

NH State Rail Plan Technical Advisory Committee

March 24, 2011



Welcome and Introduction

- Kit Morgan – NHDOT
- Lou Barker – NHDOT

- Ron O' Blenis, HDR, Project Manager
- Jim Stoetzel, Transit Safety Systems
- Dick Flynn, CTC Group
- Pam Yonkin, HDR

- TAC Committee introductions

Study Team

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

TAC Agenda

- Purpose of TAC and Q&A
- Review of draft Vision, Goals and Objectives
- Findings to-date
 - Summary of data
 - Synopsis of initial interviews
- Break-out groups
 - Report out
 - Group analysis
 - Wrap up/next steps

Overview

- Objective of NH State Rail Plan Study
 - Update 2001 NH Rail Plan
 - Incorporate new PRIIA expectations
 - Enable NH to apply for federal funding
- Technical Advisory Committee (TAC)
 - Advise NHDOT and HDR Team
 - Provide guidance on issues and strategy
 - Consists of freight and passenger rail stakeholders

NH State Rail Plan Vision

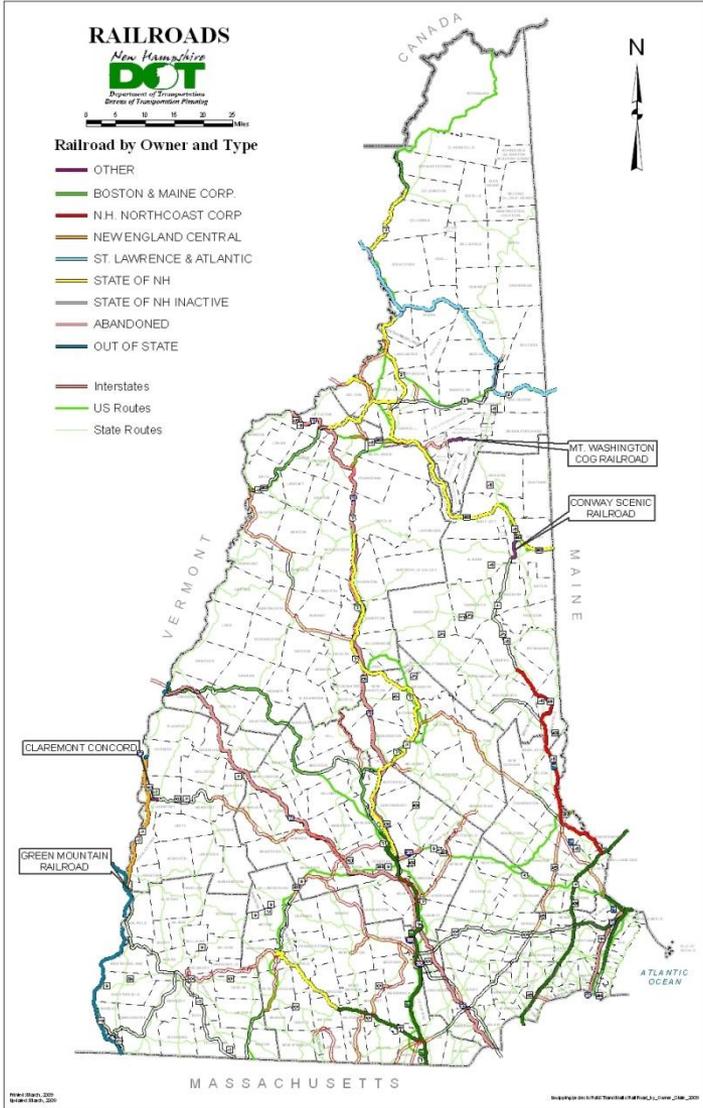
“Provides an efficiently utilized and well-maintained railroad system, expanded as appropriate to accommodate increases in freight and passenger demand for rail services.

