

LEGISLATIVE COMMITTEE MINUTES

# **HB1432**

# 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

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ANALYSIS

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

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                                Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Twenty 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.

HB 1432 - AS AMENDED BY THE SENATE

04/28/2022 1837s

2022 SESSION

22-2298  
12/05

HOUSE BILL **1432**

AN ACT prohibiting the use of state funds for a certain passenger rail project.

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

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AMENDED ANALYSIS

This bill prohibits the department of transportation from utilizing state funds for a certain passenger rail project.

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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

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

AN ACT prohibiting the use of state funds for a certain passenger rail project.

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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, unless approved by the legislature, no***  
8 ***state funds shall be appropriated or expended for the project named Nashua-Manchester-***  
9 ***Concord, project number 40818 in the 2019-2028 Ten Year Transportation Improvement***  
10 ***Plan.***

11       2 Effective Date. This act shall take effect January 1, 2023.

# Amendments

Amendment to HB 1432

1 Amend the title of the bill by replacing it with the following:

2

3 AN ACT prohibiting the use of state funds for a certain passenger rail project.

4

5 Amend the bill by replacing all after the enacting clause with the following:

6

7 1 Department of Transportation; General Functions; Prohibition on Commuter Rail Projects.

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

9 (a) Planning, developing, and maintaining a state transportation network which will  
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11 system of highways, railroads, air service, mass transit, and other practicable modes of  
12 transportation, in order to support state growth and economic development and promote the general  
13 welfare of the citizens of the state; *provided, however, unless approved by the legislature, no*  
14 *state funds shall be appropriated or expended for the project named Nashua-Manchester-*  
15 *Concord, project number 40818 in the 2019-2028 Ten Year Transportation Improvement*  
16 *Plan.*

17 2 Effective Date. This act shall take effect January 1, 2023.



2022-1760s

AMENDED ANALYSIS

This bill prohibits the department of transportation from utilizing state funds for a certain passenger rail project.

UNAPPROVED

Amendment to HB 1432

1 Amend the title of the bill by replacing it with the following:

2

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4

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

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12 transportation, in order to support state growth and economic development and promote the general  
13 welfare of the citizens of the state; *provided, however, unless approved by the legislature, no*  
14 *state funds shall be appropriated or expended for the project named Nashua-Manchester-*  
15 *Concord, project number 40818 in the 2019-2028 Ten Year Transportation Improvement*  
16 *Plan.*

17 2 Effective Date. This act shall take effect January 1, 2023.

**Amendment to HB 1432**

**- Page 2 -**

2022-1837s

**AMENDED ANALYSIS**

This bill prohibits the department of transportation from utilizing state funds for a certain passenger rail project.

# Committee Minutes

**AMENDED  
SENATE CALENDAR NOTICE  
Transportation**

Sen Regina Birdsell, Chair  
Sen David Watters, Vice Chair  
Sen Denise Ricciardi, Member  
Sen Ruth Ward, Member  
Sen Tom Sherman, Member

Date: April 14, 2022

**HEARINGS**

Tuesday

04/19/2022

(Day)

(Date)

Transportation

Legislative Office Building 101 1:00 p.m.

(Name of Committee)

(Place)

(Time)

1:00 p.m.

Hearing on proposed Amendment #1540s, establishing a commission to study OHRV use in the state and clarifying certain towing statutes, to HB 1188, establishing a commission to study OHRV use in the state.

1:15 p.m.

**HB 1401**

prohibiting the disclosure of the number of miles driven by a specific driver licensed by the state or vehicle registered in the state.

1:30 p.m.

**HB 1432**

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

1:45 p.m.

**HB 1636**

relative to prohibitions on carrying a loaded firearm on an OHRV or snowmobile.

**EXECUTIVE SESSION MAY FOLLOW**

**Sponsors:**

**HB 1401**

Rep. Ammon  
Rep. Berezny  
Rep. Bordes

Rep. McGuire  
Rep. Ankarberg  
Rep. Avellani

Rep. Prout  
Rep. White

Rep. Cushman  
Rep. Kofalt

**HB 1432**

Rep. Ankarberg  
Rep. Binford  
Rep. Turcotte

Rep. A. Lekas  
Rep. Yakubovich  
Sen. Daniels

Rep. Warden  
Rep. Nunez

Rep. Layon  
Rep. Edwards

**HB 1636**

Rep. Burt  
Rep. True  
Rep. Folsom  
Sen. Avard

Rep. Stapleton  
Rep. Nunez  
Rep. Kofalt

Rep. Hopper  
Rep. Hill  
Sen. Giuda

Rep. Silber  
Rep. Kelsey  
Sen. French

Peter O'Neill 271-4151

Regina Birdsell  
Chairman

**Senate Transportation Committee**  
*Peter O'Neill 271-4151*

HB 1432, prohibiting the use of state funds for new passenger rail projects.

**Hearing Date:** April 19, 2022

**Time Opened:** 1:31 p.m.

**Time Closed:** 2:35 p.m.

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

**Members of the Committee Absent :** Senator Sherman

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

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**Sponsors:**

Rep. Ankarberg

Rep. A. Lekas

Rep. Warden

Rep. Layon

Rep. Binford

Rep. Yakubovich

Rep. Nunez

Rep. Edwards

Rep. Turcotte

Sen. Daniels

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**Who supports the bill:** Rep. Ankarberg, Rep. Warden, Rep. Edwards, Rep. Louise Andrus, Sen. Gray, Christopher Maidment, Americans for Prosperity; Gabe Holdren, Zephen Wood, Drew Cline, Josiah Budget Center; Dan McGuire, Granite State Taxpayers, Curtis Howland, Alvin See, Carol Petruszewicz, Bill Alleman

**Who opposes the bill:** Rep. Newman, Rep. Suzanne Smith, Rep. Telerski, Rep. Jack, Rep. Cloutier, Wendy Hunt, Greater Nashua Chamber; Heather McGrail, Greater Manchester Chamber; Bruce Clendenning, The Nature Conservatory NH; Alex Koutroubas, ACEC NH, Karl Wieck, Mary Eisner, Stephanie Osborne, Susan Almy, Debra Merrick, David Doherty, Lisa Bunker, David Spechuilli, Glenn Brackett, Alan Raff, Joe Murray, Fidelity Investments; Mary Till, Cecilia Kiely, Colin Lentz, Strafford Regional Planning Commission; JOan Hamblet, Lois Cote, Lisa Sweet

**Who is neutral on the bill:** None

**Summary of Testimony Presented:**

**Rep. Warden**

- Rep. Warden introduced HB 1432 on behalf of Rep. Ankarberg.

