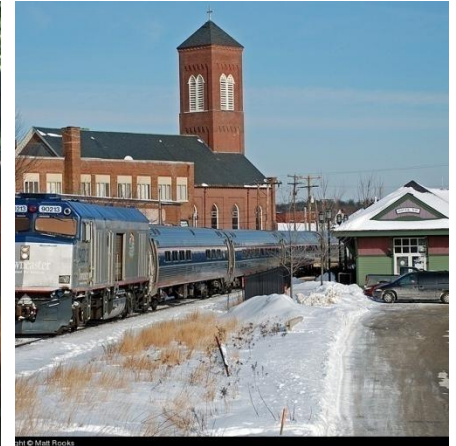


# NH State Rail Plan Public Meeting Littleton, NH

April 7, 2011



# Welcome and Introduction

- Kit Morgan – NHDOT
- Lou Barker – NHDOT
  
- Ron O' Blenis, HDR, Project Manager
- Pam Yonkin, HDR
- Carol Morris, Morris Communications

# Study Team

- HDR Engineering
- Morris Communications
- Transit Safety Management
- CTC Group

# Public Meeting Agenda

- Purpose of public meetings and Q&A
- Review of draft Vision, Goals and Objectives
- Findings to-date
  - Summary of data
  - Synopsis of initial interviews

# Overview

- Objective of NH State Rail Plan Study
  - Update 2001 NH Rail Plan
  - Incorporate new PRIIA expectations
  - Enable NH to apply for federal funding
- Public Meeting #1
  - Present overview of NH Rail Plan and schedule
  - Solicit comments on general understanding and interest in rail transportation in NH
  - Public Meeting #2 will present our preliminary findings

# NH State Rail Plan Vision

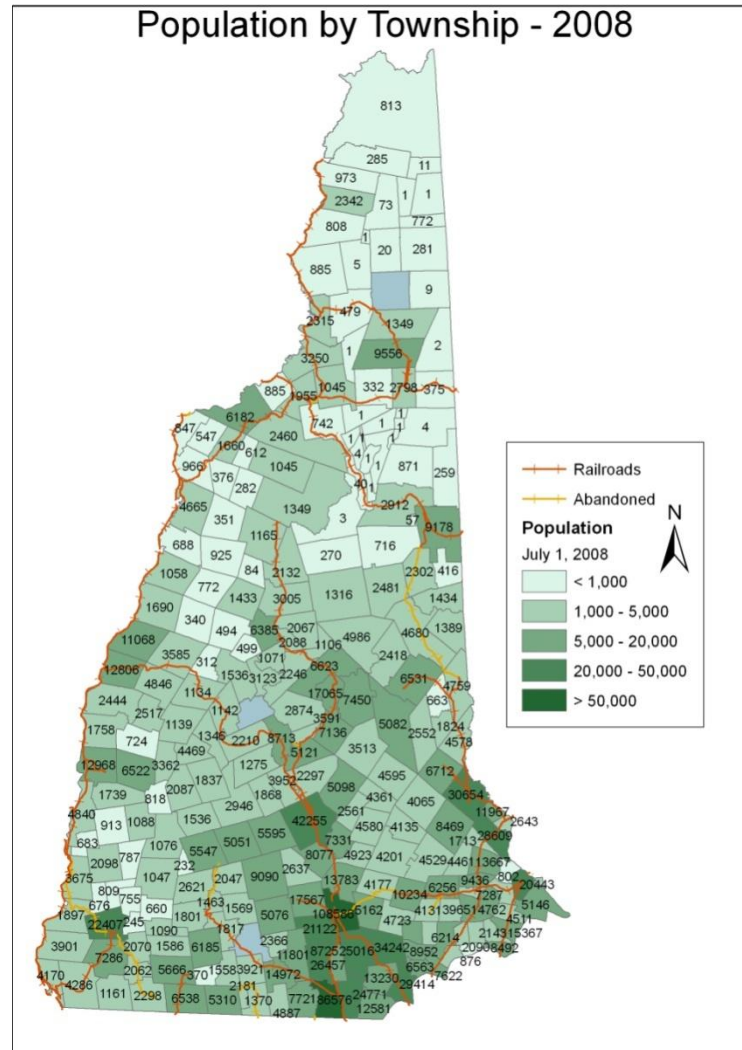
*“Provides an efficiently utilized and well-maintained railroad system, expanded as appropriate to accommodate increases in freight and passenger demand for rail services.*”

*It is a system that is fully integrated with the national, regional and statewide transportation system, connecting the state’s urban and rural communities, maximizing the opportunities for economic growth, promoting energy efficiency, and providing safe, secure and reliable transportation of people and goods.”*

