LEGISLATIVE COMMITTEE MINUTES

SB258

Bill as Introduced

SB 258 - AS INTRODUCED

2023 SESSION

23-1014
09/05

SENATE BILL ***258***

AN ACT relative to the disposal of highway or turnpike funded real estate.

SPONSORS: Sen. Perkins Kwoka, Dist 21; Sen. Watters, Dist 4; Sen. Rosenwald, Dist 13; Sen. Soucy, Dist 18; Sen. D'Allesandro, Dist 20; Sen. Altschiller, Dist 24; Sen. Fenton, Dist 10; Rep. Maggiore, Rock. 23

COMMITTEE: Transportation

ANALYSIS

This bill creates an exception for the disposal of highway or turnpike funded real estate under fair market value for the preservation of public interest.

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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

23-1014
09/05

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty Three

AN ACT relative to the disposal of highway or turnpike funded real estate.

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

1 New Paragraph; Powers of the Governor and Council in Certain Cases; Disposal of Highway, Federal, or Turnpike Funded Real Estate; Public Interest Protected. Amend RSA 4:39-c by inserting after paragraph I the following new paragraph:

I-a. When the commissioner shows that an exception is in the overall public interest based on historical, social, environmental, or economic benefits, or is for non-proprietary governmental use, the subject property may be disposed or leased at less than fair market value, as determined by the governor and council. The department will convey such property with the necessary covenants and restrictions to ensure the benefit to the public interest justifiably outweighs any special benefit realized by the party to which the property is being conveyed at less than fair market value.

2 Acquisition and Disposal of Real Estate; Disposal of Highway or Turnpike Funded Real Estate; Commissioner's Exception Allowed. Amend RSA 4:39-c, II to read as follows:

II. ***Except as provided in paragraph I-a,*** sales of real property under this section shall be at not less than current market value of the subject property, as may be determined by the governor and council. If the town, city, or county decides to resell the property, it shall first offer the property to the state at the market value at the time of sale.

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

Committee Minutes

SENATE CALENDAR NOTICE
Transportation

Sen Denise Ricciardi, Chair
Sen David Watters, Vice Chair
Sen Ruth Ward, Member
Sen Carrie Gendreau, Member
Sen Donovan Fenton, Member

Date: January 24, 2023

HEARINGS

Tuesday	01/31/2023	
(Day)	(Date)	
Transportation	Legislative Office Building 101	1:00 p.m.
(Name of Committee)	(Place)	(Time)

1:00 p.m.	**SB 257-FN**	relative to access to drivers' license information for legitimate business purposes.
1:15 p.m.	**SB 258**	relative to the disposal of highway or turnpike funded real estate.
1:30 p.m.	**SB 259-FN**	relative to traffic and safety improvements on Route 101 Amherst, Bedford, and Milford.
1:45 p.m.	**SB 256-FN**	establishing a safety program for off-highway recreational vehicles.
2:00 p.m.	**SB 188-FN**	relative to catalytic converters.
2:15 p.m.	**SB 187-FN**	relative to driver's licenses for certain visa holders.
2:30 p.m.	**SB 186-FN**	relative to an electric bicycle low-income transportation incentive program and making an appropriation therefor.

EXECUTIVE SESSION MAY FOLLOW

Sponsors:

SB 257-FN
Sen. Carson, Sen. Watters, Rep. M. Pearson

SB 258
Sen. Perkins Kwoka, Sen. Watters, Sen. Rosenwald, Sen. Soucy
Sen. D'Allesandro, Sen. Altschiller, Sen. Fenton, Rep. Maggiore

SB 259-FN
Sen. Chandley, Sen. Fenton, Sen. Prentiss, Sen. Soucy
Sen. Ward, Sen. Watters, Rep. Morton, Rep. Veilleux
Rep. LeClerc, Rep. M. Murray, Rep. Petrigno

