Bill as Introduced

SB 232 – AS INTRODUCED

2014 SESSION

14-2649
10/08

SENATE BILL *232*

AN ACT relative to speed limits for off highway recreational vehicles and snowmobiles.

SPONSORS: Sen. Woodburn, Dist 1; Sen. Bradley, Dist 3; Rep. Karrick, Merr 25; Rep. Flanagan, Hills 26; Rep. Suzanne Smith, Graf 8; Rep. Theberge, Coos 3

COMMITTEE: Transportation

ANALYSIS

This bill changes the speed limits for OHRVs and snowmobiles on roads and adjacent rights of way, and lowers the speed limit for OHRVs on trails, unless posted otherwise.

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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

SB 232 – AS INTRODUCED

14-2649
10/08

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Fourteen

AN ACT relative to speed limits for off highway recreational vehicles and snowmobiles.

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

1 Off Highway Recreational Vehicles; Speed Limits. Amend RSA 215-A:6, III(b) to read as follows:

(b) Where no hazards exist which would require a lower speed to comply with subparagraph (a), the speed of any OHRV in excess of the limit specified in this section shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful:

(1) 10 miles per hour within 150 feet of any so-called bob-house, fishing shanty or occupied fishing hole of another.

(2) [~~10~~] ***20*** miles per hour on class I through VI highways when the OHRV is being operated within the rights-of-way adjacent to such highways; [~~town or city sidewalks;~~] class IV, V, and VI highways approved for OHRV operation; and bridges open for OHRV operation.

(3) 10 miles per hour at trail junctions or parking lots, [~~or~~] when passing trail grooming equipment***, or on town or city sidewalks.***

(4) [~~15~~] ***20*** miles per hour on plowed roads on department of resources and economic development property open to OHRV operation.

(5) 35 miles per hour on all trail connectors ***and any approved OHRV trail, unless posted otherwise.***

[~~(6) 45 miles per hour when operating an OHRV or snowmobile on any approved OHRV trail.~~]

2 Snowmobiles; Speed Limits. Amend RSA 215-C:8, III(b) to read as follows:

(b) Where no hazards exist which would require a lower speed to comply with subparagraph (a), the speed of any snowmobile in excess of the limit specified in this section shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful:

(1) 10 miles per hour within 150 feet of any so-called bob-house, fishing shanty, or occupied fishing hole of another.

(2) [~~10~~] ***20*** miles per hour on class I through VI highways when the snowmobile is being operated within the rights-of-way adjacent to such highways; [~~town or city sidewalks;~~] class IV, V, and VI highways approved for snowmobile operation; and bridges open for snowmobile operation.

(3) 10 miles per hour at trail junctions or parking lots, [~~or~~] when passing trail grooming equipment***, or on town or city sidewalks.***

(4) [~~15~~] ***20*** miles per hour on plowed roads on department of resources and economic development property open to snowmobile operation.

(5) 35 miles per hour on all trail connectors.

(6) 45 miles per hour when operating a snowmobile [~~or OHRV~~] on any approved snowmobile trail.

3 Effective Date. This act shall take effect January 1, 2015.

Committee Minutes

AMENDED
SENATE CALENDAR NOTICE
TRANSPORTATION

Printed: 01/09/2014 at 8:44 am

Senator Jim Rausch Chairman
Senator Peggy Gilmour V Chairman
Senator David Boutin
Senator Nancy Stiles
Senator David Watters

For Use by Senate Clerk's Office ONLY
☐ Bill Status
☐ Docket
☐ Calendar
Proof: ☐ Calendar ☐ Bill Status

Date: January 9, 2014

HEARINGS

Tuesday **1/14/2014**

(Name of Committee)	(Place)	(Time)
TRANSPORTATION	LOB 103	1:00 PM

EXECUTIVE SESSION MAY FOLLOW

Comments: Please note that the hearing for SB240 has been replaced by a hearing for SB248.

1:00 PM	SB210	relative to registration of vehicles by motor vehicle manufacturers.
1:15 PM	SB230	relative to the definition of utility terrain vehicles.
1:30 PM	SB232	relative to speed limits for off highway recreational vehicles and snowmobiles.
1:45 PM	SB247	relative to ignition interlock device removal.
2:00 PM	SB248	establishing a committee to study policies and procedures for the development and maintenance of state-owned abandoned rail corridors.

