

Committee Report

REGULAR CALENDAR

May 28, 2019

HOUSE OF REPRESENTATIVES

REPORT OF COMMITTEE

**The Majority of the Committee on Public Works and
Highways to which was referred SB 241-FN-A,**

**AN ACT relative to funding for the project development
phase of the capitol corridor rail project. Having
considered the same, report the same with the
recommendation that the bill OUGHT TO PASS.**

Rep. Sue Newman

FOR THE MAJORITY OF THE COMMITTEE

**MAJORITY
COMMITTEE REPORT**

| | |
|-------------------|---|
| Committee: | Public Works and Highways |
| Bill Number: | SB 241-FN-A |
| Title: | relative to funding for the project development phase of the capitol corridor rail project. |
| Date: | May 28, 2019 |
| Consent Calendar: | REGULAR |
| Recommendation: | OUGHT TO PASS <<Amendment #>> |

STATEMENT OF INTENT

This bill funds the project development phase of the capitol corridor rail project in the Ten-Year Transportation Plan. The project development phase is not another study. It will produce the engineering plan, environmental permitting, firm project costs, and funding sources required to apply to the Federal Transit Administration for competitively awarded construction funding. The bill authorizes use of already appropriated Federal Transit Administration funds and Department of Transportation (DOT) matching funds. The DOT is allowed to use toll credits as matching funds; no state funds will be used. Testimony heard supports the concerns about volume of traffic and choked highway conditions experienced by tens of thousands of daily commuters. NH is the only state in the Union without passenger rail to a major city. Each day, southern NH families spend hours on congested, gridlocked highways, trying to balance their work, home, and family life here. We cannot pave our way out of solving our traffic problems and reverse the environmental impact caused by the number of cars on the roads. Rail will help mitigate this by removing vehicles from the roadways. Younger people don't have the "car culture" we have and support "greener footprints." NH businesses continue to have difficulty hiring qualified workers. We heard from the NH Business for Rail Expansion coalition (a nonpartisan group of more than 110 statewide businesses), who believe that rail is crucial to grow, diversify, and strengthen the NH economy. Rail would facilitate interstate travel for workers, achieve goals of retaining our young homegrown talent, and make it easier for businesses to draw from Boston's expansive talent pool. Rail would increase state business taxes and be an economic growth engine for the entire state. The project development phase does not obligate the state to move forward with rail construction. But it will answer the questions about how much passenger rail would cost, how it would be paid for, and give us the necessary information to make informed decisions.

Vote 12-8.

Rep. Sue Newman
FOR THE MAJORITY

Original: House Clerk
Cc: Committee Bill File

REGULAR CALENDAR

Public Works and Highways

SB 241-FN-A, relative to funding for the project development phase of the capitol corridor rail project. **MAJORITY: OUGHT TO PASS. MINORITY: INEXPEDIENT TO LEGISLATE.**

Rep. Sue Newman for the **Majority** of Public Works and Highways. This bill funds the project development phase of the capitol corridor rail project in the Ten-Year Transportation Plan. The project development phase is not another study. It will produce the engineering plan, environmental permitting, firm project costs, and funding sources required to apply to the Federal Transit Administration for competitively awarded construction funding. The bill authorizes use of already appropriated Federal Transit Administration funds and Department of Transportation (DOT) matching funds. The DOT is allowed to use toll credits as matching funds; no state funds will be used. Testimony heard supports the concerns about volume of traffic and choked highway conditions experienced by tens of thousands of daily commuters. NH is the only state in the Union without passenger rail to a major city. Each day, southern NH families spend hours on congested, gridlocked highways, trying to balance their work, home, and family life here. We cannot pave our way out of solving our traffic problems and reverse the environmental impact caused by the number of cars on the roads. Rail will help mitigate this by removing vehicles from the roadways. Younger people don't have the "car culture" we have and support "greener footprints." NH businesses continue to have difficulty hiring qualified workers. We heard from the NH Business for Rail Expansion coalition (a nonpartisan group of more than 110 statewide businesses), who believe that rail is crucial to grow, diversify, and strengthen the NH economy. Rail would facilitate interstate travel for workers, achieve goals of retaining our young homegrown talent, and make it easier for businesses to draw from Boston's expansive talent pool. Rail would increase state business taxes and be an economic growth engine for the entire state. The project development phase does not obligate the state to move forward with rail construction. But it will answer the questions about how much passenger rail would cost, how it would be paid for, and give us the necessary information to make informed decisions. **Vote 12-8.**

Original: House Clerk

Cc: Committee Bill File

SB 241

This bill funds the Project Development Phase of the Capitol Corridor Rail Project in the Ten Year Transportation Plan.

The Project Development Phase is not another study. It will produce the engineering plan, environmental permitting, firm project costs and funding sources required to apply to the Federal Transit Administration for competitively awarded construction funding.

The bill authorizes use of already appropriated Federal Transit Administration funds and DOT matching funds. The DOT is allowed to use toll credits as matching funds; no state funds will be used.

Testimony heard supports the concerns about volume of traffic and choked highway conditions, experienced by tens of thousands of daily commuters. NH is the only state in the Union without passenger rail to a major city.

Each day, southern NH families spend hours on congested/gridlocked highways, trying to balance their work/home/family life here. We cannot pave our way out of solving our traffic problems and reverse the environmental impact caused by the number of cars on the roads. Rail will help mitigate this by removing vehicles from the roadways. Younger people don't have the 'car culture' we have and support 'greener footprints'.

NH businesses continue to have difficulty hiring qualified workers. We heard from the NH Business for Rail Expansion coalition (a nonpartisan group of more than 110 statewide businesses), who believe that rail is crucial to grow, diversify and strengthen the NH economy. Rail would facilitate interstate travel for workers, achieve goals of retaining our young homegrown talent, and make it easier for business to draw from Boston's expansive talent pool. Rail would increase state business taxes and be an economic growth engine for the entire state.

The Project Development Phase does not obligate the state to move forward with rail construction. But it will answer the questions about how much passenger rail would cost, how it would be paid for, and give us the necessary information to make informed decisions.

JRC

COMMITTEE REPORT

COMMITTEE: Public Works & Highways

BILL NUMBER: SB 241

TITLE: relative to funding for the project development phase of the capitol corridor rail project.

DATE: 05/28/2019 CONSENT CALENDAR: YES NO

OUGHT TO PASS

OUGHT TO PASS W/ AMENDMENT

INEXPEDIENT TO LEGISLATE

INTERIM STUDY (Available only 2nd year of biennium)

Amendment No.

STATEMENT OF INTENT:

Multiple horizontal lines for writing the statement of intent.

COMMITTEE VOTE: 12-8

RESPECTFULLY SUBMITTED,

- Copy to Committee Bill File
- Use Another Report for Minority Report

Rep. Sue A. Newman
For the Committee

JAC

REGULAR CALENDAR

May 28, 2019

HOUSE OF REPRESENTATIVES

REPORT OF COMMITTEE

The Minority of the Committee on Public Works and Highways to which was referred SB 241-FN-A,

AN ACT relative to funding for the project development phase of the capitol corridor rail project. Having considered the same, and being unable to agree with the Majority, report with the following resolution: RESOLVED, that it is INEXPEDIENT TO LEGISLATE.

Rep. John Graham

FOR THE MINORITY OF THE COMMITTEE

**MINORITY
COMMITTEE REPORT**

| | |
|-------------------|---|
| Committee: | Public Works and Highways |
| Bill Number: | SB 241-FN-A |
| Title: | relative to funding for the project development phase of the capitol corridor rail project. |
| Date: | May 28, 2019 |
| Consent Calendar: | REGULAR |
| Recommendation: | INEXPEDIENT TO LEGISLATE |

STATEMENT OF INTENT

For several reasons, the minority of the committee feels that this bill should not become law. First, although billed as a simple design process, to many of those speaking in favor of the bill it is a foregone conclusion that the rail corridor would be built regardless of the results of this design phase. Second, the overwhelming sentiment appears to be that the study would be paid for with "free money." We all know that there is no such thing as free money whether it is from the federal government or from the state coffers. Third, within the past decade there have been several studies on the cost of commuter rail in the central corridor; all of which have outlined the considerable capital costs, as high as \$245.6M, involved as well as the requirement for annual outlays of \$15.7M, primarily from property taxes, to cover operating costs. Even the proponents of this bill acknowledge that operating costs will have to be subsidized in some fashion. Fourth, if commuter rail is to be studied, it should be done as a part of the Ten-Year Transportation Plan, which is currently being developed for legislative action in 2020. Finally, since the exact language of this bill is contained in HB2 as amended by the House, the minority believes that it would have been prudent to retain this bill in order to determine what position the governor will take on this issue.