It is a system that is fully integrated with the national and statewide transportation system, connecting the state’s urban and rural communities, maximizing the opportunities for economic growth, 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
3. Expand the rail system and its capacity to accommodate growth in freight and passenger demand
4. Provide a rail system that is environmentally supportive
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

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
Total	9	415	462

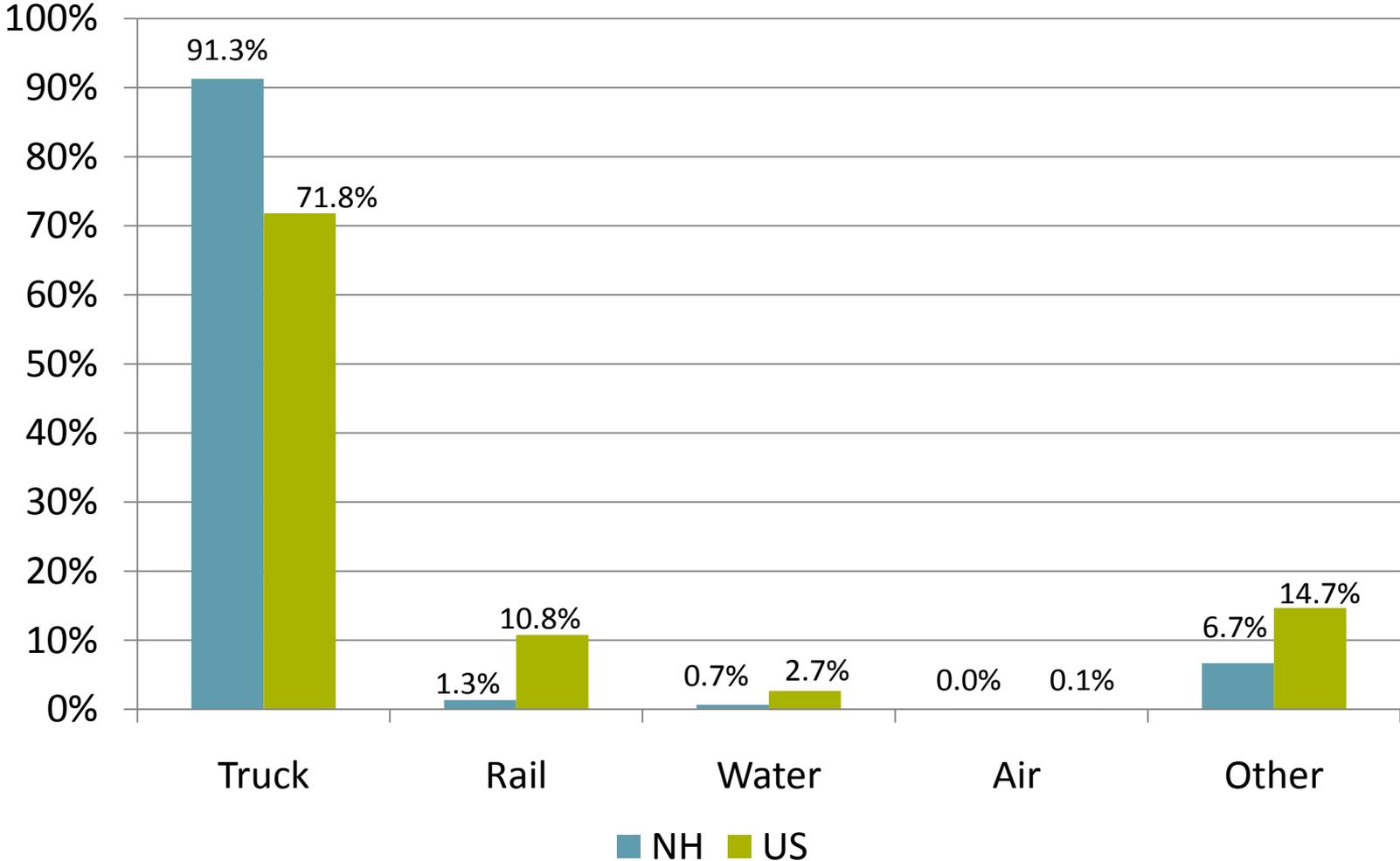
Source: AAR

Miles of Railroad by Carrier

	Miles of Railroad	Percent
Class I		
<i>none</i>		
Regional Railroads		
Pan Am Railways	172	37%
Local Railroads		
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%

