

LEGISLATIVE COMMITTEE MINUTES

# **SB241**

# Bill as Introduced

SB 241-FN-A - AS INTRODUCED

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

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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.

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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

SB 241-FN-A - AS INTRODUCED

19-1005  
06/01

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.

6           2 Effective Date. This act shall take effect 60 days after its passage.

LBAO  
19-1005  
1/22/19

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
Funding Source:	<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

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

02/21/2019 0541s

2019 SESSION

19-1005  
06/01

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COMMITTEE:      Transportation

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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.

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4 complete the project development phase of the project named Nashua-Manchester-Concord, project  
5 number 40818. The department may use toll credits pursuant to RSA 228:12-a for this project.

6           2 Use of Toll Credits. Amend RSA 228:12-a to read as follows:

7           228:12-a Use of Toll Credits. The department may use toll credits as a match for federal  
8 highway funds solely for the funding of highway and road projects, ~~or~~ projects concerning the travel  
9 of motor vehicles on such highways and roads, ***and the completion of the project development***  
10 ***phase of the project named Nashua-Manchester-Concord, project number 40818, in the***  
11 ***2019-2028 Ten Year Transportation Improvement Plan.*** Any other use of toll credits shall  
12 require approval of the joint legislative capital budget overview committee, established in RSA 17-  
13 J:1, prior to moving the project forward for approval in the state 10-year transportation  
14 improvement program.

15           3 Effective Date. This act shall take effect 60 days after its passage.

**SB 241-FN-A- FISCAL NOTE**  
 AS AMENDED BY THE SENATE (AMENDMENT #2019-0541s)

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)			
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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



**SB 241-FN-A FISCAL NOTE  
 AS AMENDED BY THE SENATE (AMENDMENT #2019-0541s)**

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**AGENCIES CONTACTED:**

Department of Transportation

CHAPTER 289  
SB 241-FN-A - FINAL VERSION

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

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AMENDED ANALYSIS

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CHAPTER 289  
SB 241-FN-A - FINAL VERSION

02/21/2019 0541s

19-1005  
06/01

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:*

1 289:1 Department of Transportation. The department of transportation is hereby authorized to  
2 access the Boston Urbanized Area Formula Funding program of the Federal Transit Administration,  
3 49 U.S.C. section 5307, identified in the 2019-2028 Ten Year Transportation Improvement Plan, to  
4 complete the project development phase of the project named Nashua-Manchester-Concord, project  
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6 289:2 Use of Toll Credits. Amend RSA 228:12-a to read as follows:

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11 ***2019-2028 Ten Year Transportation Improvement Plan.*** Any other use of toll credits shall  
12 require approval of the joint legislative capital budget overview committee, established in RSA 17-  
13 J:1, prior to moving the project forward for approval in the state 10-year transportation  
14 improvement program.

15 289:3 Effective Date. This act shall take effect 60 days after its passage.

Approved: Enacted in accordance with Part II, Article 44 of N.H. Constitution, without signature of  
the Governor, July 20, 2019  
Effective Date: September 18, 2019

# Amendments

Amendment to SB 241-FN-A

1 Amend the bill by replacing section 1 with the following:

2

3 1 Department of Transportation. The department of transportation is hereby authorized to  
4 access the Boston Urbanized Area Formula Funding program of the Federal Transit  
5 Administration, 49 U.S.C. section 5307, identified in the 2019-2028 Ten Year Transportation  
6 Improvement Plan, to complete the project development phase of the project named Nashua-  
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8 228:12-a for this project.

9

10 Amend the bill by inserting after section 2 the following and renumbering the original section 2 to  
11 read as 3:

12

13 2 Use of Toll Credits. Amend RSA 228:12-a to read as follows:

14 228:12-a Use of Toll Credits. The department may use toll credits as a match for federal  
15 highway funds solely for the funding of highway and road projects, [ex] projects concerning the  
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17 *development phase of the project named Nashua-Manchester-Concord, project number*  
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19 credits shall require approval of the joint legislative capital budget overview committee, established  
20 in RSA 17-J:1, prior to moving the project forward for approval in the state 10-year transportation  
21 improvement program.

2019-0233s

AMENDED ANALYSIS

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

UNAPPROVED

Sen. Levesque, Dist 12  
February 15, 2019  
2019-0541s  
06/01

Floor Amendment to SB 241-FN-A

1 Amend the bill by replacing section 1 with the following:

2

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**Floor Amendment to SB 241-FN-A**

**- Page 2 -**

2019-0541s

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# Committee Minutes

# SENATE CALENDAR NOTICE

## Transportation

Sen David Watters, Chair  
 Sen Regina Birdsell, Vice Chair  
 Sen Martha Hennessey, Member  
 Sen Melanie Levesque, Member  
 Sen Ruth Ward, Member

Date: January 28, 2019

### HEARINGS

	Tuesday	02/05/2019
	(Day)	(Date)
Transportation		1:00 p.m.
(Name of Committee)		(Time)
	LOB 103	
		(Place)
1:00 p.m.	<b>SB 238-FN</b>	relative to the registration of motor vehicles owned by veterans.
1:15 p.m.	<b>SB 239-FN</b>	relative to implementation of the blue alert system in New Hampshire.
1:30 p.m.	<b>SB 240-FN</b>	relative to reciprocal toll collection.
1:45 p.m.	<b>SB 264-FN</b>	relative to motorcycle registration for a period of less than one year.
2:00 p.m.	<b>SB 241-FN-A</b>	relative to funding for the project development phase of the capitol corridor rail project.
2:30 p.m.	<b>SB 53-LOCAL</b>	relative to maintenance of roads and highways to summer cottages.

