driven by an agency's passenger vehicles
13 divided by the total number of passenger vehicles. An agency may within [60] **90** days after the end
14 of the fiscal year apply to the fiscal committee of the general court to retain such vehicle or vehicles.
15 If such agency presents a clear and convincing case for the continued assignment of a vehicle or
16 vehicles to the agency, the fiscal committee may permit the agency to retain a vehicle or vehicles. ***In***
17 ***granting an agency the authority to retain such vehicle or vehicles, favorable***
18 ***consideration shall be given to the most fuel efficient use of the existing fleet.*** The director of
19 plant and property management shall either sell ~~[or transfer the vehicle or vehicles declared to be~~
20 ~~surplus pursuant] the vehicle or vehicles declared to be surplus, transfer them~~ to a centralized
21 state vehicle pool, or ~~[to this section] transfer them~~ to any state agency having employees who
22 travel more than the break-even mileage requirement as set by the department of administrative
23 services and who are being reimbursed for travel in privately-owned vehicles. The term "agency" as
24 used in this section includes a department, institution, board, division, and commission. ***The***
25 ***director of plant and property management may develop measures to determine or improve***
26 ***fleet efficiency in addition to those set forth in this section. Such measures may be shared***
27 ***with the fiscal committee for their information and consideration.***

28 3 New Paragraphs: Use of State-Owned Vehicles: Light Duty Trucks. Amend RSA 21-I:19-g by
29 inserting after paragraph III the following new paragraphs:

30 III a. In this section:

31 (a) "light duty truck" shall mean any of the following which have a gross vehicle weight
32 rating of up to 10,000 pounds: a passenger van seating up to 8 people, a pick-up truck, a sport utility

Amendment to HB 1240

- Page 2 -

1 vehicle, or a cargo van.

2 (b) "Passenger vehicle" shall mean a passenger sedan or station wagon.

3 III-b. The department of administrative services shall annually report to the fiscal
4 committee of the general court all light duty trucks whose mileage is at or below the break-even
5 mileage requirement during such year.

6 4 New Paragraph: Use of State-Owned Vehicles; Annual Report. Amend RSA 21-1:19-g by
7 inserting after paragraph V the following new paragraph:

8 V-a. State employees shall accurately report to their agency payroll personnel all personal
9 use of any state-owned motor vehicle of any type, including but not limited to any commuting miles.
10 The agency shall annually report all personal use of state-owned vehicles in that agency, as well as
11 such other information regarding vehicles and vehicle usage, to the department of administrative
12 services as directed by the department.

13 5 Effective Date. This act shall take effect 60 days after its passage.

Amendment to HB 1240
- Page 3 -

2010-0239h

AMENDED ANALYSIS

This bill authorizes the director of plant and property management to transfer or sell state-owned vehicles to ensure that the state fleet is used efficiently. The bill also expands reporting requirements for use of state-owned light duty trucks and the personal use of state vehicles.

Amendment to HB 1240

1 Amend the bill by replacing all after the enacting clause with the following:

2

3 1 Section Heading. Amend the section heading of RSA 21-I:19-g to read as follows:

4 21-I:19-g Use of State-Owned ~~[Passenger Automobiles]~~ **Vehicles.**

5 2 Department of Administrative Services; Use of State-Owned Vehicles. Amend RSA 21-I:19-g,
6 III to read as follows:

7 III. If state-owned passenger vehicles are assigned to a state agency and such vehicles ~~[on~~
8 ~~average]~~ are not used for travel at or above the break-even mileage requirement during such year,
9 the director of plant and property management shall ~~[transfer a vehicle or vehicles and]~~ declare
10 them surplus ~~[until the agency's re-computed average passenger vehicle mileage is at or above the~~
11 ~~break-even mileage]~~ **and transfer or otherwise dispose of such vehicle or vehicles.** ~~[Average~~
12 ~~vehicle mileage shall be calculated by the total miles driven by an agency's passenger vehicles~~
13 ~~divided by the total number of passenger vehicles.]~~ An agency may within ~~[60]~~ **90** days after the end
14 of the fiscal year apply to the fiscal committee of the general court to retain such vehicle or vehicles.
15 If such agency presents a clear and convincing case for the continued assignment of a vehicle or
16 vehicles to the agency, the fiscal committee may permit the agency to retain a vehicle or vehicles. ***In***
17 ***granting an agency the authority to retain such vehicle or vehicles, favorable***
18 ***consideration shall be given to the most fuel efficient use of the existing fleet.*** The director of
19 plant and property management shall either sell ~~[or transfer the vehicle or vehicles declared to be~~
20 ~~surplus pursuant]~~ ***the vehicle or vehicles declared to be surplus, transfer them*** to a centralized
21 state vehicle pool, or ~~[to this section]~~ ***transfer them*** to any state agency having employees who
22 travel more than the break-even mileage requirement as set by the department of administrative
23 services and who are being reimbursed for travel in privately-owned vehicles. The term "agency" as
24 used in this section includes a department, institution, board, division, and commission. ***The***
25 ***director of plant and property management may develop measures to determine or improve***
26 ***fleet efficiency in addition to those set forth in this section. Such measures may be shared***
27 ***with the fiscal committee for their information and consideration.***