# NH State Rail Plan Goals

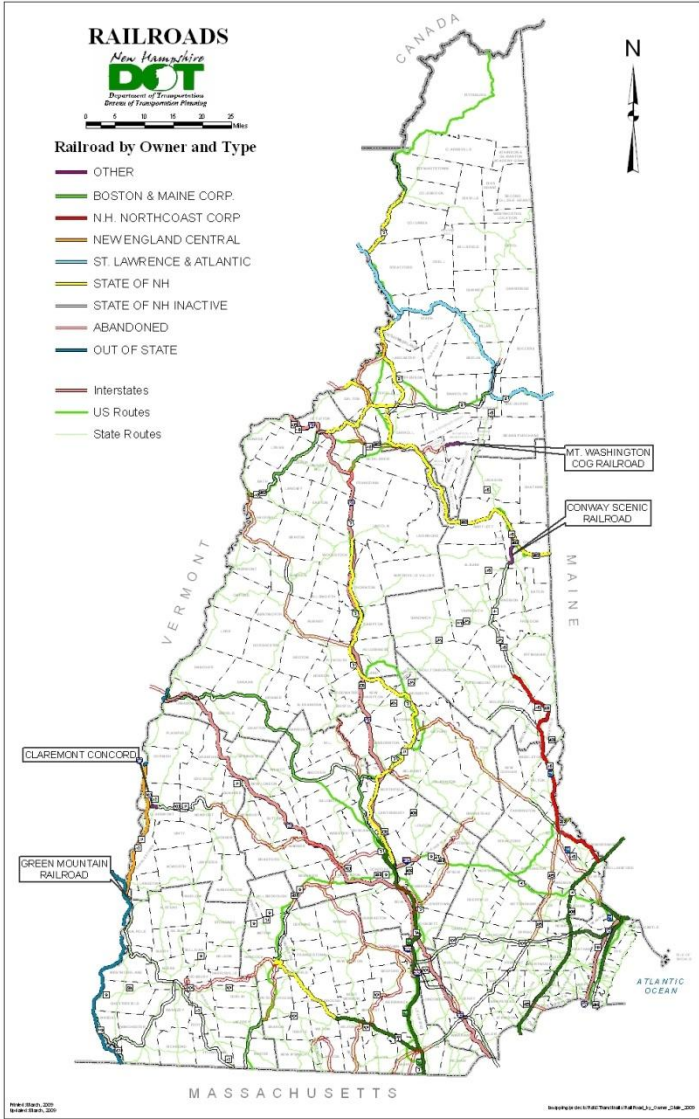
1. Maintain the NH rail system in a state of good repair
2. Provide a rail system that is financially stable and sustainable
3. Expand the rail system and its capacity to promote growth in freight and passenger demand
4. Provide a rail system that is environmentally supportive and sustainable
5. Facilitate the ability of NH railroads to be competitive regionally, nationally, and globally
6. Support economic initiatives
7. Realize public benefits for public investments
8. Encourage public-private partnerships related to rail services
9. Educate NH residents and businesses on the rail system in NH

# Population in New Hampshire





# New Hampshire Railroads



# Miles of Rail by Operator Size

| Miles Operated       |                             |                           |                           |
|----------------------|-----------------------------|---------------------------|---------------------------|
| Totals               | Number of Freight Railroads | Excluding Trackage Rights | Including Trackage Rights |
| Class I              | 0                           | 0                         | 0                         |
| Regional             | 1                           | 148                       | 172                       |
| Local                | 8                           | 267                       | 290                       |
| Switching & Terminal | 0                           | 0                         | 0                         |
| <b>Total</b>         | <b>9</b>                    | <b>415</b>                | <b>462</b>                |

