

SB 627-FN - AS AMENDED BY THE SENATE

02/05/2026 0341s
02/05/2026 0533s

2026 SESSION

26-2121
06/09

SENATE BILL **627-FN**

AN ACT relative to toll rate adjustments and periodic inflation-based toll reviews for the New Hampshire turnpike system to support the 2027-2036 ten-year transportation plan.

SPONSORS: Sen. Watters, Dist 4; Sen. Fenton, Dist 10; Sen. Reardon, Dist 15

COMMITTEE: Transportation

AMENDED ANALYSIS

This bill:

I. Provides for toll rate adjustments at specified turnpike plazas to support projects in the 2027–2036 ten year transportation plan.

II. Provides for periodic toll adjustments tied to the New Hampshire department of transportation's projected inflation index as part of the statewide transportation improvement program.

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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

SB 627-FN - AS AMENDED BY THE SENATE

02/05/2026 0341s

02/19/2026 0533s

26-2121

06/

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty-Six

AN ACT relative to toll rate adjustments and periodic inflation-based toll reviews for the New Hampshire turnpike system to support the 2027-2036 ten-year transportation plan.

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

1 1 Tolls. Amend RSA 237:9 to read as follows:

2 **I.** The commissioner of transportation, with the approval of the governor and council, shall
3 establish toll rates and other charges for use of the New Hampshire turnpike system or any part of
4 the right-of-way and other property acquired in connection therewith. The governor and council
5 shall approve or reject the commissioner's proposed toll rates and other charges within 90 days of
6 receiving them. The tolls collected shall be deposited with the state treasurer who shall keep the
7 same in a separate account to be used exclusively for purposes of the New Hampshire turnpike
8 system including, without limitation, the operating expenses, construction, reconstruction, and
9 maintenance of the New Hampshire turnpike system. All operating expenses and maintenance costs
10 shall be paid from said account. From the balance remaining after the payment of operating
11 expenses and maintenance costs, there shall be paid the interest and principal on the bonds issued
12 to finance the system. No part of such revenues shall, by transfer of funds or otherwise, be diverted
13 to any other purpose whatsoever. Fourteen days previous to the time any interest or principal is
14 payable, on any general obligation bonds issued to finance the system, the state treasurer shall
15 examine the existing balance and, except as otherwise provided in RSA 237:10, if such balance is
16 insufficient to make the payment, then he **or she** shall notify the governor who shall immediately
17 draw his **or her** warrant on the highway fund to cover any deficit and if the funds in both of the
18 above accounts are insufficient, the governor shall draw his **or her** warrant upon the state's general
19 fund to the amount necessary to meet the payments. Any funds paid out from the state's highway
20 fund or general fund for the above purposes shall be reimbursed from the collection of tolls as soon
21 as such funds are available. Any funds that have been or may be expended for any portion of the
22 system by the department of transportation shall be repaid to said department when, in the opinion
23 of the governor and council, sufficient funds are available. Any excess income may be used for
24 further system extensions in accordance with RSA 237:5, II(m). No provision of this chapter shall
25 constitute a covenant with bondholders with respect to the charging, collection or disposition of tolls.

26 **II.** *Notwithstanding paragraph I of this section, RSA 237:24, and any other*
27 *provision of law to the contrary, to support the turnpike projects included in the 2027-2036*
28 *ten year transportation plan and to cover associated operating expenses and maintenance*
29 *costs for the central New Hampshire turnpike, the eastern New Hampshire turnpike, and*

1 *the New Hampshire turnpike system, the toll rates for cash transactions and for vehicles*
2 *not registered to a funded New Hampshire E-Z pass account shall be increased based on*
3 *the toll plaza and vehicle classification as defined in Tra 701.02(j) of the New Hampshire*
4 *administrative rules. For purposes of this section, "class" shall mean the vehicle*
5 *classification established under Tra 701.02(j), which categorizes vehicles by type, number*
6 *of axles, and dual tires. The toll rates shall be as follows:*

