

SB 627-FN - AS INTRODUCED

2026 SESSION

26-2121

06/09

SENATE BILL            **627-FN**

AN ACT                relative to toll rate adjustments, E-Z Pass customer discounts, and the acquisition and improvement of portions of Interstate Route 93 to support the New Hampshire turnpike system and the 2027-2036 ten year transportation plan.

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

COMMITTEE:          Transportation

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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. Establishes a frequent customer discount for New Hampshire E-Z Pass users.

III. Authorizes the conveyance of a portion of Interstate Route 93 in the city of Concord to the bureau of turnpikes to accommodate improvements to the I-93 Bow-Concord corridor.

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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

## STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Twenty-Six*

AN ACT relative to toll rate adjustments, E-Z Pass customer discounts, and the acquisition and improvement of portions of Interstate Route 93 to support the New Hampshire turnpike system and 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:

2 237:9 Tolls.

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

27 **II.** *Notwithstanding paragraph I of this section, RSA 237:24, RSA 230:40, and any*  
28 *other provision of law to the contrary, to support the turnpike projects included in the*  
29 *2027-2036 ten year transportation plan and to meet associated operating expenses and*

1 *maintenance costs for the central New Hampshire turnpike, the eastern New Hampshire*  
2 *turnpike, and the New Hampshire turnpike system, the toll rates at the following toll*  
3 *plazas shall be increased as follows:*

4 (a) *Hooksett Main I-93 Toll Plaza, Hampton Main I-95 Toll Plaza, and*  
5 *Bedford Main F.E. Everett Turnpike Toll Plaza –increased by \$1.00.*

6 (b) *Hampton Side Exit 2 I-95 Toll Plaza, Dover Spaulding Turnpike Toll Plaza,*  
7 *and Rochester Spaulding Turnpike Toll Plaza –increased by \$0.75.*

8 (c) *Hooksett Ramp I-93 Exit 11 Toll Plaza –increased by \$0.50.*

9 2 New Paragraph; Frequent Customer Discount. Amend RSA 237:11 by inserting after  
10 paragraph V the following new paragraph:

11 VI. A vehicle listed on a funded New Hampshire E-Z Pass account, using the New  
12 Hampshire E-Z Pass electronic toll collection system with a working and properly mounted New  
13 Hampshire E-Z Pass transponder, shall not be charged for more than 40 toll transactions per  
14 calendar month on the New Hampshire turnpike system.

15 3 Conveyance of a Portion of Interstate Route 93 in Concord. To accommodate the Bow-Concord  
16 I-93 improvement project, the department of transportation, acting by and on behalf of the state, is  
17 hereby authorized to convey to the bureau of turnpikes, and the bureau of turnpikes is authorized to  
18 acquire from the state, a portion of Interstate Route 93 in the city of Concord for the sum of \$1.00  
19 and under such other terms and conditions as the commissioner of transportation and the bureau of  
20 turnpikes determine to be reasonable or necessary to complete the acquisition. The bureau of  
21 turnpikes is further authorized to acquire, expand, and make improvements to the central New  
22 Hampshire turnpike from Interstate Route 93, Exit 14, north to the southerly expansion joint of the  
23 Interstate Route 93 bridges over the Merrimack River, identified as bridge numbers 136/116 and  
24 136/117.

25 4 Effective Date. This act shall take effect 90 days after its passage.

**SB 627-FN- FISCAL NOTE**  
 AS INTRODUCED

AN ACT relative to toll rate adjustments, E-Z Pass customer discounts, and the acquisition and improvement of portions of Interstate Route 93 to support the New Hampshire turnpike system and the 2027-2036 ten year transportation plan.

**FISCAL IMPACT:**

<b>Estimated State Impact</b>				
	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>
<b>Revenue</b>	\$0	\$53,300,000	\$72,900,000	\$74,000,000
<i>Revenue Fund(s)</i>	Turnpike Fund			
<b>Expenditures*</b>	\$0	Indeterminable		
<i>Funding Source(s)</i>	Turnpike Fund			
<b>Appropriations*</b>	\$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 toll rates on the Turnpike System as follows:

- \$1.00 increase at Hooksett Main I-93 Toll Plaza, Hampton Main I-95 Toll Plaza, and Bedford Main F.E. Everett Turnpike Toll Plaza
- \$0.75 increase at Hampton Side Exit 2 I-95 Toll Plaza, Dover Spaulding Turnpike Toll Plaza, and Rochester Spaulding Turnpike Toll Plaza
- \$0.50 increase at Hooksett Ramp I-93 Exit 11 Toll Plaza

In addition, this bill states that NH E-ZPass holders using E-ZPass transponders shall not be charged for more than 40 toll transactions per calendar month on the NH Turnpike system (with a valid transponder that's read by the system). Lastly, this bill authorizes the sale of a portion of I-93 in Concord, from the state to the Turnpike System, for \$1.

Revenue Impact

The Department of Transportation has provided the following revenue estimate associated with this bill:

Fiscal Year	Central Turnpike	Blue Star Turnpike	Spaulding Turnpike	Total Toll Revenue	40+ Trip Frequent Discount	Total Toll Revenue w/ Discount
2027	\$24.8	\$22.8	\$9.9	\$57.5	(\$4.2)	\$53.3
2028	\$33.8	\$30.8	\$14.1	\$78.7	(\$5.7)	\$72.9
2029	\$34.4	\$31.1	\$14.4	\$79.8	(\$5.8)	\$74.0
2030	\$34.9	\$31.4	\$14.7	\$81.0	(\$5.9)	\$75.1
2031	\$35.5	\$31.7	\$14.9	\$82.1	(\$6.0)	\$76.1
2032	\$36.0	\$32.0	\$15.2	\$83.2	(\$6.1)	\$77.1
2033	\$36.5	\$32.3	\$15.4	\$84.2	(\$6.2)	\$78.0
2034	\$37.5	\$32.5	\$15.7	\$85.6	(\$6.3)	\$79.4
2035	\$38.2	\$32.7	\$15.8	\$86.8	(\$6.4)	\$80.4
2036	\$38.8	\$32.9	\$16.0	\$87.8	(\$6.4)	\$81.4

- \$ in Millions (totals may not add, due to rounding).
- Assumes implementation date of October 1, 2026 (bill is effective 90 days after passage).
- Revenue is estimated based on a 10-year annual traffic increase of approximately 0.5% per year.

#### Expenditure Impact

The Department of Transportation states there may be expenditures associated with necessary programming changes within the Turnpike System back-office software to accommodate rate changes as indicated in this bill. The Department states there may also be expenditures associated with the sale of a portion of I-93, initially funded with Federal Highway dollars, as any sale will need to comply with Federal Highway regulations and typically an assessment of the fair market value. The Department did not provide expenditure estimates or ranges.

#### **AGENCIES CONTACTED:**

Department of Transportation