- The bill helps to protect taxpayers' interests.
- HB 1432 blocks any wasteful spending of taxpayer funding on commuter rail projects without proper involvement by the legislature.
- HB 1432 received bipartisan support and it would not prohibit passenger rail from being constructed in New Hampshire.
- Others may say it handcuffs the NHDOT and municipalities would be handcuffed but the bill would not do that at all. It would provide oversight from the legislative body and help determine how passenger rail is funded.
- A new bill can be brought to the transportation committee to vet funding for projects.
- It would be fiscally irresponsible to not pass this bill. Direct input from the legislature is important to have.
- There has been no project that had gained traction to build passenger rail in New Hampshire. The projected ridership is low and has continued to decline since 2020.
- Construction costs have skyrocketed since the cost estimate from 2019 and previous estimates have now become invalid.
- Most people like the idea but the realistic expectation of using the rail system is very low.
- Some constituents have highlighted the bus system for easy transportation into the Boston metro area.
- Rep. Warden said constituents should be protected from subsidizing projects and costing millions of dollars to the state.
- Sen. Watters said that, in the bill, 21L2A deals with DOT. It talks about highways, railroads, air service, mass transit, and other practical modes of transportation. Why is project singled out the prohibition in the 10-year plan and none of the other modes of transportation.
- Rep. Warden said that the prime sponsors intent was specifically refer to the Manchester, Nashua, and Concord quarter project. That is why the bill is the way that it is. for projects in Nashua and Concord.
- Sen. Watters asked if the project was tried to be removed from the 10-year plan.
- Rep. Warden said he didn't specifically work on it himself.
- Sen. Watters said on line 14 referencing the use of toll credits, the toll credits are used on many projects. It might bring into jeopardy the state because of the use of toll credits on these projects and contracts.
- Rep. Warden said he was a fan of tolls and user fees. It helps with funding for highway projects and is appropriate for that but not on rail projects.

**Rep. Telerski**

- Rep. Telerski testified against the bill.
- This bill would be a huge blow of Nashua and people who support the project.
- Rep. Telerski believed the bill is reactionary legislation.

- More detailed information would be coming early next year so the committee should wait for the information to come in.
- Rep. Telerski asked to wait before taking a side on spending state money to pay for passenger rail projects.

#### **Rep. Edwards**

- Rep. Edwards testified in support of HB 1432.
- Regularly reoccurring conversation on local political Facebook pages in Auburn, Chester, and Sandown. Rep. Edwards said categorically, there is almost no organic support for the project in Auburn, Chester, or Sandown.
- There are no benefits to the project but taxes that come along with it. It is not an accessible system.
- No passenger rail in the United States gets by without heavy tax subsidies.
- In New Hampshire, the principal of our taxes, in general, are for use taxes. If you use something, you help pay for it. This would be an example of disconnecting the principle from our population.
- If the system is going to be pursued, it should be done by the private capital markets with accountability. If there is a vote to spend state money, people would never be held accountable.
- Rep. Edwards said when the state is on the verge of having autonomous vehicles, it seems foolish to be going backwards into the past.

#### **Rep. Newman**

- Rep. Newman said she has had three terms on the Public Works and Highways committee and is enthusiastically opposing the bill.
- She said there is a nonpartisan situation on New Hampshire highways, especially going south. There are often traffic tribulations such as accidents, weather, and corridor delays for New Hampshire workers heading south and Massachusetts going north.
- In the House, many people testified against the bill.
- In Rep. Newman's opinion, the solution is similar to the state wanting to put an end the rail project it before the questions are even answered. Any unanswered questions should be answered before discussing the cost.
- The legislation is totally premature.
- Debate about commuter rail has been going on for a long time in the state.
- Rep. Newman read a quote from 2013; "Everyone wants to study the cost of commuter rail but nobody wants to study the benefits."

#### **Rep. Jack**

- Rep. Jack said that he was confident that the project development phase will be over later this year.
- No state funding would be used for passenger rail projects.



- Toll credit part of it could be problematic. Contracts may not permit to usage on the rail project that would have the state not being able to pay the bill.
- The future legislature can use the answers from the study to help find out how to fund this project.
- Strongly urge the committee and project funding to vote the bill down.

**Patrick Herlihy, NHDOT Director of Rail and Transit**

- Director Herlihy was neutral on the bill.
- State funding is what the committee should discuss and debate. He said there was some problematic language in section 2. Line 13, 14, 15, and 16. These lines talks about eliminating use of toll credits in order to complete the project development phase.
- 20% match is required by the federal government for use of toll credits.
- The bill could be problematic as written. It could stop the project and then have people needing to go back to the capital budget overview committee to get approval once again.
- If the toll credits are not approved, the project would need to stop midstream.
- Sen. Watters said that the reason the language is in there is because of wanting the authority to use the toll credits. Otherwise, it would need to be approved from the capital budget committee. If the answer was then no, the project would stop or funding would need to come from somewhere else. He asked if this situation would be classified as chaotic.
  - Mr. Herlihy said that state funding would not be able to be used. Local funding would be necessary or a private investment.
  - Sen. Watters asked when the study would be done.
  - Mr. Herlihy said it would be finished by January of 2023.
- Sen. Birdsell said the bill specifically states in lines 14 to 16, ending of the completion of the project development phase. Would the tax credits not be able to be used for the engineering development phase.

**Christopher Maidment, Grassroots Engagement Director for Americans for Prosperity**

- Mr. Maidment said that the Americans for Prosperity supports the bill.
- The bill protects NH residents from higher taxes and small percentages of the population would use the rail.
- Transportation needs are evolving very quickly and rail is not on the top of the list.
- Passenger rail needs the rider to be transported to and from the train station. They are at the mercy of often rigid schedules that are out of individual's control.
- Most people in New Hampshire would not use the passenger rail and the ridership would be limited geographically.

