

Committee Report

REGULAR CALENDAR

February 24, 2022

HOUSE OF REPRESENTATIVES

REPORT OF COMMITTEE

The Committee on Public Works and Highways to which was referred HB 1432, prohibiting the use of state funds for new passenger rail projects.

WITHOUT RECOMMENDATION

Original: House Clerk
Cc: Committee Bill File

COMMITTEE REPORT

Committee:	Public Works and Highways
Bill Number:	HB 1432
Title:	prohibiting the use of state funds for new passenger rail projects.
Date:	February 24, 2022
Consent Calendar:	Regular Calendar
Recommendation:	WITHOUT RECOMMENDATION

Statement in support of Ought to Pass: If adopted, this bill would prohibit the use of state funds for the planning, construction, operation or management of any passenger rail projects in NH. No passenger rail service in the world operates without extensive public subsidies and passage of this bill would ensure that NH does not go down that path. Those in support of an Inexpedient to Legislate motion argue that the bill might jeopardize the use of private-public partnerships on passenger rail. Nothing in this bill prohibits any political sub-division of the state, such as Nashua or Manchester, from entering into such partnerships. There is an on going project development phase for the Capital Corridor rail service project that was funded entirely with federal funds. The results of this work will be available sometime in 2023 and is suppose to include estimates on construction costs, operating costs, ridership and recommendations on how to pay for it all. This legislation, when signed into law, will provide clear notice to those making recommendations on how to fund passenger rail in NH that such recommendations not include monies from the state.

Rep. John Graham

Statement in support of Inexpedient to Legislate: Committee members who support Inexpedient to Legislate believe this bill is premature. In 2019, the New Hampshire Department of Transportation (DOT) was authorized to conduct a project development phase for the proposed Capitol Corridor Rail Line between Manchester and Boston, MA under the State's 10-Year Transportation Plan when Senate Bill 241 became law. The project development, scheduled to be completed in 2023, is being entirely paid for with federal transportation funds. No state dollars are being utilized for this project development. When completed next year, the project development should give the legislature a clearer picture of the total capital and operating costs for establishing a passenger rail line. Then the real debate of how such costs will be paid for can actually begin. While the use of state funds is possible, there are plenty of other financing options. Such options include requiring the communities and businesses, to be served by the proposed rail line, to help pay for the service. Others might be federal transportation funds like those from the bipartisan infrastructure law recently enacted by the U.S. Congress. Additionally, there is the possibility of financing passenger rail through a public-private partnership or series of partnerships, also known as "PPPs" of "P3s." Such partnerships were authorized in 2016 under Senate Bill 549, a bi-partisan measure, enacted to help pay for specified transportation projects including bus and rail lines. Furthermore, we believe that if this bill becomes law, it could not only affect the proposed Capitol Corridor Rail Line, but also prohibit state aid in the future to the present Downeaster and Vermonter Passenger Lines. Rail lines which provide service to New Hampshire, but are entirely paid for by the states of Maine and Vermont. Finally, while this bill could become law, and prohibit the current legislature from allocating state money for passenger rail, a future legislature could easily repeal the law. In

Original: House Clerk

Cc: Committee Bill File

other words, no legislature can ever “bind” a future legislature on this or other policy manners.
Rep. John Cloutier

Original: House Clerk
Cc: Committee Bill File

REGULAR CALENDAR

Public Works and Highways

HB 1432, prohibiting the use of state funds for new passenger rail projects. **WITHOUT RECOMMENDATION**

Statement in support of Ought to Pass: If adopted, this bill would prohibit the use of state funds for the planning, construction, operation or management of any passenger rail projects in NH. No passenger rail service in the world operates without extensive public subsidies and passage of this bill would ensure that NH does not go down that path. Those in support of an Inexpedient to Legislate motion argue that the bill might jeopardize the use of private-public partnerships on passenger rail. Nothing in this bill prohibits any political sub-division of the state, such as Nashua or Manchester, from entering into such partnerships. There is an on going project development phase for the Capital Corridor rail service project that was funded entirely with federal funds. The results of this work will be available sometime in 2023 and is suppose to include estimates on construction costs, operating costs, ridership and recommendations on how to pay for it all. This legislation, when signed into law, will provide clear notice to those making recommendations on how to fund passenger rail in NH that such recommendations not include monies from the state.

Rep. John Graham

Statement in support of Inexpedient to Legislate: Committee members who support Inexpedient to Legislate believe this bill is premature. In 2019, the New Hampshire Department of Transportation (DOT) was authorized to conduct a project development phase for the proposed Capitol Corridor Rail Line between Manchester and Boston, MA under the State's 10-Year Transportation Plan when Senate Bill 241 became law. The project development, scheduled to be completed in 2023, is being entirely paid for with federal transportation funds. No state dollars are being utilized for this project development. When completed next year, the project development should give the legislature a clearer picture of the total capital and operating costs for establishing a passenger rail line. Then the real debate of how such costs will be paid for can actually begin. While the use of state funds is possible, there are plenty of other financing options. Such options include requiring the communities and businesses, to be served by the proposed rail line, to help pay for the service. Others might be federal transportation funds like those from the bipartisan infrastructure law recently enacted by the U.S. Congress. Additionally, there is the possibility of financing passenger rail through a public-private partnership or series of partnerships, also known as "PPPs" or "P3s." Such partnerships were authorized in 2016 under Senate Bill 549, a bi-partisan measure, enacted to help pay for specified transportation projects including bus and rail lines. Furthermore, we believe that if this bill becomes law, it could not only affect the proposed Capitol Corridor Rail Line, but also prohibit state aid in the future to the present Downeaster and Vermonter Passenger Lines. Rail lines which provide service to New Hampshire, but are entirely paid for by the states of Maine and Vermont. Finally, while this bill could become law, and prohibit the current legislature from allocating state money for passenger rail, a future legislature could easily repeal the law. In other words, no legislature can ever "bind" a future legislature on this or other policy manners.

Rep. John Cloutier

Original: House Clerk

Cc: Committee Bill File

Voting Sheets

HOUSE COMMITTEE ON PUBLIC WORKS AND HIGHWAYS

EXECUTIVE SESSION on HB 1432

BILL TITLE: prohibiting the use of state funds for new passenger rail projects.

DATE: January 27, 2022

LOB ROOM: 201

MOTIONS: **WITHOUT RECOMMENDATION**

Moved by Rep. Blasek

Seconded by Rep. Bordes

Vote:

CONSENT CALENDAR: NO

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep David Milz, Clerk

HOUSE COMMITTEE ON PUBLIC WORKS

EXECUTIVE SESSION on Bill # 1432

BILL TITLE: RAILROADS

DATE: 1/27

LOB ROOM: 201

MOTION: (Please check one box) WITHOUT RECOMMENDATION

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

Moved by Rep. BLASEK Seconded by Rep. BORDES Vote: _____

MOTION: (Please check one box)

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

Moved by Rep. _____ Seconded by Rep. _____ Vote: _____

MOTION: (Please check one box)

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

Moved by Rep. _____ Seconded by Rep. _____ Vote: _____

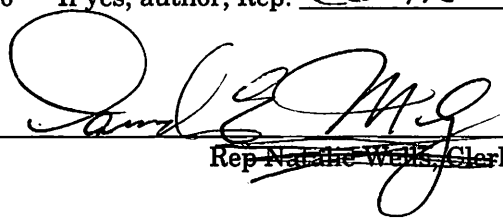
MOTION: (Please check one box)

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

Moved by Rep. _____ Seconded by Rep. _____ Vote: _____

CONSENT CALENDAR: YES NO

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

Respectfully submitted: 
 Rep. Natalie Wells, Clerk



2022 SESSION

Public Works and Highways

Bill #: 1432 Motion: OTP AM #: _____ Exec Session Date: 1/27/2022

<u>Members</u>	<u>YEAS</u>	<u>Nays</u>	<u>NV</u>
Graham, John A. Chairman	11		
McConkey, Mark E. Vice Chairman <i>FOLSOM</i>	1		
Milz, David E. Clerk	2		
Somero, Paul J.		1	
Fedolfi, Jim L.	3		
Newton, Clifford A. <i>NOTTER</i>	4		
Blasek, Melissa	5		
Bordes, Mike	6		
Kaczynski, Thomas L.	7		
Kilanski, Ben M. <i>PLETT</i>	8		
Thompson, Dennis J.	9		
Boyd, Bill	10		
Cloutier, John R.		2	
Edgar, Michael A.		3	
Ebel, Karen E.		4	
Jack, Martin L.		5	
Abbott, Michael D.		6	
Faulkner, Barry		7	
Newman, Sue A.		8	
Eaton, Daniel A.		9	
Pedersen, Michael P.		10	



2022 SESSION

Public Works and Highways

Bill #: _____ Motion: _____ AM #: _____ Exec Session Date: _____

Query, Joshua F.

Bunker, Lisa H.

TOTAL VOTE:

			//	
		//	//	

Public Hearing

HOUSE COMMITTEE ON PUBLIC WORKS AND HIGHWAYS

PUBLIC HEARING ON HB1432

BILL TITLE: Prohibiting the use of state funds for new passenger rail projects

DATE: 01/13/2022

LOB ROOM: 201

Time Public Hearing Called to Order: 11:00 am

Time Adjourned: 11:45 am

Committee Members: Reps. Graham, McConkey, Somero, Cloutier, Edgar, Telerski, Jack, Abbott, Faulkner, S. Newman, Eaton, Pedersen, Query and Bunker

TESTIMONY

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

Rep. Aidan Ankerberg, prime sponsor

The bill is primarily designed to block the Capitol Corridor. The previous study identified \$292.7 million in capital cost and \$12.8 million in operating cost. Most states use sales taxes to fund rail.

Rep. Erica Layon, sponsor

The witness has an economics degree. The witness does not believe the project is of benefit because businesses are leaving the city of Boston. She does not want tax increases to fund the project.

Rep. Michael O'Brien, Hillsborough 36 (Nashua)

The witness is also Vice President of the Nashua Board of Aldermen. He speaks on behalf of the Mayor to support rail. One legislature should not bind the options of the next. Historically Nashua was the gateway to NH via rail. Nashua is an economic driver for the whole state. This bill reduces the ability to earn Boston wages and live in NH. We subsidize every form of transportation. The witness is on the Nashua Rail Committee. He claims there are no firm cost estimates yet so the figures quoted are speculative. There is no space to expand Route 3 due to right of way constraints. Mass transit is the answer. If rail succeeds, the entire state benefits. Nashua has workforce housing and veterans housing. Nashua is willing to lead on this if given the opportunity. Please allow the opportunity to proceed and then vet the proposal.

Rep. Ralph Boehm

* Attachment A, written testimony

The witness recalled the 1990s Railroad Commission under Gov. Gregg. The rail line would need to be completely redone. The MBTA is funded by Massachusetts towns. The witness read his written testimony.

Rep. David Love

The witness claims Nashua and Manchester are the only ones who benefit. He thinks rail is unfair to everyone else. He speculates there will be tax increases.

Greg Moore, Americans for Prosperity

This bill sets a position that the state cannot fund commuter rail. It does not block other sources of funding to provide the service. This prevents the DOT from going rogue.

E. J. Powers, New Hampshire Business for Rail Expansion

* Attachment C, written testimony

The organization represents 110 businesses. The witness says 75 percent of residents support commuter rail, across all political views and demographics. The organization supports the overwhelming economic development. The witness quoted statistics from the Alternatives Analysis. In 2018 rail expansion was supported by the Governor and in the Ten-Year Plan. The witness reviewed what the Project Development phase is and the scope of the project. Rep. Cloutier asked if this organization would fund capital or operating cost. The response was that the organization has supported the project since 2006 and the financial plan is examining alternatives including public private partnerships. Economic activity benefits the entire state. All options for public private partnerships are on the table.

Wendy Hunt, Nashua Chamber of Commerce

* Attachment B, written testimony

The organization represents 1400 businesses in Nashua and Manchester. The witness read her written testimony. Rep. Bordes asked how commuter rail benefits the rest of the state. The response is that business taxes benefit the entire state. Workforce issues drive the need for transportation. It should be driving traffic to the Manchester airport and away from Boston.