SB 256-FN
Sen. Ward, Sen. Gendreau, Sen. Fenton, Sen. Carson
Sen. Ricciardi, Rep. Gagne, Rep. Ouellet

SB 188-FN
Sen. Fenton, Sen. Ricciardi, Sen. Watters, Sen. Prentiss
Rep. Sykes

SB 187-FN

Sen. Watters	Sen. Fenton	Sen. Pearl	Sen. Ricciardi
Sen. Innis	Sen. Prentiss	Rep. Sykes	

SB 186-FN

Sen. Watters	Sen. Prentiss	Sen. Perkins Kwoka	Sen. Soucy
Sen. Fenton	Rep. Sykes	Rep. Tellez	

Peter O'Neill 271-4151

Denise Ricciardi
Chairman

Senate Transportation Committee

Peter O'Neill 271-4151

SB 258, relative to the disposal of highway or turnpike funded real estate.

Hearing Date: January 31, 2023

Time Opened: 1:37 p.m. **Time Closed:** 1:58 p.m.

Members of the Committee Present: Senators Ricciardi, Watters, Ward, Gendreau and Fenton

Bill Analysis: This bill creates an exception for the disposal of highway or turnpike funded real estate under fair market value for the preservation of public interest.

Sponsors:

Sen. Perkins Kwoka	Sen. Watters	Sen. Rosenwald
Sen. Soucy	Sen. D'Allesandro	Sen. Altschiller
Sen. Fenton	Rep. Maggiore	

Who supports the bill: Senators Perkins Kwoka, Rosenwald, Watters and Altschiller; Lulu Pickering; William Gilbert; Jack Ruderman; Jennifer Goodman. (Please see Committee Aide for additional list.)

Who opposes the bill: Julie Smith

Summary of testimony presented in support:

Lulu Pickering, Board Member, Newington Historical Society and Newington Historic District Commission:

- Per state law, only public entities can extend ownership of surplus state property. Many times, however, public entities do not want the property and will not preserve it. Ms. Pickering shared with committee members personal experiences of same.
- Public entities at the state and local level have indicated through action or decree they do not want the headache of preserving historic property. They would rather have the property sold to a private entity to enable the collection of property taxes. This approach is happening statewide.
- Nonprofit organizations want to preserve historic properties, as well as cultural and conservation properties, but state law prevents them from taking ownership of surplus state property.
- SB 258 would change this situation, and create another tool for the preservation community to use when trying to preserve these properties. It will save our cultural and natural resources.

- In speaking with preservation groups you hear about preservation by neglect, demolition or teardown.
- Preservation is important.
- State and local public entities oftentimes do not want to preserve a historic property. They will not do it.
- Nonprofit organizations have the "fire in the belly" to take on preservation projects. They're willing and able to write grants. They're willing to hold informational meetings to inform the public about what they're trying to do. They work to fund raise. They also get "down and dirty" with building, land, maintenance and repair. But they need all the help they can get.
- This bill is a step in the right direction.
- Are nonprofit organizations able to take on the responsibilities of a state surplus property? Some nonprofits do not have the motivation or financial resources to take on another historic property. But some nonprofits will want to do it. Some will not be successful, but others will be. This is the same reasoning that holds true for all public entities. The public entity can own the historic property and say they will take care of it. Some will fail; others will be successful.
- Nonprofit organizations play a critical role in preserving our state's historical and cultural resources.
- In today's world, we cannot rely only on public entities at the state and local level to do that. State law that bars nonprofits from taking ownership of state surplus property truly doesn't help anyone.
- Senator Gendreau informed committee members of an additional avenue with towns and cities. The Town of Littleton has left it up to the legislative body to place the property on a warrant article giving the town the option to decide to accept the property. Liability is a factor, however. Ms. Pickering agreed liability insurance would be required. She also reviewed the many roadblocks these nonprofits encounter through the years of trying to preserve a property. There are good reasons to get rid of the current law.