Rep. John Graham
FOR THE MINORITY

Original: House Clerk
Cc: Committee Bill File

REGULAR CALENDAR

Public Works and Highways

SB 241-FN-A, relative to funding for the project development phase of the capitol corridor rail project. **INEXPEDIENT TO LEGISLATE.**

Rep. John Graham for the **Minority** of Public Works and Highways. For several reasons, the minority of the committee feels that this bill should not become law. First, although billed as a simple design process, to many of those speaking in favor of the bill it is a foregone conclusion that the rail corridor would be built regardless of the results of this design phase. Second, the overwhelming sentiment appears to be that the study would be paid for with "free money." We all know that there is no such thing as free money whether it is from the federal government or from the state coffers. Third, within the past decade there have been several studies on the cost of commuter rail in the central corridor; all of which have outlined the considerable capital costs, as high as \$245.6M, involved as well as the requirement for annual outlays of \$15.7M, primarily from property taxes, to cover operating costs. Even the proponents of this bill acknowledge that operating costs will have to be subsidized in some fashion. Fourth, if commuter rail is to be studied, it should be done as a part of the Ten-Year Transportation Plan, which is currently being developed for legislative action in 2020. Finally, since the exact language of this bill is contained in HB2 as amended by the House, the minority believes that it would have been prudent to retain this bill in order to determine what position the governor will take on this issue.

Original: House Clerk

Cc: Committee Bill File

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JRC

Voting Sheets

HOUSE COMMITTEE ON PUBLIC WORKS AND HIGHWAYS

EXECUTIVE SESSION on SB 241-FN-A

BILL TITLE: relative to funding for the project development phase of the capitol corridor rail project.

DATE: May 28, 2019

LOB ROOM: 201

MOTIONS: OUGHT TO PASS

Moved by Rep. S. Newman

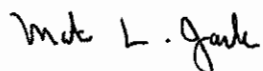
Seconded by Rep. Query

Vote: 12-8

CONSENT CALENDAR: NO

Statement of Intent: Refer to Committee Report

Respectfully submitted,



Rep Martin Jack, Clerk

HOUSE COMMITTEE ON PUBLIC WORKS AND HIGHWAYS

EXECUTIVE SESSION on SB 241-FN-A

BILL TITLE: relative to funding for the project development phase of the capitol corridor rail project.

DATE: 05/28/2019

LOB ROOM: 201

MOTION: (Please check one box)

OTP ITL Retain (1st year) Adoption of Amendment # _____ (if offered) Interim Study (2nd year)

Moved by Rep. Newman Secoded by Rep. Query Vote: 12-8

MOTION: (Please check one box)

OTP OTP/A ITL Retain (1st year) Adoption of Amendment # _____ (if offered) Interim Study (2nd year)

Moved by Rep. _____ Secoded by Rep. _____ Vote: _____

MOTION: (Please check one box)

OTP OTP/A ITL Retain (1st year) Adoption of Amendment # _____ (if offered) Interim Study (2nd year)

Moved by Rep. _____ Secoded by Rep. _____ Vote: _____

MOTION: (Please check one box)

OTP OTP/A ITL Retain (1st year) Adoption of Amendment # _____ (if offered) Interim Study (2nd year)

Moved by Rep. _____ Secoded by Rep. _____ Vote: _____

CONSENT CALENDAR: _____ YES NO

Minority Report? Yes _____ No If yes, author, Rep: Graham Motion ITL

Respectfully submitted: Martin L. Jack
Rep Martin Jack, Clerk

OFFICE OF THE HOUSE CLERK



1/16/2019 11:48:26 AM
Roll Call Committee Registers
Report

2019 SESSION

Public Works and Highways

Bill #: SB 241 Motion: OTP AM #: _____ Exec Session Date: 05/28/2019

| <u>Members</u> | <u>YEAS</u> | <u>Nays</u> | <u>NV</u> |
|---|-------------|-------------|-----------|
| Cloutier, John R. Chairman | 12 | | |
| Edgar, Michael A. Vice Chairman | 1 | | |
| Ebel, Karen E. | 2 | | |
| Jack, Martin L. Clerk | 3 | | |
| Abbott, Michael D. | 4 | | |
| Faulkner, Barry | 5 | | |
| Newman, Sue A. | 6 | | |
| Eaton, Daniel A. <i>Saunderson</i> | 7 | | |
| Pedersen, Michael P. | 8 | | |
| Query, Joshua F. <i>Buchanan</i> | 9 | | |
| Towne, Matthew D. <i>Buchanan</i> | 10 | | |
| Ann, Ivy C. | 11 | | |
| Graham, John A. | | 1 | |
| Kolodziej, Walter | | 2 | |
| Tilton, Franklin T. | | 3 | |
| Milz, David E. | | 4 | |
| Manigian, John C. | | 5 | |
| McConnor, John T. <i>Plett</i> | | 6 | |
| Tomero, Paul J. | | 7 | |
| Medolff, Jim L. | | 8 | |
| Maudojn, Richard B. | | | |
| TOTAL VOTE: | 12 | 8 | |

Hearing Minutes

The bill needs to go forward. It is time. The results will outlive us.

Q (Rep. Graham): Are your remarks leaping to the construction phase?

A: It is a large project. Let us put our fears aside and do it.

Q (Rep. Graham): Should the project go forward?

A: We need to mitigate congestion and tap into the Boston labor market.

Q (Rep. Tilton): Road subsidies come from users in the form of the gas tax. What is your plan for rail subsidy?

A: Look at usage of the commuter lot in Needham. Ridership will be larger.

Q (Rep. Faulkner): The real cost of a highway includes pollution, noise, and land use.

A: We should measure rail by the number of cars taken off the highway. Rail is efficient. Bus and rail work together. Buses are in the same traffic as automobiles. People take rail to avoid sitting in traffic.

Q (Rep. Kolodziej): It is said that 130,000 people commute to Boston. We need jobs here. Disputes that the Downeaster is profitable.

A: The track is already there. It just needs an upgrade. Infrastructure is built piece by piece over time. Thinks people will commute and then move here.

Q (Rep. Janigian): Is there analysis of fares?

A: Defer to future speakers. The analysis must factor in parking and other costs of commuting.

(3) **Rep. Laura Telerski**, sponsor

* Written testimony from constituents (Attachment B)

When campaigning, the train came up often with questions of why we don't have it yet.

Retirees will also use the train to access medical care. Workers will use it to get to work. Teenagers will use it to access entertainment.

Q (Rep. Kolodziej): What about bus service? Doesn't it substitute?

A: The constituent testimony indicates that they have tried the bus and do not like sitting on the bus in traffic. The train has a cachet factor. This bill does not commit us to anything.

Q (Rep. Kolodziej): Has observed the bus parking is full. How does the train help?

A: Rep. Telerski has personally used the bus. The issue is pollution. The train has the capacity of multiple buses. A Fidelity employee commuted for 10 years north to Merrimack.

(4) **Mayor Jim Donchess**, Nashua

Will respond to some earlier questions.

The train would supplement bus service.

It strengthens our connectivity with Boston.

We are an aging state and we need to attract new younger residents.

Businesses say their number one problem is attracting employees. BAE needs to persuade people to move here. BAE, Fidelity, and small businesses are begging for rail.

Concerning how to pay for it, the project develops the financial plan. It qualifies us to compete for Federal Transit Administration subsidy.

The Alternatives Analysis documented many permanent benefits such as 5600 jobs, 3400 construction jobs, and 1.9 million square feet of commercial real estate. There is a huge benefit in other tax revenues.

BAE has parking issues and the city agreed to reroute a city bus line and let them use the park and ride lot.

Local cities could very well contribute.

The airport is a driver for this per the MBTA.

Let's do the final planning stage and then have the discussion on going forward.

Q (Rep. Vann): Isn't it true that young workers prefer not to drive?

A: Very well aware of it. The mayor knows it from personal experience.

(5) **Rep. Latha Mangipudi**, sponsor

She has consistently supported multimodal transportation over 4 terms.

Rail will create a more vibrant community.

Her family worked for the railroad in India.

Nashua has the most diverse population in New Hampshire.

Visitors ask how to get around. Gave an example of a business trip from Boston to the Fidelity facility in Merrimack.

Make New Hampshire a tourism destination capitalizing on assets such as natural beauty.

We have heard the criticism. Let's do the plan and then decide on next steps.

(6) **Rep. Skip Cleaver**, sponsor

An integrated comprehensive transportation system is critical.

We have lost opportunity for tax revenues via delay and loss of businesses locating here. Every day loses more opportunity.

All transit is subsidized including the airport.

Compared activity at Manchester to Providence and Portland.

We owe it to our future to do this without delay.

Rail is an important part of the answer.

Q (Rep. Kolodziej): People love driving to Manchester. The problem is the airlines.

A: Providence proves this wrong.

Q (Rep. Kolodziej): Fares are cheap in Boston and will remain so.

A: Thinks demand would come with access.

(7) **Rep. Bruce Cohen**

This gives us answers to questions we need answered to go forward with a decision. There is no cost to the state.

(8) **Rep. Charlie St. Clair**

All transit is subsidized, including buses.

His constituents want passenger rail.