### EXECUTIVE SESSION MAY FOLLOW

**Sponsors:**

**SB 238-FN**

Sen. Birdsell  
 Rep. Baldasaro

Sen. Carson

Sen. Gray

Sen. Giuda

**SB 239-FN**

Sen. D'Allesandro

Sen. Bradley

Rep. Fields

Rep. Graham

**SB 240-FN**

Sen. Watters  
 Rep. Southworth

Sen. Birdsell

Rep. B. Griffin

Rep. Major

**SB 264-FN**

Sen. Ward

Rep. Steven Smith

**SB 241-FN-A**

Sen. Levesque  
Sen. Kahn  
Rep. Telerski  
**SB 53-LOCAL**  
Sen. Ward

Sen. Rosenwald  
Sen. Fuller Clark  
Rep. Jack  
  
Rep. Steven Smith

Sen. Sherman  
Rep. Mangipudi  
Rep. Cleaver  
  
Rep. Aron

Sen. Hennessey  
Rep. O'Brien  
  
Rep. Porter

Sonja Caldwell 271-2117

David H Watters  
Chairman

# Senate Transportation Committee

*Sonja Caldwell 271-2117*

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

**Hearing Date:** February 5, 2019

**Members of the Committee Present:** Senators Watters, Birdsell, Hennessey, Levesque and Ward

**Members of the Committee Absent :** None

**Bill 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.

**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

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**Who supports the bill:** Sen. Rosenwald, Rep. Laura Telerski, Rep. Sozanne Vail, Sen. Fuller Clark, Tracy Hall (Greater Nashua Chamber of Commerce), Sen. Levesque, Sen. Kahn, Rep. Latha Mangipudi, E.J. Powers (NH Business for Rail Expansion), Mayor Jim Donchess (Nashua), Mayor Joyce Craig (Manchester), Nathan Miller (SNHPC), Peter Griffin (NHRRA), Thomas Mahon, Rep. Wendy Thomas, Mike Skelton (Manchester Chamber of Commerce), Paul Patti, Kathy Staub, John Maddan, Rep. Skip Cleaver, Rep. Michael O'Brien

**Who opposes the bill:** Alvin See

**Who is neutral on the bill:** Patrick Herlihy (NHDOT)

**Summary of testimony presented:**

**Sen. Levesque**

- This bill permits DOT to access certain federal funding for completing the project development phase of the capitol corridor rail.
- The amendment she distributed specifically calls for the use of toll credits to pay for any match required.

- People have moved away from NH due to lack of rail. Businesses would potentially move here if we had commuter rail.
- NH businesses struggle to hire young professionals without rail.
- Today, the legislature has the opportunity to be one step closer to having rail. The next step is design.
- Rail is key to grow the economy, ease commutes, and attract young people.
- This rail corridor would serve Nashua, Manchester and Concord.

#### **Sen. Rosenwald**

- She is serving her 8<sup>th</sup> term in the legislature and has heard from voters that they want commuter rail.
- This past fall she knocked on over 2,000 doors and the most common subject that came up was the request for the rail project to go forward.
- She strongly supports the bill on behalf of her constituents.

#### **Mayor Jim Donchess**

- He supports the bill and noted that it is not a study.
- This is the project development phase where there will be engineering, a financial plan will be developed, and all of this information would need to be submitted to the federal DOT to compete for any federal subsidy necessary to make the project go ahead.
- This is not just for Nashua, however, according to US Metro Economics, Manchester and Nashua are 35% of the state's economy. They want to expand the economy, grow jobs and create more opportunity for people in that region and beyond. The point is to expand opportunity, tax revenues, and the economy.
- Manchester/Nashua is the largest metropolitan area without commuter rail. Anything we can do to connect our economy to Boston is good.
- NH is an aging state and we're always talking about how to attract millennials; large employers believe this is an important asset to have to attract them.

#### **Mayor Joyce Craig**

- She supports the bill and stated that for years, Manchester residents as well as the chamber of commerce have advocated for commuter rail.
- It will increase accessibility to employment.
- There are over 30 high tech companies located in the Manchester Millyard. BAE is also expanding to Manchester bringing up to 1,800 new, high-paying jobs.
- If we want to attract more businesses and the workforce they require, we need commuter rail. Outside of the expanded business impact, it would improve the economy as well.

#### **Rep. Latha Mangipudi**

- She supports the bill and has heard from her constituents that this is very critical to them.
- Her district borders Massachusetts and has a lot of high tech companies.
- This would help with tourism.

- The buses from Boston are full indicating ridership for rail would be strong.
- The roads are congested, and the rail will lessen congestion.
- Rail would make it easier for people to come to the Verizon center in Manchester for entertainment.

**Patrick Herlihy from NHDOT**

- The department remains neutral on the bill and will implement the project development phase if the bill passes.
- That phase would entail a cost benefit analysis done on order of magnitude (jobs, housing created vs. what the cost would be)
- There will be four stops with two in Nashua, one in Bedford and one in Manchester. Mentioned the number of stops or trips to Manchester and Nashua
- This would use FTA funding with 80% to 20% match.
- They would come up with firm cost estimate that would carry over to the construction phase.
- They would complete any environmental work needed to go to construction phase.
- They need a firm financial plan for how this will be paid for; both the capital and operating piece.
- If the development phase is implemented, they will bring the info back to legislators to determine if the project should go forward to the construction phase. Using funding for the development phase does not commit them to go forward to the construction phase.
- The state's 20% would be funded via the toll credits. Toll credits are money spent on the turnpike system, it is not federal funding. That money can be used as a credit to access federal funding. We get toll credits by the money we spend on the turnpike system.

**Sen. Watters** stated that this bill gets us pretty far down the rail in terms of environmental, budget and financing plans and no trigger is pulled until the legislature votes to do so.

Mr. Herlihy confirmed that was correct and added that the department won't do anything until its back in ten-year plan.

**Sen. Watters** asked if the department could take into account phasing of the project as part of the financial plan.

Mr. Herlihy said yes.