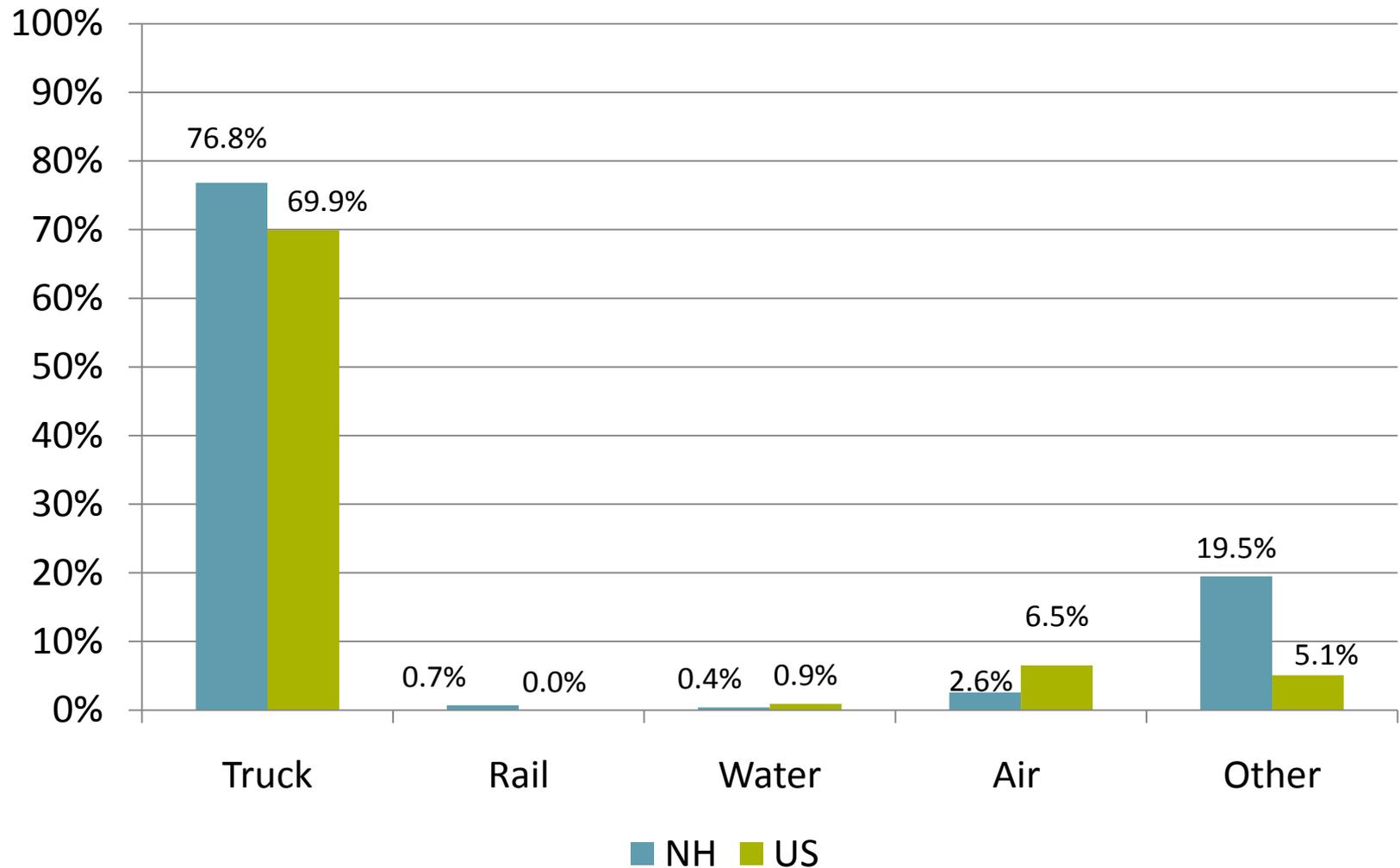
Source: AAR

Modal Share by Weight 2007



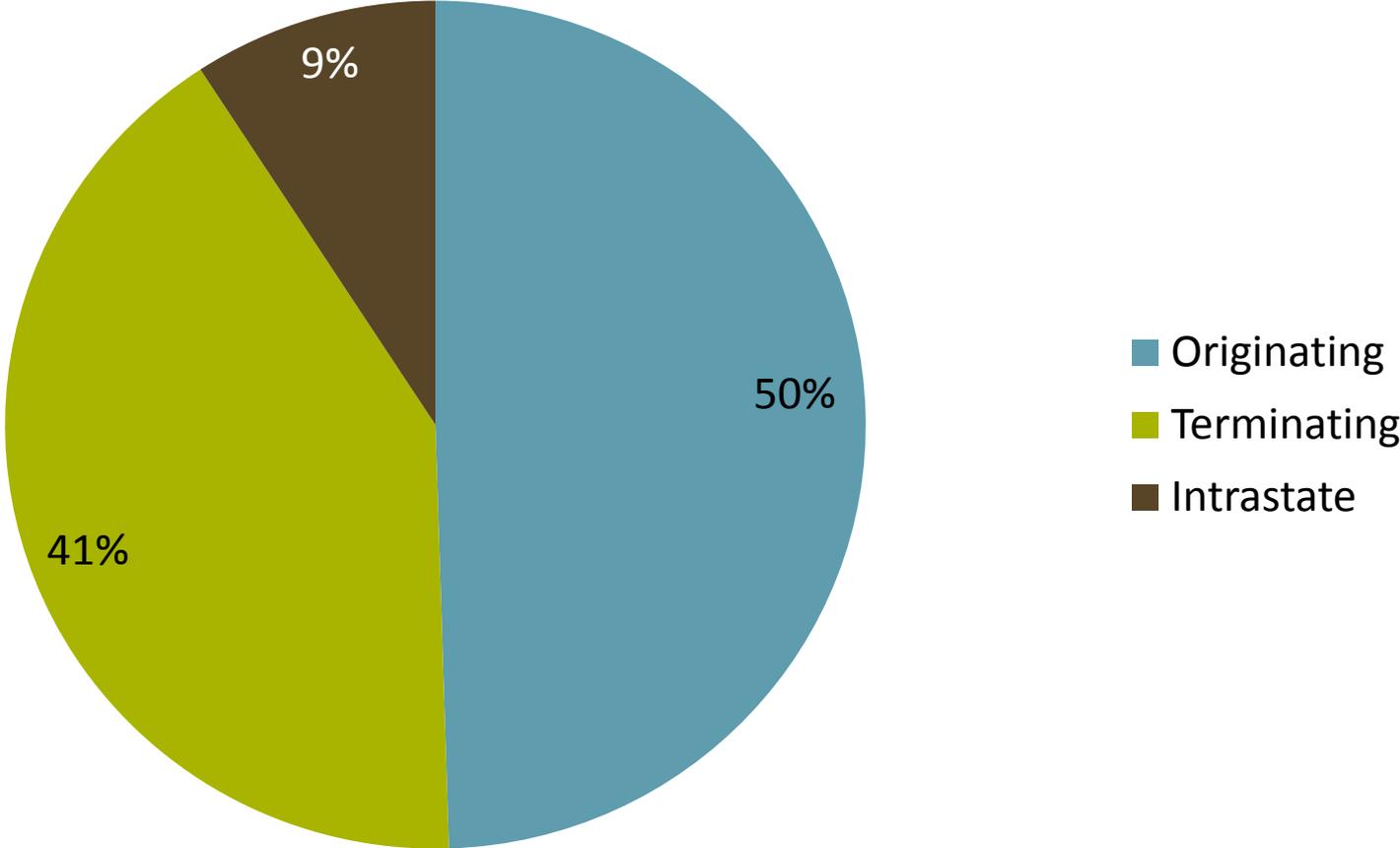
Source: FAF
Note: "Other" includes multiple modes & mail, pipeline, other and unknown