28 3 New Paragraphs; Use of State-Owned Vehicles; Light Duty Trucks. Amend RSA 21-I:19-g by
29 inserting after paragraph III the following new paragraphs:

30 III-a. In this section:

31 (a) "Light duty truck" shall mean any of the following which have a gross vehicle weight
32 rating of up to 10,000 pounds: a passenger van seating up to 8 people, a pick-up truck, a sport utility

Amendment to HB 1240

- Page 2 -

1 vehicle, or a cargo van.

2 (b) "Passenger vehicle" shall mean a passenger sedan or station wagon.

3 III-b. The department of administrative services shall annually report to the fiscal
4 committee of the general court all light duty trucks whose mileage is at or below the break-even
5 mileage requirement during such year.

6 4 New Paragraph; Use of State-Owned Vehicles; Annual Report. Amend RSA 21-I:19-g by
7 inserting after paragraph V the following new paragraph:

8 V-a. State employees shall accurately report to their agency payroll personnel all personal
9 use of any state-owned motor vehicle of any type, including but not limited to any commuting miles.
10 The agency shall annually report all personal use of state-owned vehicles in that agency, as well as
11 such other information regarding vehicles and vehicle usage, to the department of administrative
12 services as directed by the department.

13 5 Effective Date. This act shall take effect 60 days after its passage.

2010-0551h

AMENDED ANALYSIS

This bill authorizes the director of plant and property management to transfer or sell state-owned vehicles to ensure that the state fleet is used efficiently. The bill also expands reporting requirements for use of state-owned light duty trucks and the personal use of state vehicles.

Speakers

Hearing Minutes

HOUSE COMMITTEE ON EXECUTIVE DEPARTMENTS AND ADMINISTRATION

PUBLIC HEARING ON HB 1240-FN

BILL TITLE: relative to the use of state-owned vehicles.

DATE: February 11, 2010.

LOB ROOM: 306 **Time Public Hearing Called to Order:** 11:35 am

Time Adjourned: 12:10 pm

(please circle if present)

Committee Members: Reps. Irwin, Harding, Pilotte, P. McMahon, Judy Schmidt, Beck, D. Sullivan, D. Petterson, Houde-Quimby, Flurey, Hawkins, R. Day, Reagan, K. Gould, S. Scamman, McGuire, C. Pratt, D. Ryder and Vita

Bill Sponsors: Rep. McGuire, Merr 8; Rep. K. Gould, Rock 5; Rep. Irwin, Hills 3

TESTIMONY

* Use asterisk if written testimony and/or amendments are submitted.

Rep. McGuire, prime sponsor, introduced bill and an amendment. Result of performance audit. The bill is the result of studies by other states agencies involving three items:

1. Study of efficiency and which vehicles should be surplus
2. Passenger fleet excluded light duty trucks
3. Clarify that employee who uses state vehicle are responsible to report all personal use of vehicle.

When data is gathered, then we can make informed decisions
Worked with Department of Administrative Services (DAS) to generate this bill and ultimately the amendment.

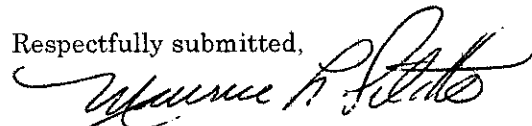
Commissioner Sweeney, Dept. of Safety (DOS). Department is opposed to this bill

- Spoke to bill and not amendment
- Definition of "personal use" is needed
- DOS last year revised list who takes vehicles home and established formal police focused on state advantage

Michael Connor, Director, Plant & Management.

- Result of audit – many changes made from 352 – 17 cars in looking at efficiency of vehicles
- Allow DAS to examine all vehicles for break even requirement
- Allow to create car pooling option
- Allow to look at all light duty trucks
- Agrees need of definition of "personal use"

Respectfully submitted,



Rep. Maurice L. Pilotte, Clerk

HOUSE COMMITTEE ON EXECUTIVE DEPARTMENTS AND ADMINISTRATION

PUBLIC HEARING ON HB 1240-FN

BILL TITLE: relative to the use of state-owned vehicles.