Sponsors:

SB210
Sen. Jim Rausch

SB230
Sen. Jeff Woodburn, Rep. David Karrick, Rep. Jack Flanagan, Rep. Suzanne Smith
Rep. Robert Theberge, Rep. Leon Rideout, Sen. Jeb Bradley

SB232
Sen. Jeff Woodburn, Rep. David Karrick, Rep. Jack Flanagan, Rep. Suzanne Smith
Rep. Robert Theberge, Sen. Jeb Bradley

SB247
Sen. Peggy Gilmour, Sen. Jim Rausch, Sen. David Boutin, Sen. David Watters
Sen. Sharon Carson, Sen. Jeb Bradley, Rep. Janice Schmidt, Rep. Sylvia Gale
Rep. Brian Rhodes, Rep. Michael O'Brien, Rep. Timothy Soucy

SB248
Sen. Sharon Carson, Sen. Nancy Stiles, Sen. Bob Odell, Rep. Peter Leishman
Rep. Sherman Packard, Rep. Andrew Renzullo

Jennifer Horgan 271-3091

Sen. Jim Rausch
Chairman

SENATE TRANSPORTATION COMMITTEE

Jennifer Horgan, Legislative Aide

SB 232 – relative to speed limits for off highway recreational vehicles and snowmobiles.

Hearing Date: 1/14/14

Time Opened: 1:30 PM Time Closed: 2:04 PM

Members of the Committee Present: Senators Rausch, Gilmour, Boutin, Stiles, and Watters

Members of the Committee Absent: No one

Bill Analysis: This bill changes the speed limits for OHRVs and snowmobiles on roads and adjacent rights of way, and lowers the speed limit for OHRVs on trails, unless posted otherwise.

Sponsors: Sen. Woodburn, Dist 1; Sen. Bradley, Dist 3; Rep. Karrick, Merr 25; Rep. Flanagan, Hills 26; Rep. Suzanne Smith, Graf 8; Rep. Theberge, Coos 3

Who supports the bill: Sen. Woodburn, Rep. Suzanne Smith, Rep. Rideout, Chris Gamache (NHDRED), Karen Beaujoar (NH Snowmobile Association), Tom Levesque (NHOHVA), Mark Samsel (Windham Rail Trail), Captain John Wimsatt (NH Fish and Game), Harry Brown (NHOHVA)

Who opposes the bill:

Who is neutral to the bill: Caleb Dobbins (NHDOT)

Summary of testimony presented in support:

- **Senator Woodburn** explained that this bill is the result of a study committee on OHRVs and has the unanimous support of that committee. This addresses speed limits. This came from the professionals, state workers, consumers, clubs etc who believe this a safe effective and smart way to govern the speed limits. Most of them have been increased and 35mph has been removed.
- **Senator Rausch** expressed surprise to see city sidewalks included.
- **Senator Woodburn** deferred the question to the departments.
- **Chris Gamache** (NHDRED-Trails Bureau) (provided written testimony) testified in support and stated that the bill makes two primary changes to current laws. One, increasing the current 10mph to 20mph on town roads and other plowed roads because 10mph for most vehicles is almost unreasonable and a snowmobile can

almost not move at that speed. This will also decrease the speed differential between conventional vehicles and the OHRVs. The other was reducing the statewide speed from 45mph to 35mph. The 45mph was a left over from when snowmobiles and OHRVs were grouped together in statutes and it is too fast for an OHRV. In reference to the sidewalks, a town can allow for it and again was left over from the snowmobiles, so they did not use roads as a trail connector. This also makes reference to some bridges and other DOT roads where they are encouraged to put them on sidewalks for safety reasons.