Senator Perkins Kwoka, Prime Sponsor:

- SB 258 addresses a specific situation in Senator Perkins Kwoka's district.
- In certain situations where the town or city is not willing to be the recipient of state owned property, this bill would add an exception which gives the Department of Transportation the flexibility to recognize the historical, social or cultural benefits of a property. It provides an additional way the DOT can transfer property. It would allow for historical resources of the state to be put in the hands of historical preservation offices, which are often not public entities. Our current statute is creating an unintended consequence resulting in the potential loss of historic resources. In a time when municipal budgets are tight this is a way the state can remove a barrier.

Jack Ruderman, Public Affairs Manager, New Hampshire Housing:

- New Hampshire Housing is formally known as New Hampshire Housing Finance Authority.
- Their mission is to promote, support and finance affordable housing throughout the state. They are sometimes interested in state surplus property for their potential to develop multi-family housing projects.

- A sticking point has been acquiring at less than fair market value.
- SB 258 would give the housing sector another tool in an attempt to develop more housing around the state.
- The implementation of this legislation would be beneficial in theory. They would still need to find properties that are appropriate. DOT would still need to have an interest in disposing of them at less than fair market value, and it must be approved by federal highway officials.
- It would be a new tool for increasing the supply of housing.

Helen Frink:

- Ms. Frink has done work as a grant writer for LCHIP, the Land and Community Heritage Investment Program.
- There is grant money available to return the depot property Senator Perkins Kwoka spoke of on the Piscataqua River, to presentable status as a small museum.

Neutral Information Presented:

Steve LaBonte, Administrator, Bureau of Right-of-Way, Department of Transportation:

- This bureau is the "real estate group" of the DOT, including land surveyors, real estate appraisers, right-of-way agents that acquire property for their transportation projects, and right-of-way agents that once a property has been deemed surplus it is then sold.
- At times the Department will take on mitigation obligations. It could be wetlands or historical mitigation. If they take down a historic structure in one location, they need to preserve one in another location. The Department is not always in the best position to be stewards.
- This legislation would allow the DOT to transfer these properties to nonprofit organizations; organizations that are willing to be the stewards of them. It is done with restrictions on the property, including a reverter clause. Should the property cease to be used in a manner consistent with the mitigation needs, the property would revert back to the state.
- When disposing of property that is deemed surplus and was purchased with federal money, the approval of federal highway officials is required if DOT were to do it at less than fair market value. It is not a "blank check" for the Department to start selling off property for pennies on the dollar.

dm
Date Hearing Report completed: February 2, 2023

Speakers

SENATE TRANSPORTATION COMMITTEE

Date 01/31/23 Time 1:15 p.m. Public Hearing on **SB 258**

Relative to the disposal of highway or turnpike funded real estate.

Please check box(es) that apply.

SPEAKING	FAVOR	OPPOSED	NAME(Please print)	REPRESENTING
☒	☒	☐ ✓	Lulu Pickering	Newington
☐	☒	☐ ✓	William Gilbert	Newington
☒	☒	☐ ✓	Dan Rebecca Perkins Kwoka	SD 21
☒	☐	☐	Steve LaBonte	NHDOT
☑	☑	☐ ✓	Jack Ruderman	NH Housing
☐	☑	☐ ✓	Jennifer Goodman	NH Preservation Alliance
☐	☐	☐		
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Senate Remote Testify