DATE:

~~Jan.~~ February 11, 2010

LOB ROOM:

306

Time Public Hearing Called to Order: 11:35

Time Adjourned: 12:10

(please circle if present)

Committee Members: Reps. Irwin, Harding, Pilotte, P. McMahon, Jendy, Schmidt, Beck, D. Sullivan, D. Petterson, Houde-Quimby, Elmer, Hawkins, R. Day, Reagan, K. Gould, S. Scamman, McGuire, C. Pratt, D. Ryder and Vita.

Bill Sponsors: Rep. McGuire, Merr 8; Rep. K. Gould, Rock 5; Rep. Irwin, Hills 3

TESTIMONY

* Use asterisk if written testimony and/or amendments are submitted.

- Rep. McGuire - Introduced
- Introduced an amendment (2010-05376) because as result of studies by other state agencies. 3 items
 - 1) Study of efficiency & which vehicles should be surplus.
 - 2) Passenger fleet excluded ~~fleet of~~ ^{light-duty} trucks
 - 3) Clarify that employee ~~who~~ who use state vehicle are responsible to report all personal use of. When data is gathered then can be make informed decisions
 - Result of Performance Audit.
 - Worked w/ DAS to generate this bill and ultimately the amendment.

- * Commissioner Sweeney → Dept opposed.
- Spoke to bill and not amendment
 - No definition of "personal use." → needed
 - DOS last year revised list who takes vehicles home + established formal policy focused on ~~for use of vehicles~~ for state advantage.

- Michael Conner. - Dir. Pl. DAS - Dir. Plant + Management
- Result of Audit - many changes made from 392 to 17 cars in looking at efficiency of vehicles.
 - Allow DAS to examine all vehicles for break-even requirement.
 - Allow to create car-pooling options
 - Allow to look at all light-duty trucks.
 - Agrees need of definition of "Personal use"

Testimony

2

HB 1240

A simple bill with an admirable intent but the situation is far more complicated than the bill envisions and its passage would have far-reaching consequences.

The Department of Safety and the Department of Transportation probably have the largest fleet of State-owned vehicles.

The bill refers to charging employees for personal use of a vehicle but nowhere is personal use defined.

The Department of Safety just last year conducted an analysis of the number of employees in our 7 Divisions that were allowed to take the vehicles home with them at night, and we reduced that number by 36 vehicles. Here are some examples of those that remain:

- Our law enforcement employees such as State Troopers and Fire Marshals take their vehicles home with them because they are all subject to 24-hour callback, and are on duty from the time they leave their home in the morning until they return home at night. They are not allowed to use their vehicles for personal use.
- We allow the technicians who maintain the mountaintop repeaters that are the heart of the state's microwave communication system to take their pickup trucks home with them with the tools and spare parts they need in case the system goes down during the night or weekend. They commute back and forth in these pickup trucks but it is for the state's convenience and not their own. If we started charging them the IRS rate of ~~over~~ 55 cents a mile, there could be several consequences. One, it might constitute an unfair labor practice under the collective bargaining agreement. Two, these individuals are not paid for "standby time" on their off-duty hours because they are allowed to bring their trucks back and forth. If they had to pay for the privilege of driving them, they might choose not to take them home but to drive their own vehicles back and forth instead, and demand one hour's overtime pay for every 4 hours they were subject to being called out. This would be much more expensive than allowing them to bring the trucks home. And when they did get called out, in some cases they would be driving right past the location of the tower outage to come to Concord and pick up the truck because they would need the parts and tools in the truck, then return to the scene of the needed repairs, then return the truck to Concord and drive back home, all at time and one-half.
- We have driver licensing officers at DMV that work at several different locations during the week giving driver license exams and road tests. They leave their homes in the morning and drive to a different location nearly every day. Because they are commuting to different locations they could choose to use their personal vehicles and charge US ~~56~~ 59 cents a mile for their mileage back and forth, when it only costs the state 36 cents a mile to operate a State vehicle because the vehicle is purchased free of federal excise tax, the gasoline is free of federal and state taxes, the registration is free, the insurance is procured by competitive State bid, and the maintenance is done at the State garage.
- Other examples in our Department include field representatives of Emergency Management, Modular and Manufactured Housing Inspectors and others that work out of their homes and only come to Concord once a week or less to drop off reports and pick up supplies, or to attend meetings. The remainder of their time they respond from their homes to various locations in their assigned regions to conduct inspections, and do their other work. If they had to drive to Concord

S.P. PROSECUTOR

in their own cars every day to pick up a State vehicle and go back to their assigned regions to work, a large portion of every day's productivity would give way to commuting time, and if we instead opted to pay them mileage for using their personal vehicles for State business it would cost us ~~over~~ 56 cents a miles vs. 36 cents for using the State vehicle.