- **Senator Stiles** asked if these are only for connection of trails, not the beach.
- **Chris Gamache** answered that this is only if the DOT gives a permit or if it is a town road or sidewalk the town has to authorized.
- **Captain Wimsatt** (Fish and Game) (Provided Written Testimony) spoke in support and believes this is a common sense approach. He pointed out that 10mph is almost impossible some of the older machines and can be a safety hazard.
- **Harry Brown** (NHOVA) (provided written testimony) presented and read his written testimony, which was generally in support, but raised two concerns regarding his belief that the speed should be 25mph and not 20mph speed and would like a width definition added to the bill of 62inches.
- **Senator Rausch** pointed out that the study committee in a previously presented bill regarding OHRV definition agreed to the 62 inches unanimously and the speed limits were unanimously agreed to as well.
- **Harry Brown** stated they did testify and attended every meeting except for the last one. He indicated that they were under the impression that the 25mph speed limit was going to be agreed upon in that last meeting, but that had not happened. He also had suggested at the committee that the towns be polled in this matter and believes there has been no input on this law from those affected.
- **Senator Watters** asked if we were to pass the previous bill regarding the definitions, wouldn't that accomplish the width issue.
- **Harry Brown** stated that there are no restrictions on private lands for OHRVs width, but there is a speed limit on private land where there are state operated trails. Mr. Brown sees a need the private land trails have a width regulation as well, in order to make the entire state consistent.
- **Senator Stiles** asked on line 15 it talks about 35mph on trail connectors, unless otherwise posted. Therefore, if it were posted at a higher speed, wouldn't the OHRVs have the option of traveling at that higher speed.
- **Harry Brown** explained that his concerns are in regard to b-2, which is in regards to class I through VI highways when an OHRV is being operated within a right-of-way adjacent to such highways; class IV, V, and VI highways approved for OHRV operation; and bridges open for OHRV operation. The class IV, V, and VI roads as the roads the towns have opened up and believes 25 mph should be the speed limit.
- **Captain Wimsatt** explained that there used to be very little exception to allowing OHRVs on the roads, but with the development of the Ride the Wild System, has brought the system to where it is today. Within the study committee there were discussions about what was reasonable and there were compromises made. One of

the things is every one of these machines are stamped with is 'not for use on the highways' as they are not designed for operation on highways. Over 30% of ATV accidents in the country are happening on the roads and it is a growing segment of the sport with the increasing encroachment on the roads. To address DOT's concerns about why it make sense on a state road and not town to do certain things. SB250 requires a site visit from various departments to a highway and come up with a written proposal to govern operation and would allow them to set it at the flow of traffic or lower. That process does not exist on the other state road system committee. An attempt to adopt a system like that would be unpractical if not impossible. The state may choose to allow something on a state road, but not other roads.

- **Harry Brown** stated that there is a process for doing town roads as part of SB250 where a town must hold a public hearing and must have an agreement by all parties to open up town roads.

Summary of testimony presented in opposition:
None

Summary of testimony presented neutrally:

- **Caleb Dobbins** (DOT-State Maintenance) spoke in support of mitigating differentials in speed. Raised a question about line 15 on the bill regarding the inclusion of state roadways and town roadways and whether those will be considered trail connectors or trails. His concern is regarding the fact that state law supersedes town law and therefore if a town had the speed posted at 25mph, whether or not the statewide 35mph for OHRVs would take precedence.
- **Senator Rausch** pointed out that is says unless otherwise posted.
- **Caleb Dobbins** stated that the DOT will need to go back and make sure the sufficient signage is in place then.
- **Chris Gamache** responded traditionally by statue, a trail connector is that section of dot highway used to connect a trail and is off the paved surface. There are none of those currently for OHRVs as again, it is leftover language from the snowmobiles. If a town designates a road it is considered a trail, but a town road is set by 20mph. The dot highways default to whatever the highway posted speed is. The trail connector by definition is off the paved surface and they do not exist today, but if they did it would be 35mph.
- The committee discussed adding unless otherwise posted on line 1 of page 2, but determined it was not necessary due to it being a snowmobile issue and has not caused any problems in 30 years.

Fiscal Note: N/A

Future Action: The Committee took the bill under advisement.

JCH
Date hearing report completed: 1/21/14

[file: SB232 report]

Speakers

Senate Transportation Committee: Sign-In Sheet

Date: 1/14/2014 Time: 1:30 PM Public Hearing on SB232

SB232 relative to speed limits for off highway recreational vehicles and snowmobiles.