The track in question goes all the way to Laconia.

He currently gets to Boston via driving to Dover and taking the Downeaster.

Gave examples of Amtrak fares.

190 riders board at Exeter. They are often forced to wait for the next train.

The Downeaster drives immigration to Exeter.

The Downeaster was extended to Freeport due to demand.

People from Connecticut travel to Old Orchard Beach by train.

He took Sen. French who was astounded by the level of ridership.

The Laconia airport is Federally subsidized so it can keep operating.

(9) **Rep. Tim Horrigan**

The train has been a great boon to Durham.

People commute from there to Boston and north to go to L. L. Bean.

It has been tremendously successful.

People from Durham go to Boston because of the train.

(10) Rep. Dennis Fields

He rode along with Rep. St. Clair and was amazed at the Downeaster ridership.
He used trains growing up in Vermont.

(11) John Madden, citizen

* Written testimony (Attachment C)

He is a licensed Professional Engineer in New York and pending in NH.

Read his written testimony into the record.

Q (Rep. Ebel) Are you speaking on behalf of yourself?

A: Correct.

(12) Aubrey Freedman, citizen

He is from California. Trains there had plenty of problems.

Thinks rail is an outmoded transportation mode and not cost effective.

Ridership estimates are always too high and cost estimates too low.

The Downeaster has a 50 percent operating cost subsidy.

Systems decay due to inadequate maintenance funding.

A study showed that after 10 years, Epping added jobs and Exeter lost jobs.

He is opposed to using toll credits.

Compared the Downeaster to I-93 buses claiming that buses carry more riders at lower cost.

Rail is less flexible than buses when needs change.

(13) Dan Kelly, citizen

SB 241 will answer the funding question.

There are no state funds used.

The legislature will have oversight on the future plan.

It is too early to criticize a subsidy until the financial plan is done.

(14) Robert Becker, citizen

We are in a car culture that is subsidized by public funding of road paving, parking, and bridges.

You can't get anywhere without a car, unlike 100 years ago.

This situation falls heavily on low income people who cannot afford their own car.

The airport built a garage and the airport access road to support car traffic.

Spoke of the parking requirement for each car, which takes land.

Compared New Hampshire to Portland, Oregon with light rail and bike service.

Compared New Hampshire to Minneapolis St. Paul with light rail and high speed bus.

(15) Noah Telerski, citizen

He is starting at Georgetown in the fall and will need to decide where to go after that.

Must decide if New Hampshire is the best place to return to.

Students leave and don't come back.

Rail offers access to Boston for shopping, entertainment, and medical facilities.

(16) Jack Tulley, citizen

Is the chair of the Nashua Republican City Committee.

Supports the bill.

(17) Former Sen. Bette Lasky, Nashua Rail Commission

A long serving member of the House and Senate and long a supporter of the project.

Passing the bill displays a willingness for the state to move forward, not the sleepy state it is caricatured as.

It is premature to talk subsidy and fares, this is the rest of the needed analysis. It costs taxpayers nothing.

Demand is throughout the state, not just in the southern tier.

It is the gateway to reopen rail service to the North Country.

The airport is losing flights. We need to open that up again.

Young people want rail to get our quality of life.

Many don't have licenses. They believe it is a waste of their time to drive.

There is no full service VA Hospital. This could help veterans who don't drive.

We should make the investment now.

Thinks it will help the North Country economy.

Now is the time to pass this.

(18) Former Rep. Carl Seidel, Nashua Rail Committee

* Article from Manchester Ink Link (Attachment D)

* Written testimony (Attachment E)

This starts a process to get a multimodal transportation solution.

Light rail is being done in Texas and Arizona.

Companies may well provide a subsidy or shuttles to a station.

We need data to decide how to go forward.

Compared the project to the Broad Street Parkway that took several years to scope out and complete.

Rail would provide access to universities and hospitals.

The Nashua Rail Committee is looking at several options to get this done.

(19) Michael Skelton, Manchester Chamber of Commerce

* Letter from New Hampshire Business for Rail Expansion (Attachment F)

* Letter from Northwestern Mutual (Attachment G)

* Letter from Café la Reine (Attachment H)

* Letter from Eckman Construction (Attachment I)

* Letter from Southern New Hampshire University (Attachment J)

There are about 100 members of the rail coalition from which letters are provided.

Their priority is economic development.

The number one issue is workforce development.

Rail is an important part of the solution.

Workforces cross state lines.

Make our economy connected to nearby ones.

They do not want to see this get stopped again.

The economic impact of Manchester airport is 800 million through the entire state.

Q (Rep. Ebel): Does private investment need this project?

A: Yes. What are the investment opportunities around stations.

(20) Dave Stevenson, SMART Transportation

Gave an example of his neighbor who moved to Hudson for access to the Lowell

station. The bill is good for economic growth and controlling carbon emission.

(21) Daniel Cadogan, Teamsters

* Written testimony (Attachment K)

Read written testimony into the record.

Q (Rep. Ebel): What are the ridership levels in Massachusetts?

A: A fare increase causes a brief drop, then people figure out it is still cheaper to take the train. He has seen expansion from 3 and 4 car trains to 9 car double stack trains. There can be 2500 riders per train.

(22) Peter Griffin, New Hampshire Rail Revitalization Association

We still need highway and bus service. NH didn't have rail.

We failed to take advantage of past opportunities.

We can't do Bus On Shoulder due to increased traffic volume.

Spoke of previous efforts.

This is the only state without state sponsored passenger rail.

Compared the situation to White Plains and Stamford that saw incredible economic growth.

He is only asking for this data to be generated to get to the debate on future steps.

(23) Patrick Herlihy, Department of Transportation, Director of Aviation, Rail and Transit

* Handout (Attachment L)

The department is taking no position on the bill.

Described the project and how it relates to the Federal Transit New Starts process.

Q (Rep. Abbott): Who runs the Downeaster?

A: The Northern New England Passenger Rail Authority. It is operated by Amtrak.

Q (Rep. Abbott): Who would run the Capitol Corridor?

A: The MBTA.

Q (Rep. Vann): The project needs to be added to the Ten-Year Plan?

A: The DOT can do a project only if it is in the Ten-Year Plan.

Q (Rep. Faulkner): This is parallel to the MBTA service to Providence?

A: Yes it is. The Downeaster is considered Intercity service and has food and other amenities.

Q (Rep. Fedolfi): What is the cost of the project development phase?

A: We must do a bid to be sure. We are estimating 5 million.

Q (Rep. Newman): Can you explain toll credits?

A: Explained toll credits.

Q (Rep. Ebel): Can we get clarity that this is 5307 funding?

Q (Rep. Edgar): Can you clarify the handout?

A: We would meet with Federal Transit to scope out the work.

Q (Rep. Abbott): Do toll credits lapse?

A: No.

* Mayor Joyce Craig, Manchester provided written testimony (Attachment M)

Respectfully submitted,

Martin L. Jack

Rep. Martin L. Jack, Clerk

HOUSE COMMITTEE ON PUBLIC WORKS AND HIGHWAYS

PUBLIC HEARING ON SB 241-FN-A

BILL TITLE: relative to funding for the project development phase of the capitol corridor rail project.

DATE: 05/23/2019

ROOM: 201

Time Public Hearing Called to Order: 1000

Time Adjourned: 1215

(please circle if present)

Committee Members: Reps. Cloutier, Edgar, Jack, Ebel, Abbott, Faulkner, S. Newman, Eaton, Pedersen, Query, Towne, Vann, Graham, Kolodziej, Tilton, Milz, Janigian, O'Connor, Somero, Fedolfi and R. Beaudoin

Klose

Bill Sponsors:

Sen. Levesque
Sen. Hennessey
Rep. Mangipudi
Rep. Jack

Sen. Rosenwald
Sen. Kahn
Rep. O'Brien
Rep. Cleaver

Sen. Sherman
Sen. Fuller Clark
Rep. Telerski

TESTIMONY

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

Multiple horizontal lines for testimony input.

Testimony

SB 241

A

SB 241 Testimony
Senator Melanie Levesque
05/22/2019

Chairman Cloutier, members of the Transportation committee, I am here today speaking as the prime sponsor for SB 241. This is a bill relative to funding for the project development phase of the capitol corridor RAIL project.

This bill permits the Department of Transportation to access certain federal funding for the purpose of completing the project development phase of the capitol corridor RAIL project and adds the project to the 10-year plan. Toll credits will be used to pay for any match required. These are federal funds and will not draw down the general budget.

A robust infrastructure attracts businesses to a state.

When Amazon courted NH as a potential site for a new headquarters, there was consideration of RAIL.

Although previously against rail, Governor Sununu realized the importance of this next step. In a January 2018 Concord Monitor article, he stated "the process of drafting New Hampshire's ground-breaking Amazon proposal has demonstrated the need to study the potential options."

There will be more companies like Amazon looking at our state and we need to be ready.