Bill Cass, Department of Transportation, Assistant Commissioner

Shelly Winters, Department of Transportation, Bureau of Rail and Transit

Were called to respond to questions. Rep. Jack asked if any state funds are being used on the Project Development Phase contract that is ongoing. The response is no. Rep. Faulkner asked if any DOT staff are charging time to the project. The response is no. Rep. Cloutier asked if the project would be eligible for ARPA or Infrastructure Bill funding. The response is yes.

Chau Kelley

The witness supports the bill and does not want tax increases. The witness claims rail provides easier access for criminals and the homeless.

Respectfully submitted,

Martin L. Jack
Acting Clerk

SIGN UP SHEET

To Register Opinion If Not Speaking

Bill # HB 1432

Date 1/13/22

Committee PWH

** Please Print All Information **

Name	Address	Phone	Representing	(check one)	
				Pro	Con
REP TONY LERAS			HELLS 37	X	
REP ALICIA LERAS			HELLS 37	X	
REP JOHN POTUCEK			ROCK 6	<input checked="" type="checkbox"/>	
Alvin See	Loudon		SELF	<input checked="" type="checkbox"/>	
Rep. Len Turcotte			SIRAFFORD 4	<input checked="" type="checkbox"/>	
REP NORM SILBER			BELKNAP-2	X	
Wendy Hunt	881-8333		Greater Nashua + Manchester Chamber		X
Chris Maidment			Peterborough AFPNH	X	
Carl Wikstrom	Exeter			X	
Kathleen Wikstrom	Exeter			X	
Jim McConnell	Swanzey			X	
Enca Layan	Derry		Rock 6	X	
Rep. Jeanine Natter			HELLS 21	X	
Sarah Scott	Dover NH		AFP-NH	X	
Rep David Love			Rock 6	X	
Michael Granger	Milton NH		me	X	
Bill Fortune	Lee, NH		self	X	
CHAU KELLEY	Hooksett, NH		Self	X	

House Remote Testify

Public Works and Highways Committee Testify List for Bill HB1432 on 2022-01-13

Support: 16 Oppose: 75 Neutral: 1 Total to Testify: 0

Export to Excel

<u>Name</u>	<u>City, State</u> <u>Email Address</u>	<u>Title</u>	<u>Representing</u>	<u>Position</u>	<u>Testifying</u>	<u>Non-Germane</u>	<u>Signed Up</u>
Daniels, Senator Gary	Senate District 11, NH debra.martone@leg.state.nh.us	An Elected Official	Myself	Support	No	No	1/5/2022 12:08 PM
Burns, Scott	Franklin, NH, NH scottaburns.2020@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/9/2022 1:10 PM
Cecchetti, Lynda	Strafford, NH lcece92017@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/10/2022 7:13 AM
Greyes, Natch	Concord, NH ngreyes@nhmunicipal.org	A Lobbyist	New Hampshire Municipal Association	Oppose	No	No	1/10/2022 8:22 AM
Hill, Bonnie	South Sutton, NH hillbonnie@aol.com	A Member of the Public	Myself	Oppose	No	No	1/10/2022 9:02 AM
Kingston, Bill	New Castle, NH dc9guy@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/10/2022 9:09 AM
Geary, Fiona	Northwood, NH fionamaegeary@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/10/2022 9:37 AM
Hackmann, Kent	Andover, NH hackmann@uidaho.edu	A Member of the Public	Myself	Oppose	No	No	1/10/2022 11:12 AM
Vail, Suzanne	Nashua, NH Suzanne.vail@leg.state.nh.us	An Elected Official	Hillsborough County 30	Oppose	No	No	1/10/2022 11:17 AM
Cicerchi, Renee	Strafford, NH rcicerchi@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/10/2022 11:30 AM
Lasky, Bette	Nashua, NH brl1647@aol.com	A Member of the Public	Myself	Oppose	No	No	1/10/2022 12:24 PM
kwasnik, joseph	Concord, NH jkwasnik25@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/10/2022 12:45 PM
Currier, Dorothy	Concord, NH dorocurr@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/10/2022 1:06 PM

Howland, Curtis	Manchester, NH howland@priss.com	A Member of the Public	Myself	Support	No	No	1/10/2022 1:34 PM
Cote, Lois	Manchester, NH lcote06@outlook.com	A Member of the Public	Myself	Oppose	No	No	1/10/2022 3:38 PM
Lenz, Elaine	Meriden, NH eglenz@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/10/2022 4:23 PM
Reeves, Rene	Peterborough, NH renerreeves@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/10/2022 6:00 PM
GRIER, CYBELE	rye, NH cybelegrier@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/10/2022 6:05 PM
Moore, Susan	Franconia, NH susan.moore.franconia@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/10/2022 9:03 PM
Hakken-Phillips, Mary	Hanover, NH Mhp4nhrep@gmail.com	An Elected Official	Myself	Oppose	No	No	1/10/2022 9:41 PM
Foster, Deb	Dunbarton, NH debhfooster@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/10/2022 9:50 PM
Rich, Cecilia	Somersworth, NH cecilia.rich@leg.state.nh.us	An Elected Official	Myself	Oppose	No	No	1/11/2022 2:04 AM
Hamer, Heidi	Manchester, NH heidi.hamer@leg.state.nh.us	An Elected Official	Myself	Oppose	No	No	1/11/2022 7:48 AM
Stevens, Scott	Nashua, NH coachsmstevens@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 7:58 AM
Senier, Siobhan	Epping, NH siobhansenier2020@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 8:19 AM
Lewis, Elizabeth	Nashua, NH ecop.lewis@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 9:33 AM
Love, Rep.David	Derry, NH davidlove4rep@gmail.com	An Elected Official	Rockingham 6	Oppose	No	No	1/11/2022 10:23 AM
Bouchard, Donald	MANCHESTER, NH donaldjbouchard@gmail.com	An Elected Official	Myself	Oppose	No	No	1/11/2022 11:00 AM
Moccia, Lianne	LEBANON, NH lianne.moccia@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 11:11 AM
Gould, Rep. Linda	Bedford, NH lgouldr@myfairpoint.net	An Elected Official	Myself	Support	No	No	1/11/2022 11:33 AM
Oxenham, Lee	Plainfield, NH leeoxenham@comcast.net	An Elected Official	Myself	Oppose	No	No	1/11/2022 11:43 AM


Weston, Joyce	Plymouth, NH jweston14@roadrunner.com	An Elected Official	Myself	Oppose	No	No	1/11/2022 1:06 PM
Brickett, Jane	Lancaster, NH silofarm@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 1:31 PM
Weiner, Stephanie	Lancaster, NH sjweiner03@hotmail.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 1:33 PM
Coon, Kate	Peterborough, NH kate2coon@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 1:47 PM
Siegart, Diane	Thornton, NH dsiegart@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/11/2022 2:01 PM
Tucker, Katherine	Wilmot, NH katherine.s.tucker@valley.net	A Member of the Public	Myself	Oppose	No	No	1/11/2022 2:24 PM
Greene, Bob	Hudson, NH Bob.Greene@leg.state.nh.us	An Elected Official	Myself	Support	No	No	1/11/2022 2:36 PM
mayotte, marie	Nashua, NH marie@redbrickclothing.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 2:57 PM
Mayotte, Gerald	Nashua, NH jerry@redbrickclothing.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 2:58 PM
Butman, Sue	Concord, NH suesbook@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/11/2022 3:04 PM
Rodriguez, Giselle	Nashua, NH Gisrodz@gmail.com	A Member of the Public	Myself - Giselle Rodriguez	Support	No	No	1/11/2022 3:11 PM
Telerski, Laura	Nashua, NH Laura.Telerski@Leg.State.NH.US	An Elected Official	Hillsborough 35	Oppose	No	No	1/11/2022 3:30 PM
Jette, Ernest	Nashua, NH JetteE@NashuaNH.gov	An Elected Official	Myself	Oppose	No	No	1/11/2022 3:56 PM
Kurk, Neal	Weare, NH hiho_hiho@gmx.com	A Member of the Public	Myself	Support	No	No	1/11/2022 3:59 PM
Grossi, Anne	Bedford, NH adgrossi7982@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 4:11 PM
Staub, Kathy	MANCHESTER, NH kstaub@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/11/2022 4:37 PM
Schatzl, Richard	Merrimack, NH rschatzl@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 4:53 PM
MacDonald, Elise	Nashua, NH elise.m2@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 7:23 PM

Hansberry, Bonita	Nashua, NH bhansberry@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 8:03 PM
Merchant, Rep. Gary	Claremont, NH gary.merchant@leg.state.nh.us	An Elected Official	Myself	Oppose	No	No	1/11/2022 8:46 PM
Vogt, Alex	Bedford, NH alexvogt1953@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 9:36 PM
Cecchetti, Richard	STRAFFORD, NH rcecc@aol.com	A Member of the Public	Myself	Oppose	No	No	1/11/2022 9:54 PM
Petrusewicz, Carol	Rochester, NH Clmcc2befree@yahoo.com	A Member of the Public	Myself	Support	No	No	1/11/2022 10:03 PM
Gaudette, Marc	Nashua, NH Omgaud@hotmail.com	A Member of the Public	Myself	Support	No	No	1/11/2022 11:35 PM
Scaer, Beth	Nashua, NH bscaer@gmail.com	A Member of the Public	Myself	Support	No	No	1/12/2022 8:22 AM
Honorow, Helen	Nashua, NH hhonorow@barrylawoffice.om	A Member of the Public	Myself	Oppose	No	No	1/12/2022 8:24 AM
Doherty, David	Pembroke, NH ddoherty0845@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 8:32 AM
loving, linda	Meredith, NH lovingl@lovingvolvo.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 10:06 AM
Cross MacDonald, Erika	Hollis, NH erika.cross.macdonald@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 10:06 AM
loving, Richard	Meredith, NH Richl@lovingvolvo.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 10:08 AM
Bershtein, Alan	Nottingham, NH alan.bershtein@leg.state.nh.us	An Elected Official	Rockingham County, District 2 - Nottingham, Candia, Deerfield	Support	No	No	1/12/2022 11:00 AM
LaBonte, Stephen	Hudson, NH mvjct58@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 11:31 AM
Kfoury, Rick	Concord, NH rickkfoury51@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 11:46 AM
LeBlanc, Gary	Concord, NH Info@scenicrailriders.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 1:05 PM
Boutwell, Clay	Hopkinton, NH CBoutwell64@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/12/2022 1:36 PM
Nystrom, Frederic	Contoocook, NH fenystrom@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 1:38 PM

Smith, Jennifer	Pembroke, NH jaycmd7699@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 1:42 PM
Burr, Emily	Canterbury, NH revemilyburr@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 2:02 PM
Plummer, Andrew	Exeter, NH andrewp52000@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 3:32 PM
Cranage, Amy	Grantham, NH cranhan@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/12/2022 4:50 PM
Hodgkins, Russell	Amherst, NH hodgkins_russ@yahoo.com	A Member of the Public	Myself	Support	No	No	1/12/2022 4:51 PM
Dolkart, Vivian	Grantham, NH viviandolkart@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/12/2022 6:03 PM
McGurn, Paul	Derry, NH paul.mcgurn@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 6:39 PM
Dolkart, Kenneth	Grantham, NH kenneth.dolkart@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 7:33 PM
Dewey, Karen	NEWPORT, NH pkdewey@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/12/2022 7:37 PM
Toomey, Dan	Nashua, NH toomey.ward5@gmail.com	An Elected Official	Myself	Oppose	No	No	1/12/2022 8:15 PM
Cline, Drew	Concord, NH cline@jbartlett.org	A Member of the Public	Josiah Bartlett Center for Public Policy	Neutral	No	No	1/12/2022 9:05 PM
Woods, Renia	Bow, NH renia.woods1@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/12/2022 10:41 PM
Melvin, Daniel	Auburn, NH DanMelvin@verizon.net	A Member of the Public	Myself	Support	No	No	1/12/2022 11:14 PM
Chadwick, Ray	Bedford, NH rfchadwick@juno.com	A Member of the Public	Myself	Support	No	No	1/13/2022 2:15 AM
Perez, Maria	Milford, NH mariaeli63@gmail.com	An Elected Official	Myself	Oppose	No	No	1/13/2022 8:31 AM
Osborne, Jason	Auburn, NH houserepoffice@leg.state.nh.us	An Elected Official	Myself	Support	No	No	1/13/2022 8:41 AM
Buschbacher, Dan	MANCHESTER, NH dbuschbacher@gmail.com	A Member of the Public	Myself	Support	No	No	1/13/2022 9:54 AM
Blake, Jason	Manchester, NH Jbiz650@gmail.com	A Member of the Public	Myself	Support	No	No	1/13/2022 10:05 AM

arnold, irmgard	newmarket, NH kerr.arnold@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/13/2022 10:18 AM
arnold, william	newmarket, NH kerr.arnold@comcast.net	A Member of the Public	Myself	Oppose	No	No	1/13/2022 10:33 AM
Snow, Danielle	Hillsboro, NH dnllsnw@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/13/2022 11:24 AM
Schwartz, William	NASHUA, NH wschwartz59@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/13/2022 11:31 AM
Clendenning, Bruce	CONCORD, NH bruce.clendenning@tnc.org	A Lobbyist	The Nature Conservancy NH	Oppose	No	No	1/13/2022 12:15 PM
Gathright Sr, Jahmar	Nashua, NH gathrightjahmar@gmail.com	A Member of the Public	Myself	Oppose	No	No	1/13/2022 1:25 PM
Ahlberg, Ingrid	Newmarket, NH inkyjapan@yahoo.com	A Member of the Public	Myself	Oppose	No	No	1/13/2022 7:59 PM