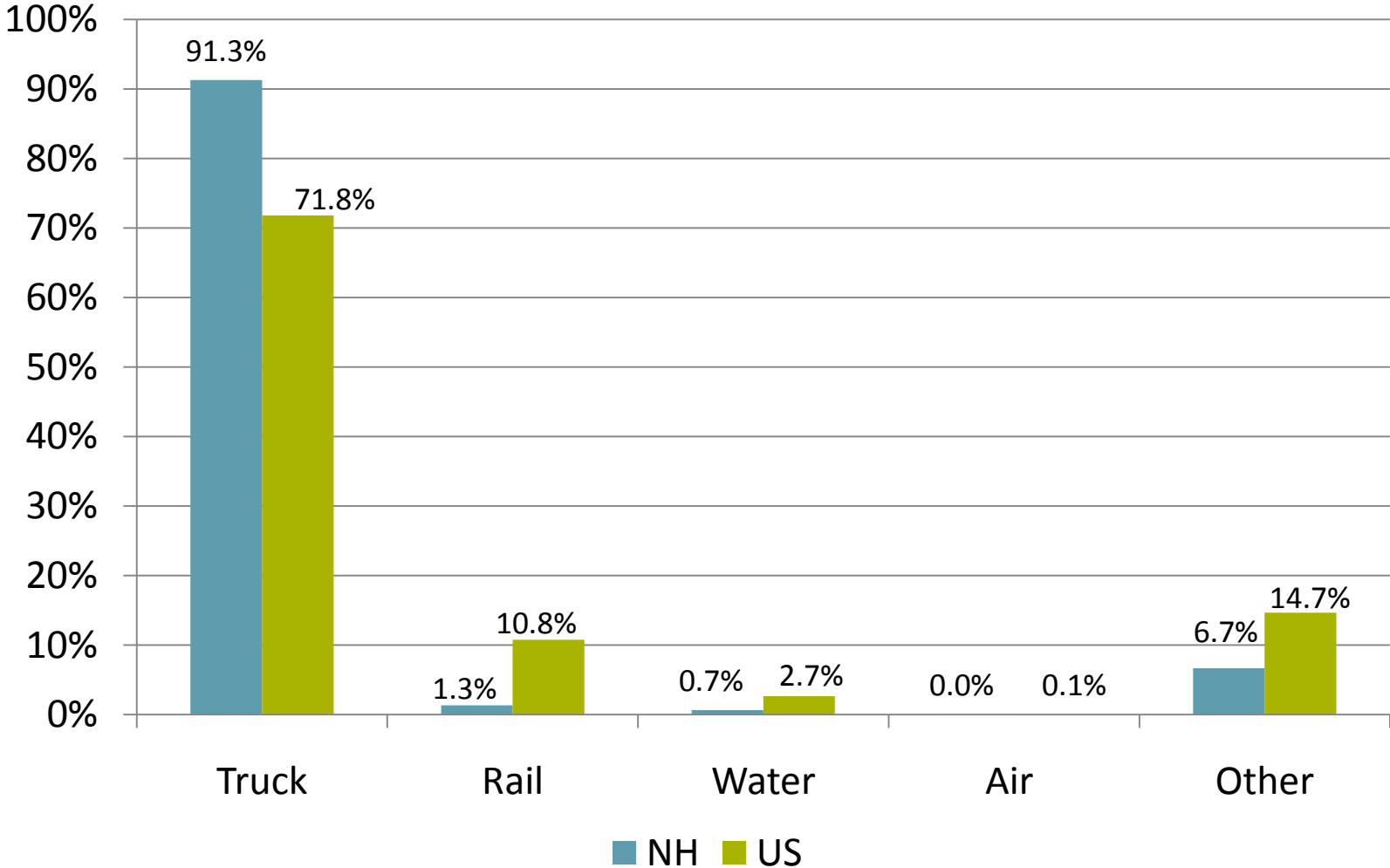
Source: AAR

# Miles of Railroad by Carrier

|                           | Miles of Railroad | Percent |
|---------------------------|-------------------|---------|
| <b>Class I</b>            |                   |         |
| <i>none</i>               |                   |         |
| <b>Regional Railroads</b> |                   |         |
| Pan Am Railways           | 172               | 37%     |
| <b>Local Railroads</b>    |                   |         |
| Claremont Concord         | 5                 | 1%      |
| Green Mountain            | 2                 | 0.4%    |
| Milford-Bennington        | 19                | 4%      |
| New England Central       | 26                | 6%      |
| New England Southern      | 100               | 22%     |
| New Hampshire Central     | 45                | 10%     |
| New Hampshire Northcoast  | 41                | 9%      |
| St. Lawrence & Atlantic   | 52                | 11%     |