Transportation Committee Testify List for Bill SB258 on 2023-01-31

Support: 53 Oppose: 1

Name	Title	Representing	Position
Smith, Julie	A Member of the Public	Myself	Oppose
Gilbert, William	A Member of the Public	Newington Historical Society member	Support
Gilbert, Will	A Member of the Public	Myself	Support
✓ Frink, Helen	A Member of the Public	Myself	Support
Pickering, Lulu	A Member of the Public	Myself	Support
Donahue, Michael	A Member of the Public	Myself	Support
Anderson, Kara	A Member of the Public	Myself	Support
Coleman, Laura	A Member of the Public	Newington Historical Society	Support
Coleman, Charles	A Member of the Public	Myself	Support
Coleman, Chase	A Member of the Public	Myself	Support
Coleman, Matthew	A Member of the Public	Myself	Support
Wendell, Jon	A Member of the Public	Myself	Support
Dieker, Susan	A Member of the Public	Myself	Support
Hiatt, NellAnn	A Member of the Public	Myself	Support
Caradonna, Doreen	A Member of the Public	Myself	Support
Mutrie, Beverly	A Member of the Public	Myself	Support
Moody, Katie	A Member of the Public	Myself	Support
Poulin, Kristen	A Member of the Public	Myself	Support
Schaw, Katherine	A Member of the Public	Myself	Support
DEROCHEMONT, HARRY	A Member of the Public	Myself	Support
St Germaine, Rebecca	A Member of the Public	Myself	Support
✓ Rosenwald, Cindy	An Elected Official	SD 13	Support
Pickering, Frederick	A Member of the Public	Myself	Support
Maggiore, Jim	An Elected Official	Myself	Support
Poulin, Judith	A Member of the Public	Myself	Support
Poulin, Steven	A Member of the Public	Myself	Support
Eversman, Stuart	A Member of the Public	Myself	Support
Eversman, Victoria	A Member of the Public	Myself	Support
Soper, Marilyn	A Member of the Public	Myself	Support
Lamson, Margaret	A Member of the Public	Myself	Support
Hislop, Gordon	A Member of the Public	Myself	Support
Robie, Jane	A Member of the Public	Myself	Support
Miller, Judy	A Member of the Public	Myself	Support
Richman, Susan	A Member of the Public	Myself	Support
Curry, Kathryn	A Member of the Public	Myself	Support
Gilman, Meg	A Member of the Public	Myself	Support
Knowles, Gail	A Member of the Public	Myself	Support
Lord, Kathleen	A Member of the Public	Myself	Support
McCray, Laurie A.	A Member of the Public	Myself	Support
✓ Watters, Senator David	An Elected Official	Myself	Support
Hackmann, Kent	A Member of the Public	Myself	Support
Hatzle, Mary Alice	A Member of the Public	Myself	Support
Hunley, James	A Member of the Public	Myself	Support
haskell, mary jo	A Member of the Public	Myself	Support
Macdonald, Virginia	A Member of the Public	Myself	Support
CASWELL, DAVID	A Member of the Public	Myself	Support
Meenaghan, Ashley	A Member of the Public	Myself	Support

Beswick, SK	A Member of the Public	Myself	Support
Thorn, Andrea	A Member of the Public	Myself	Support
St Germaine, Dennis	A Member of the Public	Myself	Support
BARTLETT, SUSAN	A Member of the Public	Myself	Support
Fenton (SD 10), Senator Donovan	An Elected Official	Myself	Sup
Altschiller, Senator Debra	An Elected Official	SD 24	Support
Selig, Todd	An Elected Official	Town Manager, Town of Durham, NH	Support

Testimony

Peter O'Neill

From: Will Gilbert <gilbert@informagen.com>
Sent: Thursday, January 26, 2023 8:35 AM
To: Denise Ricciardi; David Watters; Ruth Ward; Carrie Gendreau; Donovan Fenton; Peter O'Neill
Cc: Lulu Pickering
Subject: Support of SB258

Pardon the double entry in the signup sheet. After my first signup I had some thoughts I wanted to share with the committee.

This bill allows the transfer of surplus state property to non-profit organizations rather than only to Town Select Boards.

Town Select Boards tend to be primarily concerned with budgets. Also, Select Boards have a high turnover rate of individuals with varied interests. In contrast, town historical societies and other non-profits are made up of members focused on preserving history and whose members are in it for the long term.

It makes sense that these non-profit are in a better position to care for and raise funds for these excess properties.