Value Modal Share 2007



Source: FAF

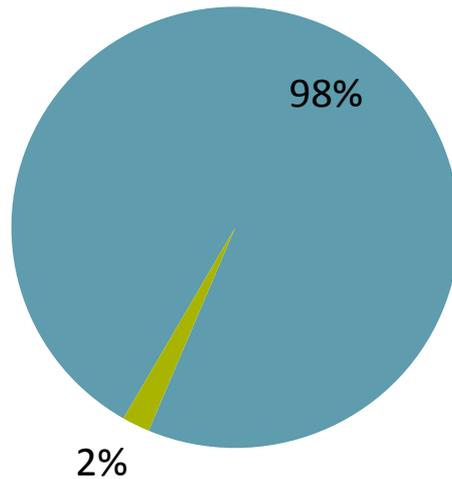
Rail Shipments by Direction



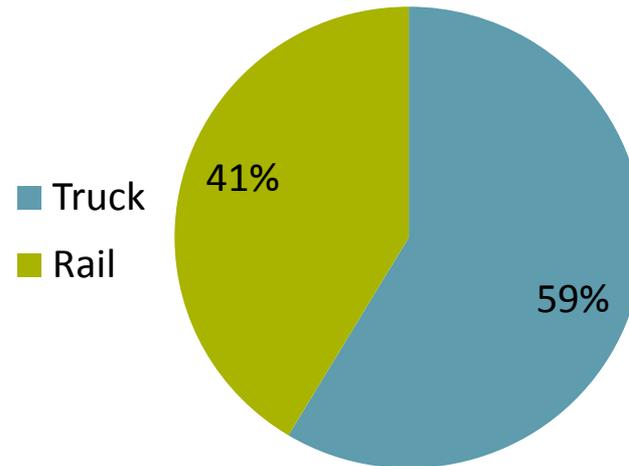
Source: FAF

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