7 **(a) Hooksett Main:**

8 (1) *Class 1: \$2.00*

9 (2) *Class 2: \$2.25*

10 (3) *Class 3: \$2.50*

11 (4) *Class 4: \$2.75*

12 (5) *Class 5: \$4.00*

13 (6) *Class 6: \$4.50*

14 (7) *Class 7: \$5.00*

15 (8) *Class 8: \$5.50*

16 (9) *Class 9: \$6.00*

17 (10) *Class 10: \$6.50*

18 (11) *Class 11: \$7.00*

19 (12) *Class 12: \$ 7.50*

20 **(b) Hooksett Ramp:**

21 (1) *Class 1: \$1.00*

22 (2) *Class 2: \$1.25*

23 (3) *Class 3: \$1.50*

24 (4) *Class 4: \$1.75*

25 (5) *Class 5: \$2.00*

26 (6) *Class 6: \$2.50*

27 (7) *Class 7: \$3.00*

28 (8) *Class 8: \$3.50*

29 (9) *Class 9: \$4.00*

30 (10) *Class 10: \$4.50*

31 (11) *Class 11: \$5.00*

32 (12) *Class 12: \$5.50*

33 **(c) Bedford Main:**

34 (1) *Class 1: \$2.00*

35 (2) *Class 2: \$2.25*

36 (3) *Class 3: \$2.50*

37 (4) *Class 4: \$2.75*

1 (5) *Class 5: \$4.00*

2 (6) *Class 6: \$4.50*

3 (7) *Class 7: \$5.00*

4 (8) *Class 8: \$5.50*

5 (9) *Class 9: \$6.00*

6 (10) *Class 10: \$6.50*

7 (11) *Class 11: \$7.00*

8 (12) *Class 12: \$7.50*

9 (d) *Hampton Main:*

10 (1) *Class 1: \$4.00*

11 (2) *Class 2: \$4.25*

12 (3) *Class 3: \$4.50*

13 (4) *Class 4: \$4.75*

14 (5) *Class 5: \$8.00*

15 (6) *Class 6: \$8.50*

16 (7) *Class 7: \$9.00*

17 (8) *Class 8: \$9.50*

18 (9) *Class 9: \$10.00*

19 (10) *Class 10: \$10.50*

20 (11) *Class 11: \$11.00*

21 (12) *Class 12: \$11.50*

22 (e) *Hampton Side:*

23 (1) *Class 1: \$1.50*

24 (2) *Class 2: \$1.75*

25 (3) *Class 3: \$2.00*

26 (4) *Class 4: \$2.25*

27 (5) *Class 5: \$3.00*

28 (6) *Class 6: \$3.50*

29 (7) *Class 7: \$4.00*

30 (8) *Class 8: \$4.50*

31 (9) *Class 9: \$5.00*

32 (10) *Class 10: \$5.50*

33 (11) *Class 11: \$6.00*

34 (12) *Class 12: \$6.50*

35 (f) *Dover:*

36 (1) *Class 1: \$1.50*

37 (2) *Class 2: \$1.75*

- 1 (3) *Class 3: \$2.00*
- 2 (4) *Class 4: \$2.25*
- 3 (5) *Class 5: \$3.00*
- 4 (6) *Class 6: \$3.50*
- 5 (7) *Class 7: \$4.00*
- 6 (8) *Class 8: \$4.50*
- 7 (9) *Class 9: \$5.00*
- 8 (10) *Class 10: \$5.50*
- 9 (11) *Class 11: \$6.00*
- 10 (12) *Class 12: \$6.50*

11 (g) *Rochester:*

- 12 (1) *Class 1: \$1.50*
- 13 (2) *Class 2: \$1.75*
- 14 (3) *Class 3: \$2.00*
- 15 (4) *Class 4: \$2.25*
- 16 (5) *Class 5: \$3.00*
- 17 (6) *Class 6: \$3.50*
- 18 (7) *Class 7: \$4.00*
- 19 (8) *Class 8: \$4.50*
- 20 (9) *Class 9: \$5.00*
- 21 (10) *Class 10: \$5.50*
- 22 (11) *Class 11: \$6.00*
- 23 (12) *Class 12: \$6.50*

24 **III. Notwithstanding paragraph I of this section, RSA 237:24, and any other**
25 *provision of law to the contrary, the toll rates for vehicles listed on a funded New*
26 *Hampshire E-Z Pass account using the New Hampshire electronic toll collection system*
27 *shall remain current as of the effective date of this statute and at a minimum as follows,*
28 *based on toll plaza and vehicle classification as defined in Tra 701.02(j) of the New*
29 *Hampshire administrative rules:*

30 (a) *Hooksett Main:*

- 31 (1) *Class 1: \$0.70*
- 32 (2) *Class 2: \$0.88*
- 33 (3) *Class 3: \$1.05*
- 34 (4) *Class 4: \$1.23*
- 35 (5) *Class 5: \$1.80*
- 36 (6) *Class 6: \$2.25*
- 37 (7) *Class 7: \$2.70*

- 1 (8) *Class 8: \$3.15*
- 2 (9) *Class 9: \$3.60*
- 3 (10) *Class 10: \$4.05*
- 4 (11) *Class 11: \$4.50*
- 5 (12) *Class 12: \$4.95*

