

# Senate Transportation Committee

*Vivian Hall 271-3091*

**SB 155-FN**, relative to highway toll credits.

**Hearing Date:** February 4, 2025

**Time Opened:** 2:25 p.m.

**Time Closed:** 2:47 p.m.

**Members of the Committee Present:** Senators Ricciardi, McConkey, Ward, Fenton and Prentiss

**Bill Analysis:** This bill allows the use of toll credits as a match for federal highway funds for certain projects, including municipal, county, and non-profit projects, while requiring legislative approval for other uses.

---

**Sponsors:**

Sen. Reardon

Sen. Watters

Sen. Lang

Sen. Innis

Sen. McGough

Sen. Pearl

Rep. Lane

Rep. Wallner

Rep. Bricchi

Rep. Hicks

---

**Who supports the bill:** Senator Tara Reardon; Representative Janet Lucas; Margaret M.L. Byrnes, New Hampshire Municipal Association.

**Who opposes the bill:** Amy Charbonneau, Continental Paving

**Who is neutral on the bill:** Danielle Chandonnett, Director of Finance, Division of Motor Vehicles

**Summary of testimony presented in support:**

**Senator Tara Reardon:**

- This bill would expand the use of toll credits to fund local projects like green-way trails, bus subsidies, and infrastructure improvements in New Hampshire, aiming to reduce disparities between cities like Concord and others in the state.
- She emphasized the need to remove oversight committee requirements and lift legislative roadblocks that limit toll credit use, allowing New Hampshire to use its \$200 million in toll credits effectively to support projects that would otherwise fail.

## **Summary of testimony presented in opposition:**

### **Amy Charbonneau, Continental Paving**

- Ms. Charbonneau expressed concern that Department Of Transportation control over toll credits will delay major projects.
- The flat revenue would exacerbate funding shortages and create long-term issues for paving and transportation infrastructure.

## **Neutral Information Presented:**

### **Danielle Chandonnett, Director of Finance, Division of Motor Vehicles**

- Director Chandonnett discussed toll credit approvals, noting historical turnpike balances in 2016 and highlighted that 20% of the annual apportionment is allocated for toll credits.
- With a current balance of \$197 million, upcoming federal law changes could reduce the toll credit balance, potentially delaying Department Of Transportation projects as expenses outpace revenue.
- Senator Ward asked what happened in 2017. Director Chandonnett indicated the Department of Transportation did not meet their calculation requirements.
- Senator Ricciardi expressed concern that long-time residents are being neglected as highways widen, with current Department of Transportation policy focusing on decibel levels instead of capacity. Director Chandonnet concurred.
- Senator McConkey asked if turnpike toll credits could only be used for federally funded roads. She clarified that turnpike toll credits are used only on federally funded roads for construction and maintenance, and when revenue is insufficient, projects are delayed as toll credits are depleted without generating additional funds.