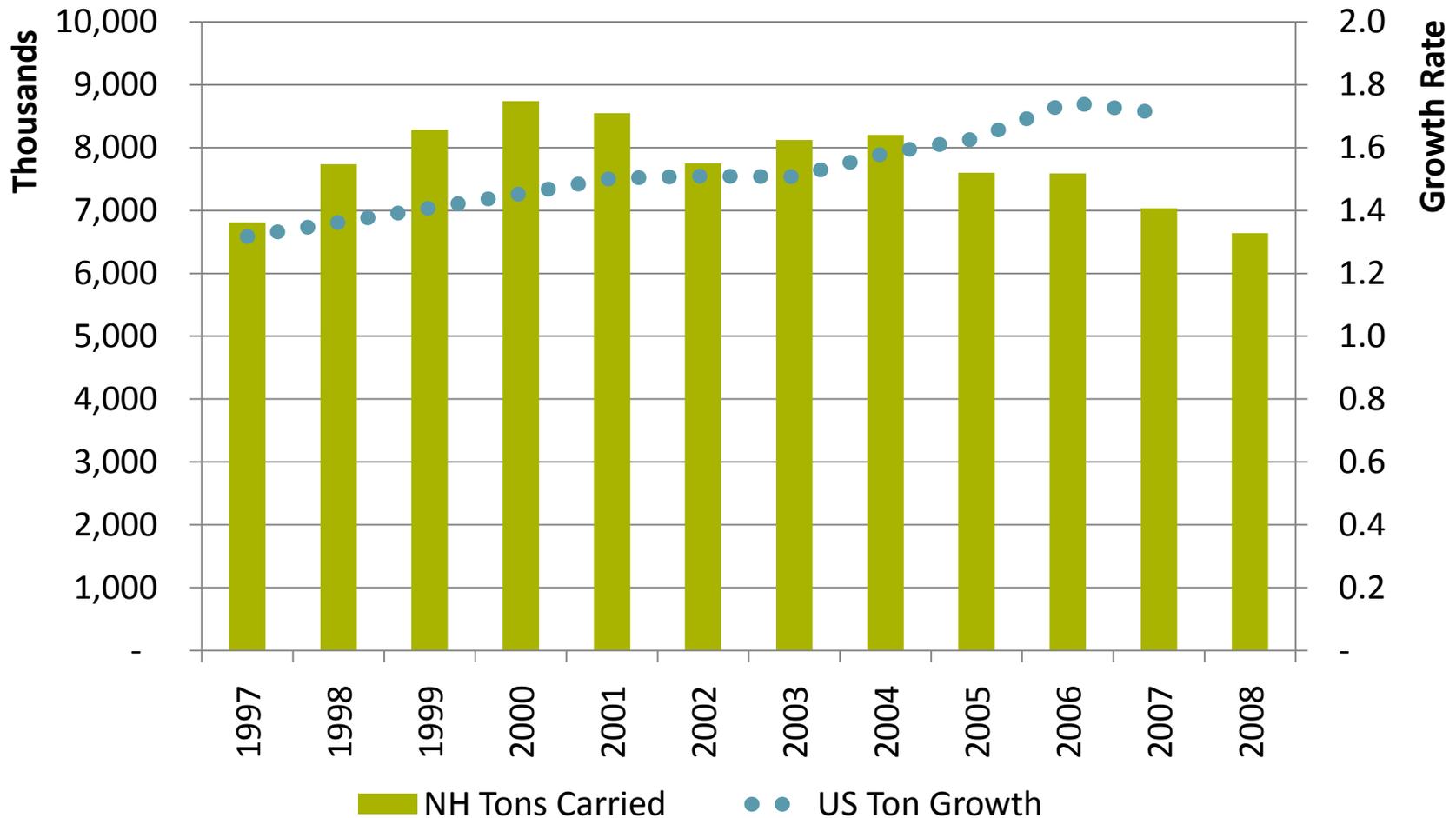
Commodities	Tons	%
Wood prods.	187	26%
Newsprint/paper	152	21%
Nonmetallic minerals	138	19%
Plastics/rubber	83	12%
Nonmetal min. prods.	56	8%
<i>All Other</i>	99	14%