**Sen. Birdsell** asked why we need to draft 3rd party agreements to operate the service if this phase is engineering.

Mr. Herlihy said the plan is to have the MBTA run the service. They have trackage rights from the NH border through Concord. MBTA owns line from Lowell to Boston.

**Sen. Levesque** asked if it was correct that toll credits won't be a cost to the general fund.

Mr. Herlihy said toll credits are in-kind. They are not actual cash; rather they are money previously spent on the turnpike system that we can use as a credit.

**E.J. Powers**

- Testified on behalf of 110 statewide businesses comprising the NH Business for Rail

Expansion Coalition.

- NH faces demographic changes such as working age population decreases.
- Already having harmful effect on employers struggling to attract talent.
- For companies to be successful, we need a young educated workforce and to draw from the Boston talent pool.
- The need is not limited to tech companies; Eversource has 130 open positions.
- Today's employers and employees demand access to alternative forms of transportation.
- This would not cost taxpayers a dollar as the state has accumulated over 200 million toll credits and this would only use a small portion of them.

**Tracy Hall** - Nashua Chamber of Commerce

- The chamber has a long history of supporting the expansion of rail in NH.
- According to the study, establishing the 4 stops would draw 668,000 riders a year, leading to the creation of 5,600 permanent jobs, and supporting 3,600 new residential units along the Manchester Nashua corridor. Construction jobs would also be created.
- In 2030, 1,700 new jobs would be created every year due to the expansion of rail.
- Lack of housing for employees is a critical inhibitor of businesses to grow and expand.
- Completing the project development phase will move us closer to a transformative economic opportunity for NH.

**Nathan Miller** - Deputy Exec. Director of Southern NH Planning Commission

- The Commission represents a number of municipalities.
- Academic research has been done to explain why millennials live and work where they do. They don't want liability of having a car and they want travel time to be productive.
- NH is at a disadvantage in those categories because we are reliant on automobile travel.
- Expansion of rail has a potential benefit to other modes of transportation in the state like the Manchester-regional airport. International air carriers look for a rail connection proximate to the airport when considering whether to service the airport.

**Peter Griffin** - President of NH Railroad Revitalization Organization.

- NH is perhaps only state that does not have a state funded rail component as part of its transportation system.
- We have a crisis of accessibility.
- The Downeaster has been a catalyst for economic activity in Dover and has helped the other stops on the corridor also. The rail has revitalized the tourist industry at Old Orchard Beach in Maine during the summer time.

**Thomas Mahon**

- When the study was conducted, the consultants decided buses were not an option. Rail transit urged them to include them as a complimentary transportation system during times when rail service would not be running trains.
- Students are interested in more economical means of transportation to get to their classes.

- Previous statewide surveys have indicated strong support for the project.

**Paul Patti**

- Mr. Patti is a Nashua resident who left NH for lack of job opportunities. He has since moved back but works in Massachusetts. Rail will have a ripple effect to other areas of the state.

**Kathy Staub**

- Rights and Democracy NH talked to commuters as they got off buses and also went to the MBTA station in Lowell and they compiled the results of those conversations.
- People most affected by the expansion of rail can't come to hearing as they are working.
- Some people didn't know there was a possibility of having rail transportation; others were misinformed about the costs.
- The station in Lowell was very busy with a lot of the cars there having NH plates.

**Rep. O'Brien**

- He represents Nashua ward 9 and serves on the Board of Alderman and he supports the bill.
- The citizens of Nashua have wanted this for many years.
- They have a rail station area that is designated for this.

**John Maddan**

- The project development phase will help determine what improvements to the existing rail need to be made.
- Boston surface railroad company is privately owned third party that refurbishes used cars and provides premium rail cars.

**Rep. Cleaver**

- There is tremendous demand for this project in southern NH. It will benefit the entire state.
- The Green Airport in Providence does better than the Manchester airport because they have rail.

**Vincent Bono - President of Boston Surface Railroad.**

- The next phase does not impinge on them.
- He suggested the committee consider changing the terminology from commuter rail to passenger rail.



# Speakers







# Testimony

Senator Melanie Levesque

2/5/2019

Chairman Watters, members of the Transportation committee, I am here today speaking as the prime sponsor for Senate Bill 241.

This bill permits the Department of Transportation to access certain federal funding for completing the project development phase of the capitol corridor rail project and subsequently adds the project to the 10-year plan.

The amendment specifically calls for the use of Toll credits to pay for any match required. These are federal funds and will not draw down the general budget.

I have received letters from people who moved away from NH because we did not have a public transit system. Additionally, I have received letters from business owners such as Justin M. Laurion who is considering moving his business from Canada to New Hampshire, but could only tangibility do so with the prospect of commuter rail.

I also received a letter from Jon Longon who works for FARM Design in Hollis and wrote about his struggles to hire young professionals and the icnreased possibilities of hiring graduates from the Boston area who will relocate here and possibly move here permanently.

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. We can take the next important step by supporting this bill which will serve to build a robust infrastructure and thriving economy.

Commuter rail is a key component to New Hampshire's efforts to grow our economy, ease traffic, improve commutes, and attract and retain young professionals. I look forward to working with my Senate colleagues to pass SB 241, a critical next step toward establishing commuter rail through the capitol corridor project which would service Nashua, Manchester, and Concord.



Greater Nashua  
**Chamber of  
Commerce**  
**DARE TO SUCCEED**

February 5, 2019

The Honorable David Watters  
Chairman, NH Senate Transportation Committee  
LOB 103  
33 North State Street  
Concord, NH 03301

142 Main Street, Fifth Floor  
Nashua, NH 03060

Phone: 603-881-8333

Fax: 603-881-7323

[www.nashuachamber.com](http://www.nashuachamber.com)

Re: SB 241, relative to funding for the project development phase of the capitol corridor rail project

Dear Senator Watters,

On behalf of the 600+ members of the Greater Nashua Chamber of Commerce, I am writing to express our strong support for SB 241, which authorizes the department of transportation to access funding for the project development phase of the Capitol Corridor Project, expanding passenger rail from Boston to Manchester.