- The original projection from NHDOT in 2014 was about 3120 riders per week. The updated projection from November 2021 is down approximately 8% to 2866 riders per week. With the commuting to work on a downward trend from 2020 onwards, the rail would not be justified.
- HB 1432 does not block passenger rail in NH. Cities that strongly support passenger rail can still subsidize a project. All the bill does would stop state dollars and protect many people who would not be using the rail. Legislative action would be required for subsidizing passenger rail services for the state.
- This would keep state agencies in check who may want to bring items to the fiscal committee.
- Policy committees would make the final call if commuter rail would make sense for the people of New Hampshire.
- Sen. Watters asked if you haven't traveled outside the US., would you still describe the transportation of rail would be outdated.
  - Mr. Maidment said it would not be good for New Hampshire.
  - Sen. Watters asked if Mr. Maidment had any disputes of the HHS study showing that 440 million dollar cost for the NH residents who suffer from cardio pulmonary asthma due to vehicle exhaust.
  - Mr. Maidment said he couldn't speak to that.
  - Sen. Watters asked if he considered 660 billion dollars annually spent of tax payer money to subsidize the fossil fuel industry is a cost shift.
  - Mr. Maidment said eh could only speak about the proposal.
  - Sen. Watters asked if the state funds would be spent on highways or other practical modes of transportation or was it just rail.
  - Mr. Maidment said Americans for Prosperity oppose the subsidizing for commuter rail.

**Wendy Hunt, CEO of Nashua Greater Chamber of Commerce**

- Mrs. Hunt spoke on behalf of tens of thousands of employees.
- The economic growth along the Nashua Manchester corridor is important to the state economy.
- Business members want rail expansion that is a vital expansion to the southern tier of the state.
- A study is being conducted in NH that won't be completed until January 2023. This would allow a complete understanding for policy makers for economic opportunity in New Hampshire.
- It would be more appropriate for the legislature to wait and discuss the facts.
- On behalf of businesses and thousands of employees, Mrs. Hunt recommended a motion of ITL.
- Sen. Watters said the point of the NHDOT plan of development is to help states growth and the general welfare of the state. The chambers of commerce want that but the following lines taking about eliminating passenger rail directly contradicts the growth and economic development.

- Mrs. Hunt said she would agree with that. Plenty of workers would be on the rail but we don't have all of the facts right now. It is important for the committee to make an educated decision.
- Sen. Birdsell asked about the constituents in the state who don't want to pay for passenger rail. Why should rural communities have to pay for something that the citizens will never use.
  - Mrs. Hunt said the economic growth goes hand in hand with business taxes. Business taxes help to build the state economy. Rails could go statewide in the future. It seems like a waste of taxpayer dollars and are quoting studies from 2014 and 2015. The current study should give all the necessary information needed.

**Heather McGrail, CEO Greater Manchester Chamber**

- Mrs. McGrail said that Mrs. Hunt had good points and didn't want to reiterate them too much.
- She said she was in opposition to HB 1432 and felt the legislation was premature to try and limit funding mechanisms before the answers are present.

**Gabe Holdren**

- Mr. Holdren said the committee needs to be careful with this project.
- Rail would be more beneficial to people coming into the state rather than the people who are already here.
- Having New Hampshire connected to the Boston or Washington corridors could change the culture of the state.
- Mr. Holdren said he moved from Denver Colorado and what was attractive about New Hampshire was that it is not the same kind of population and outlook as the city.
- Economic perspectives of the issue is important to look at. Businesses have moved to zoom calls. Property values have increased in nicer places in the world because less business needs to happen face to face.
- Suddenly changing New Hampshire's culture at the expense of the people of New Hampshire could be concerning.

**Zephen Wood**

- Mr. Wood testified in support of the bill.
- Other states have already tried before and failed.
- The total cost for the California high speed rail reached 100 billion in 2020, which was budgeted for 35 million. It is still unfinished.
- NH is a very fiscally conservative state. NH is hurting due to federal spending. Everything is way to expensive.
- Wasteful spending would drive up property taxes.
- If there was demand for passenger rail, the rail would be provided.

- Private funding and investment flows would be a more organic way to obtain funding since NH can't really shoulder another government project.
- HB 1432 would make sure wasteful spending would not be applied to the state.

### **Drew Cline, Josiah Budget Center**

- Mr. Cline said that he liked responsible taxpayer spending and presented some statistics. NHDOT in 2014 estimated 3,000 riders in peak travel season. Peak riders per week day would drop by 8% in the following years. That would result in 89 people per train and wouldn't be noticeable on an average commute.
- DOT doesn't know how it will pay for this. The DOT projected a transit sales tax would fund 33% of the cost. States pay for this with transportation taxes and sales taxes.
- The drop in ridership is not due to covid. It is primarily because of remote work.
- NBTA ridership fell from 120,000 riders per week in 2019 to 45,000 riders per week. NBTA projects a budget short fall by 2027 of between 341 to 350 million dollars.
- This fiscal year, the NBTA gets 91% of revenue from subsidies. They told the Wall Street Journal that they are anticipating a permanent decline in ridership.
- With all of these statistics considered, it is possible that this agency would be running close to 100% on subsidies.
- Week-day commute ridership is down 25% nationwide. Boston has done its own studies showing that 5 million people have already moved because of their work and another 19 million people plan to do so. 28% of people moved about 4 hours from their place to work. More than 40% of people plan to move outside of commuter rail services.
- 54% of Boston commuters said they preferred to telecommute a few days a week. Another 16% said they preferred to telecommute every day.
- A Mass Competes survey showed that 75% of employers are considering hybrid work models and 61% are considering reduced capacity at work.
- Commercial office space market is not in high demand.
- 51% of respondents said many people are going to commute less.
- There is a rapid change in commuting patterns. Rail is meant to take people from one high-density area to another high-density area.
- Living arrangements and remote work is much different than it used to be and technology developed alternatives to transportation. Hopefully, this cuts down on air pollution if enough cars are off the road.
- Ai in cares can all but eliminate crashes. General Motors patented a self-driving car teaching you how to drive. The transfer it electric cars and self-driving cars would cut down on the end for rail.
- Technologies are moving forward and those will be the way that people drive; not a rail system taking you from station to station.