Name	Representing			Speaking?		
Suzanne Smith	Grafton 8	Support ☒	Oppose ☐	Speaking?	Yes ☐	No ☒
Chris Ganache	DRED	Support ☒	Oppose ☐	Speaking?	Yes ☒	No ☐
Karen Beaujean	NH Snowmobile Ass	Support ☒	Oppose ☐	Speaking?	Yes ☐	No ☒
Leon H Rustant	Coos 7	Support ☒	Oppose ☐	Speaking?	Yes ☐	No ☐
Jeff Woodburn	1	Support ☒	Oppose ☐	Speaking?	Yes ☒	No ☐
Tom Levesque	NHOHVA	Support ☒	Oppose ☐	Speaking?	Yes ☐	No ☐
Mike Sievert	Northern Rail Trail	Support ☒	Oppose ☐	Speaking?	Yes ☐	No ☒
John Winsatt	NH FRG	Support ☒	Oppose ☐	Speaking?	Yes ☒	No ☐
Harry Brown	NHOHVA	Support ☒	Oppose ☐	Speaking?	Yes ☒	No ☐
Caleb Dobbins	NHDOT	Support ☐	Oppose ☐	Speaking?	Yes ☒	No ☐
		Support ☐	Oppose ☐	Speaking?	Yes ☐	No ☐
		Support ☐	Oppose ☐	Speaking?	Yes ☐	No ☐
		Support ☐	Oppose ☐	Speaking?	Yes ☐	No ☐
		Support ☐	Oppose ☐	Speaking?	Yes ☐	No ☐
		Support ☐	Oppose ☐	Speaking?	Yes ☐	No ☐
		Support ☐	Oppose ☐	Speaking?	Yes ☐	No ☐
		Support ☐	Oppose ☐	Speaking?	Yes ☐	No ☐
		Support ☐	Oppose ☐	Speaking?	Yes ☐	No ☐
		Support ☐	Oppose ☐	Speaking?	Yes ☐	No ☐

Testimony

New Hampshire
Fish and Game Department

HEADQUARTERS: 11 Hazen Drive, Concord, NH 03301-6500
(603) 271-3421
FAX (603) 271-1438

www.WildNH.com
e-mail: info@wildlife.nh.gov
TDD Access: Relay NH 1-800-735-2964

New Hampshire Fish and Game Department
Testimony in Support of Senate Bill 232

An Act relative to speed limits for off highway recreational vehicles and snowmobiles

Senate Transportation Committee
January 14, 2014

Chairman Rausch and members of the Senate Transportation Committee, for the record my name is John Wimsatt. I serve as Administrative Captain for the Law Enforcement Division of the NH Fish and Game Department. I am responsible for oversight of the Snowmobile and OHRV Safety Education and Law Enforcement programs. This bill is Fish and Game Commission supported legislation pursuant to the work completed by the SB 67 Study Committee. The Fish and Game Commission supports the passage of **SB 232.**

This bill is a result of the Senate Bill 67 Study Committee, which met to work on several OHRV related matters, this past summer. The Committee reviewed the existing statutory speed limits on roads for OHRVs and recommended minor changes to the existing speed limits to make them more reasonable and acknowledge the differences between trail speeds for snowmobiles and OHRVs. The recommendations that the Committee supported are before you today in the form of SB 232.

The two primary changes are increasing OHRV speed limits on Town Roads from 10 mph to 20 mph and lowering the State-wide trails speed limit for OHRVs from 45 mph to 35 mph. More explanation on these two changes is listed below:

-The increase from 10 mph to 20 mph is requested because the existing 10 mph limit on Town roads creates a significant speed differential with conventional motor vehicles and that low of a speed limit is not reasonable as a travel speed for potentially long distances. Traveling at a speed of 10 mph on an OHRV is difficult to maintain at times based upon the design of the machines and in some instances, makes steering more difficult.