Testimony

Archived: Thursday, January 20, 2022 9:30:35 AM
From: [Dick Lemieux](#)
Sent: Monday, January 17, 2022 5:15:03 PM
To: [~House Public Works and Highways](#)
Subject: Public comment relative to HB 1432 and HB 2022
Importance: Normal
Attachments:
[Dear Chairman Graham.pdf](#) 

Dear Chairman Graham:

I am retired from the Federal Highway Administration, following a 36½-year career as a highway engineer and transportation planning engineer. I was assigned to New Hampshire in 1985 and oversaw New Hampshire's statewide and regional transportation planning program for over 20 years, until my retirement in 2006. I also had the honor of serving as a Concord City Councilor from 2006 through 2009.

Currently, I hold the volunteer position of President of the Friends of the Merrimack River Greenway Trail and the appointed position of Chairman of the City of Concord's Transportation Policy Advisory Committee. My opinions may or may not represent the opinions of these organizations, other organizations I am affiliated with, or their members.

Please accept the attached testimony, relative to HB 1432 and HB 2022.

Thank you

Dick Lemieux
Concord

Archived: Thursday, January 20, 2022 9:30:36 AM
From: Alex Belenz
Sent: Saturday, January 15, 2022 10:12:58 AM
To: ~House Public Works and Highways
Cc: Meghan Butts
Subject: Re: HB 1482
Importance: Normal

Good morning members of House Public Works and Highways Committee,

I just recently learned about the introduction of HB 1432 related to state spending on passenger rail projects: <https://legiscan.com/NH/text/HB1432/2022>.

I understand the bill is aimed at canceling the Capital Corridor passenger rail project by prohibiting NHDOT from spending any state funds on passenger rail projects. My concern related to Sullivan County is that, as written, the text of the bill is sufficiently broad and vague such that it could affect the **existing** Amtrak passenger rail service into Claremont.

Specifically, section 1(a) of the bill includes a ban on state funding for “operation” and “management” of passenger rail projects, with no clarifying language to indicate if this refers to proposed projects, existing service, or both.

As a Regional Planning Commission, UVLSRPC plays a key role in stewarding the region’s transportation system, including identifying priority infrastructure projects for the *Ten-Year Plan*. Passenger rail service to Claremont is a key linkage in the multi-modal transportation network that serves Claremont, Sullivan County, and the broader region. I am concerned about the passage of any bill that could jeopardize this key regional service.


Best,
Alex

Alex Belenz
Planner



Upper Valley Lake Sunapee Regional Planning Commission
10 Water Street, Suite 225
Lebanon, NH 03766
p: 603.448.1680
e: abelenz@uvlsrpc.org
w: www.uvlsrpc.org
Learn more about UVLSRPC’s [Regional Corridor Transportation Plan](#)

The UVLSRPC office remains closed to visitors and staff may be working remotely. Please call or email and we will respond as soon as possible. Thank you.

Archived: Thursday, January 20, 2022 9:30:36 AM
From: [Telerski, Noah](#)
Sent: Thursday, January 13, 2022 3:51:12 PM
To: ~House Public Works and Highways
Subject: Mayor Donchess Opposition to HB 1432
Importance: Normal
Attachments:
[Mayor Donchess HB 1432 Opposition.pdf](#) 

Good afternoon,

Please find attached a letter from Nashua Mayor Jim Donchess in opposition to HB 1432.

Thank you,
Noah

Noah Telerski
Policy and Legislative Affairs Coordinator, Office of the Mayor
telerskin@nashuanh.gov | 603-589-3260
he/him

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast, a leader in email security and cyber resilience. Mimecast integrates email defenses with brand protection, security awareness training, web security, compliance and other essential capabilities. Mimecast helps protect large and small organizations from malicious activity, human error and technology failure; and to lead the movement toward building a more resilient world. To find out more, visit our website.

Archived: Thursday, January 20, 2022 9:30:36 AM
From: [Nic Simeone](#)
Sent: Thursday, January 13, 2022 10:58:40 AM
To: [~House Public Works and Highways](#)
Subject: HB 1432
Importance: Normal

Good morning to all New Hampshire representatives and to all whom this message may concern.

My name is Nicholas Simeone, I am a 26 year old New Hampshire native and am asking for you to reconsider defunding rail expansions in this state. It is absolutely understandable for our state government to not come to a solid conclusion on whether or not the rail expansion would be vital for the future of our great state. But to discontinue all funding entirely for any level of infrastructure seems to be taking things to extreme levels. Most of my peers have moved to the Boston and New York area due to the greater amounts of opportunities that those areas entail. It is my wish to see cities like Manchester and Nashua offer more job opportunities and more reasons for young hard workers to stay.

Here are some pros of the New Hampshire Capitol Corridor Project that I hope can, at the very least, counter the negative aspects that come with any large scale project.

1.) Safety - The leading cause of death amongst minors in the U.S is due to motor accidents at a total of 20%. 1 in 5 children who die will do so because of motor vehicles. This case is seen almost nowhere else in the developed 1st world, where the leading cause is almost always universally the same; diseases and cancers almost always followed by suicide. It is estimated that the commuter rail is 20-30 times safer than traveling in a car (this can fluctuate depending on long distance and city traveling). I have personally seen hundreds of devastating aftermath scenes of mangled cars and destroyed guard rails and have been involved in a high speed collision on the interstate myself. Using commuter trains instead of hundreds of thousands of cars will also help keep our area of the world greener by burning substantially fewer emissions into our air.

2.) Sets Southern New Hampshire for a smoother expansion - cities and towns throughout the area are slowly but surely expanding, as they have been for decades. This is obviously a pretty inevitable situation, and cities built along a good public transit system will grow easier and suffer far less in terms of congestion related issues. Allowing for people to easily access towns from Manchester to Boston would allow for Southern New Hampshire's economy to keep up with the rest of New England.

3.) Relieves Traffic North of Boston - Allowing an alternate passage would clear up traffic on the highway and reduce driving times for workers departing from Boston to Southern New Hampshire and Northern Mass. This would slow maintenance interval times as less drivers would be wearing down the roads, and this would allow for easier flexibility in terms of road closures, as less people would have to search for an alternate route.

4.) Allows for Higher Volume of Commuters - Many people can live in the New Hampshire area and could still find opportunities in the Boston Area without having to deal with congested highways. This works both ways, as hundreds of thousands of people who live in the Greater Boston Area are already reliant on public transit, and a connecting rail line would open up job opportunities as well as housing opportunities for people to work and live in New Hampshire. This would increase the tax revenue

throughout southern New Hampshire, and this in turn would be one of the essential ways to deal with maintenance costs in the future, without it affecting the NH taxpayer any more than it normally does.

I completely understand how costs should be greatly considered, as examining the costs is a vital aspect in making megaprojects become a reality. It is incredibly important to listen to viewpoints of opposing sides, and completely shutting down all future implications of an entire kind of infrastructure for the entirety of the state is not only unwise but also rather malicious from the outsiders' perspective. It sometimes seems as if people do not want to even look at the numbers and facts before putting their foot down after seeing start-up costs, regardless of how many times it would pay itself over through other ways in our economy. The vast majority of people who encourage a rail line do not discourage the use of cars. Cars will always be a part of modern life, but it has become abundantly clear that vehicles are not the only way forward, and we as a state and an entire nation must figure out how to start working together, rather than trying to completely shut each other down, and this commuter rail line is the perfect place to start.

If this project is completely dismissed, it will surely be reopened again in the near future. People will continue to fight for their travel opportunities, as many young individuals either refuse to be part of a car centric society or simply can not afford it. Doing expensive things that have short term negatives are always tough to do, but this is a project that is absolutely worth it.

We do not want to be in the same position in ten years wishing that we had started right now.

Thank you so much for your time

A concerned citizen

Nicholas Simeone

Archived: Thursday, January 20, 2022 9:30:36 AM
From: Laurie Ortolano
Sent: Thursday, January 13, 2022 10:10:41 AM
To: ~House Public Works and Highways
Subject: HB 1432
Importance: Normal

Dear Honorable Members of the Public Works and Highway Committee

My name is Laurie Ortolano and I live in Nashua. While my community would be a benefactor of this project, I am asking this honorable Board to vote for this cost control for funding this project.

This project will primarily benefit the cities of Concord, Manchester and Nashua and some surrounding towns. It appears that federal government assistance will be a small fraction of the total costs of this project which are estimated to be around \$500 million dollars.

I don't think the state and the City of Nashua can afford this project. This state and local government rely on property taxes as the primary source of government funding. Projects like these cannot be shouldered by the property owner. It is estimated that the federal government would provide about \$100 million towards this project. Simply not enough federal support.

Experience and history tell us that these costs are only estimates and these larger projects more often overrun their budgets substantially. Property owners and taxpayers cannot afford to fund these "estimates."

Please support HB 1432.

Sincerely,
Laurie Ortolano
41 Berkeley St
Nashua, NH 03064

Archived: Thursday, January 20, 2022 9:30:36 AM
From: dlaviano@derryfield.org
Sent: Thursday, January 13, 2022 9:51:49 AM
To: ~House Public Works and Highways
Subject: HB 1432
Importance: Normal

Dear Committee Members,

As Head of School for The Derryfield School in Manchester, I urge you to defeat HB 1432 as it is detrimental to NH's ability to be a competitor for younger families. At Derryfield, we have students from over 50 sending towns, including towns in MA. A passenger rail plan would enable more families to take advantage of NH's gems (like Derryfield) which would in turn attract them to relocating to NH. I hope you will vote no on HB 1432.

Regards,
Mary Halpin Carter

--
Mary Halpin Carter, Ph.D.
Head of School
The Derryfield School
2108 River Road
Manchester, NH 03104
(603) 669-4524
Pronouns: she/her/hers

Archived: Thursday, January 20, 2022 9:30:37 AM

From: [Rick Kfoury](#)

Sent: Thursday, January 13, 2022 8:41:23 AM

To: ~House Public Works and Highways

Subject: Testimony for HB 1432

Importance: Normal

Attachments:

[HB 1432 Testimony.docx](#) 

Members of the House,

Please find attached a written testimony opposing HB 1432.

Thank you,

--

Rick Kfoury

Archived: Thursday, January 20, 2022 9:30:37 AM

From: [MacLeod, Shannon](#)

Sent: Thursday, January 13, 2022 8:38:58 AM

To: [~House Public Works and Highways](#)

Subject: Mayor Joyce Craig Testimony HB1432

Importance: Normal

Attachments:

[Mayor Craig Letter of Opposition HB1432.pdf](#) 

Hello,


Mayor Craig's written testimony on HB1432, Prohibiting The Use of State Funds for New Passenger Rail Projects is attached.

Thank you,
Shannon

--

Shannon MacLeod
Policy Director, Office of the Mayor
w: (603) 624-6500
c: (978) 854-2387

The Right-To-Know Law (RSA 91-A) provides that most e-mail communications, to or from City employees and City volunteers regarding the business of the City of Manchester, are government records available to the public upon request. Therefore, this email communication may be subject to public disclosure.