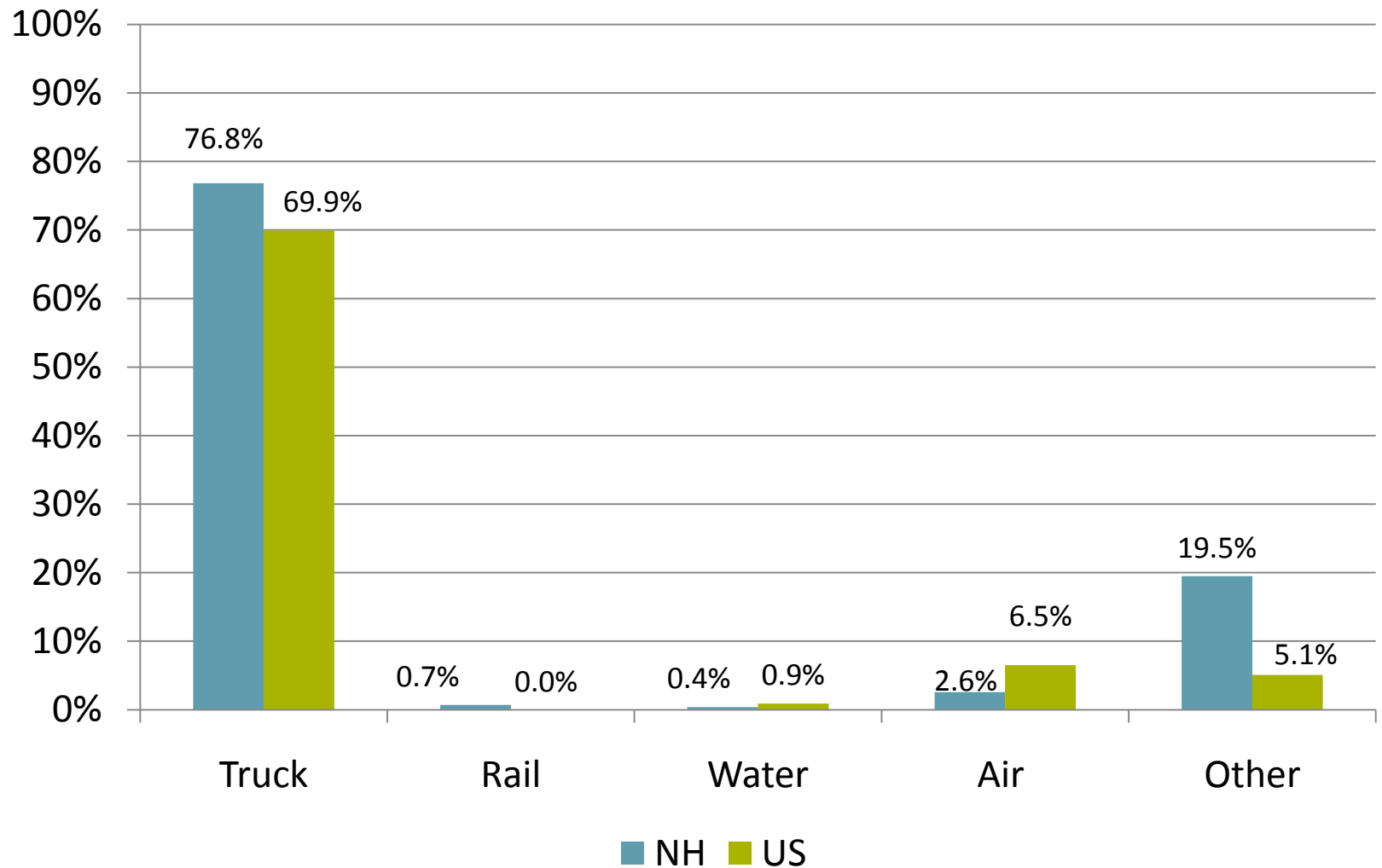
Source: AAR

# Modal Share by Weight 2007



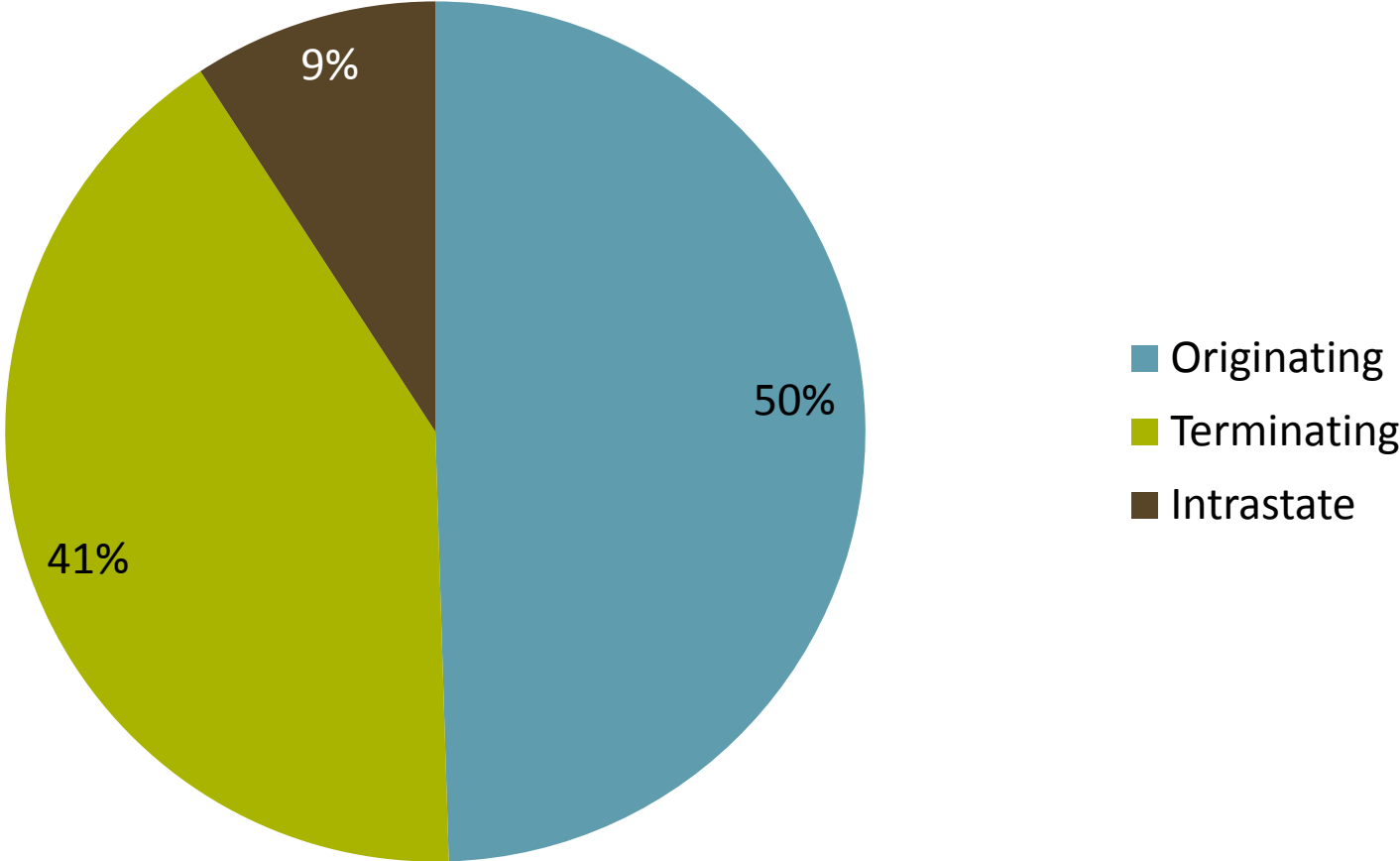
Source: FAF  
Note: "Other" includes multiple modes & mail, pipeline, other and unknown

# Value Modal Share 2007



Source: FAF

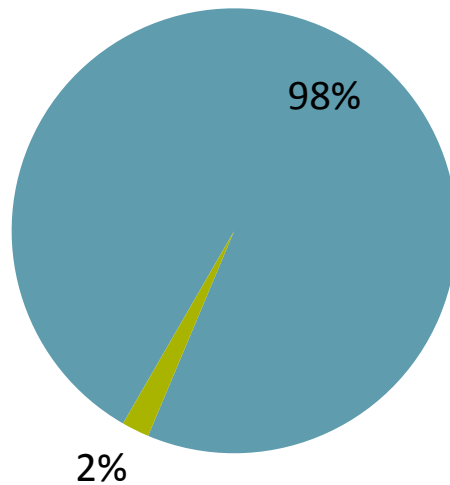
# Rail Shipments by Direction



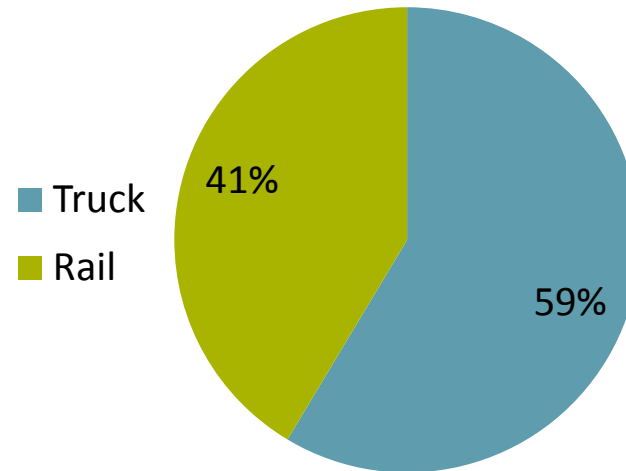
Source: FAF

# Trade with Canada: Modal Share by Weight

## Exports to Canada



## Imports from Canada



# New Hampshire Top Five Originating Commodities by Weight and Value

## Commodities Originating: Weight

| Commodities      | Tons | %   |
|------------------|------|-----|
| Newsprint/paper  | 367  | 43% |
| Wood prods.      | 191  | 22% |
| Basic chemicals  | 118  | 14% |
| Plastics/rubber  | 85   | 10% |
| Paper articles   | 27   | 3%  |
| <i>All Other</i> | 67   | 8%  |