I will not be able to attend the in person session but am anxiously awaiting the outcome of its hearing.

William A. Gilbert, Ph.D.
Newington Resident and member of the Newington Historical Society.

Peter O'Neill

om: Helen Frink <hfrink@keene.edu>
nt: Thursday, January 26, 2023 11:52 AM
To: Denise Ricciardi; David Watters; Ruth Ward; Carrie Gendreau; Donovan Fenton; Peter O'Neill
Subject: SB 258

Caution! This message was sent from outside your organization.

I urge you to vote in favor of Senate Bill 258, which will enable the transfer of state-owned properties to nonprofits. An immediate example is the Newington Railroad Depot, in use from 1873-1934 when a railroad and vehicle bridge crossed from Hilton Point in Dover to Bloody Point in Newington.. The Town of Newington is unwilling to accept the depot property because of adding its maintenance expenses to those of the town's other historic buildings. The Newington Historical Society, however, has been actively working to preserve the town's history since 1946 and is eager to accept the depot from the state, rehabilitate it, and return it to use. A museum will occupy the former station waiting room, with a caretaker's residence in the space where the depot's stationmaster lived. The public will be able to reimagine the experience of train travel from Dover and points west into Portsmouth, while enjoying access to the Piscataqua River.

Other New Hampshire towns also struggle with accepting ownership of historic or conservation properties, while private nonprofits may well be able to rehabilitate and preserve them. I work as grant writer and fundraiser for historic projects in Newington, Acworth, and Alstead. I've served on the Boards of the New Hampshire Historical Society and Alstead's Mill Hollow Heritage Association, owner of the recently restored and repurposed Chase's Mill. In 2020 and 2022 I served on the historic resources review panel for the state's Land and Community Heritage Investment Program (LCHIP). I have experienced firsthand the value of historic preservation in tourism, education, and community engagement. Nonprofits are a vital component of this work. Please join me in supporting this much-needed legislation.

Helen Frink
24 Clark Road
South Acworth, NH 03607

Darius Frink Farm
272 Nimble Hill Road
Newington, NH 03801

Peter O'Neill

From: Lulu Pickering <pickering@informagen.com>
Sent: Thursday, January 26, 2023 2:47 PM
To: Denise Ricciardi; David Watters; Ruth Ward; Carrie Gendreau; Donovan Fenton; Peter O'Neill
Subject: Re: Support of SB258

Caution! This message was sent from outside your organization.

Dear Committee Members,

I strongly support this bill.

For several years I have been working through a Section 106 process to try to save the Railroad Depot property in Newington for public use rather than a private sale.

It was very difficult to navigate the Section 106 process for the historic mitigation involved in the replacement of the General Sullivan Bridge between Dover and Newington. NH DOT (a public entity) was supposed to save and rehabilitate this bridge as part of the historic mitigation for the Spaulding Turnpike - Little Bay Bridges expansion project. Instead, the General Sullivan Bridge was allowed to deteriorate until it was deemed too costly to repair.

As part of the re-opened Section 106 process, we successfully negotiated the rehabilitation of the adjacent Railroad Depot property as historic mitigation for the replacement of the General Sullivan. This depot has been owned by NH DOT (public entity) for well over 50 years but has been allowed to deteriorate into a terrible state. State-owned property is supposed to be maintained!

The depot property has now been designated as surplus State property. Next we ran into a brick wall because we learned that only public, not private entities, could take ownership of surplus property under state law. We were able to negotiate a provision in the Section 106 process that would allow the local Newington Historical Society to take ownership of the depot through the surplus property rules and laws but ONLY if we could find a public partner (state law) to first accept it and then lease it to the Newington Historical Society, which is a non-profit entity (private).

After a year of working with the Town of Newington (public), the selectmen have said they do not want another old building to maintain and they will not accept the depot and lease it to the Society.