### **Bruce Clendenning, The Nature Conservatory NH**

- Mr. Clendenning was opposed to HB 1432.
- Taking blanket to preemptive bans is not good public policy.
- He said he understood the differences in opinions with the bill.
- There are a lot of different resources to use but was very concerned about modernizing and cleaning up the transportation sector.
- Scenic railways that would be affected. There are pros and cons to railways but the committee should think about these projects before making a decision.
- Sen. Watters said the way that the rail project was structured, funding, and grants needed, would it create chaos to get everything covered.
  - Mr. Clendenning said it could create chaos.

**Dan McGuire, Granite State Taxpayers**

- Mr. McGuire was in favor of HB 1432.
- Proponents of commuter rail is up against 100-year history of the decline of passenger rail. It has been in decline for simple economic reasons. Tokyo subway system makes money but that's it. New Hampshire doesn't have the density or population size.
- Essentially in every case, buses are more cost effective and gets people to their destination faster.
- Commuters want to prioritize their own time. Over the years, time has become more and more valuable. Any form of transportation that takes more time will become less popular.
- Rail doesn't have the effect that people want it to have.

**Alex Koutroubas, ACEC New Hampshire**

- Mr. Koutroubas said he was opposed to this bill.
- ACEC represent about 90% of design firms regarding roads, bridges, and rail.
- Contract is a qualification based.
- The bill has the potential to interfere to mess with current contracts. It is completely inconsistent with the 10-year plan.
- Mr. Koutroubas said he didn't think the committee should be passing a specific bill to ban a specific project.
- When the project development phase is finished, there will be a clearer picture of the capital cost.
- He concluded by saying it is necessary to finish what was started in the last 10-year plan.

# Speakers

# SENATE TRANSPORTATION COMMITTEE

Date 04/19/22

Time 1:30 p.m.

Public Hearing on

**HB 1432**

(Prohibiting the use of state funds for new passenger rail projects..)

Please check box(es) that apply.

**SPEAKING FAVOR OPPOSED**

**NAME (Please print)**

**REPRESENTING**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	NAME (Please print)	REPRESENTING
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Christopher Maidment	AFP-NH
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Rep Sue Newman - Nashua	Nashua -
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Rep Suzanne Smith	GRAFTON 8
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Rep. Laura Televeski	Hills. 35
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Rep JESS EDWARDS	AUBURN, CHESTER, SANDOWN
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Rep Marty Jade	Hills 36
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Wendy Hunt	Greater Nashua Chamber
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Heather McGrail	Greater Manchester Chamber
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Gabe Holdren	<del> </del>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Zephan Wood	Myself
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Parrior Herlihy	NH DOT
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	SPONSOR of bill - Rep Mark Warden	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Drew Chris	Josiah Bartlett Center
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Bruce Clendenning	The Nature Conservancy - NH
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# Testimony





GREATER  
MANCHESTER  
CHAMBER



April 19, 2022

Senator Regina Birdsell, Chair  
Senate Transportation Committee  
Legislative Office Building, Room 101  
33 N State Street  
Concord, NH 03301

**RE: HB 1432, prohibiting the use of state funds for new passenger rail projects**

Dear Chairman Birdsell:

On behalf of the Greater Manchester Chamber (GMC) I write today to express our opposition for HB 1432, which would significantly affect future investment in passenger rail in the state of New Hampshire. The GMC represents more than 700 businesses across Southern New Hampshire that employ tens of thousands of our state's residents and generate millions in economic activity.

The NH Capitol Corridor rail project has the potential to have a transformative impact on the Nashua-Manchester corridor and to bring economic benefit to the entire state. On behalf of our membership, **I write today, to oppose the prohibition of using state funds for new passenger rail projects.**

The ongoing project development phase, set to be finalized in 2023, will allow the state to appropriately vet the feasibility of rail expansion by completing the necessary engineering and environmental analysis of the Capitol Corridor project, which already appears encouraging. Establishing four commuter rail stops between Lowell, MA, and downtown Manchester would lead to the creation of 5,600 permanent jobs supporting 3,600 new residential units along the corridor. Approximately 230 jobs would be created for the construction of the rail line and an additional 3,400 construction jobs would be created to build the real estate development generated by rail. Beginning in 2030, 1,700 new jobs would be created *every year* due to the expansion of passenger rail.

54 Hanover Street  
Manchester, NH 03101  
p. (603) 792-4100  
w. manchester-chamber.org



GREATER  
MANCHESTER  
CHAMBER



Completing the project development phase will allow for a complete understanding of the costs and benefits of rail expansion and allow policymakers and the public to have the facts needed to consider this important economic opportunity for New Hampshire. The GMC, along with business leaders across Southern New Hampshire, believe in order to have a sound public policy debate on this issue in the future, we must have all the facts. Completing the project development phase will allow for policymakers to have an informed debate on this issue and truly assess whether the benefits outweigh the costs. That will be the time for the state to make decisions, if applicable, on whether to move forward with rail. It is premature to determine appropriate funding mechanisms in the absence of all the facts.

In closing, I respectfully request that the committee defeat HB 1432 and return next year to fully deliberate the issue once all the information become available.