Archived: Thursday, January 20, 2022 9:30:37 AM
From: [Wendy Hunt](#)
Sent: Thursday, January 13, 2022 8:03:18 AM
To: ~House Public Works and Highways
Subject: Greater Nashua and Manchester Chambers re: HB 1432
Importance: Normal
Attachments:
[GNCC.GMCC testimony on rail HB 1432 1.13.2022 hearing.pdf](#) 

Dear Committee members:

I plan to testify in person today. Here is a copy of my testimony from both myself and Mike Skelton.

Wendy Hunt, President & CEO
Greater Nashua Chamber of Commerce
60 Main Street, Suite 200
Nashua, NH 03060
603.881.8333
www.nashuachamber.com

Archived: Thursday, January 20, 2022 9:30:37 AM

From: John Madden

Sent: Thursday, January 13, 2022 5:13:51 AM

To: ~House Public Works and Highways

Cc: Wendy Hunt; Jay Minkarah; Brenda Collins

Subject: Statement in Opposition to HB 1432, Public Hearing, Thursday, January 13th, 2022

Importance: Normal

Attachments:

2021 01 13 MADDEN-JOHN-V Statement in Opposition to HB 1432.docx  2021 01 13
MADDEN-JOHN-V Statement in Opposition to HB 1432.pdf 

Lindsay Oestreich, Secretary to the Committee:

Attached is my written statement (in both WORD and PDF) in opposition to HB 1432, which is being considered by the House Public Works and Highway Committee today. I am unable to attend in person.

Please confirm that you have received this email and will provide the statement to the committee members.

Thank you.

--

John V. Madden, P.E., PLLC [NY]

23 Weymouth Court

Hudson, New Hampshire 03051

(H) jmadden2217@gmail.com

(C) 518-229-5773

Archived: Thursday, January 20, 2022 9:30:37 AM
From: Ray Chadwick
Sent: Thursday, January 13, 2022 2:45:11 AM
To: ~House Public Works and Highways
Cc: dmc2015@comcast.net; danmcguire@gmail.com
Subject: Granite State Taxpayers Supports HB 1432
Importance: Normal

Public Works and Highways Committee Members

My name is Ray Chadwick, Chairman of *Granite State Taxpayers (GST)*. Our Mission is to inform, educate and motivate New Hampshire taxpayers and to lobby the Legislature on their behalf. We advocate for low taxes, balanced budgets, frugal, limited government that works within its constitutional authority, and local control.

Granite State Taxpayers Supports HB 1432

This bill prohibits utilizing state funds for the planning, construction, operation, or management of new passenger rail projects.

The state Department of Transportation's 2014 final report on the Capitol Corridor project included multiple rail options.

For these options, the "final capital costs range from \$120.3-\$256.5 million, incremental Operating & Maintenance from \$4.1 to \$10.8 million,"

The DOT's report noted that federal funds would cover most of the capital costs, but that matching state funds of about 20 percent were generally expected, depending on the types of federal funds used. It also stated that operations and maintenance costs would be a state responsibility. To cover those costs, it recommended several new taxes and fees.

The DOT study showed that commuter rail will have little if any discernible impact (less than 1% reduction) on highway traffic congestion.

Travel times from Manchester to Boston by road and by rail were projected to be equal.

Typical commuter rail systems never recover their operating costs through fare revenue.

In summary, then, New Hampshire taxpayers would be required to subsidize the travel plans of the rail commuters.

Taxpayers throughout New Hampshire should not be expected to support the travel options for Manchester and Nashua.

To prevent them from paying that subsidy, *Granite State Taxpayers* Recommends a vote FOR HB 1432.

Thank you for your attention and for your commitment to the citizens of New Hampshire.

Ray Chadwick, Chairman
Granite State Taxpayers
101 Powder Hill Road
Bedford, NH 03110
1-603-566-9129
www.GraniteStateTaxpayers.org

Archived: Thursday, January 20, 2022 9:30:37 AM

From: [Tony Labranche](#)

Sent: Wednesday, January 12, 2022 11:03:30 PM

To: ~House Public Works and Highways

Subject: Testimony in Opposition to HB 1432

Importance: Normal

Attachments:

[HB 1432 Testimony.pdf](#) 

Hello Members of the Public Works and Highways Committee,

Attached is my testimony in opposition to HB 1432.

Best,

Representative Tony Labranche

Amherst, NH

State-Federal Relations and Veterans Affairs Committee

Archived: Thursday, January 20, 2022 9:30:37 AM

From: [Andrew Cline](#)

Sent: Wednesday, January 12, 2022 9:20:18 PM

To: ~House Public Works and Highways

Subject: NH House Remote Testify: 11:00 am - HB1432 in House Public Works and Highways

Importance: Normal

Greetings,

I registered to testify on HB 1432 but will not be at the meeting in person. My testimony is written only and is included below as information for the committee to weigh when considering the bill.

TESTIMONY:

The case for taxpayer-subsidized commuter rail from Manchester to Boston has grown weaker, not stronger, in the seven years since the state released its major study of the proposed Capitol Corridor project.

The New Hampshire Department of Transportation's December, 2014, [report on the Capitol Corridor project](#) projected that a commuter rail line from Manchester to Boston would attract 3,120 riders per weekday. It predicted also that demand for commuter rail would grow as highway traffic increased in the coming years.

In November of 2021, the department released an updated analysis of the Capital Corridor project. It projects a peak ridership of 2,866 passengers per weekday, which is an 8% decline from the 2014 report.

That 8% decline in ridership occurs even as the number of trips per day to Manchester doubled, going from 16 in the original report to 32 in the 2021 update.

Making matters worse, as ridership falls, costs rise.

The 2021 presentation noted that the price tag for the rail line would be higher than originally estimated due to inflation and the need for additional infrastructure beyond what was originally planned.

The 2014 report estimated \$246.5 million in capital costs, plus \$10.8 million in annual operating costs. Both of those costs are expected to be significantly higher.

Adjusted for inflation alone, the 2014 cost projections would come to \$292.7 million for capital expenditures and \$12.8 million for annual operating expenses.

In sum, if the Capitol Corridor project were to proceed, New Hampshire taxpayers would pay millions more dollars to transport thousands fewer people.

Where would the money come from? The DOT's 2021 analysis includes a breakdown of non-federal funding sources for other U.S. commuter rail operations. The largest sources of revenue are sales taxes.

The DOT projects that, if New Hampshire's commuter rail were funded in the same way other similar operations are funded, the largest source of non-federal revenue would be a "transit sales

tax” at 33%, followed by a “city/local sales tax” at 18%, a “state transportation tax” at 12%, “state other” contribution at 11%, and state “GO bonds” at 8%.

Without a sales tax, it is unclear how New Hampshire could possibly fund the construction and operation of a commuter rail line.

As the math for the Capitol Corridor project grows worse, viable alternatives to commuter rail are expected to enter the market within just a few years, possibly before any rail project could even break ground:

- At the Consumer Electronics Show in Las Vegas last week, automakers [announced aggressive timelines for the release of autonomous vehicles](#). General Motors announced it planned to make an autonomous vehicle available for the consumer market by the middle of this decade. Volvo announced that its autonomous driving system would be made available as soon as it clears safety reviews in California.
- Mobileye, an autonomous vehicle company owned by Intel, [announced](#) that it has teamed with China’s largest automaker to put an autonomous vehicle on the market in that country by 2024.
- Driverless taxis are already [in use in Phoenix, Ariz., and San Francisco](#). The company that developed them, Alphabet-owned Waymo, announced in late December that it will release a [self-driving car specifically for the ride sharing market](#), so you’ll be able to order a driverless car from Uber or Lyft.
- And, to demonstrate advancements in self-driving technology, companies are already [showing off autonomous race cars](#) that compete at speeds up to 175 miles per hour.

The automobile industry is at the beginning of an autonomous vehicle revolution. It’s a safe bet that by the time any Manchester-Boston commuter rail line is completed and operational, autonomous vehicles will be available on the consumer market.

Once the technology becomes advanced enough to allow large-scale consumer adoption, Granite Staters will have the option of taking a self-driving vehicle from their front door directly to the front door of a Boston office, restaurant, theater, ballpark or medical facility. This represents a tremendous advancement over rail, which requires obtaining transportation to a train station, taking the train along a fixed route to another station, then catching another form of transportation to one’s final destination.

Perhaps the ultimate advantage of autonomous vehicles is that they will be made available to consumers (including as taxis and ride share vehicles, and eventually vans and buses) without the expenditure of hundreds of millions of dollars to build a new transportation system and the annual expenditure of millions more to run it.

Self-driving vehicles offer all the commuting benefits of a passenger train — the ability to work, read, or relax on the trip, rather than drive — without the taxpayer expense. Once they become widely available, the already shrinking demand for commuter rail is likely to collapse.

Thank you for the opportunity to testify.

Sincerely,

Drew Cline
President
Josiah Bartlett Center for Public Policy
PO Box 897
Concord, NH 03302
(603) 715-0076

Archived: Thursday, January 20, 2022 9:30:37 AM
From: [THOMAS NOEL](#)
Sent: Wednesday, January 12, 2022 8:18:30 PM
To: [~House Public Works and Highways](#)
Subject: HB 1432
Importance: Normal

To the Committee -

I hope you will reject this bill because it will throw a monkey wrench into current advanced efforts to bring commuter rail to southern NH which is part of a large metro area centered on Boston. MA commuters have an extensive rail system as an alternative to taking the highway and NH commuters should have the same.

Thomas M. Noel
New Boston

Archived: Thursday, January 20, 2022 9:30:38 AM
From: Jon Miner
Sent: Wednesday, January 12, 2022 7:08:08 PM
To: ~House Public Works and Highways
Subject: Reject HB 1432
Importance: Normal

Please reject HB 1432.

Spend any time on New Hampshire highways and you can see that highway widening has not worked. Extra lanes soon fill up, and long term maintenance costs and snow removal costs continue to grow. New Hampshire needs railroads to solve this problem.

Connecting Concord to Boston would include such cities as Manchester and Nashua, as well as schools like UNH and SNHU, and the MHT airport. Future expansion could include shopping like the Tilton outlets, Laconia, Plymouth, PSU, and the White Mountains region. This would provide an important transportation link for freight and passengers alike.

It's imperative that New Hampshire rejects attempts like HB 1432 to restrict how we move the State forward.

Jonathan Miner
Epsom, NH

Archived: Thursday, January 20, 2022 9:30:38 AM
From: [Charlie Matthews](#)
Sent: Wednesday, January 12, 2022 4:47:42 PM
To: [~House Public Works and Highways](#)
Subject: Related to HB 1432
Importance: Normal

["Maine Loves Its Train. Can Other States Follow in Its Tracks?"](#) Governing.com, Dec. 13, 2021.

Charles Matthews
Amherst, NH

Archived: Thursday, January 20, 2022 9:30:38 AM
From: [Charlie Matthews](#)
Sent: Wednesday, January 12, 2022 4:27:37 PM
To: [~House Public Works and Highways](#)
Subject: HB 1432
Importance: Normal

I want to express strong opposition to HB 1432 "Prohibiting the use of state funds for new passenger rail projects" as short-sighted legislation that ultimately will not serve the best interests of our state.

The Manchester-Nashua Metropolitan Statistical Area is the largest in the northeast without dedicated passenger rail service. Significant amount of time and money has already been invested in bringing this project to fruition, with the mayors and Chambers of Commerce of both Nashua and Manchester recognizing the economic and environmental benefits of a passenger rail link to Boston.

New Hampshire is the fastest growing state in the northeast according to US Census Bureau 2021 estimates, and the only northeast state without an intermodal transportation system (save for Amtrak service to Maine and Vermont). We will not be able to continue to "I-93 widen" our way to accomodate future growth. Commuter and light rail systems are on the rise throughout the country (see https://en.wikipedia.org/wiki/List_of_rail_transit_systems_in_the_United_States for an incomplete list). The need for the Capital Corridor will not go away.