The mayors of our largest cities, Nashua and Manchester, support RAIL and, according to Mayor Craig, see RAIL as "critical to the economic success of our state." Our Chambers of Commerce support RAIL and 75.5% of NH Residents support RAIL.

Today we have an opportunity to be one step closer to having RAIL in NH. The study has been completed. The next step is to create a design, identify the permits and develop a plan to determine the cost of construction. Now is the time to take this critical step towards building a robust infrastructure and thriving economy for NH.

Mr. Chair and members of the Transportation Committee, I urge you to vote Ought to Pass on SB 241.

SB241

B

May 20, 2019

I am writing this in support of bringing Commuter Rail service to southern NH. I have been a life-long resident of NH, born and raised in Litchfield, NH. I met my future wife while we were both students at St. Anselm College. Since 2000 we have resided in Nashua, where we raised our two sons, now 21 and 19 years of age. A medical physician by training, I have worked in the Biotechnology field since 2004, commuting to Cambridge or Boston (fan pier) through that time. Commuter Rail service, would in my opinion greatly enhance the life and community throughout the area.

Over the years, I have experienced first-hand the progressive congestion on the roads and highways from NH into Massachusetts and Boston. The volume of traffic makes such trips, whether for work or social activities (sports, theater, etc.) time-consuming and potentially risky, not to mention the environmental impact. Perhaps most important, these factors become a dis-incentive for professionals such as me to look to NH and Souther NH to reside, when they take a job in Boston. It is very expensive to live in Boston, and countless colleagues of mine reside in towns in Massachusetts out beyond Framingham, Natick around the 495 belt and westward. Such professionals and their families add significantly to the fabric of the communities in which they live. I have made the commute work, largely by leaving (driving) extremely early in the morning (before 5:30 am) and returning home after 6:30pm. I can do so, because my kids are older, but for many, this is not an option. The availability of a commuter rail would offer an alternative which I would certainly utilize, as well as others like me. I also firmly believe that it would attract other professionals and their families looking to live near but outside Boston. As the roads become more and more congested, the availability of Commuter Rail service would provide a safe and reliable alternative, attracting use by daily riders for work as well as other use between Boston and Southern New Hampshire.

Respectively submitted,

Christopher Simard, MD
265 East Dunstable Road
Nashua, NH

May 22, 2019

Dear Members of the House Public Works and Highways Committee,

When we moved to Nashua 15 years ago, part of the appeal was talk of a rail system that would connect the gate city to Boston where Scott did and continues to work. We loved the idea of living in a suburban New Hampshire community but with easy public transport into the city. The Route 3 expansion had just been completed but was already obsolete with commute times to Boston taking up to 2.5 hours (particularly on Tuesdays for some reason).

Now as our only child gets ready to head to college in 15 months we have to weigh the options of moving back to Massachusetts for easier commute times but higher property costs and an income tax. We hoped that when we moved to Nashua all those years ago we wouldn't be faced with such a decision because the rail line would be a reality by now.

We love living in Nashua but our skill sets and income bracket means work is to the south for us both. I am sure there are families today who are in the same situation we were in 15 years ago. I hope that the Public Works Committee will seriously consider bringing rail service to the Nashua area so the next generation of young families can enjoy life the New Hampshire way even if work takes them to Boston.

Thank you,

Kristi and Scott Guillemette
5 Oakdale Ave.
Nashua, NH

Statement of John V Madden, P.E. [NY] before the NH House Public Works and Highways Committee in support of SB 241 to restore funding for the Project Development Phase of Capital Corridor Commuter Rail in the NH DOT 2019-2028 Ten Year Plan; May 22, 2019

Good morning, Mr. Chairman and members of the Committee. My name is John Madden and I live in Hudson, New Hampshire.

I request that you support restoration of funding in NHDOT's Ten Year Plan 2019-2028 for the Project Development Phase of Manchester Regional Commuter Rail. The Manchester alternative was the "Locally Preferred Alternative" (LPA) recommended in the 2014 Final Report of the Capital Corridor Rail and Transit Alternatives Analysis. This funding for Project Development is not for another "Study" (the "Study" was the Final Report completed in 2014), but is to develop the hard dollar estimates for the engineering, environmental work, and the development of a financial plan for future construction and operation of Manchester Regional Commuter Rail. This funding is NOT for construction and operation of that Commuter Rail.

I ask that you allocate funding for Project Development from the \$30m of the Federal Transit Administration's (FTA) Part 5307 funding for the Boston Urbanized Area (Boston UZA). This \$30m in FTA Funding is already in the Ten Year Plan, thus allocation for Project Development will not increase the overall Ten Year Plan budget. The Boston Urbanized Area includes the territory of the Nashua Regional Planning Commission (NRPC) and the Southern New Hampshire Planning Commission (SNHPC), among others. I request that you allocate \$5m from this FTA funding, as the old \$4m estimate from the 2014 Capital Corridor study is 5 years old.

The Project Development Phase includes Preliminary and Final Engineering Design; Environmental Permitting; and a Financial Plan for future construction and operation of Manchester Regional Commuter Rail. Unlike use of Federal Highway Administration funds, the use of Federal Transit Administration funding for Project Development does NOT require the State move forward with construction and operation of Manchester Regional Commuter Rail. The Governor, Executive Council and the NH General Court will have the necessary information as to what must be done to construct and operate Manchester Regional Commuter Rail, what are the estimated costs to construct and operate the service, and what are the potential sources of funds (such as Federal grants, State and Local contributions, and private investment). At that point, the General Court can make a decision if they want to move forward with Commuter Rail based upon facts and not conjecture.

The FTA funding for Project Development is a grant which must be matched by 20% in State or Local funds. The proposed match is to use Toll Credits. Toll Credits are created when the State spends funds to maintain the those portions of the Turnpike System, which were constructed by the State without federal funding and which are also designated as part of the Interstate Highway system. The USDOT does not provide funding to the State for maintenance of the NH Turnpike System, but for every \$1 the

State spends on maintaining this part of the Turnpike System, \$1 in Toll Credits is created. Those Toll Credits can then be used as a State Match for Federal Grants. NHDOT has indicated that they have hundreds and hundreds of millions of dollars in Toll Credits available. Accordingly, with the use of Toll Credits as a match, there will be no out-of-pocket expense to the NH taxpayers for Project Development.

In conclusion, I ask that you support the allocation of \$5m of the Federal Transit Administration's Boston Urbanized Area funds in the NHDOT Ten Year Plan 2019-2028 for the Project Development Phase of Manchester Regional Commuter Rail so that the General Court, and the Public, will know the hard dollar estimates for the engineering, environmental work, and the financial plan for future construction and operation of Manchester Regional Commuter Rail.

Thank you

John V Madden, P.E. [NY, NH-Pending]
23 Weymouth Court
Hudson, NH 03051-3280
603-305-2419
JMadden2217@gmail.com

5/22/2019

(Mr. Madden moved to Hudson in 2016 after retirement from the Freight & Passenger Rail Bureau of NY State DOT, where he managed railroad capital projects for over 17 years. Prior to that, he worked for over 15 years at Consolidated Rail Corporation (CONRAIL) in a variety of engineering and operating positions. He joined CONRAIL after 8 years Active Duty as an Army Transportation Corps Officer, where he continued for another 17 years in the Army Reserve. He has worked in the transportation industry for all his adult life and most of that has been associated with the railroad industry. He is a registered Professional Engineer in the State of New York and his registration as a PE in New Hampshire is pending. Mr. Madden is a member of the American Council of Engineering Companies of New Hampshire [ACEC-NH]; the American Society of Civil Engineers New Hampshire Chapter [ASCE-NH]; the New Hampshire Society of Professional Engineers [NHSPE]; the Northern New England Chapter of the American Planning Association [NNECAPA]; the Technical Subcommittee of the Next Generation Equipment Committee [NGEC-TSC]; and Transportation Research Board Committee ARO20-Rail Rolling Stock and Motive Power.)

SB 241



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NEWS TICKER [Tuesday, May 21, 2019] It took a village: Central TUESDAY, MAY 21, 2019

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Ticket to ride: What's it like to commute to Boston on the Downeaster

Saturday, May 18, 2019 Kathy Staub Business, News 0



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May 31: 2019
Food Trucks for
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University

Poll Shows 75.5
percent of NH
residents
support rail
expansion to
NH

Rob Azevedo

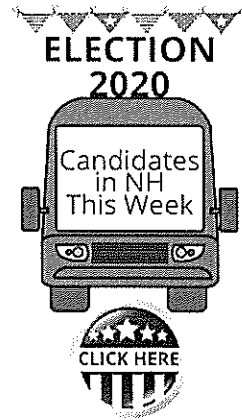


All aboard: The Downeaster makes 5 round trips between Maine and Boston, with a stop in Exeter. Photo/Amtrak

EXETER, NH — As the state mulls whether to go forward with a commuter rail project connecting Manchester and Boston, people wonder whether it would be worth it. Commuting by car to Boston, one of the most congested cities in the world, is clearly a headache, but what is it like to commute to Boston by train? I decided to take Amtrak's Downeaster from Exeter to North Station with commuters to find out. Mondays and Tuesdays are the busiest days for commuters so I took our trip on Tuesday, May 7.