Our Chamber is consistently and strongly on record in support of the Capital Corridor Project. Here's why we believe this Project Development analysis is so critical:

- NH is aging – we're now the 4<sup>th</sup> oldest state in the country. According to research from the NH Center for Public Policy Studies, the working age population in NH (age 20 to 64) will decrease 7.3% in the next 20 years and the percentage of population age 65 and older is set to double in every county in that amount of time. This means a smaller workforce as workers retire, and increased pressure as businesses look to hire and retain employees in the years to come.
- We need to attract new, younger employees into our State so our businesses and our economy can continue to prosper and grow. As we look at those younger employees we want to attract, public transportation is one of the most important factors to them. In fact, people under 30 are far more likely to ride public transportation and to express positive feelings about it than older people, regardless of what part of the country they live in or what kind of neighborhood they grew up in. We want to make it easy for NH employers to attract their people from northern MA as much as from other communities within NH.
- At the same time, we cannot ignore the fact that, according to a report from NH Employment Security, more than 80,000 Granite Staters commute to Massachusetts

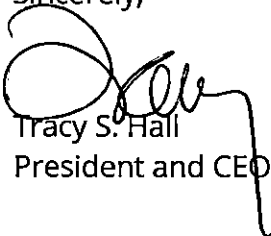
for work. Boston has long been, and will continue to be a major draw for New Hampshire workers. But with more than 70 miles of congested highways between Concord and Boston along the New Hampshire Capitol Corridor, workers might be hesitant to try to commute from New Hampshire to Boston, even if they are intrigued by New Hampshire's low cost of living, public safety and beautiful outdoor spaces. That means more people making the decision to live in Massachusetts rather than New Hampshire, fewer people coming to New Hampshire and potentially losing people already here as they look for a more life-work-balance friendly commute.

- And finally, quite simply, passenger rail breeds development. For us to clearly understand the delta between the financial benefits of that development vs. the potential costs of siting and operating commuter rail, we need to know more about those costs. This Project Development Analysis will do just that, without committing the State to anything further and without a cost to our taxpayers. This essential phase of the project consists of developing a detailed financial plan, final engineering, and preparation of funding applications for submission to the Federal Transit Administration and Federal Rail Administration

We're not alone in our support for this. In fact, 74% of NH voters, including more than 125 statewide businesses, support rail expansion.

I hope you will as well, and urge passage of SB 241 to allow the department of transportation to access the funds needed for this crucial work to move forward.

Sincerely,



Tracy S. Hall  
President and CEO





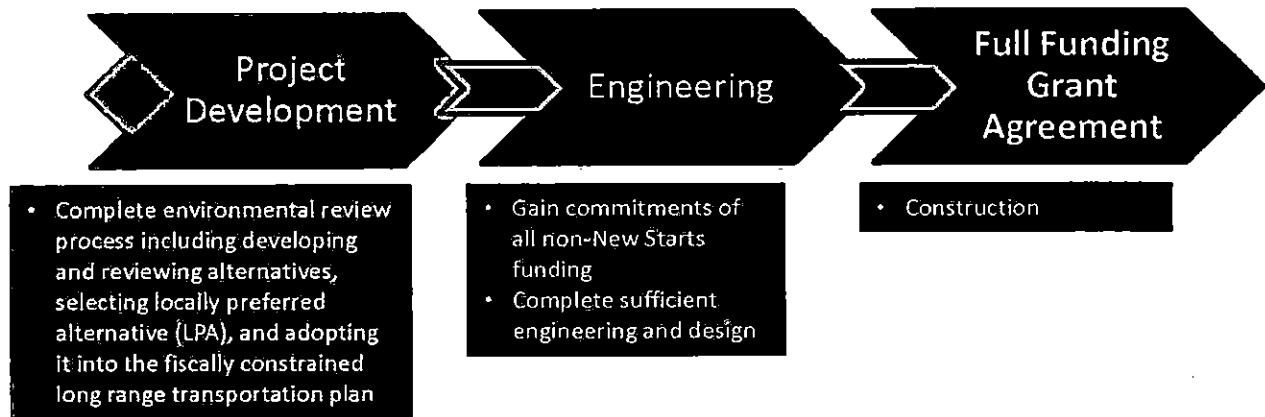
**Victoria F. Sheehan**  
Commissioner

**William Cass, P.E.**  
Assistant Commissioner

**New Hampshire Capitol Corridor  
Project Development and  
Engineering Phase  
FAST Act**

- 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. The project would then be able to be permitted for construction.
  - 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**      = FTA approval      = FTA evaluation, rating, and approval

**February 5, 2019**

**Re: SB 241 Capitol Corridor Project**

I would like to express my full support for SB 241 in support of the continued movement for the Capitol Corridor Project. As a first time candidate for state representative I knocked on many doors to discuss issues concerning my neighbors. Overwhelmingly, the one issue that came up over and over across the board was the future of train service in Nashua. People who expected it to move forward years ago asked why it had never happened, and they wanted to know where we were today with the project and if it was possible to continue pursuing rail as an option. I hope this bill does just that.

I spoke to families that moved to Nashua for everything our city and state had to offer, even though their work was in Boston. Early morning wake ups and departures, sitting in traffic, weather complicating an already difficult drive, and wishing they weren't another car on the road. Although the Boston Express is an option, the buses also are faced with the same traffic and long travel times. Having rail as an option to reduce traffic and get cars off the road, and as an enticement for families, and businesses, to move here for the New Hampshire experience are a benefit to our community.