6 **(b) Hooksett Ramp:**

- 7 (1) *Class 1: \$0.35*
- 8 (2) *Class 2: \$0.53*
- 9 (3) *Class 3: \$0.70*
- 10 (4) *Class 4: \$0.88*
- 11 (5) *Class 5: \$0.90*
- 12 (6) *Class 6: \$1.35*
- 13 (7) *Class 7: \$1.80*
- 14 (8) *Class 8: \$2.25*
- 15 (9) *Class 9: \$2.70*
- 16 (10) *Class 10: \$3.15*
- 17 (11) *Class 11: \$3.60*
- 18 (12) *Class 12: \$4.05*

19 **(c) Bedford Main:**

- 20 (1) *Class 1: \$0.70*
- 21 (2) *Class 2: \$0.88*
- 22 (3) *Class 3: \$1.05*
- 23 (4) *Class 4: \$1.23*
- 24 (5) *Class 5: \$1.80*
- 25 (6) *Class 6: \$2.25*
- 26 (7) *Class 7: \$2.70*
- 27 (8) *Class 8: \$3.15*
- 28 (9) *Class 9: \$3.60*
- 29 (10) *Class 10: \$4.05*
- 30 (11) *Class 11: \$4.50*
- 31 (12) *Class 12: \$4.95*

32 **(d) Hampton Main:**

- 33 (1) *Class 1: \$1.40*
- 34 (2) *Class 2: \$1.58*
- 35 (3) *Class 3: \$1.75*
- 36 (4) *Class 4: \$1.93*
- 37 (5) *Class 5: \$3.60*

- 1 (6) *Class 6: \$4.05*
- 2 (7) *Class 7: \$4.50*
- 3 (8) *Class 8: \$4.95*
- 4 (9) *Class 9: \$5.40*
- 5 (10) *Class 10: \$5.85*
- 6 (11) *Class 11: \$6.30*
- 7 (12) *Class 12: \$6.75*

8 (e) *Hampton Side:*

- 9 (1) *Class 1: \$0.53*
- 10 (2) *Class 2: \$0.70*
- 11 (3) *Class 3: \$0.88*
- 12 (4) *Class 4: \$1.05*
- 13 (5) *Class 5: \$1.35*
- 14 (6) *Class 6: \$1.80*
- 15 (7) *Class 7: \$2.25*
- 16 (8) *Class 8: \$2.70*
- 17 (9) *Class 9: \$3.15*
- 18 (10) *Class 10: \$3.60*
- 19 (11) *Class 11: \$4.05*
- 20 (12) *Class 12: \$4.50*

21 (f) *Dover:*

- 22 (1) *Class 1: \$0.53*
- 23 (2) *Class 2: \$0.70*
- 24 (3) *Class 3: \$0.88*
- 25 (4) *Class 4: \$1.05*
- 26 (5) *Class 5: \$1.35*
- 27 (6) *Class 6: \$1.80*
- 28 (7) *Class 7: \$2.25*
- 29 (8) *Class 8: \$2.70*
- 30 (9) *Class 9: \$3.15*
- 31 (10) *Class 10: \$3.60*
- 32 (11) *Class 11: \$4.05*
- 33 (12) *Class 12: \$4.50*

34 (g) *Rochester:*

- 35 (1) *Class 1: \$0.53*
- 36 (2) *Class 2: \$0.70*
- 37 (3) *Class 3: \$0.88*

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- 1 **(4) Class 4: \$1.05**
- 2 **(5) Class 5: \$1.35**
- 3 **(6) Class 6: \$1.80**
- 4 **(7) Class 7: \$2.25**
- 5 **(8) Class 8: \$2.70**
- 6 **(9) Class 9: \$3.15**
- 7 **(10) Class 10: \$3.60**
- 8 **(11) Class 11: \$4.05**
- 9 **(12) Class 12: \$4.50**

10 2 New Paragraph; Statewide Transportation Improvement Program; Toll Rate Comparison to
11 Inflation Rate. Amend RSA 228:99 by inserting after paragraph II the following new paragraph:

12 II-a. The statewide transportation improvement program shall include a comparison of the
13 current toll rates against the department of transportation's project inflation rate for consideration
14 by the governor's advisory commission on intermodal transportation and the legislature.

15 3 Repeal. RSA 237:11, V, relative to the E-Z Pass discount on established tolls on any of the
16 New Hampshire turnpike system, is repealed.

17 4 Effective Date. This act shall take effect 90 days after its passage.

SB 627-FN- FISCAL NOTE
AS AMENDED BY THE SENATE (AMENDMENT #2026-1062s)

AN ACT relative to toll rate adjustments and periodic inflation-based toll reviews for the New Hampshire turnpike system to support the 2027-2036 ten-year transportation plan.