Related Story: [Commuter Rail: Drilling down on demand and quality of life](#)

I bought a round trip ticket for \$38 online for the 680 train, scheduled to leave Exeter at 6:39 a.m. and arrive North Station in Boston at 7:50 a.m. Business class tickets would have been \$53. People who make frequent trips can buy discount tickets. A



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Ancient Fire Mead & Cider opening outdoor space

Tuesday, May 21, 2019



Help design the future of city schools at upcoming Manchester Proud Community

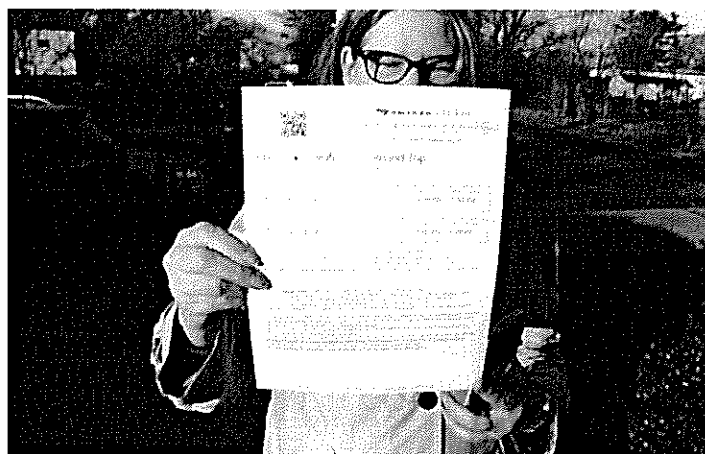
named a finalist in annual National Society of Newspaper Columnists competition

SNHU Penmen drop LIU-Post twice, NYIT on the horizon

May 23: Prison Yoga Project fundraiser to support NH chapter launch

six-ride ticket that lasts a year costs \$86, a 10-ride ticket that lasts 45 days is \$137, and a monthly commuter pass is \$319. If you don't get your tickets online, you can purchase them at the kiosk at *Gerry's Variety Store*.

Since Exeter is about a half hour from Manchester, I needed to leave the house before 6:00 a.m. if we wanted to be sure to get a place to park. I arrived at the station at about 6:25 a.m. and easily found a spot to park. There were already about 2 dozen people at the station.



Ticket to ride: Kathy Staub bought her ticket online for \$38, but you can also pick one up at Gerry's Variety in Exeter. Photo/Jacob Staub

Among the commuters several were traveling with bicycles. Erin from Newmarket has been commuting five days a week for about a year. She brings her folding bicycle, which she rides from North Station to her job in Cambridgeport. "I enjoy the time outside and the network of bicycle paths makes it easy and enjoyable." Even in winter? "Yes, even in winter. This winter wasn't bad at all. Besides, if I were driving to

Visioning Sessions

Ⓞ Tuesday, May 21, 2019 0



May 31: 2019 Food Trucks for CASA, happening this year at Southern NH University

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May 23: Prison Yoga



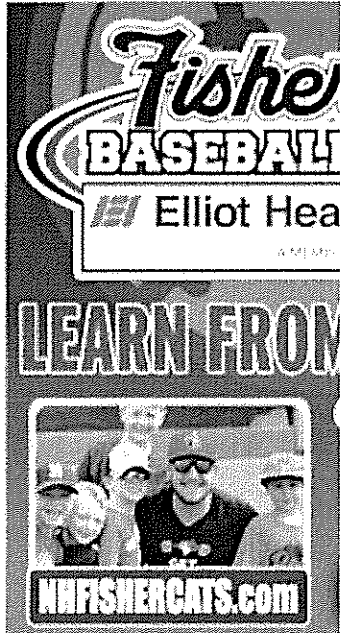
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work I would have to leave my house at 5:15 a.m. to get to work on time.”

David from Durham had been working as a consultant when he decided to take a job in Boston. Since October he has been commuting four days a week and also enjoys riding his bike the last few miles to work. He likes the train because commuting by car has become such a nightmare. “ I can also work while I am on the train. The cars are comfortable and there is wi-fi.”



Morning breaks at the Exeter train station, where Boston commuters get on board. Photo/Jacob Staub

QUIRK

By the time the train arrived there were between 80 and 100 people waiting at the station. When we left Exeter, the train was mostly full. I sat with Jim from Exeter who commutes four days a week to his job at Fidelity. He loves being able to take the train. It was one of the reasons he chose to come back to Exeter following a stint in North Carolina. Although I didn't use it on my trip, he says the Downeaster Cafe Car is a great way to start the day

Project fundraiser to support NH chapter launch

© Monday, May 20, 2019 0



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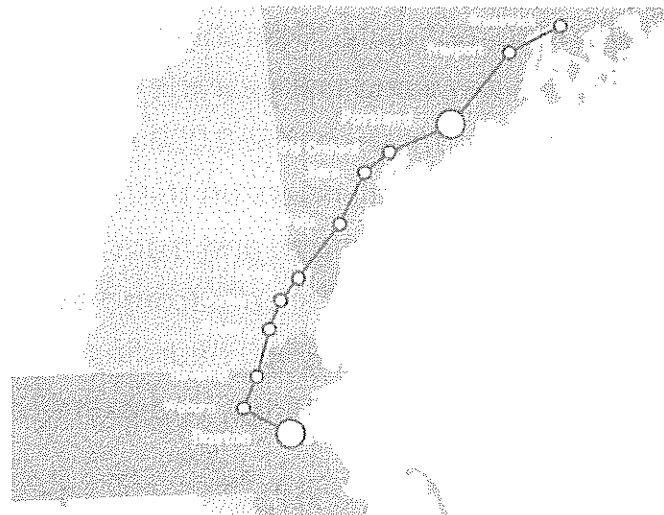
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As soon as people boarded the train many of them took out laptops and began their workday. According to Jim when the Wi-Fi gets overloaded a lot of people set up hotspots with their phones. Each seat has an electrical outlet so people can run their laptops or recharge their phones if needed.

For a time Jim took the bus from Newburyport. The buses run more frequently, but he finds the train more relaxing. "I do wish the train ran more frequently because that would provide more flexibility for riders." Currently the Downeaster runs five round trips a day. The next morning train after the one I took out of Exeter leaves at 9:38 a.m. and arrives at North Station at 10:50 a.m., so it is not a great fit for most commuters.

Because North Station is directly under the TD Bank Garden, the Downeaster also runs a late night 11:25 p.m. train on concert nights and any night with a Red Sox home game.



Downeaster route: Exeter is the most popular stop for NH commuters. It takes about an hour and 20 minutes

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May 21

to get to Boston from there. Graphic/Amtrak

The ride was smooth and uneventful. People chatted quietly, read, or worked on their laptops. The conductor came through and scanned people's tickets. The train stopped briefly in Haverhill and Woburn to pick up additional passengers. Both of these towns are also served by MBTA Commuter Rail so there weren't that many. The train arrived at North Station just before 8 a.m. and we stepped out onto the platform. North Station has connections to the Orange and Green Lines of the subway system. I bought a round trip ticket to Kenmore Square for \$5.35.

The Downeaster travels between, Boston and Brunswick, Maine, with stops in New Hampshire at Dover, Durham, and Exeter. In the 1990s the ~~Northern New England~~ Passenger Rail Authority (NNEPRA) was formed to manage the passenger rail system in Maine. After more than a decade of planning the train made its first run on December 15, 2001. By 2003 there were 260,000 riders annually. Ridership has continued to grow and last year the Downeaster had more that 550,000 riders. About 85 percent of all riders on the Downeaster are traveling to and from Boston, 31 percent of riders are from New Hampshire. Dover had 59,000 boardings, Durham had 58,000 boardings, and Exeter had 89,000 boardings.

Even though thousands of New Hampshire

residents take advantage of the Downeaster every year, the state contributes nothing toward it. It costs \$22.8M annually to operate the train. \$12M comes from ticket sales and concessions and \$8.5M comes from federal transportation grants. The remaining costs are covered by Maine state funding. A study in 2013 estimated that the Downeaster brought in \$12M per year in tourist revenues.

After spending a pleasant day in Boston strolling through the Fens, and having lunch with my son and daughter, I took the Green Line back to the station to catch the 5 p.m. train. I arrived at North Station at 4:30 p.m. because I was told that the 685 was often pretty full on the way back. The station was crowded with people who were waiting to board the half-dozen commuter trains that leave in the half hour before the Downeaster's departure. It turns out the train wasn't that full. I was able to get a seat by the window and enjoy the scenery on the way back. As the conductor came through for our tickets I noticed that most of the people in my car were getting off in Exeter.