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

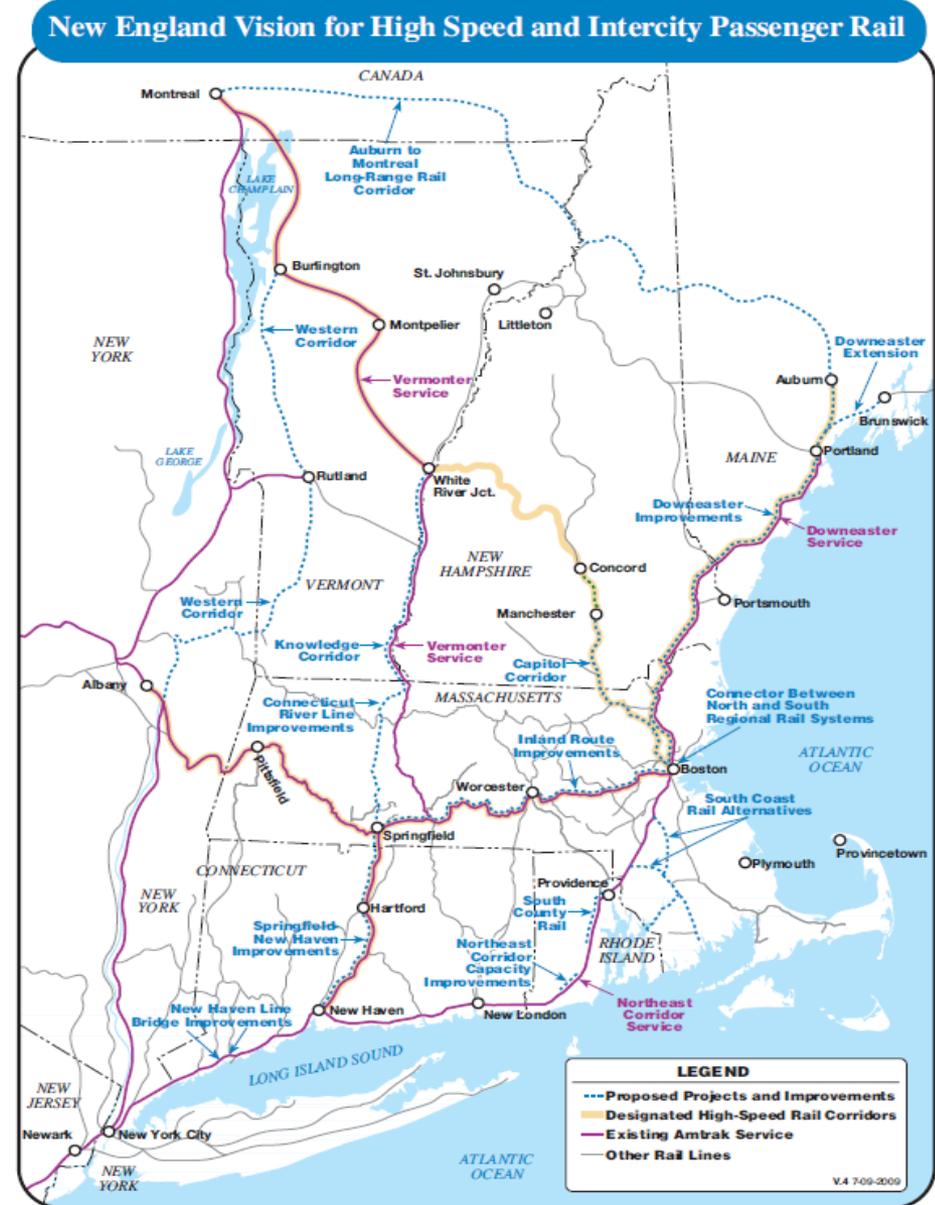
Total Carloads Carried Via Rail: origin, destination, and through traffic