Included are two letters written by my constituents. One family is pondering leaving New Hampshire when their child graduates from high school. The other is from a life-long New Hampshire resident who has commuted to Boston for years and believes rail will keep New Hampshire vibrant and growing with young families. Thank you for your consideration.

**Representative Laura Telerski  
Hillsborough 35 – Nashua Ward 8**

Dear Members of the Senate Transportation 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 18 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 Transportation 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

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 20 and 18 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 Southern 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 MA 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 NH.

Respectively submitted,

Christopher Simard, MD  
Nashua, NH  
Feb 5, 2019



Northwestern Mutual

**Scott G. Christensen** CLU<sup>®</sup>, ChFC<sup>®</sup>  
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

February 4, 2019

Dear Chairman David Watters:  
Senate Transportation Committee  
Legislative Office Building, Room 103  
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 road are more full than ever. We would like to hire people from Massachusetts and have them commute to Manchester. It would expand air travel form 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



New Hampshire Senate Transportation Committee  
Senator David Watters, Chair

Submitted Testimony in Support of Senate Bill 241-FN-A: relative to funding for the project development phase of the capitol corridor rail project.

February 5, 2019

Dear Senator Watters and Members of the Senate Transportation Committee:

I am writing you today to convey the support of the New Hampshire Tech Alliance for Senate Bill 241-FN-A, which would place the project development phase of the Capitol Corridor project into the 2019-2028 Ten Year Transportation Improvement Plan.

With a mission of supporting companies at every stage of growth and development from start-ups to established leaders in the global economy, the Alliance is committed to nurturing a vibrant tech ecosystem by building partnerships, enhancing knowledge, and shaping public policy. We have over 300 corporate members representing more than 50,000 workers and comprise 12.6% of the state's annual gross domestic product. Having a skilled and growing workforce is essential to the Alliance's mission.

New Hampshire's high tech sector is on the rise, but we need to keep the momentum going and support initiatives that will help this sector access the workforce they need to grow. Passenger rail is an important next step in growing and fostering New Hampshire's emerging high tech business ecosystem.

Business owners know an effective passenger rail system along NH's Capitol Corridor allows them to access talented workers throughout southern New Hampshire, northern Massachusetts and the greater Boston area. A passenger rail system gives workers an efficient commuting option that both provides workers with flexibility in terms of where they live and also helps alleviate congestion on New Hampshire's busy highways. Access to effective and efficient rail service is a major factor for both new businesses and established business looking to relocate. We can help make that decision much easier for existing and future businesses by establishing passenger rail service in New Hampshire's Capitol Corridor.

For the benefit of New Hampshire's high tech sector and the entire statewide NH economy, we are urging you to include the NH Capitol Corridor rail expansion project in New Hampshire's Ten Year Transportation Improvement Plan. Thank you for taking the time to consider our position on this important piece of legislation.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Cookson".

Matt Cookson  
Executive Director, NH Tech Alliance



PO Box 3730, Manchester, NH 03105 • Phone 603-935-8951  
[info@nhtechalliance.org](mailto:info@nhtechalliance.org) • [nhtechalliance.org](http://nhtechalliance.org)



February 4, 2019

Dear Members of the NH Senate Transportation Committee,

I am writing this morning 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 black ink that reads "Preston Hunter".

Preston Hunter  
Vice President





**NH BUSINESS**  
**for RAIL EXPANSION**

[www.NHBiz4Rail.com](http://www.NHBiz4Rail.com)

February 5, 2019

Chairman David Watters  
Senate Transportation Committee  
Legislative Office Building, Room 103  
33 North 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.



**NH BUSINESS**  
*for* **RAIL EXPANSION**

[www.NHBiz4Rail.com](http://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](mailto:nhbiz4rail@gmail.com)

**NH Business for Rail Expansion Supporters**

- 36 Creative
- Admix
- Anagnost Companies
- Auto Auction of New England
- AutoDesk
- Bank of New England
- Barre Life
- Battle Games
- Beacon Building
- Brady Sullivan Properties
- BrickRiver Technologies
- Brookstone Builders
- Café La Reine
- Campo Enoteca
- Catholic Medical Center
- CCA Global Partners
- Citizens Bank
- Clifford Construction
- Coco Early Real Estate
- Conservation Law Foundation - New Hampshire
- Cookson Strategic Communications
- Currier Museum of Art
- Dancing Lion Chocolate
- Derryfield School
- DesignWares
- DeStefano Architects
- Eckman Construction
- ELC Outdoors
- Elm Grove Companies
- FairPoint Communications
- Fay's Fine Cabinetry
- FlowTraq
- FortCycle, LLC



**NH BUSINESS**  
for **RAIL EXPANSION**

[www.NHBiz4Rail.com](http://www.NHBiz4Rail.com)

- Fortitude Health and Training
- Freedom Energy Logistics
- Gamache Real Estate Group
- Garrison Hill Florists
- Gottesman & Hollis
- Great Island Inn
- Great NH Restaurants
- Greater Manchester Chamber of Commerce
- GreenBike Smoothies, LLC
- H&M Metals, LLC
- Homeschooling Horizons, Inc.
- iCleanSolutions
- Ideabenders, LLC
- Intown Manchester
- J. Ellen Design, LLC
- Jupiter Hall
- Kanteres Real Estate
- Keller Williams Agent Paul Laflamme
- Kelley Stelling Contemporary
- La Carreta – Londonderry & Derry
- Lambert and Associates – Senator Gary Lambert
- LG Strategies
- Live Free & Start
- M.R. Hilbert Electrical Inspections & Training
- 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



## *Office of the President*

February 5, 2019

Senator David Watters, Chair  
Senate Transportation Committee  
107 North Main Street  
Concord, NH 03301

Dear Chairman Watters,

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. Many of our employees 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 black ink, appearing to read "Paul LeBlanc".