-The existing 45 mph maximum speed applies to OHRVs because it was the speed limit set for snowmobiles, when they were part of the OHRV chapter. Snowmobiles were removed from the OHRV chapter in 2003 and placed in their own Snowmobile Chapter. However, little change was made at that time to speeds or other specifics. 45 mph is felt to be too high of a speed limit on trails and we request that the limit be lowered to 35 mph, which is a more reasonable summer trail speed. The proposed language would allow for posting of alternative speed limits as deemed appropriate.

REGION 1
629B Main Street
Lancaster, NH 03584-3612
(603) 788-3164
FAX (603) 788-4823
email: reg1@wildlife.nh.gov

REGION 2
PO Box 417
New Hampton, NH 03256
(603) 744-5470
FAX (603) 744-6302
email: reg2@wildlife.nh.gov

REGION 3
225 Main Street
Durham, NH 03824-4732
(603) 868-1095
FAX (603) 868-3305
email: reg3@wildlife.nh.gov

REGION 4
15 Ash Brook Court
Keene, NH 03431
(603) 352-9669
FAX (603) 352-8798
email: reg4@wildlife.nh.gov

The language of this bill is enforceable and relatively uncomplicated.

Thank you for the opportunity to testify before the Committee today regarding **SB 232** and I would respectfully urge the Committee members to vote to support **SB 232**.

Respectfully,

Captain John B. Wimsatt
OHRV Program Administrator

STATE OF NEW HAMPSHIRE
DEPARTMENT of RESOURCES and ECONOMIC DEVELOPMENT
DIVISION of PARKS and RECREATION
BUREAU OF TRAILS
172 Pembroke Road P.O. Box 1856 Concord, New Hampshire 03302-1856
PHONE: (603) 271-3254 FAX: (603) 271-3553 E-MAIL: nhtrails@dred.state.nh.us
WEB: www.nhtrails.org

January 14, 2014

The Honorable Jim Rausch, Chairman
and Senate Transportation Committee
NH State House, Room 101
Concord, NH 03301

Re: SB 232, an act relative to speed limits for off highway recreational vehicles and snowmobiles.

Dear Chairman Rausch and Members of the Committee,

Please accept this testimony on behalf of the Department of Resources and Economic Development, Division of Parks & Recreation, Bureau of Trails in support of the Senate Bill 232.

This bill is a result of the Senate Bill 67 Study Committee, which met to work on several OHRV related matters, this past summer. The Committee reviewed the existing statutory speed limits on roads for OHRVs and recommended minor changes to the existing speed limits to make them more reasonable and acknowledge the differences between trail speeds for snowmobiles and OHRVs. The recommendations that the Committee supported are before you today in the form of SB 232.

The two primary changes are increasing OHRV and snowmobile speed limits on Town Roads from 10 mph to 20 mph and lowering the State-wide trails speed limit for OHRVs from 45 mph to 35 mph. More explanation on these two changes is listed below:

-The increase from 10 mph to 20 mph is requested because the existing 10 mph limit on Town roads creates a significant speed differential with conventional motor vehicles and a speed limit that low is not reasonable as a travel speed for potentially long distances.
-The existing 45 mph maximum speed is applies to OHRVs because it was the speed limit set for snowmobiles, when they were part of the OHRV chapter. Snowmobiles were removed from the OHRV chapter in 2003 and placed in their own Snowmobile Chapter. However, little change was made at that time to speeds or other specifics. 45 mph is felt to be too high of a speed limit on trails and we request that the limit be lowered to 35 mph, which is a more reasonable summer trail speed. The speed limit for snowmobiles will not change.

Thank you for considering this testimony in support of SB 232. Feel free to contact me should you require any additional information.

Chris Gamache, Bureau of Trails Chief, is available to answer questions that you may have regarding our testimony.

Sincerely,

Philip A. Bryce
Director

PAB/cg

New Hampshire Off Highway Vehicle Association
75 South Main Street
Unit 7 PMB #281
Concord, NH 03301

January 14, 2014

Chairman Rausch and members of the Senate Transportation Committee. My name is Harry Brown. I am the President of the New Hampshire Off Highway Vehicle Association, representing the consumers/participants of the sport and the North Country OHRV Coalition - the home of **RIDE THE WILDS**, Coos County, NH 1,000+ miles of interconnected ATV trails, a group of 17 OHRV and Chamber of Commerces in Coos County.

