SB 458-FN - AS INTRODUCED

2026 SESSION

26-2080
06/08

SENATE BILL ***458-FN***

AN ACT relative to the use of toll credits.

SPONSORS: Sen. Reardon, Dist 15; Sen. Long, Dist 20; Sen. Watters, Dist 4; Sen. Prentiss, Dist 5; Sen. Altschiller, Dist 24; Sen. Perkins Kwoka, Dist 21; Sen. Fenton, Dist 10

COMMITTEE: Transportation

ANALYSIS

This bill:

I. Removes the Nashua-Manchester-Concord project limitation.

II. Allows municipal, county, and non-profit projects to purchase toll credits at a discount of at least 50 percent of face value.

III. Eliminates the need for departmental or legislative approval for their use.

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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

26-2080
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STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty-Six

AN ACT relative to the use of toll credits.

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

1 Administration of Transportation Laws; Use of Toll Credits. Amend RSA 228:12-a to read as follows:

228:12-a Use of Toll Credits. The department may use toll credits as a match for federal highway funds solely for the funding of highway and road projects, projects concerning the travel of motor vehicles on such highways and roads[~~, and the completion of the project development phase of the project named Nashua-Manchester-Concord, project number 40818, in the 2019-2028 Ten Year Transportation Improvement Plan~~]. ***Any municipal, county, or non-profit managed project eligible for assistance under Title 23 may purchase toll credits, at a discount rate of no less than 50 percent, to use as a match for any such assistance, where it is allowed by the federal government, without department or legislative approval.*** Any other use of toll credits shall require approval of the joint legislative capital project overview committee, established in RSA 17-J:1, prior to moving the project forward for approval in the state 10-year transportation improvement program.

2 Effective Date. This act shall take effect upon its passage.

LBA
26-2080
10/23/25

SB 458-FN- FISCAL NOTE
AS INTRODUCED

AN ACT relative to the use of toll credits.

FISCAL IMPACT: See Methodology Below

METHODOLOGY:

This bill seeks to provide municipalities, counties, and non-profit organizations with access to turnpike toll credits (TTC) to meet required Federal match to Federal funds through a discounted sale/purchase option of at least 50% off value of the TTC. Turnpike toll credits are a federally authorized financial tool allowing states to earn credits on renewal, replacement, and capital expenditures on the Turnpike System which are funded with toll revenues. These credits can then be applied toward the required non-federal share of federally funded highway (non-turnpike) projects.

The Department of Transportation states the purchase/sale of TTCs in this bill requires Federal authority and legislation. A pilot program was initiated to test a marketplace strategy for the transfer of TTCs, however, the pilot is now closed, and subsequent legislation is not currently forthcoming. Federal legislation initiating the marketplace and pursuant rules and regulations must be in place to transfer TTCs, whether within a state or out of state. Because this does not currently exist, sale/purchase options cannot occur. To this extent, there is no impact resulting from this bill, as written. For informational purposes, the Department states a proposal allowing for TTCs to be utilized by municipalities, counties, and/or non-profit organizations could result in the following:

- Reduction in construction projects in the 2027-2036 Ten-Year Plan (TYP) to accommodate increased exchange of TTCs to non-state projects approved in the TYP.
- Increased demand for TTCs, resulting in accelerated depletion of the balance.
- Need for alternate funding for the required non-federal match for federal funds upon depletion of TTCs.

AGENCIES CONTACTED:

Department of Transportation