We asked if NH DOT would become our public partner and lease the depot to the Society. The response we got was that DOT had already started the surplus property pathway and would not change mid stream. This was devastating for two reasons (1) DOT had leased the very same property to Newington in the past and (2) if the Town would not accept the property and the Society had no public partner, then State law gave DOT the right to sell the property at fair market value and keep the proceeds. Imagine, the very same public entity that was responsible for the preservation of both the General Sullivan Bridge and the Railroad Depot property could not spend the money to fulfill those obligations but could keep any proceeds from the sale of the Depot property? Something is very wrong here. The current process incentivizes DOT to save money by not preserving historic structures and then to potentially make money by selling a surplus historic mitigation property.

We needed a public partner fast or all was lost.

The NH Division of Historical Resources cannot own property so could not be our public partner. The NH Preservation Alliance is a non-profit group just like us so could not be our public partner.

The Newington Historical Society has worked for decades to save and preserve the depot property. The Society has had the depot listed on the National Register of Historic Places, has had the Town's second local historic district established for the area, and last year obtained a Seven to Save designation from the NH Preservation Alliance.

The only entity that has continuously tried to preserve this property is the private, non-profit Historical Society, not the public entities at the town or state levels. But State law prohibits the Society from taking ownership of it. SB258 would create an exception to correct this problem.

Town select boards do not want more historic buildings to maintain, especially in times of tight budgets and frightening utility costs. They would rather have the property sold to a private entity so at least the town could get property tax income from it.

NH DOT has had primary responsibility for the maintenance and repair of both the General Sullivan Bridge and Railroad Depot properties since the 1930s/1940s. DOT does not want the property and prioritizes the money it has to spend on highway and bridge needs.

I know in my heart that the Historical Society is made up of people who are dedicated to preserving our shared history and resources. We want to create a Bloody Point park on the depot property to preserve public access to this part of the State that was first settled in the early 1600s. We want to rehabilitate the depot property, create a downstairs railroad/maritime museum capable of supporting public events, and an upstairs caretaker apartment where the rental income can be used to maintain and preserve the building and park.

State law that requires that only public entities can be trusted to preserve and care for surplus property is not working in the world we live in today.

The primary entities that seem to be taking all the arrows in trying to save our cultural resources are private, non-profit preservation groups that have committed volunteers to write grants, raise funds, educate the public, and shoulder on. The public entities just do not have the will power or fire in the belly to do that. Will every non-profit be successful? No, but some will.

This whole endeavor has brought us to our knees with how difficult it has been. I ask that you please approve SB258 because it is a step in the right direction. It may, or may not, be in time to help us with our Railroad Depot preservation goal but at least i could help the next non-profit group that will be facing the hurdles what we have been facing.

Thank you for your time and consideration,

Lulu Pickering

Newington Historical Society, board member
Newington Historical District Commission, past chairman

Peter O'Neill

From: Jon Wendell <blueheroncove@me.com>
Sent: Thursday, January 26, 2023 10:27 PM
To: Denise Ricciardi; David Watters; Ruth Ward; Carrie Gendreau; Donovan Fenton; Peter O'Neill
Subject: SB 258

Caution! This message was sent from outside your organization.

Dear Senators,

My name is Jon Wendell and I am a resident of Newington, NH. This bill would help motivated non-profit organizations to preserve pieces of NH history that towns did not feel they could support for financial or other reasons. The upcoming case of the Newington Rail Depot at Bloody Point is the perfect example.

It is a remarkably well preserved depot that was used for decades and only moth-balled in the 1970's. It sat at a critical location, between Dover and Newington for many years when the old bridge crossed the river there.

There is a great write up about it on our new Historical Society's website - you really should check it at the link below. And since the Patriots are not playing football anymore, you should have a few extra minutes :)

https://newingtonnh.org/our-projects/the-bloody-point-railroad-depot

I hope to one day see the Newington Depot restored to its original condition and have Newington's school children go there to learn about the State's rich history and the significance the railroad played and continues to play in NH. Varying children could act out the different roles involved in railroads and the transportation of goods and people up and down the river as well as across the bridge into Dover.