Dr. Paul LeBlanc  
President  
Southern NH University



February 5, 2019

Senator David Watters, Chair  
Senate Transportation Committee  
NH State Senate, LOB 103  
107 North Main Street  
Concord, NH 03301

**RE: GMCC Support for SB241 & NH Capitol Corridor Project Development Phase**

Dear Senator Watters:

On behalf of the Greater Manchester Chambers of Commerce (GMCC), I write today to express our support for SB 241 and the continued analysis of rail expansion in New Hampshire. The GMCC represent more than 850 businesses across Southern New Hampshire that employ tens of thousands of our state's residents and generate millions in economic activity.

The NH Capitol Corridor rail project has the potential to have a transformative impact on New Hampshire's economy by positively impacting the Nashua-Manchester corridor. **I write today in support of SB 241, which would allow for the project development phase of the NH Capitol Corridor rail project to move forward.** The project development phase would allow the state to appropriately vet the feasibility of rail expansion by completing the necessary engineering and environmental analysis of the Capitol Corridor project.

According to the recently released NH Capitol Corridor study, establishing four commuter rail stops between Lowell, MA, and downtown Manchester would draw a minimum of 668,000 riders a year, leading to the creation of 5,600 permanent jobs supporting 3,600 new residential units along the corridor. Approximately 230 jobs would be created for the construction of the rail line and an additional 3,400 construction jobs would be created to build the real estate development generated by rail. Beginning in 2030, 1,700 new jobs would be created *every year* due to the expansion of passenger rail.

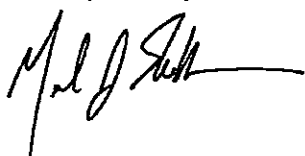
The NH Capitol Corridor study revealed a host of additional economic and societal benefits stemming from rail expansion, including improving access to the entire region, playing a major role in retaining young people, serving as a catalyst for smart development and creating a multi-modal transportation infrastructure in the state.

Completing the project development phase will allow for a complete understanding of the costs and benefits of rail expansion and allow policymakers and the public to have the facts needed to consider this important economic opportunity for New Hampshire. Importantly, New Hampshire has an opportunity to move forward with the project development phase at **no cost to New Hampshire taxpayers** by utilizing a federal grant.

The GMCC, along with business leaders across Southern New Hampshire, believe in order to have a sound public policy debate on this issue in the future, we must have all the facts. Completing the project development phase will allow for policymakers to have an informed debate on this issue and truly assess whether the benefits outweigh the costs. The GMCC urges the committee to support SB 241 and allow this process to move forward.

This letter is also co-signed by members of the GMCC who wish to specifically note their strong support for this request.

Thank you for your consideration,



Michael Skelton  
President & CEO  
GMCC

**Business Support for NH Capitol Corridor Project Development Phase:**

- Dick Anagnost, Owner, Anagnost Companies
- Arthur Sullivan, Owner, Brady Sullivan Properties
- Preston Hunter, Vice President, Eckman Construction
- Frank Wells, Senior Vice President, Hoyle Tanner Associates
- Dick Samuels, Managing Director, The McLane Law Firm
- Joe Carelli, President, Citizen's Bank
- Gray Chynoweth, ARMI
- Ron Covey, Chief Executive Officer, St. Mary's Bank
- Scott Christiansen, Managing Partner, Northwestern Mutual
- Kent Devereaux, President, NH Institute of Art
- Newton Kershaw, COO, Elm Grove Properties
- Russ Ouellette, Managing Partner, Sojourn Partners
- Joshua Wright, Manchester Development Corporation
- Paul LeBlanc, President, Southern New Hampshire University
- Patricia Lynott, Executive Vice President, Southern New Hampshire University
- Howard Brodsky, President, CCA Global
- Joe Reilly, Former President, Eastern Bank

NH Rail Transit Authority  
Advisory Committee Meeting  
Aug. 19, 2016

**NH Capitol Corridor Rail Survey Results Summer 2016**  
**Rights and Democracy NH**

**Methodology:** Canvassers spoke with commuters at Park and Rides, bus stations, and the Lowell MBTA Station; spoke with people at community events; and canvassed residents in neighborhoods along Capitol Corridor route.

**Who we talked to:** We spoke to about 80 people from Nashua, Manchester, Merrimack, Goffstown, Londonderry, New Boston.

**What they said:**

*"They have been talking about this since I moved to New Hampshire 37 years ago."*

*"I didn't know anything about this."*

*"It would be more expensive than what I am doing now."*

*"I don't want to pay for something I'm not going to use."*

*"I'm all for it. It will increase my property values."*

**Comparative Costs of Commuting**

Service	Location	Monthly Pass	Parking
MBTA Commuter Rail	Lowell to No. Station Zone 6	\$318	\$55 monthly
	Haverhill to No. Station Zone 7	\$336	?
	Newburyport to No. Station Zone 8	\$363	?
Boston Express	Manchester, Londonderry, Nashua to So. Station	\$315	N/A
Drive to Boston Park and Ride	New Hampshire to Sullivan Square	\$84.50	\$6 per day
Drive to Boston	New Hampshire Downtown Boston		\$250-500 monthly

**Statement of John V Madden, P.E. [NY] before the NH Senate Transportation Committee in support of restoration of funding for the Project Development Phase for Capital Corridor Commuter Rail in the NH DOT 2019-2028 Ten Year Plan; February 5, 2019**

Good morning, Mr. Chairman. 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.

**Manchester Regional Commuter Rail**

In 2017-2018, the Governor, the Executive Council and the NH House of Representatives all included \$4m (the estimated cost from 2014) for Project Development in the Ten Year Plan, but the NH Senate did not; the \$4m was dropped out during the Conference Committee between the House and Senate. We now have an opportunity in early 2019 to allocate \$5m (the old \$4m estimate is 5 years old) from the \$30m of Federal Transit Administration's (FTA) Part 5307 funding for the Boston Urbanized Area (Boston UZA), which \$30m is in the Ten Year Plan. The Boston UZA includes the territory of the Nashua Regional Planning Commission (NRPC) [which includes Nashua and Hudson] and the Southern New Hampshire Planning Commission (SNHPC) [which includes Bedford and Manchester]. As I understand it, New Hampshire's Boston UZA funds can only be used for transit projects within this territory or for projects which cross the border from this territory into Massachusetts.