## Commodities Originating: Value (mil\$)

| Commodities      | Value (mil\$) | %   |
|------------------|---------------|-----|
| Newsprint/paper  | 193           | 47% |
| Plastics/rubber  | 98            | 24% |
| Wood prods.      | 58            | 14% |
| Basic chemicals  | 29            | 7%  |
| Paper articles   | 17            | 4%  |
| <i>All Other</i> | 19            | 5%  |

Source: FAF



# New Hampshire Top Five Terminating Commodities by Weight and Value

## Commodities Terminating: Weight

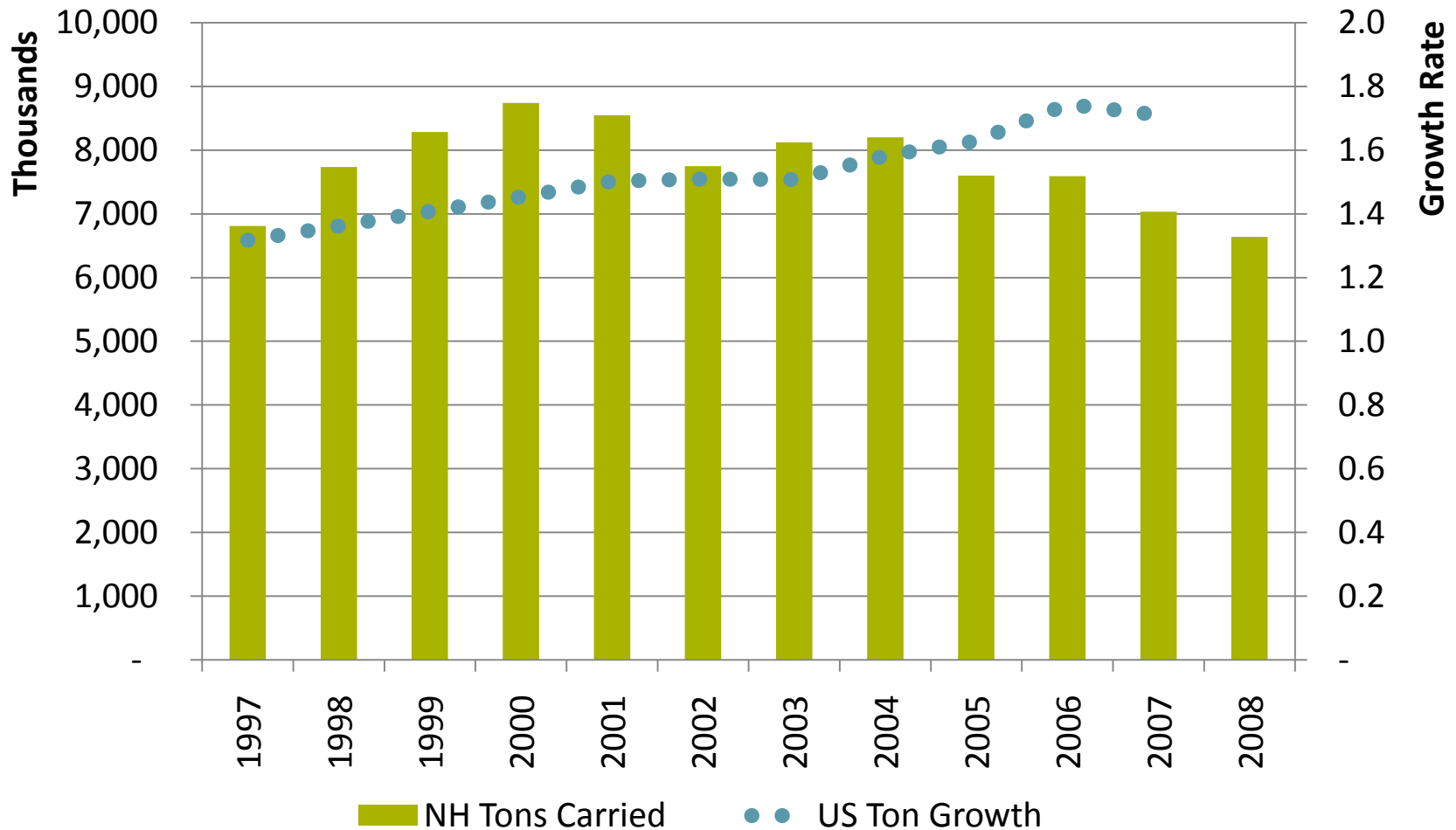
| Commodities          | Tons | %   |
|----------------------|------|-----|
| Wood prods.          | 187  | 26% |
| Newsprint/paper      | 152  | 21% |
| Nonmetallic minerals | 138  | 19% |
| Plastics/rubber      | 83   | 12% |
| Nonmetal min. prods. | 56   | 8%  |
| <i>All Other</i>     | 99   | 14% |