The train was scheduled to arrive in Exeter at 6:09 p.m. and we pulled in at 6:18 p.m. The Downeaster has a relatively good on-time performance rate. In 2017 it was in the top 10 for all Amtrak trains with 72 percent of trains being on time at their final destination. It is hard to say why we were late. Perhaps there was another train on

the line or maybe the rain that started falling slowed us down. Nevertheless, the trip was about an hour and 20 minutes. Not bad for rush hour.



In the rain people hustled to get to their cars when we disembarked. Getting out of the parking lot was the longest delay I experienced on the whole trip. The 30-minute ride home was uneventful and I pulled into my driveway right at 7 p.m.

Exeter, like Manchester, is about 50 miles from Boston. A proposed schedule in the Capitol Corridor rail study lists a 6:37 a.m. train from Manchester that would arrive at North Station at 8:05 a.m. On the return trip a 5:30 p.m. train out of North Station would arrive in Manchester at 6:50 p.m. It is true that it is still a long day, but the time could be spent finishing up work, making plans with friends, or reading a book instead of fighting through traffic.



Commuters can make it to Boston in about an hour and a half from Exeter, and sleep through the commute if they want to. Photo/Jacob Staub

The Amtrak Downeaster has higher-end cars because they are made for comfort on longer rides over greater distances. The NH Capitol Corridor Rail trains would be the purple MBTA commuter rail cars. Not all of them have wifi, and bicycles are not allowed during peak commute times. Nevertheless, passenger rail would give people who don't want to drive to the city an alternative.

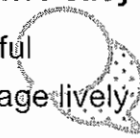
On Wednesday, May 22 the NH House will be taking up [House Bill 1111](#), which would restore funding for the project development and engineering phase of the Capitol Corridor Rail project. The resulting report would provide a detailed analysis of engineering, environmental, and geotechnical aspects, and a financial plan for expanding passenger rail from Boston to Nashua and Manchester.

According to the bill's sponsor, Sen. Melanie Levesque, D-Nashua, "This would allow the

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1002 Elm Street, 2nd Floor, Manchester, NH 03101

Testimony of Carl Seidel
House Committee on Public Works and Highways
Hearing on "SB-241"
May 23, 2019

Thank you Mr. Chairman

My name is Carl Seidel. I am a former four-term Representative from Ward 1 in Nashua, and past member of the Public Works Committee during those four terms.

I am here to ask that this committee pass SB- 214. You may remember a few years ago when, after previously voting against similar legislation, I voted for including money for this project. Previously it was not presented as benefiting more than one or two communities. Now I am confident that SB-214 will allow us to complete a more comprehensive study,

which will determine what has to be done to implement this rail extension from Manchester Airport to Lowell, Massachusetts with a stop in Nashua; what its cost will be; and what level of participation it will support. This last step summarizes previous efforts and provides a path forward to make an informed decision on how to best enhance our transportation system to meet our needs and grow our economy.

We should all see the possibility that rail passenger availability may be an important element in improving the economic environment along with bus and other multi-modal equipment now and in the future.

I am now on the Nashua Rail Committee and as part of the Communication Subcommittee I have worked with others

to see what the needs are for better transportation in southern New Hampshire. We have also found examples of various situations in the United States that may be similar to ours. These may be helpful to determine the best approach to improving our transportation options, which is why we need SB-241.

Transportation for Workers: We have heard of the lack of certain qualified workers in our area. How can we help solve that problem and help these companies? Will workers from Massachusetts come up to here to work or do we watch companies move south to meet their needs?

There are many industrial parks in southern New Hampshire. Some of the developers are looking into bussing workers from towns in the Nashua –

Manchester corridor to jobs in their parks.

Transportation for students: We have also heard that Southern New Hampshire University is looking for transportation of their digital/ online degree students who must come to the school periodically. The same goes for students who may want to take advanced studies (graduate school) on a part-time basis. There are similar needs in the medical area.

These are just some of the advantages to having a more effective transportation system in New Hampshire. Many families don't have cars or only one car and two members who have to get to work. Other ideas such as car pools, use of Uber or Lyft to support rush hour transportation may be useful. In the future automation may be a solution.

Multiple modes of transportation can meet our needs and grow our

economy: The Nashua planning group has a government grant to determine the bus needs in three quarters of Hillsborough County. This can be combined with our analysis of transportation needs for a larger area of southern New Hampshire if needed.

The Manchester airport also needs support. In the last few years the number of flights has decreased considerably. The airport in Rhode Island, which has connections with Boston by rail and bus, has increased its number of flights.

Boston is now offering better transportation to the airport in order to reduce the number of cars going there.

The Outlet Stores in Merrimack may benefit by better transportation options

as would the industrial parks. Many elderly people no longer own cars.

Tourism may be another aspect of how our economic development can improve. We have a river that could be developed in ways that San Antonio, South Bend and even Lowell have done to attract visitors and improve the lifestyle of their residents.

First lets pass SB-241 to get the final, more accurate information on the proposed program to extend the passenger rail from Lowell to Manchester and the airport. This is not just for New Hampshire commuters to go to and from Boston but also for workers from Boston to go to Southern New Hampshire and the airport.

The two to three year period that is needed to complete this program will

allow us to more closely determine all the needs in New Hampshire that may be eased by a new multi-model transportation system and how it may be financed.

Currently we are looking at three options for the rail program. One is a private company that will offer a limited service from the airport to Lowell with a stop in Nashua. A second is the Capital Corridor program that could later be expanded, and a third option, is a public transit authority for Hillsborough County.

Again we can use the next two or three years to explore the details of implementing any rail or bussing or other multi-modal program. The costs and benefits have to be balanced. Some costs may be reduced with Public-private financing programs or other grants. We may even be able to get some benefits

from increasing rail freight transportation.

We should be able to determine a go or no go or maybe a modified path forward that we can afford or for us to see if this path forward is accomplishing our objectives in a cost effective manner. We first need to pass SB-241.

Thank you for this opportunity to testify. I look forward to answering your questions.



SB241
F

May 22, 2019

Representative John Cloutier, Chair
House Public Works and Highways Committee
Legislative Office Building
33 N. State Street, Concord, NH 03301

Chairman and Members of the Committee,

My name is E.J. Powers and I am speaking on behalf of more than 110 statewide businesses who have together formed New Hampshire Business for Rail Expansion. We are a statewide, nonpartisan business coalition committed to expanding passenger rail from Boston to southern New Hampshire. New Hampshire Business for Rail Expansion believes expanded passenger rail is crucial to grow, diversify and strengthen New Hampshire's economy.

As you probably know, New Hampshire is facing startling realities when it comes to the state's workforce and overall economic development. The New Hampshire Center for Public Policy reports that during the next two decades, the state's working age population will decrease by 7.3-percent. The percentage of our state's population age 65 and older will double in every county during that same time period.

We don't have to wait for this lack of in-migration, coupled with New Hampshire's aging workforce, to have serious consequences for every aspect of our economy. It is already having a harmful impact on employers who are struggling to attract the talent they need to grow and prosper—and to stay in New Hampshire.

For companies to be successful in the Granite State, they need access to a younger, highly-educated workforce. We need to be doing two things concurrently: New Hampshire needs to do a better job of retaining its homegrown talent. And we need to be able to draw from Boston's expansive talent pool. Expanding rail helps achieve both of those goals.

The Manchester Millyard is a growing, thriving hub of exciting, high-tech, fast-growth companies and institutions. Employers like Oracle-Dyn, AutoDesk, Southern New Hampshire University and PillPack employ more than 6,000 skilled workers. But these companies aren't done growing. These companies want to continue to grow. But they need more talent. The need for talent isn't restricted to technology companies. At a recent event, the president of Eversource New Hampshire noted that at this very moment they have 133 open jobs.

This is a common refrain among businesses across New Hampshire. They need access to talent. Whether it's a high-tech company in the Manchester Millyard, one of the state's largest banks, a manufacturing facility in Merrimack, a coffee shop in downtown Nashua, or a five-person company relocating from Massachusetts – companies need access to talent to grow and prosper.



www.NHBiz4Rail.com

Passenger rail is a tool to help companies fill this need. Rail is a link, a connection. If companies know they can access talent both in New Hampshire and in the greater Boston area, they're all the more likely to plan for a future right here in New Hampshire. They'll have the confidence they need to build out operations right here.

Further, it's clear today's employers and their employees are demanding access to alternative forms of transportation like rail. The region's workforce is calling for a seamless, multi-modal transportation system.

Approving Project Development funding will send a positive signal that New Hampshire is serious about supporting existing and prospective businesses.

The \$4 million in funding for Project Development provides a no cost, no-strings-attached opportunity for policymakers to obtain all the necessary information they need to make an informed decision on whether they should proceed with rail.

I encourage the committee members to support Senate Bill 241.