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. The Project Development Phase determines the scope of work required (e.g., how many miles of 132 pound welded rail will be required to replace the obsolete jointed rail installed in 1947? How many railroad cross ties will need to be replaced? How many new passing sidings and how many new and replacement turnouts ["switches"] will need to be installed? What upgrades will be required for the train control signal system and the highway/railroad grade crossing warning devices? Will Positive Train Control be required?)

If the \$5m for Project Development is included in the Ten Year Plan, which goes into effect in July 2019, NHDOT has indicated that they will begin the process to select an engineering consultant (i.e., Request for Proposals/Request for Qualifications) and could award a contract in about a year. NHDOT also



indicates that the engineering consultant could take about two years to complete the engineering, environmental work, and the development of a financial plan for future construction and operation of Manchester Regional Commuter Rail. Upon completion, the results are submitted to the FTA for review and approval.

Upon completion of the Project Development Phase, the FTA does not require the State to 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 (Federal grants, State and Local contributions, and private investment). At that point, the General Court can make a decision to move forward or not based upon facts and not conjecture.

The \$5m in Boston UZA funds from the FTA is a grant which must be matched by 20% in State or Local funds. The proposed match is to use Toll Credits. I understand that Toll Credits are created when the State spends funds to maintain the Turnpike System and that part of the Turnpike is also designated as part of the National Highway/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. The Capital Budget Oversight Committee will have to approve the use of Toll Credits to match this non-highway FTA grant from the Boston UZA.

**You may have heard of the Boston Surface Railroad Company. I would like to briefly compare BSRC Service vs. MBTA Service under Manchester Regional Commuter Rail**

The Boston Surface Railroad Company (BSRC) is a privately-owned, third-party who proposes to acquire used locomotives and cars, refurbish them, and provide premium priced commuter rail service in specific markets. The interior of the passenger cars would be refurbished with new, wider seats, tables, Wi-Fi, and charging ports at each seat for laptops and other electronic devices. The premium fares on the BSRC would be about 70% higher than the standard coach fares on MBTA.

BSRC's first phase is to establish this premium commuter rail service between Worcester MA and Providence RI, through Woonsocket RI. There is no passenger service currently on this route. BSRC has negotiated passenger operating rights on the Providence & Worcester Railroad (a subsidiary of Genesee & Wyoming Company) and has started to fund track rehabilitation by P&W. BSRC anticipates starting commuter service in late 2020.

BSRC's second phase is to establish this same type of premium commuter rail service between Bedford/Manchester Airport (MHT), through Nashua-Crown Street Station to Lowell, with a cross-platform transfer at Lowell to connect to MBTA trains to Boston. BSRC proposes 2 or 3 trains from Bedford to Lowell in the morning and 2 or 3 trains back from Lowell to Bedford in the afternoon, each

with a stop at Nashua-Crown Street. BSRC must negotiate with MBTA who owns the passenger operating rights from Lowell to Concord and with Pan Am Railways (PAR) who owns the track in New Hampshire, called the Northern Main Line. BSRC anticipates starting this service in late 2023. BSRC's intent is to have a Memorandum of Understanding signed with Nashua, Bedford, and Lowell in which each municipality agrees to provide a station for the BSRC service. The Nashua Rail Transit Commission has developed conceptual plans for a passenger station at Crown Street, similar in design to the station at Exeter, NH which is served by the Amtrak Downeaster. The design of the proposed Crown Street Station meets the engineering standards so it can be served by either BSRC or MBTA Trains (or even Amtrak trains, although there are no plans for this). BSRC will only serve one station in Nashua. I understand that the MOUs signed with Nashua and Lowell have expired; it is not clear if Bedford ever signed the MOU.

BSRC's third phase is to connect Lowell to Worcester via Ayer. There is no projected date for this service as of yet.

The funding of the Project Development Phase for Manchester Regional Commuter Rail and BSRC's concept can proceed in parallel. The premium service proposed by BSRC complements not competes, with the MBTA standard coach service under Manchester Regional Commuter Rail. In addition, there is no technological or operational impediment to operation of two different passenger train company's trains on the same freight railroad's tracks. Per the Final Report of the 2014 Capital Corridor Rail and Transit Alternatives Analysis, the MBTA service would operate 8 daily round trip trains from Manchester through Bedford/MHT, Nashua-Crown Street, Nashua-South (exact location TBD), Lowell, and then continue making stops to Boston. In addition, MBTA would originate 17 daily round trips from Nashua-Crown Street, through Nashua-South, Lowell, and then on to Boston. All of these trips are single-seat rides from origin and do not require a change of trains in Lowell to go to Boston and connect with the national rail network. The detailed information obtained after completion of Project Development will inform both the State of New Hampshire in making the decision concerning Manchester Regional Commuter Rail and BSRC in their negotiations with Pan Am Railways for track and signal rehabilitation. I understand that BSRC disagrees with this parallel approach and does not support moving forward with the Project Development Phase of Manchester Regional Commuter Rail.

Do not be fooled that the BSRC will be a private sector substitute for Manchester Regional Commuter Rail. BSRC proposes to operate only 2 or 3 daily round trips only from Bedford/MHT through Nashua-Crown Street (only one BSRC stop will be allowed in Nashua) to Lowell, where the passengers will need to transfer from the BSRC train to the MBTA train for the ride into Boston. BSRC does not have any track record of operating passenger trains, unlike the MBTA who does. We will have more confidence in the BSRC in about two years if their operation of the Worcester-Woonsocket-Providence service is successful.