## Commodities Terminating: Value (mil\$)

| Commodities          | Value (mil\$) | %   |
|----------------------|---------------|-----|
| Plastics/rubber      | 108           | 33% |
| Newsprint/paper      | 76            | 23% |
| Wood prods.          | 73            | 22% |
| Paper articles       | 13            | 4%  |
| Nonmetallic minerals | 11            | 3%  |
| <i>All Other</i>     | 46            | 14% |

Source: FAF

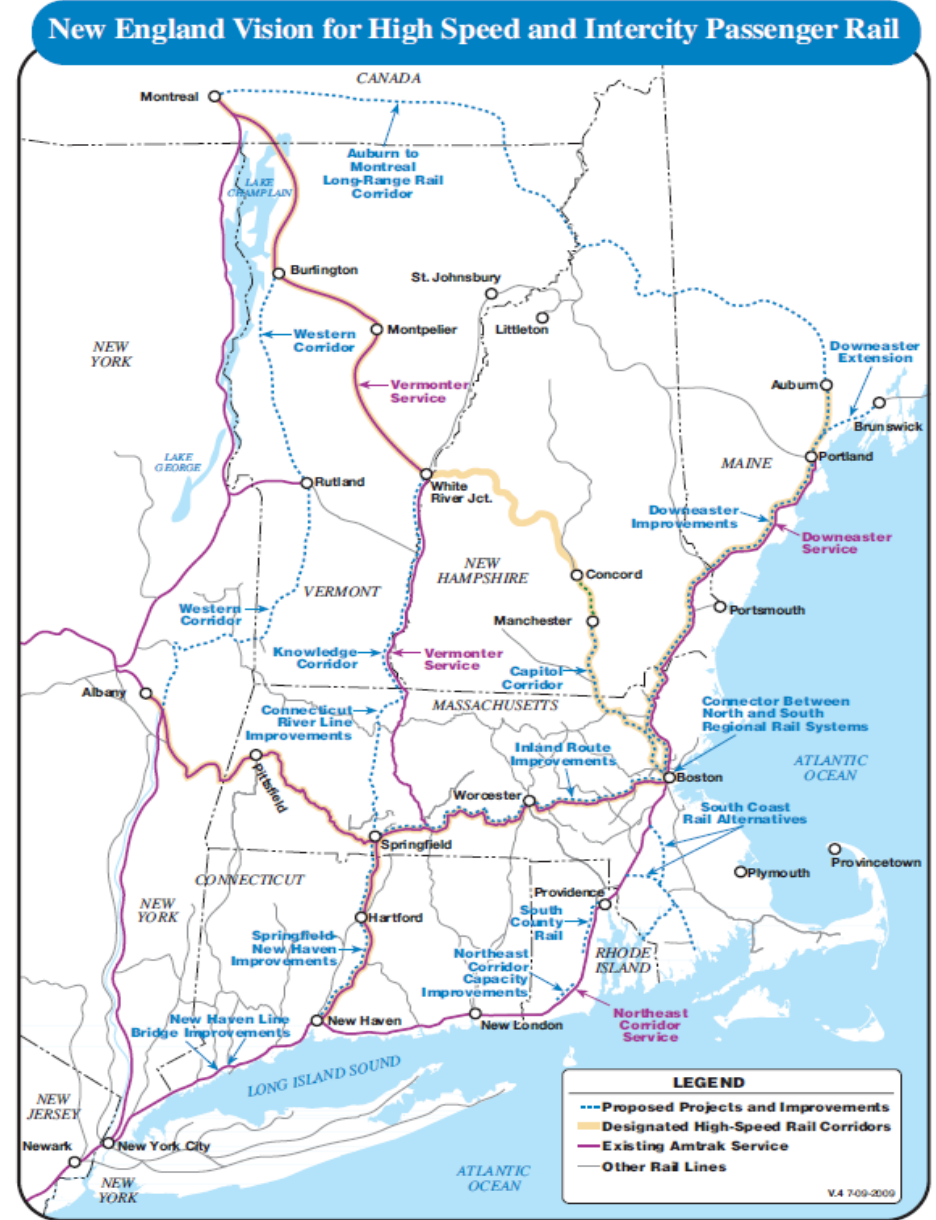
# Total Carloads Carried Via Rail: origin, destination, and through traffic



Source: AAR ; Note: US data not available for 2008.