A significant number of other local groups could easily take advantage of a restored depot that sits at the water's edge in Newington, including other schools, recreation groups as well as citizens from the neighboring towns.

In closing, as the son of a family of railroad engineers from Brentwood, NH, I would hate to see the State lose such a great connection to our past for lack of the correct vehicle to preserve such a piece of history.

Thank you for your time and for your efforts in representing and supporting New Hampshire!

Sincerely,

Jon Wendell
Tina Ho
Jay Wendell
Matt Mower

188 Little Bay Road
Newington, NH 03801

603-498-6199

Peter O'Neill

From: Brendan McCann <bhmccann@hotmail.com>
Sent: Tuesday, May 2, 2023 12:29 PM
To: NH Chiropractic Association
Subject: HB 258: Please support quality care for animals

Caution! This message was sent from outside your organization.

NH Chiropractic Association

Honorable members of the New Hampshire Senate,

Today I write in support of HB 258 on behalf of the New Hampshire Chiropractic Association. This bill, brought forward by Rep. Diane Kelley and amended by recommendation of the OPLC, would enable licensed doctors of chiropractic to provide veterinary chiropractic care.

The New Hampshire Chiropractic Association and the bill's prime sponsor regrettably missed the hearing for this bill due to delays in updates to the General Court website. To our knowledge, the committee's vote of inexpedient to legislate was a result of anecdotal accounts that the legislation was not necessary. **I wish to clarify that the NHCA supports this legislation, and our position is that it provides needed clarity. We urge you to reject the committee's recommendation of inexpedient to legislate. Notably, the House Executive Departments and Administration Committee voted unanimously that HB 258 ought to pass.**

As background, organizations such as the American Veterinary Chiropractic Association and its Animal Chiropractic Certification Commission exist to educate and certify doctors in this field. The organization trains, and is run by, both doctors of chiropractic (DC), and doctors of veterinary medicine (DVM).

Presently, no law has established the legal standing of DCs practicing animal chiropractic. This bill resolves that ambiguity. It also builds on the precedent of provider choice set when animal rehabilitation with physical therapists was added in 2010.

Animal chiropractors are skilled in treating pain and movement difficulties brought on by biomechanical dysfunctions. Animal patients deserve timely and expert access to care, and HB 258 will improve a field that is overwhelmed with demand. While economic studies haven't been done in animal care, in human healthcare introducing chiropractors to a team allows other providers to focus on their own specialties better and improves the total capacity of practices. In this way, HB 258 is good for patients, and good for business in New Hampshire.

Please show your support for high quality animal care by enacting the amended HB 258.

Sincerely,

Brendan McCann, DC (Newmarket)
President, New Hampshire Chiropractic Association

Board of Directors:
Dan Parent, DC, **Vice President** (Windham); Mark Stagnone, DC (Litchfield); Tamara Lovelace, DC (Alton); Kenneth Gabriel, DC (Salem); James Pamplin, DC (Plymouth); Eric O'Connell, DC (Manchester); Wes Merritt, DC (Durham)
Executive Manager:

Leah Stagnone
Phone: (603) 417-4953
info@nhchiropractic.org
45 Stiles Road
Salem, NH 03079
www.nhchiropractic.org

Voting Sheets

Senate Transportation Committee
EXECUTIVE SESSION RECORD
2023-2024 Session

Bill # SB 258

Hearing date: _____

Executive Session date: 2/14/23

Motion of: OTP **Vote:** 5-0

Committee Member	Present	Made by	Second	Yes	No
Sen. Ricciardi, Chair	☐	☐	☐	☑	☐
Sen. Watters, VC	☐	☑	☐	☑	☐
Sen. Ward	☐	☐	☐	☑	☐
Sen. Gendreau	☐	☐	☑	☑	☐
Sen. Fenton	☐	☐	☐	☑	☐