Sincerely,

E.J. Powers
New Hampshire Business for Rail Expansion
nhbiz4rail@gmail.com

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- Manchester Ink Link
- Manchester-Boston Regional Airport
- Marzen Group
- Mayor Joyce Craig – City of Manchester
- McMahon & Wright Group – Wells Fargo Advisors
- MERC Sales
- Minim
- Mint Bistro
- Montagne Communications
- New Hampshire High Tech Council
- New Hampshire Institute of Art
- New Hampshire Railroad Revitalization Association
- New Hampshire Sierra Club
- New Sky Productions
- Northwestern Mutual
- Old Port Properties
- Oracle + DYN
- Parallel Wireless
- Paul Bergeron and Associates
- Persian Rug Gallery
- PillPack
- Polystitch
- Primary Strategies
- Pro Drone, LLC
- Puritan Backroom & Conference Center
- Queen City Cupcakes
- Raceway Electric LLC
- Randy Turmel and Associates
- Reach Communications
- Red Arrow Diner
- Remote Web Workplace, LLC
- Republic Café
- Robie’s Country Store
- Saint Anselm College
- Schall Creative
- Silvertech
- Simchik Planning & Development
- Solomon Consulting
- Soujourn Partners
- Southern New Hampshire University
- St. Mary’s Bank
- Stonyfield Farm, Inc.
- Tangled Roots Herbal, LLC
- The Bookery
- The Cerato Group
- The Lannan Company
- Unique and Chic Designs
- University of New Hampshire
- Volvo of Exeter
- Ward Properties



SB241
G

Scott G. Christensen CLU®, ChFC®
Managing Partner

1000 Elm St Fl 12
Manchester, NH 03101
603 627 7608 office
603 627 0721 fax
scott.christensen@nm.com
manchester.nm.com

May 20, 2019

Representative John Cloutier, Chair
House Public Works and Highways Committee
Legislative Office Building
33 N. State Street
Concord, NH 03301

Professionally, I manage Northwestern Mutual's operations north of Boston. Our regional office is in Manchester and we have additional New Hampshire offices in Nashua, Keene, Concord, Alton and Portsmouth. We have over 60 professionals delivering financial services to NH residents.

Our corporate position is to have rail in New Hampshire. We need ease in transportation to see clients at a time when the roads are fuller than ever. We would like to hire people from Massachusetts and have them commute to Manchester. It would expand air travel from Manchester. More importantly, it would make New Hampshire less under and expand economic opportunities in our state, just as the interstate highway system did 60 years ago.

Please call me if you would like to speak further on the topic. I hope you agree with me and my firm.

Scott G. Christensen

Representative John Cloutier, Chair
House Public Works and Highways Committee
Legislative Office Building
33 N. State Street
Concord, NH 03301

SB241
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May 22, 2019

Dear Chairman Cloutier,

My name is Alexandra Horton, I own a coffee shop called Café la Reine in downtown Manchester, New Hampshire. I am writing to you on behalf of New Hampshire Business for Rail Expansion, in support of SB 241.

New Hampshire is at a crossroads in transportation. We can, and should, continue moving forward by incorporating passenger rail to further build our workforce and population. If we do not move toward expanding public transport, we face an aging workforce and will continue to lose young talent to neighboring states.

Further growth of local business depends on the expansion of passenger rail to keep people living and working in the Manchester area. There are too many communities just one half hour south of us (Haverhill, MA; Lawrence, MA; Andover, MA; Lowell, MA) that are connected directly to Boston by rail. These communities will begin to attract our workforce for their accessibility, despite Manchester's advantages in the business and technology sectors.

This is a crucial time for New Hampshire. We need to keep moving forward. Further improvement to our infrastructure and transportation will promote the development of our workforce. The fate of our growth as a state depends on it.

Thank you for your time and consideration. If you would like to discuss further, I can be reached by email at alex@cafelareine.com, and by phone at (978) 387-9445.

Sincerely,

Alexandra Horton
Owner, Café la Reine
915 Elm Street
Manchester, NH 03101
(978) 387-9445



SB241



May 20, 2019

Dear Rep. John Cloutier, Chair and Members of the House Public Works and Highway Committee,

I am writing this afternoon to urge your support for accepting federal funds to complete the "Project Development" phase of the 2015 Capitol Corridor study.

It is my understanding that the NH DOT has access to these federal funds, but that they can only be used for a project such as this. With no cost to the New Hampshire tax payers, I see no downside to using the funds to perform the necessary due diligence to understand the costs and benefits of expanding passenger rail service to the Granite State.

I understand that some are concerned that expanding rail will require initial costs and subsidies and I am certain that there will be a healthy debate about the merits of a project such as this. However, a substantive conversation cannot currently be had because we do not have all the information. This is why the engineering, environmental, geotechnical and financial analysis of the Project Development phase is needed.

I believe that expanding passenger rail service has many potential benefits for a company such as Eckman Construction. We are a commercial general contracting firm located in Bedford and nearly all of our work is here in the Granite State. Rail stations represent excellent opportunities for real estate investment, and we would expect that much commercial construction would be triggered around these new transportation hubs. Our industry rises and falls with economic development and a transportation project such as expanded passenger rail service could be a catalyst for attracting new businesses and growing existing businesses in Southern NH.

Our industry is also in desperate need for additional skilled trade workers and construction management professionals. Many are retiring and fewer young people are pursuing careers in construction than ever before. Passenger rail would add a new opportunity for our industry to tap into larger pools of workers in Massachusetts. Those young professionals that are still attracted to the excitement of city living could help fill open positions in New Hampshire.

In closing, the expansion of passenger rails is an important transportation project for our state. I hope that you will join Eckman Construction and hundreds of other New Hampshire businesses in supporting the use of federal funds to take the next step in understanding the feasibility of this project.

Sincerely,

A handwritten signature in cursive script that reads "Preston Hunter".

Preston Hunter
Vice President



Office of the President

May 22, 2019

To the Business NH Award Committee,
Representative John Cloutier, Chair
House Public Works and Highways Committee
Legislative Office Building
33 N. State Street
Concord, NH 03301

SB241



Dear Chairman Cloutier,

Southern New Hampshire University supports Senate Bill 241, which includes funding for the Project Development phase of the NH Capitol Corridor Project. Project Development would utilize federal funds to provide a detailed analysis of the environmental, engineering and financial implications of expanding rail from Boston to Manchester.

At Southern New Hampshire University, we currently employ more than 5,000 people in the New Hampshire and Massachusetts region. Approximately 10 percent of our employees (500-600) commute from northern Massachusetts to Manchester to work. Like many employers, we are concerned about demographic issues facing our state. New Hampshire's aging workforce and lack of in-migration is resulting in significant recruitment challenges. We currently have dozens of open jobs open and have plans to increase hiring to keep pace with our continued growth. Expanded rail service would allow us to recruit talent and retain our valuable workforce and continue to draw from the greater Boston region.

The University also acknowledges that the rail expansion would be a boon to our economy and a benefit to the community at large.

Southern New Hampshire asks that you support this important initiative and provide elected officials and the public with the facts so they can make an informed decision to expand passenger rail or not.

Please vote "yes" for Senate Bill 241.

Sincerely,

A handwritten signature in cursive script that reads "Paul LeBlanc".

Dr. Paul LeBlanc
University President and CEO
Southern New Hampshire University

Brotherhood of Locomotive Engineers and Trainmen

Massachusetts State Legislative Board
Daniel M Cadogan, Chairman



SB 241



My name is Daniel Cadogan; I'm here on behalf of the Brotherhood of Locomotive Engineers and Trainmen, a division of the Teamsters Rail Conference. I'm a Locomotive Engineer and also the Chairman of the Massachusetts State Legislative board.

To briefly qualify, I have over 21 years experience in the rail industry. I've been a Locomotive Engineer for more than fourteen years and a Conductor for the seven years preceding that.

I've been hearing the chatter about Passenger Rail extending into New Hampshire for decades now. There are plenty of reasons for and against this depending on whom you talk to. In my experience, the cons usually come from the people that have no reason to cross into Massachusetts and the pros from everyone else. The necessity is prevalent when you see the droves of New Hampshirites battling the highways and byways to get over the border. Just yesterday I asked two colleagues to peruse the parked cars in Lowell and Haverhill. What they found was pretty interesting. The MBTA reports that there are 695 parking spots available in Lowell. There were 518 vehicles present and 117 of them had New Hampshire license plates. 23% of the vehicles in the Lowell parking structure were from New Hampshire. Think about that. There was an additional 48 New Hampshire vehicles parked in Haverhill. A lot reported to hold 150 vehicles. That's an astonishing 32%. Now factor in the people that drive all the way to Boston. The need is here. It's been here for a long time. The Capital Corridor is long overdue. This Bill needs to pass, the studies need to be done and Commuter Rail trains need to roll into New Hampshire once and for all.

I encourage your support for this legislation and again thank you for the opportunity to speak about it.

I will gladly answer any questions the committee may have.