In general, we want to testify in support of HB232, however we have two concerns. In 1 (b) (2), it recommends changing the OHRV speed limit on town roads from 10 mph to 20 mph. While we strongly concur that the speed limit should be increased from the 10 mph so that OHRV's will not be impeding traffic on town highways, we challenge the choice of 20 mph. OHRV's that are allowed to utilize state highways are required to go with the flow of traffic. For your information, in Coos County, the towns of Gorham, Berlin, Milan, Errol, Dixville, Pittsburg, Clarksville, Stewartstown, Colebrook, Columbia, Stratford, Groveton, and Lancaster all allow OHRV's on some of their roads and in some cases, most of their roads. Most of the motor vehicle speed limits on these roads are between 35 mph and 40 mph. We are concerned that the disparity in the speed limits for the two types of conveyances would still create a safety concern, which is the reason for this legislation. Several OHRV's at slow speeds create a safety hazard in that passing is difficult for motor vehicles. We had testified in the study committee that we thought 25 mph was more palatable. Seeing, as this particular speed limit will affect all the towns listed previously, among with others in the state, we strongly encourage their input be sought via mail for their concurrence/suggestions prior to moving forward with the suggested change in this RSA.

In addition, we strongly suggest amending this bill and adding a width definition. Last year SB 574 as passed included among other things regulations reference OHRV widths on state-owned trails in Coos County and a couple specific areas in Grafton County as follows:

Section 215-A:43IV. No person shall operate an OHRV wider than 50 inches or over 1000 pounds on any state-owned trails, except that no person shall operate an OHRV wider than 62 inches or over 1,700 pounds on:

(a) Any state-owned trails in Coos county; and

(b) The Ammonoosuc recreational trail from Haverhill to Bethlehem and the Warren recreational trail in Warren, in Grafton county.

Please bear with me while I take you on a journey that does occur presently if this bill is not amended to include the aforementioned definition in RSA Section 215-A:6, III(b), striking the words **state-owned** in (a). You and your neighbor's family, two adults and two children each, depart Connecticut for Gorham, New Hampshire. You are both driving SUV's and hauling a trailer with two side-by-side OHRV's - ***that are greater in width than 62"***. The plan is to ride the OHRV's for a week at the "Ride the Wilds, a 1,000+ miles of Interconnecting Trails in Coos County NH". Day one - you arrive at your lodging in Gorham, spend the night – eat at a local restaurant, shop locally, and take in the sites in Gorham. Day two - in the morning, after great local breakfast, you depart Gorham on your four ATV's – 1st destination, Errol. After having an incredible day driving through some of the most beautiful scenery and incredible views of the Whites, you arrive at your lodging in Errol. Once again, you spend the night – eat and stay at a local B&B, shop and peruse at L L Cote – see the albino moose, and take in the other sites in Errol. Day three - in the morning, after a buffet breakfast, you depart Errol on your four ATV's – 2nd destination, Colebrook. Your journey today takes you through the unincorporated Towns of Millsfield and Dixville – up over Dixville Peak, the highest ATV trail in the Northeast – incredible views towards Vermont and Canada – past the Balsams Resort – more incredible views from Sugar Hill and then on to Colebrook. Once again you spend the night - – eat at a local restaurant, visit the local shops and have your machines checked over at a local shop. Day four - in the morning, after breakfast, you depart Colebrook on your four ATV's – 3rd destination, Pittsburg via Colebrook, Stewartstown, Dixville, Clarksville, and finally Pittsburg. You encounter a large cow moose and her two calves in the Swift Diamond watershed. You are driving along taking in all the sites and suddenly you come to a LARGE WARNING sign and a restrictive gate that your OHRV cannot pass through. It is a sign like you might see at the border crossing. It states that OHRV's that are greater than 62" in width and over 1,700 pounds cannot proceed because they are not welcome on State lands – they are too big! Well, you have now traveled for three days – all eight of you – you have reservations in Pittsburg – you have arranged to have your vehicle moved up to Pittsburg – your final destination - so you attempt to drive through the gate – no dice, it will not fit. Now what?