Motion of: Consent **Vote:** 5-0

Committee Member	Present	Made by	Second	Yes	No
Sen. Ricciardi, Chair	☐	☑	☐	☑	☐
Sen. Watters VC	☐	☐	☑	☑	☐
Sen. Ward	☐	☐	☐	☑	☐
Sen. Gendreau	☐	☐	☐	☑	☐
Sen. Fenton	☐	☐	☐	☑	☐

Motion of: _____ **Vote:** _____

Committee Member	Present	Made by	Second	Yes	No
Sen. Ricciardi, Chair	☐	☐	☐	☐	☐
Sen. Watters, VC	☐	☐	☐	☐	☐
Sen. Ward	☐	☐	☐	☐	☐
Sen. Gendreau	☐	☐	☐	☐	☐
Sen. Fenton	☐	☐	☐	☐	☐

Reported out by: Watters

Notes: _____

Committee Report

STATE OF NEW HAMPSHIRE

SENATE

REPORT OF THE COMMITTEE
FOR THE CONSENT CALENDAR

Tuesday, February 14, 2023

THE COMMITTEE ON Transportation

to which was referred **SB 258**

AN ACT relative to the disposal of highway or turnpike funded real estate.

Having considered the same, the committee recommends that the Bill

OUGHT TO PASS

BY A VOTE OF: 5-0

Senator David Watters
For the Committee

This bill creates an exception for the disposal of highway or turnpike funded real estate under fair market value for the preservation of public interest. The bill would allow for former highway real estate, like in the immediate case of a historic property in Newington, to be acquired and preserved by the town.

Peter O'Neill 271-4151

FOR THE CONSENT CALENDAR

TRANSPORTATION

SB 258, relative to the disposal of highway or turnpike funded real estate.
Ought to Pass, Vote 5-0.
Senator David Watters for the committee.

This bill creates an exception for the disposal of highway or turnpike funded real estate under fair market value for the preservation of public interest. The bill would allow for former highway real estate, like in the immediate case of a historic property in Newington, to be acquired and preserved by the town.

General Court of New Hampshire - Bill Status System

Docket of SB258

Docket Abbreviations

Bill Title: relative to the disposal of highway or turnpike funded real estate.

Official Docket of **SB258.:**

Date	Body	Description
1/24/2023	S	**Introduced** 01/19/2023 and Referred to Transportation; **SJ 5**
1/24/2023	S	**Hearing:** 01/31/2023, Room 101, LOB, 01:15 pm; **SC 8**
2/16/2023	S	Committee Report: Ought to Pass, 02/22/2023; Vote 5-0; CC; **SC 11**
2/22/2023	S	**Ought to Pass**: MA, VV; OT3rdg; 02/22/2023; **SJ 8**
3/20/2023	H	Introduced (in recess of) 03/16/2023 and referred to Public Works and Highways
4/5/2023	H	Public Hearing: 04/13/2023 02:15 pm LOB 201-203
5/2/2023	H	Executive Session: 05/09/2023 10:00 am LOB 201-203
5/10/2023	H	Committee Report: Inexpedient to Legislate 05/03/2023 **(Vote 13-5; RC)**
5/18/2023	H	Inexpedient to Legislate: MA VV 05/18/2023 **HJ 14** P. 13

NH House	NH Senate

Other Referrals

Senate Inventory Checklist for Archives

Bill Number: SB 258 **Senate Committee:** Transportation

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

X Final docket found on Bill Status

Bill Hearing Documents: {Legislative Aides}

X Bill version as it came to the committee

X All Calendar Notices

X Hearing Sign-up sheet(s)

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

X 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 # _____ ___ - amendment # _____

___ - amendment # _____ ___ - amendment # _____

X Executive Session Sheet

X 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 8/10/2023

Committee Aide **Date**

Senate Clerk's Office AL