Sincerely,
Charles Matthews
27 Pendleton Farms Lane
Amherst, NH 03031
603-213-6587

Archived: Thursday, January 20, 2022 9:30:38 AM
From: ed@pizzutogroup.com
Sent: Wednesday, January 12, 2022 1:47:11 PM
To: ~House Public Works and Highways
Subject: Reject HB 1432
Importance: Normal

As a reminder, the 2015 NH Capitol Corridor Study detailed that 668,000 weekday riders would result in the following economic benefits:

- 5,600 permanent jobs
- 3,400 construction jobs to build the real estate development triggered by rail
- 1,700 new jobs every year beginning in 2030
- 3,600 residential units to support new workers
- 1.9 million square feet of commercial real estate as a by-product of rail expansion
- \$750 million in real estate investment from 2021-2030
- \$220 million in reinvested worker earnings added to the economy beyond 2020

This rail link would provide a vital service to those in Sothern New Hampshire and would help with congestion on both 3 and 93.

Thank You,

Edward Pizzuto
Londonderry, NH

Archived: Thursday, January 20, 2022 9:30:38 AM
From: [Edward Pizzuto](#)
Sent: Wednesday, January 12, 2022 1:44:58 PM
To: [~House Public Works and Highways](#)
Subject: HB 1432 should be rejected
Importance: Normal

A rail connection to Boston is vital to the State of New Hampshire. the 2015 NH Capitol Corridor Study detailed that 668,000 weekday riders would result in the following economic benefits:

- 5,600 permanent jobs
- 3,400 construction jobs to build the real estate development triggered by rail
- 1,700 new jobs every year beginning in 2030
- 3,600 residential units to support new workers
- 1.9 million square feet of commercial real estate as a by-product of rail expansion
- \$750 million in real estate investment from 2021-2030

Additionally, by providing an easy link to travelers from Mass, it would help re-establish Manchester Regional Airport as a leading airport in New England and help bring additional flights to the airport.

Please reject HB 1432

Thank You,

Ed Pizzuto
Londonderry, NH

Archived: Thursday, January 20, 2022 9:30:38 AM
From: [Sarah Merrigan](#)
Sent: Wednesday, January 12, 2022 9:52:23 AM
To: [~House Public Works and Highways](#)
Subject: Vote No on HB 1432
Importance: Normal

I am writing to urge you to vote no on HB 1432. Passenger rail has the potential to bring real economic benefits to our state.

Thank you,
Sarah

--

Sarah Merrigan, LCSW
Co-Chair, NASW NH Children's Issues Committee
NASW NH Board Member-at-Large
Pronouns: she/her/hers

Archived: Thursday, January 20, 2022 9:30:38 AM

From: Terry

Sent: Tuesday, January 11, 2022 10:11:15 PM

To: ~House Public Works and Highways

Subject: HB 1432

Importance: Normal

Don't use NH funds for this. NO.

The feds should be paying for this - it's an interstate project.

DOT wants to raise my property tax for it?!! NO! I'm not even going to use it and how many in my central NH town of 2,000 will? Why should our incomes and lifestyles be raided - whether we use it or not??

We have a supply and demand economy - let the fares return to the USG to reimburse them.

Terry Cox

Webster

Archived: Thursday, January 20, 2022 9:30:38 AM
From: krfarm@myfairpoint.net
Sent: Tuesday, January 11, 2022 9:36:58 PM
To: ~House Public Works and Highways
Subject: HB 1432
Importance: Normal

Please vote OTP on HB 1432 . This project is a big hole to pour money into and will never pay for itself .

Thanks for your consideration , Hon. John O'Day

Archived: Thursday, January 20, 2022 9:30:38 AM

From: m.moore.nh

Sent: Tuesday, January 11, 2022 5:52:36 PM

To: ~House Public Works and Highways

Subject: HOUSE BILL 1432

Importance: Normal

To Members of the House Public Works and Highways

I strongly believe that New Hampshire does not need the public rail service suggested by proponents of the "Nashua-Manchester-Concord, project number 40818, in the 2019-2028 Ten Year Transportation Improvement Plan" for reasons too numerous to mention here. Please pass the HOUSE BILL 1432 so that New Hampshire residents are not burdened with this commuter rail boondoggle.

Best regards,

Michael Moore
Resident Enfield NH

Sent with [ProtonMail](#) Secure Email.

Archived: Thursday, January 20, 2022 9:35:04 AM
From: [Rachel Anderson](#)
Sent: Wednesday, January 12, 2022 1:50:56 PM
To: [~House Public Works and Highways](#)
Subject: HB1432
Importance: Normal

Dear Committee,

I'm writing to tell you this bill prohibiting funds for public rail transportation is ill-timed and backwards thinking.

A large percentage of New Hampshire residents support a vibrant, multi-modal public transportation system. Our aging Seniors, millennials and commuters all want and need transportation options, This public transportation need cannot be met solely by buses, especially for families, handicapped or commuters.

The NH Capitol Corridor study has many details of economic advantages that hundreds of thousands of weekday riders will create.

Thousands of jobs, permanent and construction work for many years during expansion.

Real Estate Investment

Commercial Real Estate projects

Reinvested earnings back into the economy

Now is the time to invest in public passenger rail. The coming inflation, gas prices increasing to who knows how high, lessening the congestion in our cities such as Nashua and the desire of NH residents all point to transportation alternatives.

Sincerely,

Rachel Anderson

Nottingham

Archived: Thursday, January 20, 2022 9:35:04 AM

From: wschwartz59@gmail.com

Sent: Thursday, January 13, 2022 3:29:33 PM

To: ~House Public Works and Highways

Subject: NH House Remote Testify: 11:00 am - HB1432 in House Public Works and Highways

Importance: Normal

I am a resident of Nashua and a transportation planner (consultant) with 40 years of experience working in this region. I strongly encourage the committee to vote no on HB1432. This is not the right time to prevent the further evaluation of rail service in New Hampshire. The possibility of extending the Lowell Line north represents an enormous bargain for New Hampshire. It's the MBTA's equipment. The tracks exist and need to be upgraded. The economic benefits will be measurable. It will create new development. Eventually, it will take cars off of our highways. Please vote no on this bill.

Archived: Thursday, January 20, 2022 9:35:04 AM
From: wschwartz59@gmail.com
Sent: Thursday, January 13, 2022 3:32:03 PM
To: ~House Public Works and Highways
Subject: NH House Remote Testify: 11:00 am - HB1432 in House Public Works and Highways
Importance: Normal

Including my address this time
William L Schwartz, AICP
26 W Adelaide Ave
Nashua, NH 03064

From: wschwartz59@gmail.com <wschwartz59@gmail.com>
Sent: Thursday, January 13, 2022 3:29 PM
To: HousePublicWorksandHighways@leg.state.nh.us
Subject: NH House Remote Testify: 11:00 am - HB1432 in House Public Works and Highways

I am a resident of Nashua and a transportation planner (consultant) with 40 years of experience working in this region. I strongly encourage the committee to vote no on HB1432. This is not the right time to prevent the further evaluation of rail service in New Hampshire. The possibility of extending the Lowell Line north represents an enormous bargain for New Hampshire. It's the MBTA's equipment. The tracks exist and need to be upgraded. The economic benefits will be measurable. It will create new development. Eventually, it will take cars off of our highways. Please vote no on this bill.

Archived: Thursday, January 20, 2022 10:05:27 AM
From: jgcutler@netzero.net
Sent: Tuesday, January 11, 2022 5:28:28 PM
To: [~House Public Works and Highways](#)
Subject: Rail Funding
Importance: Normal

It's about time New Hampshire had passenger rail. The citizens need options to crowded highways and airports.

Top News - [Sponsored By Newser](#)

- [Lawmaker's Tweet About Wife Shoveling Snow Goes Viral](#)
- [In Europe, a Jarring Omicron Forecast](#)
- [Fauci Unloads on Rand Paul at Hearing](#)

Archived: Thursday, January 20, 2022 10:05:27 AM
From: [Jan Schmidt](#)
Sent: Wednesday, January 12, 2022 4:10:41 PM
To: ~House Public Works and Highways
Subject: HB1432 - ITL
Importance: Normal

Honored Members of the Committee,

This bill makes no sense, we support all our transportation methods! The RSA says we support rail!

Then goes on to say *provided, however, that no state funds shall be appropriated or expended for the planning, construction, operation, or management of passenger rail projects, including the project named Nashua-Manchester-Concord, project number 40818, in the 2019-2028 Ten Year Transportation Improvement Plan.*

I don't believe this was well thought out, and likely came from outside the state. Even the Governor knows business wants it, young smart people looking to move here want it. Our cities need it to keep moving forward - the economic engine of the state!

Please, ITL this,

Regards,
Representative Jan Schmidt
Proud Chair of the Nashua Delegation

At [Home: Tesha4@gmail.com](mailto:Tesha4@gmail.com)
11 Pope Circle, Nashua NH 03063
Hillsborough District 28, Ward 1 Nashua

In Concord: Jan.Schmidt@leg.state.nh.us
NH House of Representatives
Labor, Industrial, and Rehabilitative Services Committee
Room 307 Legislative Office Building



Archived: Thursday, January 20, 2022 10:05:27 AM

From: [Robert Moore](#)

Sent: Tuesday, January 11, 2022 5:06:46 PM

To: [~House Public Works and Highways](#)

Subject: Stop commuter rail taxes (HB 1432)

Importance: Normal

Dear Public Works and Highways Committee members,

Some misguided people think NH needs the old bankrupt MBTA to come here. Most do not. Those of us north of Manchester will be paying sales, income and other taxes to support something we can't use. Stop the commuter rail boondoggle before it creates a tax burden that NH residents will carry for the rest of their lives.

Regards,

Robert Moore
398 Plains Rd
Lisbon, NH 03585

Ralph Boehm

Hillsborough Dist. 20

Litchfield

A

HB 1432

Commuter Rail

In the early 90s I was on Judd Gregg's Railway commission. We studied bringing commuter rail to Nashua. We had many meetings and included representatives from the MBTA. After a year discussing and looking at the issues it was determined that commuter rail was not feasible. More so now.

It was determined that the tracks from Lowell up would have to be completely replaced and include turn off tracks. The existing track is 15mph freight and worse now as there is less train traffic. Not suitable for a fast train.

Of course, the initial cost of the trains, the upkeep, etc. Or is that coming from my other pocket, the one that pays Federal taxes?

The MBTA is paid for by the Massachusetts Sales Tax and property tax from most towns East of 495. Towns are assessed even though no rail goes through the town, this is to pay the subsidy that is needed as passengers of rail do not pay the cost. And we've heard that the MBTA is having financial problems.

Also, in the 90s commuter rail from Merrimack to Lowell was tried. It only lasted about a year, as there was very little usage.

The argument that all transportation is subsidized only goes so far. Yes, in our property taxes we pay for road plowing, improvements, etc. But that we can control by our vote. There will no way to say no to a state imposed subsidy TAX. We all use the roads, a very small minority will use the rail. And why should I pay to make it cheaper for someone to go to Massachusetts? And why should we make it easier for NH residents to work in Massachusetts? And in a pandemic, what better way to transmit it than in a train.

Instead of spending money on trains, the money should be spent on NH, making it more cost effective for businesses to move to NH so their workers don't have to commute.

30 years ago, there was a push for the Circumferential Highway, which was supposed to alleviate traffic in Nashua. Highway was planned to go through Hudson and then cross back over on the Litchfield Hudson Line. One of the main reasons for the highway was the train traffic in Nashua which stopped traffic for long periods of time between Hudson and Nashua and back. The train traffic is now nil, very little freight, which then was coal trains. The circumferential is no longer needed, traffic is lower and trains are less frequent..

Same thing will happen for rail if started. With a lot of remote work, there will be less need for the train, and even now road traffic is lower and will continue decrease.



B
HB 1432

Testimony on HB 1432, January 13, 2022

Good morning, Chairman Graham and Members of the House Public Works and Highways Committee:

My name is Wendy Hunt, President and CEO of the Greater Nashua Chamber of Commerce. I also speak on behalf of my colleague, Mike Skelton, President and CEO of the Greater Manchester Chamber of Commerce who was unable to be here in person to testify today.

I am here today to emphasize our continued support of rail expansion in New Hampshire. Collectively, our organizations represent more than 1400 businesses across Southern New Hampshire that employ tens of thousands of our state's residents and generate millions in economic activity. The Nashua-Manchester corridor also serves as the economic backbone of our entire state; as goes the economic output of our region, so goes the rest of New Hampshire. Therefore, economic growth along the Nashua-Manchester corridor is important to the overall growth of our entire state's economy.