Thank you for your consideration,

Heather McGrail  
Interim President & CEO  
Greater Manchester Chamber

# THE NASHUA-MANCHESTER PASSENGER RAIL (CAPITOL CORRIDOR) PROJECT

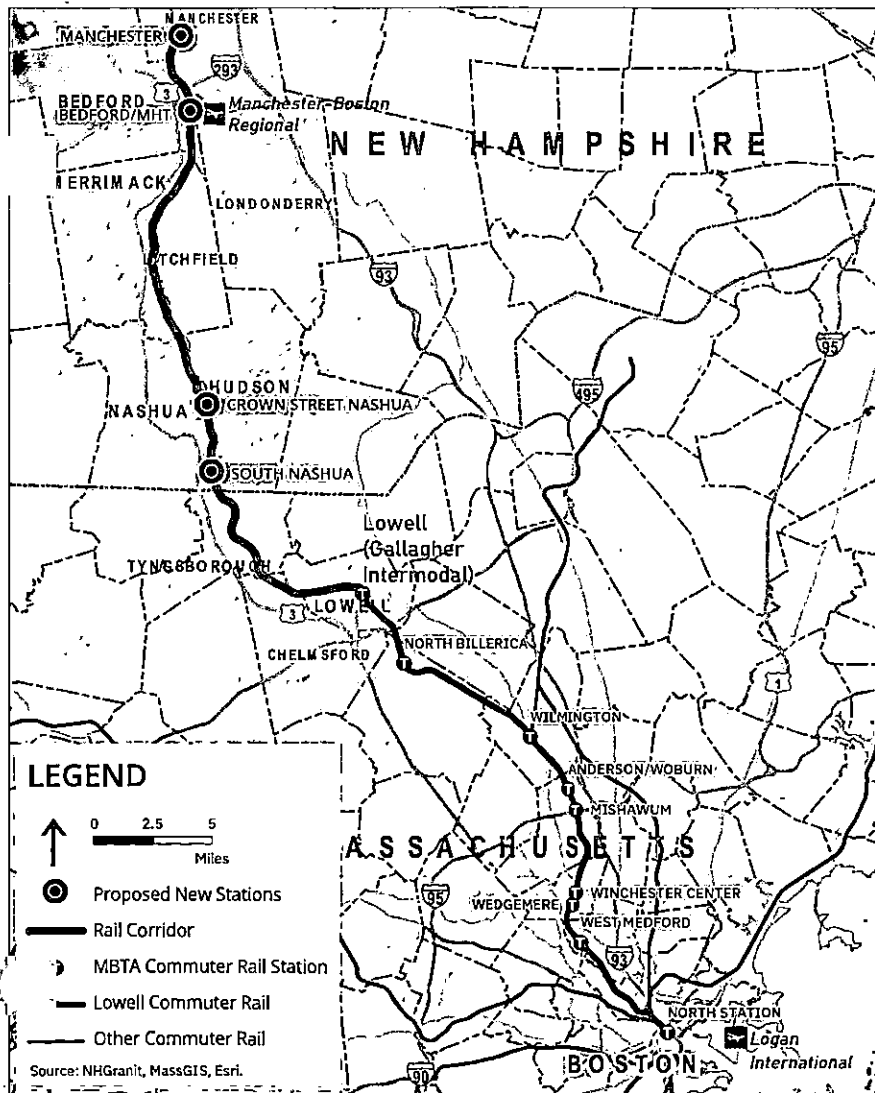
Summer 2021

## What is the Nashua-Manchester Passenger Rail (Capitol Corridor) Project?

The Nashua-Manchester Passenger Rail (Capitol Corridor) Project extends the Massachusetts Bay Transportation Authority (MBTA) Commuter Rail service 30 miles from Lowell, Massachusetts to Manchester, New Hampshire. The proposed service will use approximately 10 miles of MBTA railway from Lowell, MA to Nashua, NH, and 20 miles of MBTA trackage rights on Pan Am Railways (Pan Am) Northern Branch northward into Manchester.

The project is currently in the development phase. Key steps to be completed in this phase include preliminary design engineering, State and Federal environmental review and development of the financial plan.

## Where is the Project Located?



## Project Goals



**Transportation and Mobility:** Leverage the existing transportation network to improve access and mobility within the corridor and throughout the region.



**System Integration:** Invest in transportation improvements that complement the existing multi-modal transportation network.



**Economic Development and Land Use:** Support the vision for growth laid out in local/regional development plans.



**Sustainability:** Support transportation investments that contribute to an environmentally, economically, and socially sustainable community.

## Project Purpose

The purpose of the Nashua-Manchester project is to diversify mobility options that connect the Southern New Hampshire region with the population, employment, and commercial centers in the Greater Boston area, reduce congestion, emissions, and travel time, and provide mobility options that promote equity and support demographic trends and travel preferences in the project corridor.

## Project Needs

- Provide an alternative to roadway congestion from projected population growth.
- Connect Southern New Hampshire's transportation network to existing modes.
- Invest in transportation infrastructure that provides additional travel options for passengers and goods.
- Improve transportation options to attract employers to New Hampshire and improve employment options for New Hampshire residents.
- Improve transit connectivity to support attraction and retention of residents in the project area.
- Provide alternatives to passenger vehicle travel as aging workers and retirees become less willing or able to confront congestion on the regional roadway network.
- Invest in transit-oriented development in targeted areas adjacent to rail corridor infrastructure.
- Invest in multi-modal alternatives to passenger use to reduce emissions and fuel consumption.

## Infrastructure and Service Features of the Project

- ✓ Approximately 30-miles of upgraded track
- ✓ Signal system upgrades with Positive Train Control (PTC)
- ✓ Four new passenger stations and one new layover facility
- ✓ Upgraded rail bridges and at-grade crossings
- ✓ Commuter rail service frequency comparable to existing MBTA low frequency