In conclusion, I ask that you support the allocation of \$5m of FTA Boston UZA funds for the Project Development Phase of Manchester Regional Commuter Rail so that the General Court will know 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.

Thank you

John V Madden, P.E. [NY, NH-Pending]

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603-305-2419

[JMadden2217@gmail.com](mailto:JMadden2217@gmail.com)

2/5/2019

*(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.)*

# Voting Sheets

# Senate Transportation Committee

## EXECUTIVE SESSION RECORD

2019-2020 Session

Bill # SB241

Hearing date: 2-5-19

Executive Session date: \_\_\_\_\_

Motion of: OTP Vote: 3-2

Committee Member	Present	Made by	Second	Yes	No
Sen. Watters, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Birdsell, Vice Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sen. Hennessey	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Levesque	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Ward	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Motion of: \_\_\_\_\_ Vote: \_\_\_\_\_

Committee Member	Present	Made by	Second	Yes	No
Sen. Watters, Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Birdsell, Vice Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Hennessey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Levesque	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Ward	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Motion of: \_\_\_\_\_ Vote: \_\_\_\_\_

Committee Member	Present	Made by	Second	Yes	No
Sen. Watters, Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Birdsell, Vice Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Hennessey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Levesque	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Ward	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Reported out by: Levesque

Notes: \_\_\_\_\_

\_\_\_\_\_

# Committee Report

STATE OF NEW HAMPSHIRE  
SENATE  
REPORT OF THE COMMITTEE

Tuesday, February 12, 2019

THE COMMITTEE ON Transportation

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, the committee recommends that the Bill

OUGHT TO PASS

BY A VOTE OF: 3-2

Senator Melanie Levesque  
For the Committee

Sonja Caldwell 271-2117

**TRANSPORTATION**

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

Ought to Pass, Vote 3-2.

Senator Melanie Levesque for the committee.



**Docket of SB241**

Docket Abbreviations

**Bill Title:** relative to funding for the project development phase of the capitol corridor rail project.*Official Docket of SB241.:*

<b>Date</b>	<b>Body</b>	<b>Description</b>
1/23/2019	S	<b>Introduced</b> 01/03/2019 and Referred to Transportation; <b>SJ 4</b>
1/28/2019	S	<b>Hearing:</b> 02/05/2019, Room 103, LOB, 02:00 pm; <b>SC 9</b>
2/12/2019	S	Committee Report: Ought to Pass, 02/21/2019; <b>SC 11</b>
2/21/2019	S	Sen. Levesque Floor Amendment <b>#2019-0541s</b> , RC 14Y-10N, AA; 02/21/2019; <b>SJ 6</b>
2/21/2019	S	<b>Ought to Pass with Amendment</b> 2019-0541s, RC 14Y-10N, MA; OT3rdg; 02/21/2019; <b>SJ 6</b>
3/21/2019	H	Introduced 03/20/2019 and referred to Public Works and Highways <b>HJ 11</b> P. 71
4/30/2019	H	Public Hearing: 05/22/2019 10:00 am LOB 201-203
5/15/2019	H	Executive Session: 05/28/2019-10:30 am LOB 201
5/29/2019	H	Majority Committee Report: Ought to Pass for 06/05/2019 (Vote 12-8; RC) <b>HC 27</b> P. 19
5/29/2019	H	Minority Committee Report: Inexpedient to Legislate
6/6/2019	H	<b>Ought to Pass:</b> MA RC 213-141 06/06/2019 <b>HJ 18</b> P. 6
6/18/2019	H	Enrolled 06/13/2019 <b>HJ 19</b> P. 18
6/18/2019	S	Enrolled (In recess 06/13/2019); <b>SJ 21</b>
7/24/2019	S	Law Without Signature 07/20/19; Chapter 289; Effective 09/18/2019; Art 44, Pt II, NH Constitution

NH House

NH Senate

# Other Referrals

# Senate Inventory Checklist for Archives

Bill Number: SB 241-FN-A

Senate Committee: Transportation

Please include all documents in the order listed below and indicate the documents which have been included with an "X" beside

Final docket found on Bill Status

### Bill Hearing Documents: {Legislative Aides}

- Bill version as it came to the committee
- All Calendar Notices
- Hearing Sign-up sheet(s)
- Prepared testimony, presentations, & other submissions handed in at the public hearing
- Hearing Report
- Revised/Amended Fiscal Notes provided by the Senate Clerk's Office

### Committee Action Documents: {Legislative Aides}

All amendments considered in committee (including those not adopted):

- amendment # 0233      \_\_\_\_\_ - amendment # \_\_\_\_\_
- \_\_\_\_\_ - amendment # \_\_\_\_\_      \_\_\_\_\_ - amendment # \_\_\_\_\_
- Executive Session Sheet
- Committee Report

### Floor Action Documents: {Clerk's Office}

All floor amendments considered by the body during session (only if they are offered to the senate):

- amendment # 0541      \_\_\_\_\_ - amendment # \_\_\_\_\_
- \_\_\_\_\_ - amendment # \_\_\_\_\_      \_\_\_\_\_ - amendment # \_\_\_\_\_

### Post Floor Action: (if applicable) {Clerk's Office}

- \_\_\_\_\_ Committee of Conference Report (if signed off by all members. Include any new language proposed by the committee of conference):
- \_\_\_\_\_ Enrolled Bill Amendment(s)
- \_\_\_\_\_ Governor's Veto Message

### All available versions of the bill: {Clerk's Office}

- as amended by the senate      \_\_\_\_\_ as amended by the house
- final version

Completed Committee Report File Delivered to the Senate Clerk's Office By:

\_\_\_\_\_  
Committee Aide

\_\_\_\_\_  
Date

Senate Clerk's Office JM