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.

NH DOT's 2015 NH Capitol Corridor Rail & Transit Study, detailed that an estimated 668,000 weekday riders per year, would lead to the creation of 5,600 permanent jobs; 3,600 new residential units; 3,400 construction jobs would be created to build the real estate development generated by rail; 1,700 new jobs would be created *every year* due to the expansion of passenger rail beginning in 2030; 1.9 million square feet of commercial estate would be built as a byproduct of rail expansion; there would be \$750 million in real estate investment from 2021-2030; and \$220million would be in reinvested worker earnings added to the economy beyond 2020.

This same study also 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.

Fast forward to today and we are anxiously awaiting the results of a 2 and ½ year study or Project Development Phase (PDP) of railway expansion in New Hampshire being conducted by AECOM Technical Services Inc. of Manchester. With a price tag of \$5.4 million dollars, the PDP will not be completed until January of 2023—1 year from now.

Completing this PDP is crucial as it 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. When completed, this study will lay out the engineering, environmental, and financial plan of rail expansion in NH.

It is our position that HB1432 is clearly premature. It seems more appropriate for the legislature to wait until the PDP is completed. Then with all the facts, rail expansion could then

Fast forward to today and we are anxiously awaiting the results of a 2 and ½ year study or Project Development Phase (PDP) of railway expansion in New Hampshire being conducted by AECOM Technical Services Inc. of Manchester. With a price tag of \$5.4 million dollars, the PDP will not be completed until January of 2023—1 year from now.

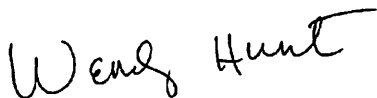
Completing this PDP is crucial as it will allow for a complete understanding of the costs and benefits of rail expansion and allow policymakers and the public to have the facts needed to consider this important economic opportunity for New Hampshire. When completed, this study will lay out the engineering, environmental, and financial plan of rail expansion in NH.

It is our position that HB1432 is clearly premature. It seems more appropriate for the legislature to wait until the PDP is completed. Then with all the facts, rail expansion could then be openly discussed and debated at the appropriate time.

Moreover, as written, HB1432 will *limit the ability of future legislators to provide* transportation options to the citizens of NH.

On behalf of the 1400 businesses and the tens of thousands of their employees that we represent, we ask that this committee recommend that HB 1432 be found “Inexpedient to Legislate.”

Thank you for your time and consideration.



Wendy Hunt, President & CEO
Greater Nashua Chamber of Commerce



Mike Skelton, President & CEO
Greater Manchester Chamber of Commerce



C
HB1432

January 13, 2022

Legislative Office Building
Public Works & Highways Committee
33 N. State Street
Concord, NH 03301

Chairman Graham and Members of the Committee:

My name is E.J. Powers and I am spokesman for the NH Business for Rail Expansion.

It's not often when you find an initiative that has the support of 75% of New Hampshire residents. It's rare when that support comes from a majority of residents from every political party, gender, age, education level, ideology and in every county of the state.

It's even more rare, when businesses both large and small – from coffee shops to construction companies and banks to biotech startups – led by the staunchest republicans and leftist-leaning liberals – that all agree and support a specific project.

Well, that initiative is the expansion of passenger rail from Boston to Nashua and Manchester, and those supporters, are your neighbors, friends, family members and your constituents.

They support this initiative because of the overwhelming economic development opportunity it will provide, which will supercharge NH's already booming economy and bring:

- 5,600 permanent jobs
- 3,400 construction jobs
- 1,700 new jobs every year beginning in 2030
- 3,600 residential units to support new workers
- 9 million square feet of commercial real estate as a by-product of rail expansion
- \$750 million in real estate investment
- \$220 million in reinvested worker earnings added to the economy

Rail expansion has received wide-ranging, bi-partisan support. In August 2018, Governor Sununu and the Governor's Advisory Commission on Intermodal Transportation (GACIT) included federal funding for Project Development in the state's Ten-Year Transportation Improvement Plan. Rail expansion was even also touted in the state's response to Amazon's HQ2 proposal.

Currently, the Project Development analysis phase is underway that is examining multiple aspects of the proposed Capitol Corridor Rail Expansion Project. This in-depth analysis is providing solid environmental, engineering and financial data to give you, our trusted elected officials, all the information you need to decide if New Hampshire should extend passenger rail from Boston to New Hampshire – with two stops in Nashua, and one at the Manchester-Boston Regional Airport and in downtown Manchester.



NH BUSINESS
for **RAIL EXPANSION**

As written, HB 1432 would eliminate all prospects for investing in rail, thwart the will of the overwhelming majority of New Hampshire citizens and squander a once-in-a-lifetime economic development opportunity for the state. It is an unnecessary, preemptive bill that isn't ready for prime time. It presumes that the state should invest zero dollars in an infrastructure project before and data is available for you to make an informed decision.

I urge you, on behalf of 75.5% of New Hampshire citizens and 110-plus bi-partisan, statewide businesses to reject HB 1432.

Sincerely,

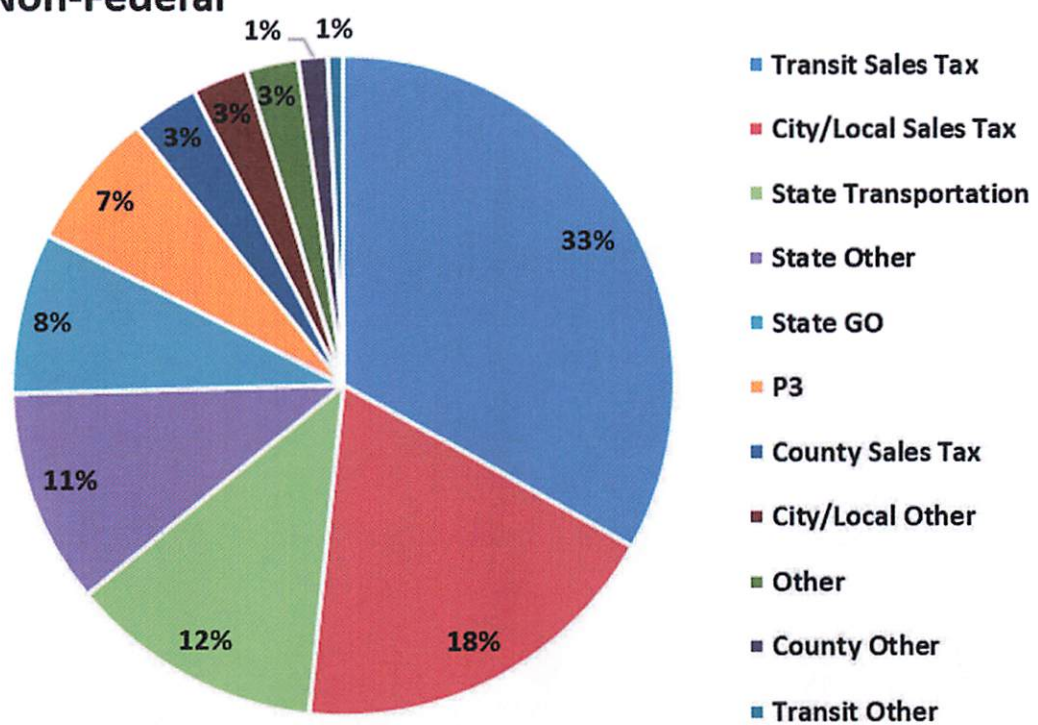
E.J. Powers
NH Business for Rail Expansion

E
HB1432

Non-Federal Funding Sources Applied for FTA Capital Investment Program Projects

35 Projects Reported to Congress in 2016

Non-Federal



Non-Federal Source	% of Total
Transit Sales Tax	26.97%
City Sales Tax	18.33%
State TTF	11.92%
Transit Sales Tax TIFIA Loan	6.10%
State GO Bonds	6.09%
Concessionaire	4.24%
State Avail Pymnts TIFIA Loan	3.83%
County Sales Tax	3.25%
Concessionaire Financing	2.56%
State Lottery	1.96%
State Prop 1B GO Bonds	1.78%
State Gen Fund	1.60%
State Gas Tax	1.50%
County Property Tax	0.87%
Local Agency	0.68%
State New Starts Match	0.55%
Employer-Paid Head Tax Bonds	0.52%
Transit Loan	0.47%
In-Kind	0.46%
State Mobility	0.45%
Private Equity	0.43%
City GO Bond & PAYGO	0.39%
State Reg Trans Improve Pgm	0.36%
State HSR Sales Tax	0.32%
County Gen Fund	0.32%
MPO & County	0.31%
County	0.28%
Local Bonds	0.25%

Non-Federal Source (Cont'd)	% of Total
State Trunkline Pgm	0.25%
Toll Revenue	0.24%
Lease Rev	0.23%
Local Sales Tax	0.19%
Donated ROW, Local Cash	0.18%
Transit Parking Tax	0.13%
Spec Assess Dist	0.11%
City Infra Funds	0.09%
Transit Sales Tax COPs	0.09%
Transit Gas & Sales Tax	0.08%
State Traffic Cong Relief Pgm	0.07%
City In-Kind	0.07%
City Land Sale	0.07%
City Cash and Land	0.06%
Transit Cash	0.04%
State Hwy Ops & Protect Pgm	0.04%
Dev Impact Fees	0.03%
State Prop 1A GO Bonds	0.03%
Downtown Dev Auth	0.03%
State DOT	0.03%
MPO	0.02%
State March	0.02%
State Reg Mob Grant	0.02%
State Loan	0.01%
State CMP Match	0.01%
State	0.01%
MPO Grant	0.00%
Local FAX Capital Match	0.00%

Nashua-Manchester (Capitol Corridor) Project Development Phase



D
HB1432

The case for commuter rail in N.H. got worse, not better, in the last seven years

FEATURED, TRANSPORTATION



The case for taxpayer-subsidized commuter rail from Manchester to Boston has grown weaker, not stronger, in the seven years since the state released its major study of the proposed Capitol Corridor project.

The New Hampshire Department of Transportation's December, 2014, report on the Capitol Corridor project projected that a commuter rail line from Manchester to Boston would attract 3,120 riders per weekday. It predicted also that demand for commuter rail would grow as highway traffic increased in the coming years.

In November of 2021, the department released an updated analysis of the Capital Corridor project. It projects a peak ridership of 2,866 passengers per weekday, which is an 8% decline from the 2014 report.

That 8% decline in ridership occurs even as the number of trips per day to Manchester doubled, going from 16 in the original report to 32 in the 2021 update.

Making matters worse, as ridership falls, costs rise.

The 2021 presentation noted that the price tag for the rail line would be higher than originally estimated due to inflation and the need for additional infrastructure beyond what was originally planned.

The 2014 report estimated \$246.5 million in capital costs, plus \$10.8 million in annual operating costs. Both of those costs are expected to be significantly higher.

Adjusted for inflation alone, the 2014 cost projections would come to \$292.7 million for capital expenditures and \$12.8 million for annual operating expenses.

In sum, if the Capitol Corridor project were to proceed, New Hampshire taxpayers would pay millions more dollars to transport thousands fewer people.

Where would the money come from? The DOT's 2021 analysis includes a breakdown of non-federal funding sources for other U.S. commuter rail operations. The largest sources of revenue are sales taxes.

The DOT projects that, if New Hampshire's commuter rail were funded in the same way other similar operations are funded, the largest source of non-federal revenue would be a "transit sales tax" at 33%, followed by a "city/local sales tax" at 18%, a "state transportation tax" at 12%, "state other" contribution at 11%, and state "GO bonds" at 8%.

Without a sales tax, it is unclear how New Hampshire could possibly fund the construction and operation of a commuter rail line.