## Financial Plan

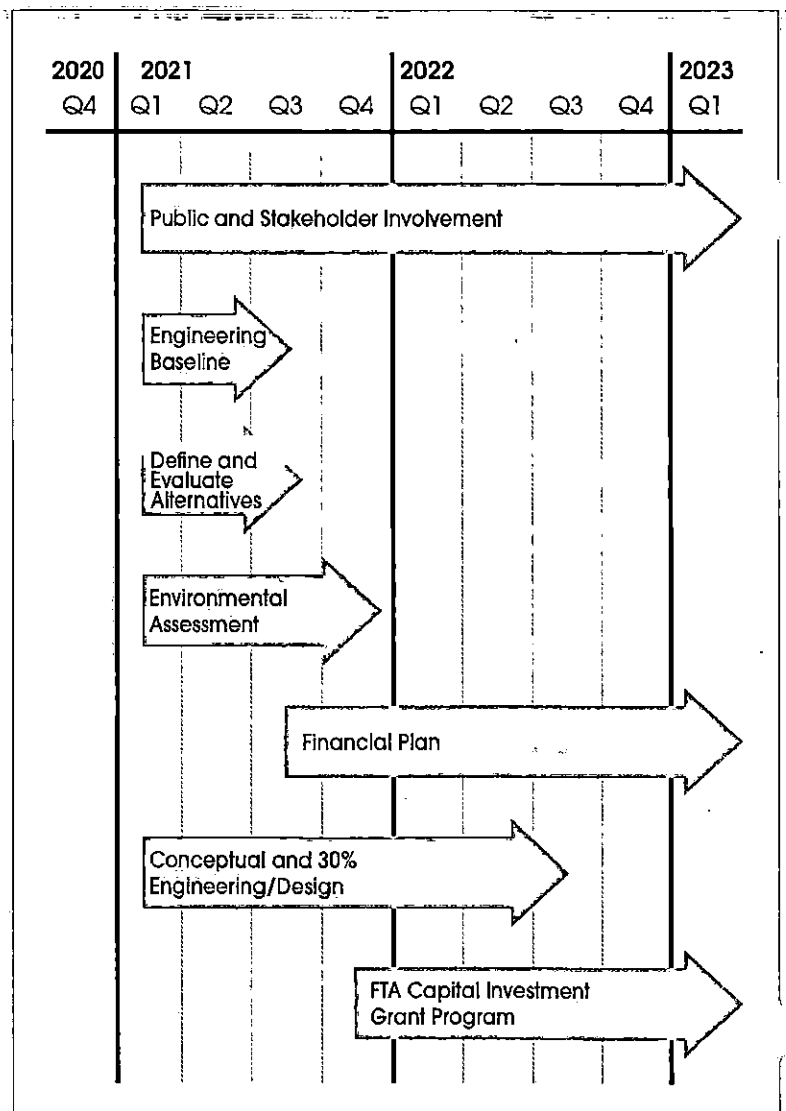
A feasible and sustainable financial plan is central to the success of the project. Building upon prior work, the financial plan will explore alternative funding sources, cost-sharing with Massachusetts, financing mechanisms, and opportunities for private sector participation. The plan will assess the potential for Transit-Oriented Development (TOD) to generate value capture to help pay for related project costs, such as the stations and the surrounding land use.

## For More Info

 [nhcapitolcorridor@fhstudio.com](mailto:nhcapitolcorridor@fhstudio.com)

 [www.nh.gov/dot/projects/nashuamanchester40818/index.htm](http://www.nh.gov/dot/projects/nashuamanchester40818/index.htm)

## Project Timeline





GNCC testimony in Opposition to HB 1432  
April 19,2022

Good afternoon , Chairman Birdsell and Members of the Senate Transportation Committee:

My name is Wendy Hunt, President and CEO of the Greater Nashua Chamber of Commerce. I am here today to emphasize our continued support rail expansion of the Nashua-Manchester corridor in New Hampshire.

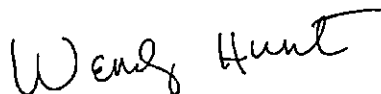
The Greater Nashua Chamber of Commerce represents approximately 400 businesses across Southern New Hampshire that employ thousands of our state's residents and generate millions in economic activity. The Nashua-Manchester corridor also serves as the economic backbone of our entire state; as goes the 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. We hear consistently from our business members that they want rail expansion and that it is vital to the Southern tier of the state.

We are anxiously awaiting the results of a 2+ 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. 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.

On behalf of the 400 businesses and the 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  
60 Main Street, Suite 200  
Nashua, NH 03060  
603.881.8333 whunt@nashuachamber.com

## Peter O'Neill

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**From:** Grace Ames <nhbiz4rail@gmail.com>  
**Sent:** Friday, April 15, 2022 3:20 PM  
**To:** Regina Birdsell; David Watters; Ruth Ward; Denise Ricciardi; Tom Sherman; Peter O'Neill  
**Subject:** NH Businesses Oppose HB 1432  
**Attachments:** NHBiz4Rail Testimony - Senate Transportation Committee.docx

April 15, 2022

Legislative Office Building  
Senate Transportation Committee  
33 N. State Street  
Concord, NH 03301

Chairman Birdsell and Members of the Committee:

My name is E.J. Powers and I am a 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 – 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 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, one at the Manchester-Boston Regional Airport and in downtown Manchester.

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.



## Peter O'Neill

---

**From:** Murray, Joseph <Joseph.Murray@fmr.com>  
**Sent:** Monday, April 18, 2022 5:04 PM  
**To:** Regina Birdsell; David Watters; Ruth Ward; Denise Ricciardi; Tom Sherman; Peter O'Neill  
**Subject:** HB 1432 / Fidelity Investments Opposition

Dear members of the Senate Transportation Committee:

I'm sending along this brief note to let you know that Fidelity Investments has signed on in opposition to HB 1432 which has a hearing before Senate Transportation tomorrow (Tuesday). After consulting with Fidelity's regional site leaders in Merrimack, where we employ more than 6,700 associates, we feel passage of this bill would be a mistake before all due diligence on the prospects of expanded commuter rail has been completed and analyzed. As a financial services company that has built its success and reputation on data gathering, analysis, and sound planning and decision making, we believe in having a full understanding of the pros and cons of this issue before the state makes any long-term commitments. Passage of this legislation now would simply be premature. Fidelity has added more than 500 roles in Q1 of 2022 and we continue to expand our workforce. We believe it is critical for the state to fully vet quality of life issues such as commuter rail and that now is not the time to pass HB 1432.

Thank you very much for your consideration.

Sincerely,

Joe

Joe Murray  
Fidelity Investments  
VP, Government Relations & Public Affairs  
(603) 689-3301  
[Joseph.murray@fmr.com](mailto:Joseph.murray@fmr.com)  
twitter: [@fidelitypolicy](https://twitter.com/fidelitypolicy)  
web: [FidelityPublicPolicy](https://www.fidelity.com/public-policy)

## Peter O'Neill

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**From:** Zephan Wood <zephanw@gmail.com>  
**Sent:** Monday, April 18, 2022 9:48 PM  
**To:** Regina Birdsell; David Watters; Ruth Ward; Denise Ricciardi; Tom Sherman; Peter O'Neill  
**Subject:** Support HB1432- Keep NH Property Taxes Low! No Government Funded Choo-Choo!