- There are also a half-dozen Division Directors that are allowed take-home privileges, but for example last year we even took the vehicle away from our Director of Administration who runs the business office. This is a man who comes in every Sunday at 5 a.m. to catch up on his work but because he is not an emergency response person we took the car away from him. The remaining Directors that are allowed to take their vehicles home are those that have missions to fulfill in the Emergency Operations Center and whenever there is an emergency we want them to be able to respond, so they have radio-equipped vehicles for that purpose. They are not allowed, nor are any of our employees allowed, to use those vehicles for personal pleasure purposes. If you look in our parking lots first thing in the morning or late into the evening you will usually find that it is these officials who are still at work because they typically put in 10 or more hour days, and often attend evening meetings in various parts of the state as well. On numerous evenings they do not drive straight home after work but arrange meetings with local officials or handle customer complaints on the way to or from work. ^{or so} If we removed the privilege of taking these vehicles home from these individuals or charged them mileage for driving back and forth, we would be reducing their effective compensation package, and bear in mind that many of them already are paid less than their highest paid classified subordinates whose salaries are set by collective bargaining rather than by the Legislature. These few Directors are the people that the Hay study several years ago said were at least 15% undercompensated and if they chose to carpool to work and work an 8-hour day the State would be the loser because many of them currently work 60 or 70 hours a week for a straight salary and no overtime.

The fleet situation has been examined by the LBA Audit Division, and there is also a committee currently studying how to use the fleet most effectively and efficiently. This bill may sound like a good idea but it will cost money, result in reduced productivity, harm morale, and may lead to labor grievances. We urge the Committee to recommend ITL for this bill.

Voting Sheets

HOUSE COMMITTEE ON EXECUTIVE DEPARTMENTS AND ADMINISTRATION

EXECUTIVE SESSION on HB 1240

BILL TITLE: relative to the use of state-owned vehicles.

DATE: February 16, 2010

LOB ROOM: 306

Amendments:

Sponsor: Rep. McGuire OLS Document #: 2010 0551h

Sponsor: Rep. OLS Document #:

Sponsor: Rep. OLS Document #:

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.)

Moved by Rep. McGuire

Seconded by Rep. Reagan

Vote: 16-1 (Please attach record of roll call vote.)

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.)

Moved by Rep. McGuire

Seconded by Rep. Reagan

Vote: 17-1 (Please attach record of roll call vote.)

CONSENT CALENDAR VOTE: 18-0

(Vote to place on Consent Calendar must be unanimous.)

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep. Maurice L. Pilotte, Clerk

HOUSE COMMITTEE ON EXECUTIVE DEPARTMENTS AND ADMINISTRATION

EXECUTIVE SESSION on HB 1240-FN

BILL TITLE: relative to the use of state-owned vehicles.

DATE: February 16, 2010

LOB ROOM: 306

Amendments:

Sponsor: Rep. *Mc Guire* OLS Document #: 2010-0551
Sponsor: Rep. OLS Document #:
Sponsor: Rep. OLS Document #:

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.)

Amend
Moved by Rep. *Mc Guire*
Seconded by Rep. *Reagan*
Vote: *16-1* (Please attach record of roll call vote.)

Motions: OTP, OTP/A, ITL, Interim Study (Please circle one.)

Moved by Rep. *Mc Guire*
Seconded by Rep. *Reagan*
Vote: *17-1* (Please attach record of roll call vote.)

CONSENT CALENDAR VOTE: *18-0*

(Vote to place on Consent Calendar must be unanimous.)

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep. Maurice L. Pilotte, Clerk

Maurice L. Pilotte

EXECUTIVE DEPARTMENTS AND ADMINISTRATION

Bill #: HB. 1240 Title: rel. to use of state-owned vehicle

PH Date: 2 / 11 / 10 Exec Session Date: 2 / 16 / 10

Motion: Amendment - OTP Amendment #: 2010-0551

MEMBER	YEAS	NAYS
Harding, Laurie, Chairman	✓	
Houde-Quimby, Charlotte, V Chairman	✓	
Pilotte, Maurice L, Clerk	✓	
McMahon, Patricia M	<i>Absent</i>	
Jeudy, Jean L	✓	
Schmidt, Peter B	✓	
Beck, Catriona D	✓	
Sullivan, Daniel J		✓
Petterson, Don	✓	
Flurey, Joan S	✓	
Hawkins, Ken	<i>Absent</i>	
Day, Russell C	✓	
Reagan, John M	✓	
Gould, Kenneth H	✓	
Scamman, Stella	✓	
McGuire, Carol M	✓	
Pratt, Calvin D	✓	
Ryder, Donald F	✓	
Vita, Carol M	✓	