Well, Mr. Chairman and committee members, I am sure that you can just imagine the frustration of this family. They now are stuck in the wilds of the Northern reaches of the Great North Woods unable to travel further, retrieve their vehicles etc. Bottom line – disaster for them, but even greater, a disaster for all of us. The "**new**" ATV Interconnecting Trail system that opened this past summer is our "new factory" – our **economic stimulus bill**. These restrictions need to be adopted so that the consumers are not caught up in the bureaucratic vise. We need this to be

In conclusion, we wholeheartedly support HB232 if the communities it affects are polled to be sure that the proposed speed limit on town roads meets their needs. In addition, the "Ride the Wilds" system needs to be standardized whether or not you are on state property or private property and seeing as the state is 1,700 pounds and 62", then entire system needs to conform. This

suggested amendment would accomplish this if the suggested OHRV width definition is added to bill for Coos County,

In conclusion, we remain committed to help in any manner to enable this process to occur and this bill to move forward. Thank you and do you have any questions.

harrycbr@worldpath.net

603-237-5716

Committee Report

STATE OF NEW HAMPSHIRE

SENATE

REPORT OF THE COMMITTEE

FOR THE CONSENT CALENDAR

Date: 1/22/14

THE COMMITTEE ON Transportation

to which was referred Senate Bill 232

AN ACT relative to speed limits for off highway recreational vehicles and snowmobiles.

Having considered the same, the committee recommends that the Bill:

OUGHT TO PASS

BY A VOTE OF: 5-0

Consent Calendar Vote: 5-0

Senator Peggy Gilmour for the Committee

This bill changes the speed limits for OHRVs and snowmobiles on roads and adjacent rights of way, and lowers the speed limit for OHRVs on trails, unless posted otherwise. The Committee feels these changes are a responsible and important update to our current statutes.

Jennifer Horgan 271-3091

New Hampshire General Court - Bill Status System

Docket of SB232

Docket Abbreviations

Bill Title: relative to speed limits for off highway recreational vehicles and snowmobiles.

Official Docket of **SB232**:

Date	Body	Description
12/11/2013	S	**Introduced** 1/8/2014 and Referred to Transportation
1/8/2014	S	Hearing: 1/14/2014, Room 103, LOB, 1:30 p.m.; **SC2**
1/22/2014	S	Committee Report: Ought to Pass, 1/30/14; Vote 5-0; CC; **SC4**
1/30/2014	S	**Ought to Pass**: MA, VV; OT3rdg

NH House	NH Senate

Other Referrals

COMMITTEE REPORT FILE INVENTORY

SB232 ORIGINAL REFERRAL _____ RE-REFERRAL

1. THIS INVENTORY IS TO BE SIGNED AND DATED BY THE COMMITTEE AIDE AND PLACED INSIDE THE FOLDER AS THE FIRST ITEM IN THE COMMITTEE FILE.
2. PLACE ALL DOCUMENTS IN THE FOLDER FOLLOWING THE INVENTORY IN THE ORDER LISTED.
3. THE DOCUMENTS WHICH HAVE AN "X" BESIDE THEM ARE CONFIRMED AS BEING IN THE FOLDER.
4. THE COMPLETED FILE IS THEN DELIVERED TO THE CALENDAR CLERK.

X **DOCKET (Submit only the latest docket found in Bill Status)**

X **COMMITTEE REPORT**

X **CALENDAR NOTICE**

X **HEARING REPORT**

X **PREPARED TESTIMONY AND OTHER SUBMISSIONS HANDED IN AT THE PUBLIC HEARING**

_____

X **SIGN-UP SHEET(S)**

ALL AMENDMENTS (passed or not) CONSIDERED BY COMMITTEE:

____ - AMENDMENT # _____ ____ - AMENDMENT # _____

____ - AMENDMENT # _____ ____ - AMENDMENT # _____

ALL AVAILABLE VERSIONS OF THE BILL:

X AS INTRODUCED

____ AS AMENDED BY THE SENATE (IF AMENDED)

____ **OTHER (Anything else deemed important but not listed above, such as amended fiscal notes):**

_____

DATE DELIVERED TO SENATE CLERK

10/25/14

BY: _____

COMMITTEE AIDE