Dear Members of the Senate Transportation Committee:

I am a hardworking homeowner, business owner, and active participant in my community and I wish to express my wholehearted support for HB1432. This bill ensures that New Hampshire does not engage in wasteful and endless spending to go towards a government built passenger rail. Utilizing the basic tenants of economics and prior precedent, if there is a demand for a passenger rail, it will be provided for by investors that seek to fund it. As it currently stands, I have a lot of fixed costs and cannot handle another big government spending boondoggle. We need to reduce spending, not increase it, and HB1432 ensures that wasteful spending does not continue.

**Please vote OTP on HB1432 to keep property tax costs down and to reduce wasteful spending on bureaucratic passion projects.**

Very Truly Yours,

Zephan N. Wood,  
Concerned Citizen and Taxpayer of New Hampshire



**CITY OF MANCHESTER**

*Joyce Craig*  
Mayor

April 19, 2022

Chairman Regina Birdsell  
NH Senate Committee on Transportation, LOB Room 101  
33 N State Street  
Concord, NH 03301

**RE: HB 1432**

Dear Chairman Birdsell & 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 Senate Committee on Transportation to recommend this bill as "Inexpedient to Legislate" to the full Senate.

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 Senate.

Sincerely,

Joyce Craig  
Mayor

# STRAFFORD

Regional Planning Commission

April 19, 2022

Senator Regina Birdsell, Chair  
Senate Transportation Committee  
Legislative Office Building, Room 101  
33 North State Street  
Concord, NH 03301

Re: Testimony for HB 1432 (prohibiting the use of state funds for new passenger rail projects)

Dear Senator Birdsell:

I am submitting testimony regarding HB 1432 on behalf of the municipal representatives (commissioners) of the Strafford Regional Planning Commission (SRPC). At their meeting on Friday, April 15, 2022, there was consensus among Commissioners to recommend that HB 1432 be voted "Inexpedient to Legislate." The Strafford Regional Planning Commission supports passenger rail and recognizes its value for New Hampshire's future.

The Amtrak Downeaster passenger rail service connects the New Hampshire seacoast to the metropolitan centers of Boston, MA and Portland, ME. Municipalities and the region benefit from that access, however, due to lack of state support, Exeter, Durham, The University of New Hampshire, and Dover are solely responsible for paying for those benefits. Imagine how much the region and the state could benefit from greater investment in improving our multimodal connections to neighboring states.

The Amtrak Downeaster shares the rails with freight trains from PanAm and New Hampshire Northcoast, which exports sand and gravel via rail from Ossipee directly to Boston. The seacoast rail line is at capacity and if passed, HB1432 would also hurt future improvement of freight rail through the seacoast. Increasing freight capacity will require upgrades to rail and highway infrastructure, including track replacements, safety upgrades, and new sections of siding, which allow trains to pass each other. Because the rails are shared by passenger and freight services, prohibiting investments in one also prohibits investment in the other.

STRAFFORD REGIONAL PLANNING COMMISSION  
150 Wakefield Street, Suite 12, Rochester, NH 03867

Barrington | Brookfield | Dover | Durham | Farmington | Lee | Madbury | Middleton | Milton | New Durham  
Newmarket | Northwood | Nottingham | Rochester | Rollinsford | Somersworth | Strafford | Wakefield



The State benefits from rail infrastructure and the cost of maintaining and upgrading that infrastructure should not be borne solely by individual municipalities. The Bipartisan Infrastructure Law includes passenger rail funding with specific set-asides for the northeast corridor. However, to access that funding and to fully benefit from improved rail service will require investment by New Hampshire.

The commissioners of SRPC strongly urge you and the members of the Senate Transportation Committee to carefully consider how much HB 1432 would obstruct New Hampshire's opportunities for growth should it become law.

Sincerely,

*David A. Landry*

David A. Landry, Chair  
Strafford Regional Planning Commission

## Peter O'Neill

---

**From:** Christopher Boldt <cboldt@dtclawyers.com>  
**Sent:** Wednesday, April 20, 2022 12:26 PM  
**To:** Regina Birdsell; David Watters; Ruth Ward; Denise Ricciardi; Tom Sherman; Peter O'Neill  
**Cc:** Jeb Bradley  
**Subject:** Please vote against HB 1432

Good Afternoon Senators:

I ask that you vote against this Bill, which would prevent State money from being spent on passenger rail service in our State. The arguments made before the Senate Transportation Committee recently do not appear to hold water in my opinion – particularly the one that there is no benefit outside of the Nashua-Manchester-Concord corridor. My wife and I live in Sandwich; and we have friends and family all over the country. We would greatly appreciate being able to take a train to make our flights out of Boston; and I wager we are not alone. Also, those train tracks don't just run one way. Our State could well see an influx of tourists using the train for day trips or extended stays in various parts of our State. Also, trains are not an "18<sup>th</sup> Century Mode of Transportation" as can be seen in the rapid rail systems of Europe and Japan. In this age of rising gas prices, we should be encouraging all methods of public transportation. Please, let the current Study Commission finish its work and declare HB 1432 as ITL.

Many thanks for your time and attention.

All the best.

Chris

Christopher L. Boldt, Esq.  
Donahue, Tucker & Ciandella, PLLC  
164 N.H. Route 25  
The Towle House, Unit 2  
Meredith, New Hampshire 03253

**Check out our website: [www.dtclawyers.com](http://www.dtclawyers.com)**

**Please Note: Our Exeter office street name has changed to Acadia Lane, Exeter, NH 03833-4924 (WE HAVE NOT MOVED).**

The information in this transmission contains information from the law firm of DONAHUE, TUCKER & CIANDELLA, PLLC which is privileged and confidential. It is intended to be used for the use of the individual or entity named above. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the contents is prohibited. If you receive this transmission in error, please notify us by telephone at (603) 778-0686 so that we can take appropriate steps to protect confidentiality and/or attorney-client privilege of this information. Thank you.

**Peter O'Neill**

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**From:** Paul Patti <pgpatti@gmail.com>  
**Sent:** Monday, April 25, 2022 4:47 PM  
**To:** Peter O'Neill  
**Subject:** Recommend HB1432 as ITL

Dear Madame Chair and Members of the Committee,

Please consider the following and make a recommendation of Inexpedient to Legislate for HB1432:

Enacting HB1432 would be premature, since the NH Department of Transportation (NHDOT) will be concluding the Project Development Phase (PDP) of the Capitol Corridor Project in January, 2023. At that time, the House and Senate will have the information needed to make a more complete and informed decision. This will include a 30% Engineering Design, a detailed and sustainable Financial Plan outlining the capital and Operations and Maintenance (O&M) cost for the 30-mile extension of the MBTA Lowell line to Manchester, plus a Funding Plan for both the capital and O&M costs. Taxpayers will have already paid for this due diligence, and to disregard its results would be wasting key information vital to New Hampshire's future. In short, let's find out what it costs.