FISCAL IMPACT:

Estimated State Impact				
	FY 2026	FY 2027	FY 2028	FY 2029
Revenue	\$0	\$26,400,000	\$53,200,000	\$53,800,000
<i>Revenue Fund(s)</i>	Turnpike Fund			
Expenditures*	\$0	\$232,960	\$0	\$0
<i>Funding Source(s)</i>	Turnpike Fund			
Appropriations*	\$0	\$0	\$0	\$0
<i>Funding Source(s)</i>	None			

*Expenditure = Cost of bill

*Appropriation = Authorized funding to cover cost of bill

METHODOLOGY:

This bill increases and establishes statutory toll rates by plaza and vehicle class on the New Hampshire Turnpike System, including higher rates for cash and non-NH E-ZPass users, and minimum rates for funded NH E-ZPass users, to support projects in the state's 2027-2036 Ten-Year Transportation Plan and cover turnpike operating and maintenance costs. The Department of Transportation has provided the following toll raise scenarios for a class 1 vehicle passing through the Hooksett Plaza:

Toll Raise Scenarios for Hooksett Plaza Class 1 Vehicle			
Example	Scenario	Existing Toll	Proposed Toll
1	NH E-ZPass funded account customer with a vehicle bearing a registration number as defined by RSA 259:85	\$0.70	\$0.70
2	NH E-ZPass funded account customer with a vehicle not bearing a registration number as defined by RSA 259:85	\$0.70	\$0.70
3	NH E-ZPass unfunded account customer with a vehicle bearing a registration number as defined by RSA 259:85	\$1.00	\$0.70

4	NH E-ZPass unfunded account customer with a vehicle not bearing a registration number as defined by RSA 259:85	\$1.00	\$2.00
5	Non-NH E-ZPass funded account customer with a vehicle bearing or not bearing a registration number as defined by RSA 259:85	\$1.00	\$2.00
6	Non-NH E-ZPass unfunded account customer with a vehicle bearing or not bearing a registration number as defined by RSA 259:85	\$1.00	\$2.00
7	Cash paying customer with a vehicle bearing a registration number as defined by RSA 259:85	\$1.00	\$2.00
8	Cash paying customer with a vehicle not bearing a registration number as defined by RSA 259:85	\$1.00	\$2.00
9	Unpaid transactions utilizing the electronic toll collection system (no cash) with vehicle bearing a registration number as defined by RSA 259:85	\$1.00	\$0.70
10	Unpaid transactions utilizing the electronic toll collection system (no cash) with vehicle not bearing a registration number as defined by RSA 259:85	\$1.00	\$2.00

The estimated increase in toll revenue, determined by Stantec Consultant's review of the Turnpike Traffic and Revenue forecast and the following assumptions, is as follows (\$ in millions):

Fiscal Year	Central Turnpike	Blue Star Turnpike	Spaulding Turnpike	Total
2027	\$7.0	\$17.4	\$2.0	\$26.4
2028	\$13.9	\$35.1	\$4.2	\$53.2
2029	\$14.1	\$35.4	\$4.3	\$53.8
2030	\$14.3	\$35.8	\$4.4	\$54.5
2031	\$14.5	\$36.1	\$4.5	\$55.1
2032	\$14.7	\$36.5	\$4.6	\$55.8
2033	\$14.9	\$36.8	\$4.6	\$56.3
2034	\$15.5	\$37.1	\$4.7	\$57.3
2035	\$15.8	\$37.3	\$4.7	\$57.8
2036	\$16.2	\$37.5	\$4.8	\$58.5

- Assumes a toll increase in FY 2027, effective January 2027. Revenue is estimated based on a 10-year annual traffic increase of approximately 1.5% per year.
- Assumes 5% of cars list on a Non-NH E-ZPass account and 10% of trucks listed on a Non-NH E-ZPass account will switch to NH E-ZPass.
- Assumes 10% of daytime cash payers at attended facilities will utilize the 14 days to pay to get NH plate electronic toll system toll rate.

The Department estimates the cost associated with implementing the software changes required by this bill to be approximately \$150,000, incurred in FY 2027. In addition, this bill requires the issuance of a free transponder for a period of 210 days to any NH resident who opens or currently maintains an NH E-ZPass account. The current cost of a 6C transponder is \$0.61 cents per tag. The Department has estimated, based off new customer account activity with 10% growth, that it will issue approximately 136,000 transponders, for an estimated total cost of \$82,960 ($\$0.61 \times 136,000$).

AGENCIES CONTACTED:

Department of Transportation