As the math for the Capitol Corridor project grows worse, viable alternatives to commuter rail are expected to enter the market within just a few years, possibly before any rail project could even break ground:

- At the Consumer Electronics Show in Las Vegas last week, automakers announced aggressive timelines for the release of autonomous vehicles. General Motors announced it planned to make an autonomous vehicle available for the consumer market by the middle of this decade. Volvo announced that its autonomous driving system would be made available as soon as it clears safety reviews in California.
- Mobileye, an autonomous vehicle company owned by Intel, announced that it has teamed with China's largest automaker to put an autonomous vehicle on the market in that country by 2024.
- Driverless taxis are already in use in Phoenix, Ariz., and San Francisco. The company that developed them, Alphabet-owned Waymo, announced in late December that it will release a self-driving car specifically for the ride sharing market, so you'll be able to order a driverless car from Uber or Lyft.
- And, to demonstrate advancements in self-driving technology, companies are already showing off autonomous race cars that compete at speeds up to 175 miles per hour.

The automobile industry is at the beginning of an autonomous vehicle revolution. It's a safe bet that by the time any Manchester-Boston commuter rail line is completed and operational, autonomous vehicles will be available on the consumer market.

Once the technology becomes advanced enough to allow large-scale consumer adoption, Granite Staters will have the option of taking a self-driving vehicle from their front door directly to the front door of a Boston office, restaurant, theater, ballpark or medical facility. This represents a tremendous advancement over rail, which requires obtaining transportation to a train station, taking the train along a fixed route to another station, then catching another form of transportation to one's final destination.

Perhaps the ultimate advantage of autonomous vehicles is that they will be made available to consumers (including as taxis and ride share vehicles, and eventually vans and buses) without the expenditure of hundreds of millions of dollars to build a new transportation system and the annual expenditure of millions more to run it.

Self-driving vehicles offer all the commuting benefits of a passenger train — the ability to work, read, or relax on the trip, rather than drive — without the taxpayer expense. Once they become widely available, the already shrinking demand for commuter rail is likely to collapse.

From an investment standpoint, it makes no sense at this moment in history to spend hundreds of millions of dollars to build and operate an increasingly obsolete, 19th-century mode of passenger transport.

JANUARY 12, 2022

BY ANDREW CLINE



CITY OF MANCHESTER

Joyce Craig

Mayor

January 13, 2022

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

RE: HB 1432

Dear Chairman Graham & Members of the Committee,

Coming before your committee today is HB1432, Prohibiting The Use of State Funds for New Passenger Rail Projects. I urge the House Committee on Public Works and Highways recommend this bill as “Inexpedient to Legislate” to the full House.

The momentum behind bringing passenger rail to Southern New Hampshire continues to grow, with the passage of the bi-partisan Infrastructure Investment and Jobs Act, and New Hampshire cannot afford to be left behind by this historic federal investment in transit.

The City of Manchester is ready to be a partner to ensure that we bring rail to our region. In partnership with the New Hampshire Department of Transportation through the Capitol Corridor Rail Project, the Board of Mayor and Aldermen have approved a site for a potential rail station in downtown Manchester. And with the Southern New Hampshire Planning Commission, the City of Manchester completed a Transit Oriented Development (TOD) Plan to guide development efforts for the South End of Elm Street in downtown Manchester. This plan would support a centralized train station in downtown Manchester and spur retail, jobs, and housing growth and create pedestrian and bicycle infrastructure, and provide convenient additional public transit services for residents and workers.

In Manchester, major technology and innovation employers are located within the area of the potential station, and rail service would help support the long-term economic growth of these industries by attracting professionals, visitors and new companies to the region. Improved transportation options are necessary to make southern New Hampshire an even more desirable place to live, work, play and grow a business.

I urge you support New Hampshire businesses and residents and recommend HB1432 as “Inexpedient to Legislate” to the full House.

Sincerely,

Joyce Craig
Mayor

Jim Donchess

Mayor • City of Nashua

January 13, 2021

House Public Works and Highways Committee
New Hampshire Statehouse
107 N. Main Street
Concord, NH 03301

RE: House Bill 1432

Mr. Chairman and Members of the Committee,

As the Mayor of the City of Nashua, I am writing to you in opposition to House Bill 1432. This bill's aim to prohibit the use of State funds for new passenger rail projects is short-sighted and directly and negatively impacts Nashua.

This legislation specifically names the Nashua-Manchester-Concord rail line as a project that would be excluded from being funded if this legislation passes. This is despite the fact that this project is identified in the current Ten Year Transportation Improvement Plan. The State has already recognized the importance of this project by including it in its long-term plans, but passage of this bill would mean that the currently ongoing engineering and design phase of the project would come to a screeching halt.

This project is a major part of New Hampshire's future growth and development. Connecting our State with the Greater Boston area opens up a wide array of economic opportunities for New Hampshire businesses to attract new workers and customers, reduce the emission of greenhouse gasses by riders by taking cars off the roads, and increases transportation equity by opening opportunities for people without cars to access the educational, medical, and cultural resources of Boston.

These benefits will not only be seen by Nashua, or Manchester, or Concord, but all of Southern New Hampshire. Passenger rail stations in Nashua will be connected to the Nashua Transit System, which serves and connects with riders in surrounding communities. The train will be an important piece in creating an accessible, multi-modal transit network across Southern New Hampshire that connects people with the places they need and want to go to.

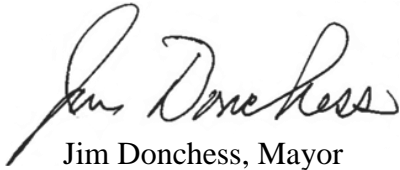
I would urge you to give this bill a recommendation of Inexpedient to Legislate. The Capitol Corridor project is already in its design phase, and the track is already there. The State has already identified this project as a priority by including it in its 10 year plan. And perhaps most importantly, the people want the train and the access and opportunities that come with it.

Jim Donchess

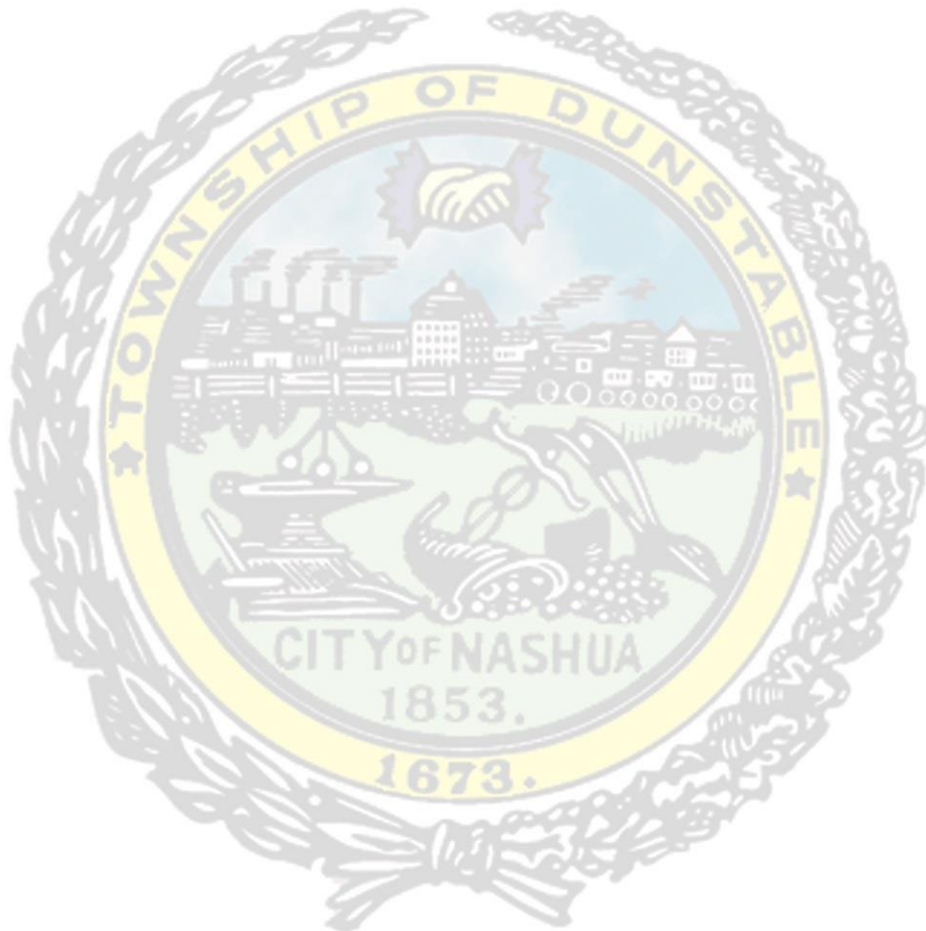
Mayor • City of Nashua

Thank you for your consideration.

Sincerely,



Jim Donchess, Mayor
City of Nashua



Archived: Thursday, January 20, 2022 9:36:32 AM
From: Kelly MacDonald
Sent: Wednesday, January 12, 2022 8:29:14 PM
To: ~House Public Works and Highways
Subject: NB1432
Importance: Normal

Good Evening,

As an active voter and resident of Bedford, NH I am concerned about the initiative to bring a commuter rail system to NH with the intent of connecting it to the MBTA system. Planning is everything. The current MBTA system is inefficient and not up to par with the 21st century by any stretch. In order to answer the Climate Change these types of initiatives are looked at as a means to prop up candidates resumes versus long term viability and actual retarding of Global Warming. Neither of these concerns will be addressed by connecting the MBTA with NH. Please, do not allow this to rampage the NH communities through taxes for all that benefit a few. I would also add that the outside company that our town hired to determine our needs for other projects discovered that over 80% of our workers travel in numerous directions for their employment. This negates the need for a commuter rail that is one directional.

Thank you,
Kelly MacDonald

Statement in Opposition to HB 1432

Public Hearing, Thursday, January 13th, 2022

I am providing this written statement in opposition to HB 1432, which is being considered by the House Public Works and Highway Committee.

This bill is ill-advised and may be in violation of the Federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA), the Infrastructure Investment and Jobs Act (IIJA) [which was signed into law November 16, 2021], and US DOT regulations. It singles out one mode, passenger rail transportation, to prohibit its funding. This bill further singles out the specific on-going Project Development Phase of the Capital Corridor Rail Project (Project 40818) to be defunded.

The Project Development Phase, to be completed in late 2022 or early 2023, will provide the Legislature with detailed information concerning:

- The service to be provided (estimated 36 trains per day between Manchester and Boston);
- The specific engineering estimates for the track & signal rehabilitation;
- The specific engineering estimates for the four passenger stations (Manchester, Bedford/Manchester-Boston Regional Airport, Nashua Crown Street, & South Nashua);
- The completion of the environmental work; and
- A proposed financial plan for funding the construction and operation of the service.

HB 1432 would prohibit a future legislature from deciding to move forward, or not, with construction and operation of the Capital Corridor Rail Service, ***based upon the known costs and benefits of the service at that future time.***

For those who live north of Manchester, remember that the State-subsidized inter-city bus service to Boston (which is in the same highway traffic as people driving to Boston) could be revised by the State to include stops at the four passenger stations for connections with commuter rail to Boston; this would also include intercity bus connections to the Bedford/MHT airport passenger station. This station would encourage more air carriers to provide service to MHT, as it will provide a connection to the national passenger rail network.

For the cities of Manchester and Nashua, national studies have shown that there is increased commercial and residential development around passenger rail stations. In Nashua, for example, think of the redevelopment of parts of the under-utilized Pheasant Lane Mall into new commercial and residential development near the South Nashua passenger station, which will increase the City's tax base. There are also acres and acres of parking there for commuters into Boston!

For those who think that commuter rail transportation is no longer needed because of work-at-home during COVID-19, think again. Commuter rail has changed, not been eliminated. Prior to COVID, commuter rail had two peaks, the morning and evening rush hours, with smaller service levels in between. Now, the morning and evening peaks are lower and there is more service throughout the day. There is also more reverse commuting (think Massachusetts residents commuting by rail to the tech firms in Manchester) and more leisure travel on the weekends. The MBTA, who will provide the Capital

Corridor Passenger Service, has already reached 54% of their pre-COVID passenger count on their Commuter Rail network.

In my own town of Hudson, studies have shown that about 33% of Hudson residents work in Massachusetts (Nashua Regional Planning Commission). Instead of a long and frustrating slog in traffic to Boston, taking commuter rail would help reduce traffic congestion, reduce air pollution, and allow a Hudson resident to return home rested and able to participate in more family and community activities.

In conclusion, this bill is ill-advised and the Committee should vote it down as Inexpedient to Legislate (ITL).