# Regional High Speed & Intercity Passenger Rail

Source: CONEG, Vision for the New England High-Speed and Intercity Rail Network



# Amtrak Boardings & Alightings in NH FY 2010

- Amtrak operates two regional services within NH
  - The Downeaster (5 daily round trips Portland-Dover-Boston)
  - The Vermonter (Washington, D.C.-New York-St. Albans, Vt. via Claremont)

| City                   | Boardings & Alightings |
|------------------------|------------------------|
| Claremont              | 1,967                  |
| Dover                  | 57,241                 |
| Durham - UNH           | 54,777                 |
| Exeter                 | 90,123                 |
| Total NH Station Usage | 204,108                |

Source: Amtrak – Fact Sheets

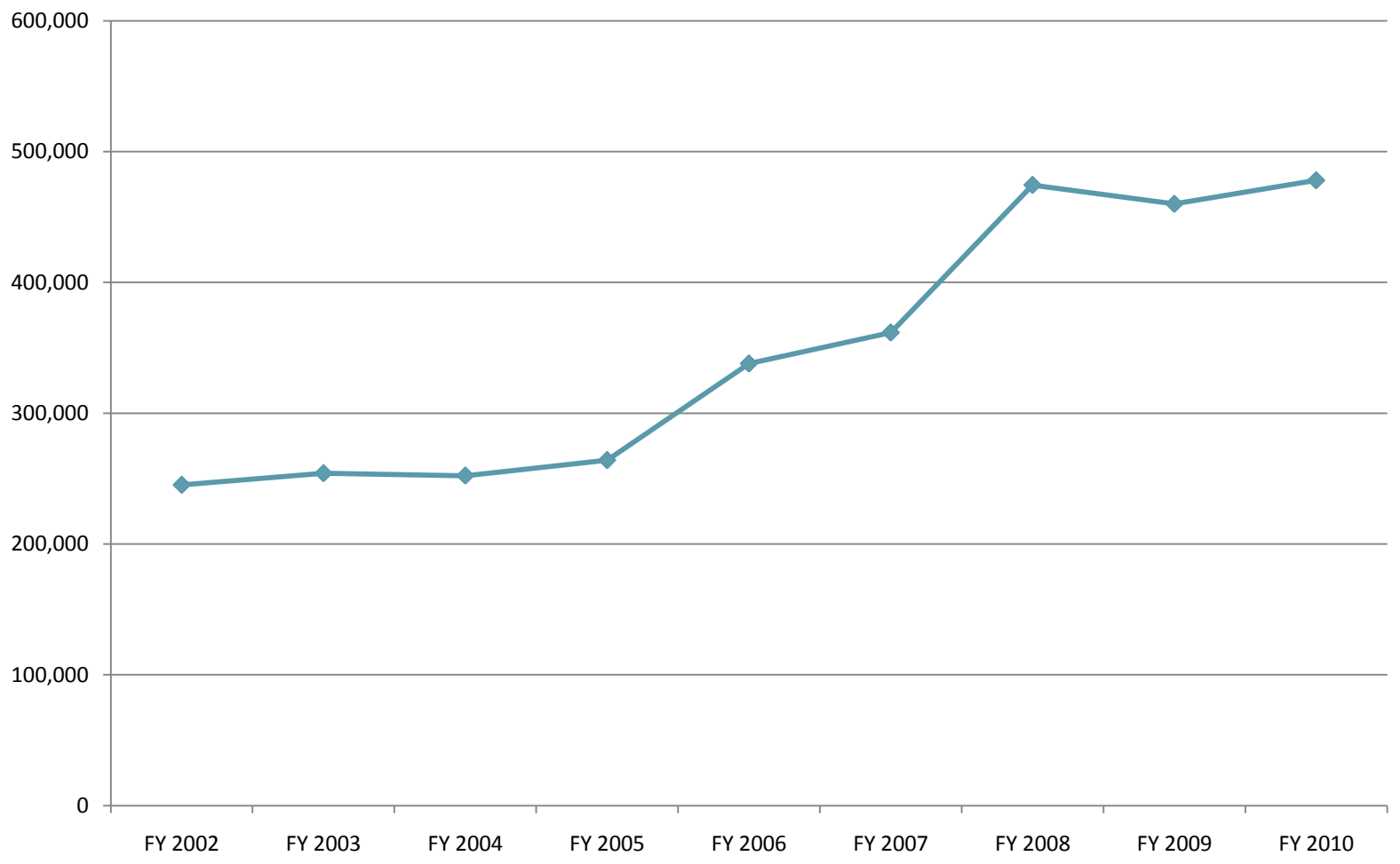
# Amtrak Downeaster



Source: Amtrak

HDR Engineering and NHDOT

# Amtrak Downeaster Ridership



Source: Amtrak

# Public Discussion

1. How do you view the importance of transportation relative to the NH economy?
2. How important is freight rail to transportation in NH?
3. How important is passenger rail to transportation in NH?
4. What are the benefits of investment in freight or passenger rail?

# Wrap-up and Next Steps

- Next Technical Advisory Committee Meeting in June
- Continue Interviews
- Refine Data Analysis
- Rail System Inventory