Daniel M Cadogan
17 Cushman Landing
PLYMPTON MA 02367
781-316-4657



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Victoria F. Sheehan
Commissioner

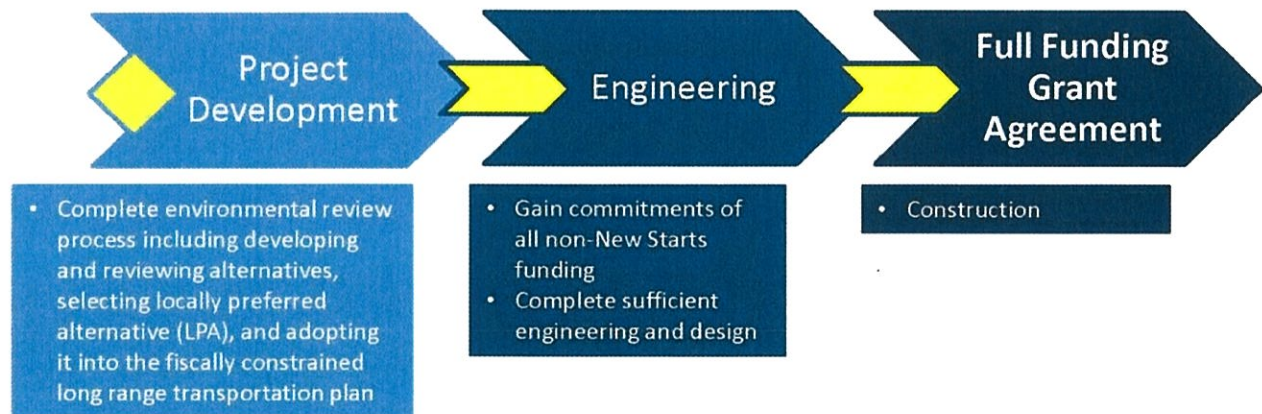
William Cass, P.E.
Assistant Commissioner

New Hampshire Capitol Corridor
Project Development and
Engineering Phase
FAST Act

SB241
[Handwritten symbols]

- This phase is required and must be approved by the Federal Transit Administration (FTA) for Capital Investment Grant (CIG) Program funding to extend MBTA commuter rail service to Manchester or Nashua.
It is assumed this phase would be for the Manchester Regional alternative and would complete the following:
- Conduct sufficient engineering to complete the Environmental Assessment and receive a Record of Decision from FTA.
- Refine cost through engineering so that the true cost of the project will be known and carried forward to the Construction phase.
- Geological, safety and accessibility reviews - corridor condition, ADA and Federal Railroad Administration (safety) compliance.
- Develop realistic financial plan showing federal, state, local, and private funding sources.
- Find matching funds per program requirements. 30% to 50% needs to be firmly committed at the end of this process.
- Draft third party agreements with MBTA to operate the service.
- Develop strategy to maximize rating for capital improvements for the federal competitive CIG program.

Project Development Process



Legend: Yellow diamond = FTA approval; Yellow arrow = FTA evaluation, rating, and approval



SB241
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CITY OF MANCHESTER

Joyce Craig
Mayor

May 12, 2019

Chairman John Cloutier
NH House Public Works and Highways Committee
LOB Room 201
33 N. State Street
Concord, NH 03301

RE: SB 241-FN-A

Dear Chairman Cloutier and Members of the Committee,

Before your committee today, you will be considering a piece of legislation critical to the economic success of our state— SB 241-FN-A, relative to funding for the project development phase of the capitol corridor rail project. I urge the House Public Works and Highways Committee to look favorably on this legislation and recommend an “Ought to Pass” motion to the full House.

For years, Manchester residents, the business community and the Chamber of Commerce have advocated for the expansion of commuter rail to our downtown. In fact, a poll conducted by the Saint Anselm College Survey Center just last month showed that 75.5% of NH residents support commuter rail.

Expanded commuter rail will allow Manchester to experience new economic development opportunities, attract a youthful workforce, expand public transit opportunities and increase accessibility to employment in the Greater Manchester area.

Manchester’s Millyard is a booming business and educational hub, and its continued vibrancy is critical to our city and state’s economic success. There are now over 30 high tech companies who call the Millyard home. ARMI, Southern New Hampshire University, Dyn-Oracle, Velcro Companies, PillPack-Amazon, DEKA, Autodesk and more are paving the way to make Manchester a hub of technological innovation.

And it's not just Manchester's Millyard that is attracting businesses. BAE Systems recently announced its expansion in Manchester, bringing up to 800 new high-paying jobs. If we want to attract more of these types of job-creating businesses and the workforce they need, we must continue making our state an accessible, attractive place to do business. We must seize these opportunities and bringing commuter rail to Manchester is an essential step in supporting and strengthening our community.

Outside of the business impact, expanding commuter rail has the potential for positive economic impact as well. The 2014 Capitol Corridor report, found Manchester Regional Commuter rail would add 3,600 new residential units, over 1,800,000 square feet of new retail space, 230 new jobs during construction, and 3,390 new jobs related to real estate development. It would also add \$750 million to New Hampshire's output over the next 10 years.

The time is right is right to take the next step to bring rail into New Hampshire and I ask the committee to support SB 241. Thank you for your attention to this important matter and if you have any questions, please do not hesitate to contact me.

Sincerely,



Joyce Craig
Mayor

cc: Senator Melanie Levesque, Prime Sponsor
Manchester House Legislative Delegation
Senate President Donna Soucy
Senator Lou D'Allesandro
Senator Kevin Cavanaugh

**Bill as
Introduced**

SB 241-FN-A - AS AMENDED BY THE SENATE

02/21/2019 0541s

2019 SESSION

19-1005
06/01

SENATE BILL **241-FN-A**

AN ACT relative to funding for the project development phase of the capitol corridor rail project.

SPONSORS: Sen. Levesque, Dist 12; Sen. Rosenwald, Dist 13; Sen. Sherman, Dist 24; Sen. Hennessey, Dist 5; Sen. Kahn, Dist 10; Sen. Fuller Clark, Dist 21; Rep. Mangipudi, Hills. 35; Rep. O'Brien, Hills. 36; Rep. Telerski, Hills. 35; Rep. Jack, Hills. 36; Rep. Cleaver, Hills. 35

COMMITTEE: Transportation

AMENDED ANALYSIS

This bill permits the department of transportation to access certain federal funding for the purpose of completing the project development phase of the capitol corridor rail project in the 2019-2028 Ten Year Transportation Improvement Plan.

The bill also permits the department of transportation to use toll credits for this project.

Explanation: Matter added to current law appears in *bold italics*.
Matter removed from current law appears [~~in brackets and struck through~~].
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 Nineteen

AN ACT relative to funding for the project development phase of the capitol corridor rail project.

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

1 1 Department of Transportation. The department of transportation is hereby authorized to
2 access the Boston Urbanized Area Formula Funding program of the Federal Transit
3 Administration, 49 U.S.C. section 5307, identified in the 2019-2028 Ten Year Transportation
4 Improvement Plan, to complete the project development phase of the project named Nashua-
5 Manchester-Concord, project number 40818. The department may use toll credits pursuant to RSA
6 228:12-a for this project.

7 2 Use of Toll Credits. Amend RSA 228:12-a to read as follows:

8 228:12-a Use of Toll Credits. The department may use toll credits as a match for federal
9 highway funds solely for the funding of highway and road projects, [~~or~~] projects concerning the
10 travel of motor vehicles on such highways and roads, *and the completion of the project*
11 *development phase of the project named Nashua-Manchester-Concord, project number*
12 *40818, in the 2019-2028 Ten Year Transportation Improvement Plan.* Any other use of toll
13 credits shall require approval of the joint legislative capital budget overview committee, established
14 in RSA 17-J:1, prior to moving the project forward for approval in the state 10-year transportation
15 improvement program.

16 3 Effective Date. This act shall take effect 60 days after its passage.

**SB 241-FN-A- FISCAL NOTE
AS INTRODUCED**

AN ACT relative to funding for the project development phase of the capitol corridor rail project.

FISCAL IMPACT: State County Local None

| STATE: | Estimated Increase / (Decrease) | | | |
|------------------------|----------------------------------|------------------------------------|----------------------------------|---|
| | FY 2020 | FY 2021 | FY 2022 | FY 2023 |
| Appropriation | \$0 | \$0 | \$0 | \$0 |
| Revenue | Indeterminable Increase | Indeterminable Increase | \$0 | \$0 |
| Expenditures | Indeterminable Increase | Indeterminable Increase | \$0 | \$0 |
| <i>Funding Source:</i> | <input type="checkbox"/> General | <input type="checkbox"/> Education | <input type="checkbox"/> Highway | <input checked="" type="checkbox"/> Other - Federal |

METHODOLOGY:

This bill would place the project development phase of the Capitol Corridor project into the 2019-2028 Ten Year Transportation Improvement Plan. The Department of Transportation reports the impact on expenditures and revenue will be an indeterminable amount, due to the project requiring a competitive bid and fee negotiation process in the future.

AGENCIES CONTACTED:

Department of Transportation