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

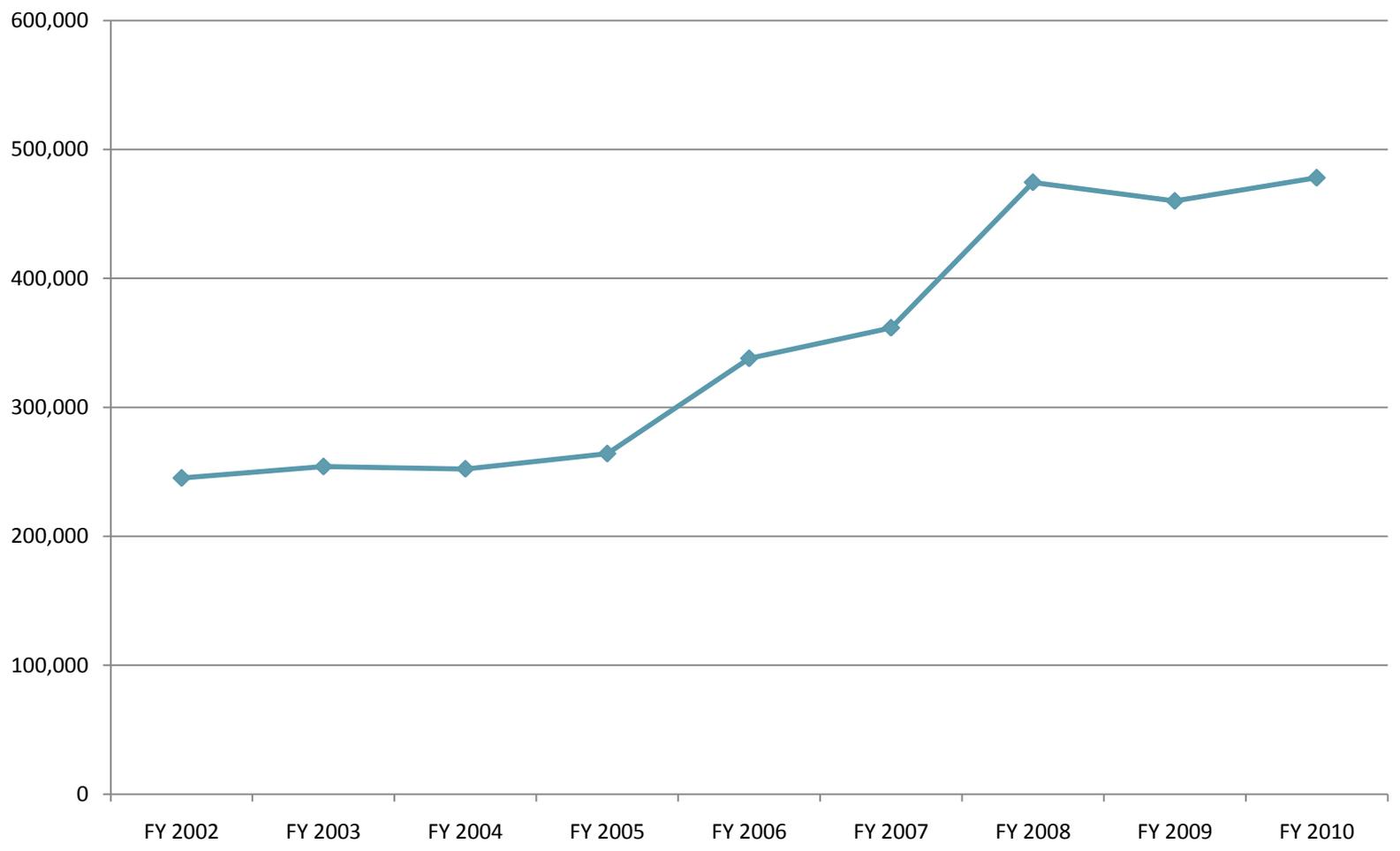
Amtrak Downeaster



Source: Amtrak

HDR Engineering and NHDOT

Amtrak Downeaster Ridership



Source: Amtrak

Synopsis of Initial Interviews

- For the Rail Plan, there should be an equal focus on freight and passenger rail.
- It will be important to consider NH's regional role in rail transportation (MA, VT, ME and Canada).
- NH does not always consider the region in its decision-making. Its thinking often ends at the border.
- Road infrastructure is suffering from large volumes of freight transported via truck.
- Freight rail availability is rarely a top criterion in NH for business location decisions.
- The absence of rail service into and out of Manchester Airport is an impediment to its ability to attract international service and expand its existing air service.

Break Out Session

- Report out
- Group analysis
- Wrap up/next steps

Wrap-up and Next Steps

- Public Meetings in April – Concord and Littleton, NH
- Next TAC Meeting in June
- Continue Interviews
- Refine Data Analysis
- Rail System Inventory