Also, the Surface Transportation Board (STB) has approved the sale of Pan Am Railways to CSX Corporation. With their financial strength, CSX could be a supportive partner in any passenger rail endeavor, and not passing HB1432 would help give CSX time to become involved in the business aspects of potential passenger rail service.

Another consideration for your Committee is that passing HB1432 will limit future Legislators' ability to consider passenger rail as an option in addressing congestion and pollution contributed by vehicles via Route 3. And although passage can be overturned by repeal at a later date, this would represent another waste of already scarce resources. Therefore, please consider a vote that would proceed toward a more reasonable result that is best for our New Hampshire residents & visitors, economy, and environment - allowing all transportation options to be considered going forward.

Recommending HB1432 as Inexpedient to Legislate would seem to be the most prudent action at this time. Thank you for considering these concerns.

Sincerely,

Paul Patti / Member of the Nashua Rail Committee  
3 Monica Drive  
Nashua, NH 03062  
Mobile: +1 (603) 966-0307  
[pgpatti@gmail.com](mailto:pgpatti@gmail.com)

# Voting Sheets



**Transportation Committee**  
**EXECUTIVE SESSION RECORD**  
*2021-2022 Session*

Bill # 1432

Hearing date: \_\_\_\_\_

Executive Session date: 4/26/2022

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

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

Motion of: 17609 (amendment) Vote: 5-0

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

Motion of: OTP/A Vote: 5-0

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

Reported out by: Birdsell

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

*Consent: Watters, Sherman 5-0*

# Committee Report

STATE OF NEW HAMPSHIRE

SENATE

REPORT OF THE COMMITTEE  
FOR THE CONSENT CALENDAR

Tuesday, April 26, 2022

THE COMMITTEE ON Transportation

to which was referred **HB 1432**

AN ACT

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

Having considered the same, the committee recommends that the Bill

OUGHT TO PASS WITH AMENDMENT

BY A VOTE OF: 5-0

AMENDMENT # 1837s

Senator Regina Birdsell  
For the Committee

This bill prohibits the department of transportation from utilizing state funds for the planning, construction, operation, or management of new passenger rail projects. The amendment specifies that state funds would need to be approved by the legislature for rail projects and the effective date was changed to January 1, 2023.

Peter O'Neill 271-4151

FOR THE CONSENT CALENDAR

**TRANSPORTATION**

**HB 1432**, prohibiting the use of state funds for new passenger rail projects.

Ought to Pass with Amendment, Vote 5-0.

Senator Regina Birdsell for the committee.

This bill prohibits the department of transportation from utilizing state funds for the planning, construction, operation, or management of new passenger rail projects. The amendment specifies that state funds would need to be approved by the legislature for rail projects and the effective date was changed to January 1, 2023.

# Docket of HB1432

**Bill Title:** (New Title) prohibiting the use of state funds for a certain passenger rail project.

*Official Docket of HB1432.:*

<b>Date</b>	<b>Body</b>	<b>Description</b>
12/1/2021	H	<b>Introduced</b> 01/05/2022 and referred to Public Works and Highways
1/8/2022	H	Public Hearing: 01/13/2022 11:00 am LOB 201-203
1/28/2022	H	Executive Session: 01/27/2022 11:00 PM LOB 201-203
3/3/2022	H	Committee Report: Without Recommendation (Vote ; RC)
3/17/2022	H	Lay HB1432 on Table (Rep. O'Brien): MF <b>RC</b> 152-182 03/17/2022 <b>HJ 8</b>
3/20/2022	H	<b>Ought to Pass:</b> MA DV 187-144 03/17/2022 <b>HJ 8</b>
3/22/2022	S	Introduced 03/17/2022 and Referred to Transportation; <b>SJ 6</b>
4/14/2022	S	<b>Hearing:</b> 04/19/2022, Room 101, LOB, 01:30 pm; <b>SC 16</b>
4/26/2022	S	Committee Report: Ought to Pass with Amendment <b>#2022-1837s</b> , 04/28/2022; Vote 5-0; CC; <b>SC 17A</b>
4/28/2022	S	Committee Amendment <b>#2022-1837s</b> , AA, VV; 04/28/2022; <b>SJ 10</b>
4/28/2022	S	<b>Ought to Pass with Amendment</b> 2022-1837s, MA, VV; OT3rdg; 04/28/2022; <b>SJ 10</b>
5/10/2022	H	House Non-Concurs with Senate Amendment 2022-1837s and Requests CofC (Reps. McConkey, Milz, B. Boyd, Fedolfi): MA VV 05/05/2022 <b>HJ 12</b>
5/12/2022	S	Sen. Birdsell Refused to Accede to House Request for Committee of Conference, MA, VV; 05/12/2022; <b>SJ 12</b>

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NH House

NH Senate

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# Other Referrals

## Senate Inventory Checklist for Archives

Bill Number: HB 1432

Senate Committee: Transportation

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

Final docket found on Bill Status

### Bill Hearing Documents: {Legislative Aides}

Bill version as it came to the committee

All Calendar Notices

Hearing Sign-up sheet(s)

Prepared testimony, presentations, & other submissions handed in at the public hearing

Hearing Report

Revised/Amended Fiscal Notes provided by the Senate Clerk's Office

### Committee Action Documents: {Legislative Aides}

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

\_\_\_ - amendment # 17605      \_\_\_ - amendment # 18373

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

Executive Session Sheet

Committee Report

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

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

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

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

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

\_\_\_ Committee of Conference Report (if signed off by all members. Include any new language proposed by the committee of conference):

\_\_\_ Enrolled Bill Amendment(s)

\_\_\_ Governor's Veto Message

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

as amended by the senate      \_\_\_ as amended by the house

\_\_\_ final version

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

Peter O'Neill  
Committee Aide

6/10/22  
Date

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