Respectively submitted,

John V Madden, BS Industrial Engineering, MS in Transportation, Master in Regional Planning
Registered Professional Engineer [NY]

Member, Railroad Passengers Association (formerly National Association of Rail Passengers-NARP)
Member & Past Chair, Locomotive Work Group, Technical Subcommittee, Next Generation Equipment Committee

Member, Transportation Research Board Commuter Rail Systems Subcommittee [AP065(4)]

Member, TRB Passenger Equipment and System Integration Committee [AR020]

Project Team Leader, NYS Department of Transportation, Freight & Passenger Rail Bureau (Retired)

Senior Industrial Engineer & Quality Assurance Manager, Consolidated Rail Corporation (Retired)

Lieutenant Colonel, US Army Transportation Corps (Retired)



Testimony on HB 1432, January 13, 2022

Good morning, Chairman Graham and Members of the House Public Works and Highways Committee:

My name is Wendy Hunt, President and CEO of the Greater Nashua Chamber of Commerce. I also speak on behalf of my colleague, Mike Skelton, President and CEO of the Greater Manchester Chamber of Commerce who was unable to be here in person to testify today.

I am here today to emphasize our continued support of rail expansion in New Hampshire. Collectively, our organizations represent more than 1400 businesses across Southern New Hampshire that employ tens of thousands of our state's residents and generate millions in economic activity. The Nashua-Manchester corridor also serves as the economic backbone of our entire state; as goes the economic output of our region, so goes the rest of New Hampshire. Therefore, economic growth along the Nashua-Manchester corridor is important to the overall growth of our entire state's economy.

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.

NH DOT's 2015 NH Capitol Corridor Rail & Transit Study, detailed that an estimated 668,000 weekday riders per year, would lead to the creation of 5,600 permanent jobs; 3,600 new residential units; 3,400 construction jobs would be created to build the real estate development generated by rail; 1,700 new jobs would be created *every year* due to the expansion of passenger rail beginning in 2030; 1.9 million square feet of commercial estate would be built as a byproduct of rail expansion; there would be \$750 million in real estate investment from 2021-2030; and \$220million would be in reinvested worker earnings added to the economy beyond 2020.

This same study also 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.

Fast forward to today and we are anxiously awaiting the results of a 2 and ½ year study or Project Development Phase (PDP) of railway expansion in New Hampshire being conducted by AECOM Technical Services Inc. of Manchester. With a price tag of \$5.4 million dollars, the PDP will not be completed until January of 2023—1 year from now.

Completing this PDP is crucial as it 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. When completed, this study will lay out the engineering, environmental, and financial plan of rail expansion in NH.

It is our position that HB1432 is clearly premature. It seems more appropriate for the legislature to wait until the PDP is completed. Then with all the facts, rail expansion could then be openly discussed and debated at the appropriate time.

Moreover, as written, HB1432 will *limit the ability of future legislators* to provide transportation options to the citizens of NH.

On behalf of the 1400 businesses and the tens of thousands of their employees that we represent, we ask that this committee recommend that HB 1432 be found “Inexpedient to Legislate.”

Thank you for your time and consideration.



Wendy Hunt, President & CEO
Greater Nashua Chamber of Commerce



Mike Skelton, President & CEO
Greater Manchester Chamber of Commerce

Dear Members of the House,

On Friday, June 30, 1967, a single Boston & Maine Railroad Budd RDC car departed Concord station southbound for Boston for the final time. Before the train left, a photographer for the Manchester Union Leader snapped a photo of commuter Paul Delamater of North Weare. Delamater, aggravated that New Hampshire had not done enough to ensure commuter rail's survival in his state, held aloft a banner in his extended arms: "There'll be mistakes in future elections but – not the same kind".

Since then, the matter of commuter rail resumption has been lost in the pendulum swing of debate between differing interest groups on both sides of the spectrum. Facts, statistics, studies and even animosity has been passed back and forth ad nauseum. Left out of the debate, for the most part, has been the public of New Hampshire who would benefit most from expanded rail public transportation. Lost in the misinformation and debacle are the true advantages that railroads can offer New Hampshire.

According to several polls a proven majority of the public, backed by business and civic leaders along with investors and opportunities, have come to an agreement: passenger rail access is a vital key to New Hampshire's development and propagation as a player now and in the future. Manchester's recent long-term city plan has highlighted commuter rail as a cornerstone of the city's future development. Nashua, with its proximity and growing residential and commercial options, has been a champion for decades. The upgrading of infrastructure would set the stage for an expansion of rail freight opportunities as well.

As a reminder, the 2015 NH Capitol Corridor Study detailed that 668,000 weekday riders would result in the following economic benefits: 5,600 permanent jobs, 3,400 construction jobs to build the real estate development triggered by rail, 1,700 new jobs every year beginning in 2030, 3,600 residential units to support new workers, 1.9 million square feet of commercial real estate as a by-product of rail expansion, \$750 million in real estate investment from 2021-2030, \$220 million in reinvested worker earnings added to the economy beyond 2020.

Despite the political baggage associated with it, public rail transportation here is not a political issue. There are those who argue that due to a Cold War-era overreliance on highway transportation, trains are an outmoded, “19th century” form of transportation. As a choice, we have put all our eggs into one basket – but that does not mean the other basket is not capable of handling some of the weight. Nothing could be further from the truth in the modern era. We benefit greatly from rail-based tourism in our state, but aside from the fringes of the state, not from passenger rail. As it is in other countries, and elsewhere in the United States, rail-based transportation has seen a development revival to become an essential, green part of civic development, talent acquisition, economic activity, and market value. With gas at a premium and climate crisis in the news at an alarming rate, it is time our people had options other than a sole reliance on highway travel. The cost will outweigh the benefits that this state has missed out on and will continue to sow for decades to come.

Now, with a badly needed infrastructure program on the way from the federal government, the timing is finally right for New Hampshire to rekindle its rail advantage. I, and many like myself, urge you as a steward of New Hampshire’s future to expend every possible resource – mental, financial, and logistical – to support the projects currently determining the

cost and engineering needed for commuter rail in the state of New Hampshire. The New Hampshire Department of Transportation's work with consultants on the Project Development Analysis of the NH Capitol Corridor project is well underway – and the initial findings are promising. Project Development is the blueprint that will give legislators hard data regarding rail expansion, including the financial model, engineering, and environmental analysis. Once the information has been gathered and the advantage is set in stone, we must pursue this opportunity tirelessly. Now is the right time to ensure that Mr. Delamater's envisioned mistake, made back in 1967 and many times, thereafter, is never again made here in the Granite State.

I would also like to point out that while this bill, HB 1432, is certainly aimed at the controversial commuter rail developments in the state, the language is not specific enough to separate it from other rail endeavors. "Prohibiting the department of transportation from utilizing state funds for the planning, construction, operation, or management of new passenger rail projects", could be easily interpreted in the future as also applying to other passenger rail developments. To exclude rail as a transportation mode from receiving state funds in relation to other forms of transportation is not a balanced policy. Furthermore, attempting to kill a project whose most extensive research study to date has not even been completed, including funding research, is premature, shortsighted, and unwise.

The bill states that “planning, developing, and maintaining a state transportation network which will provide for safe and convenient movement of people and goods throughout the state by means of a system of highways, **railroads**, air service, mass transit, and other practicable modes of transportation, in order to support state growth and economic development and

promote the general welfare of the citizens of the state”, yet then goes on to single out rail as the one mode of transportation excepted from that. This surely contradicts its original statement.

It would be ill-advisable to attempt to further limit the potential and capacity of rail in our state. I urge the members of this committee to refrain from passing this bill which would assuredly limit the transportation options available to the state of New Hampshire. Despite the tireless efforts of some and a misinformed perception of a form of transportation, rail is still very much an important of our state's landscape and will be for the foreseeable future.

Sincerely,

Rick Kfoury

Concord, NH

Hello House Public Works and Highways Committee,

My name is Representative Tony Labranche and I represent the town of Amherst.

I am here to testify against House Bill 1432 as I believe that New Hampshire needs more rail infrastructure, not less. This issue is personal to me, at age ten I was diagnosed with stage three colon cancer brought on by an extremely rare genetic condition called Lynch Syndrome, this meant I had to seek specialty care at the world's number one hospital, Mass General, in Boston. To this day, now that I am twenty, I still need to go to Boston for medical tests and exams and many doctor visits as well. Today my only options are to drive to Boston either having to leave extremely early to avoid the worst of the traffic or to suffer through more than two hours of traffic in some cases or to catch the train in Lowell, Massachusetts, which I might add is where the traffic usually starts. I am just one of the many people that would benefit from such a project. Not only does increased passenger rail service have the added benefits of increased economic activity but allows New Hampshire residents to access out of state opportunities and services with more ease.

One main argument against development of passenger rail in New Hampshire is that it somehow unfairly favors the southern portion of the state. To this I would say that everyone benefits from this. If a granite stater from the north of our state would like to go to Massachusetts, perhaps to catch a flight out of Logan Airport

in Boston it would be much easier for them to park at a park and ride and to catch a train from Concord than to drive many more hours and to pay for parking at the airport. The added economic activity would also increase revenues for our state and would most likely lead to a lower tax burden for granite staters. There is also talk of even going further north than Concord and to potentially connect New Hampshire and Boston to Montreal. This means that many more tourists could come down and enjoy the north country, the seacoast, and everything our beautiful state has to offer. This project has so many benefits that the benefits heavily outweigh the costs.

Finally, it is also my understanding that we, the legislature, would have to vote on any additional state expenditures on this project so this bill not only seems redundant but seems to be purely political in nature.

With that I ask this committee to not pass this bill and to find it Inexpedient to Legislate.

Respectfully Submitted,

Rep. Tony Labranche

Amherst, NH

Archived: Friday, February 11, 2022 9:14:11 AM
From: [Barbara Koehler](#)
Sent: Sunday, February 6, 2022 4:25:49 PM
To: [~House Public Works and Highways](#)
Subject: HB 1432
Importance: Normal

I have written about this bill before, but I think it is important that you vote to 'OTP' HB 1432. We do NOT want to fund a railway passenger rail projects in NH. We need to be fiscally responsible and make sure we don't end up with an income tax to pay for state funded wants; not needs.

Thank You,

Barbara Koehler, Moultonborough

Bill as
Introduced

HB 1432 - AS INTRODUCED

2022 SESSION

22-2298

12/05

HOUSE BILL **1432**

AN ACT prohibiting the use of state funds for new passenger rail projects.

SPONSORS: Rep. Ankarberg, Straf. 10; Rep. A. Lekas, Hills. 37; Rep. Warden, Hills. 15; Rep. Layon, Rock. 6; Rep. Binford, Graf. 15; Rep. Yakubovich, Merr. 24; Rep. Nunez, Hills. 37; Rep. Edwards, Rock. 4; Rep. Turcotte, Straf. 4; Sen. Daniels, Dist 11

COMMITTEE: Public Works and Highways

ANALYSIS

This bill prohibits the department of transportation from utilizing state funds for the planning, construction, operation, or management of new passenger rail projects.

Explanation: Matter added to current law appears in ***bold italics***.
Matter removed from current law appears ~~[in brackets and struckthrough.]~~
Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty Two

AN ACT prohibiting the use of state funds for new passenger rail projects.

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

1 1 Department of Transportation; General Functions; Prohibition on Commuter Rail Projects.

2 Amend RSA 21-L:2, II(a) to read as follows:

3 (a) Planning, developing, and maintaining a state transportation network which will
4 provide for safe and convenient movement of people and goods throughout the state by means of a
5 system of highways, railroads, air service, mass transit, and other practicable modes of
6 transportation, in order to support state growth and economic development and promote the general
7 welfare of the citizens of the state; ***provided, however, that no state funds shall be***
8 ***appropriated or expended for the planning, construction, operation, or management of***
9 ***passenger rail projects, including the project named Nashua-Manchester-Concord, project***
10 ***number 40818, in the 2019-2028 Ten Year Transportation Improvement Plan.***

11 2 Use of Toll Credits. Amend RSA 228:12-a to read as follows:

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

19 3 Notification. Upon passage of this act, the house clerk shall notify the Secretary of the United
20 States Department of Transportation and the United States Office of Management and Budget of the
21 change in the law.

22 4 Effective Date. This act shall take effect upon its passage.