TOTAL VOTE: 16-1
 Printed: 2/12/2010

EXECUTIVE DEPARTMENTS AND ADMINISTRATION

Bill #: HB.1240 Title: net to use of state owned vehicle

PH Date: 2 / 11 / 10

Exec Session Date: 2 / 16 / 10

Motion: OTP/A

Amendment #: _____

MEMBER	YEAS	NAYS
Harding, Laurie, Chairman	✓	
Houde-Quimby, Charlotte, V Chairman	✓	
Pilotte, Maurice L, Clerk	✓	
McMahon, Patricia M	Absent	
Jeudy, Jean L	✓	
Schmidt, Peter B	✓	
Beck, Catriona D	✓	
Sullivan, Daniel J		✓
Petterson, Don	✓	
Flurey, Joan S	✓	
Hawkins, Ken	✓	
Day, Russell C	✓	
Reagan, John M	✓	
Gould, Kenneth H	✓	
Scamman, Stella	✓	
McGuire, Carol M	✓	
Pratt, Calvin D	✓	
Ryder, Donald F	✓	
Vita, Carol M	✓	

TOTAL VOTE: 17-1

Committee Report

CONSENT CALENDAR

February 17, 2010

HOUSE OF REPRESENTATIVES

REPORT OF COMMITTEE

**The Committee on EXECUTIVE DEPARTMENTS AND
ADMINISTRATION to which was referred HB1240-FN,**

AN ACT relative to the use of state-owned vehicles.

**Having considered the same, report the same with the
following amendment, and the recommendation that
the bill OUGHT TO PASS WITH AMENDMENT.**

Rep. Carol M McGuire

FOR THE COMMITTEE

COMMITTEE REPORT

Committee:	EXECUTIVE DEPARTMENTS AND ADMINISTRATION
Bill Number:	HB1240-FN
Title:	relative to the use of state-owned vehicles.
Date:	February 17, 2010
Consent Calendar:	YES
Recommendation:	OUGHT TO PASS WITH AMENDMENT

STATEMENT OF INTENT

This bill, as amended, amends RSA 21-I:19 to improve the management of state-owned vehicles. It clarifies the use of the break-even mileage as a management measure, encourages fuel-efficient use of the existing fleet, and includes light trucks (vans, pickups, and SUVs) in the fleet management process. Finally, the bill establishes that all employees who use state owned vehicles are responsible to report any personal usage to their agency. Since the proper definition of "personal" depends on the reason the employee is using the vehicle, and these categories of usage are being redefined, charging for personal usage, as the unamended bill required, is not appropriate at this time.

Vote 17-1.

Rep. Carol M McGuire
FOR THE COMMITTEE

Original: House Clerk
Cc: Committee Bill File

CONSENT CALENDAR

EXECUTIVE DEPARTMENTS AND ADMINISTRATION

HB1240-FN, relative to the use of state-owned vehicles. **OUGHT TO PASS WITH AMENDMENT.**

Rep. Carol M McGuire for EXECUTIVE DEPARTMENTS AND ADMINISTRATION. This bill, as amended, amends RSA 21-I:19 to improve the management of state-owned vehicles. It clarifies the use of the break-even mileage as a management measure, encourages fuel-efficient use of the existing fleet, and includes light trucks (vans, pickups, and SUVs) in the fleet management process. Finally, the bill establishes that all employees who use state owned vehicles are responsible to report any personal usage to their agency. Since the proper definition of "personal" depends on the reason the employee is using the vehicle, and these categories of usage are being redefined, charging for personal usage, as the unamended bill required, is not appropriate at this time. **Vote 17-1.**

Original: House Clerk
Cc: Committee Bill File

 DRAFT

ED&A

HB 1240

This bill, as amended, amends RSA 21-I:19 to improve the management of state-owned vehicles. It clarifies the use of the break-even mileage as a management measure, encourages fuel-efficient use of the existing fleet, and includes light trucks (vans, pickups, and SUVs) in the fleet management process. Finally, the bill establishes that all employees who use state owned vehicles are responsible to report any personal usage to their agency. Since the proper definition of "personal" depends on the reason the employee is using the vehicle, and these categories of usage are being redefined, charging for personal usage, as the unamended bill required, is not appropriate at this time.

VOTE OTRPA

Rep. McGuire

Louie Harding

Rep. Harding, Chair