



A coalition of New Hampshire business leaders, chambers' of commerce, regional planning commissions, social and environmental interests strongly supports the New Hampshire Capitol Corridor passenger rail project linking Concord, Manchester, the Airport and Nashua with Boston for the following numerous benefits it will provide:

New Hampshire Economic Benefits

- Up to \$2b in additional new business opportunities over 20 years as a result of passenger rail service
- Up to 20,000 new jobs
- Up to \$258m business sales per year and up to \$97m in new wages per year during the construction phase
- An overall 28% return-on-investment from each dollar invested without the need for raising taxes
- Generation of additional revenue streams from out-of-state shoppers, airport visitors and tourism – all vital to our local economy. All economic benefit data provided in 2010 by Economic Development Research Group, Inc.

New Hampshire Social Benefits

- Attract and retain new businesses and young workers, the main sources of our future prosperity
- Provide transportation, independent living and economic participation opportunities for the elderly, the young, those on low incomes, and for the one in four New Hampshire residents of driving age that do not drive
- Reinvigorate our downtowns, making them highly livable, walkable, attractive communities
- Create the backbone for a true multi-modal system that will include integrated, local feeder transit services at both originating and destination locations

New Hampshire Environmental and National Security Benefits

- Increase national security through a reduction in reliance on foreign energy supplies
- Promote energy conservation resulting in a cleaner environment and reducing New Hampshire's carbon footprint
- Advance New Hampshire's Climate Action Plan
- Provide a transportation system that can continue to operate safely and reliably in extreme weather conditions

Regional and Strategic Benefits

- Connect and strengthen key New Hampshire population centers, including Greater Nashua, Greater Manchester and Greater Concord to each other and to Boston and Lowell and other points south of New Hampshire.
- Provide intermodal access to Manchester-Boston Regional Airport and Logan International Airport.
- Begin implementation of rail service on the federally-designated High-Speed-Rail designated Boston-Montreal corridor, connecting three New England states with one another, and the New England region with Canada.
- Ensure our region retains a competitive infrastructure to support national and international opportunities

Comparative Investment

New Hampshire's excellent road system, maintained at an annual cost of \$565m, receives around 68% of its funding from state motorists and visitors predominantly through gas taxes, tolls and vehicle registrations. The remaining 32% comes from the federal government through the federal taxes we all contribute to even though not all residents drive.

The New Hampshire Capitol Corridor, with a cost estimated at around \$15m per year for regular, intensive service will receive funding of up to 55% from passengers through fares, parking and other concessions. The remainder will come from existing federal and state sources dedicated to transit and environmental improvement. Passenger rail service will provide infrastructure support, opportunities and choice for all residents, and will also help improve the rail freight system too.

Broad Consensus of Support

The unique benefits of this project have been recognized by a wide array of leaders in the public and private sectors and by social and environmental activists alike. They have also been recognized by state residents with 74% support for passenger rail from residents within the Hillsborough County and 64% support from residents statewide according to surveys undertaken by University of New Hampshire. These groups will continue to support the New Hampshire Rail Transit Authority, state and congressional leaders, key stakeholders and other groups to make this important, beneficial project a reality.



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