

STATE OF NEW HAMPSHIRE
CONWAY BRANCH RAILROAD LINE
REQUEST FOR INFORMATION (RFI)

The New Hampshire Department of Transportation (“Department”), through the Bureau of Rail & Transit, is seeking responses from entities (“Respondents”) that are interested in rail or other commercial or recreational use of the State-owned portions of the Conway Branch Railroad Line (between Mile Post B111.0 in Ossipee to Mile Post B132.35 at the Conway Town Line). The remainder of the Conway Branch Railroad Line is owned by NH Northcoast to the south and Conway Scenic Railroad to the north.

Conditions of note on the state-owned portions of the Conway Branch Rail Line:

- The State-owned portions of the tracks, as identified in the table below, have not been used in many years and may require substantial track, drainage and bridge work before any use, especially train service, can be restored.
- The State’s purchase of the Conway Branch, mileage noted below, included a provision that grants Boston and Maine Railroad a perpetual exclusive freight rail transportation easement and therefore Respondents that propose freight rail service on this line would be required to contact Boston & Maine Corporation to discuss their deeded right. (A copy of the deed for the Conway Branch has been made available for Respondents to review)
- Approximately 700 feet of track (Mile Post B126.2 to B126.3) is currently owned by the Silver Lake Railroad Station in Madison, NH and any proposed use of the this section will require approval of Silver Lake Railroad.

Conway Branch Railroad Line: Type of Rail, Track Status & Ownership

Mile Post	-	Mile Post	Location Names	Rail Type	Ownership	Status
B111.0	-	B118.6	Route 28 in Ossipee to Ossipee Main Street	75#-85#	State of NH	Inactive
B118.6	-	B126.2	Ossipee Main Street to Silver Lake Station in Madison	75#	State of NH	Inactive
B126.2	-	B126.3	Silver Lake Station in Madison	75#	Silver Lake Station	Inactive
B126.3	-	B130.6	Silver Lake Station to Approximately 1 mile south of Rt 113	75#	State of NH	Inactive
B130.6	-	B131.9	Approximately 1 mile south of Rt 113 to Rt 113	Track out	State of NH	Inactive
B131.9	-	B132.35	Rt 113 to Conway Town Line	75#	State of NH	Inactive

Note: Track status is listed as “Inactive”, but these sections have also been formally abandoned through the Surface Transportation Board (STB).

Purpose & Process:

The purpose of this announcement is to gather information and gauge the interest level on the potential use of the State-owned portions of the Conway Branch Railroad Line and for the State to determine if a formal Request for Proposals (RFP) should be developed for proposed use of the line.

Respondents that submit a formal response, in accordance with submittal requirements outlined below, may be requested to present their response in further detail to the Department. Presentations, if so requested by the Department, will be scheduled by the Department and will be limited to 30 minutes. All presentation costs incurred by the Respondent shall be borne by the Respondent.

After a review of the RFI responses, including any scheduled presentations, and an assessment of the marketplace for rail or other commercial or recreational use of the line, the Department may choose to issue a Request for Proposal (RFP). Participation in the RFI process is not a requirement for any subsequent competitive procurement, although the results of this RFI, including any presentations scheduled by the Department, may be used to build and refine an RFP. The Department reserves the right to refrain from issuing an RFP or any other formal solicitation document for the State-owned Conway Branch Line. This RFI is not a formal solicitation and no contract will be awarded as a result. If an RFP is issued, the Department will outline specific requirements that the Respondent(s) must meet to enter into an Agreement with the Department for use of the State-owned Conway Branch Railroad Line.

Some assumed conditions and requirements that may be included in a competitive solicitation include, but are not limited to:

- There is currently no State or Federal funding available for the restoration of the line and all costs to be borne for improvements and repairs, including but not limited to the tracks, drainage, signals, and bridges, shall be the responsibility of a selected contractor/operator.
- The selected contractor/operator would be responsible for all infrastructure improvements noted above, as well as, other costs including operations startup and capital equipment needs.
- Depending on the proposed use of the line and due to the scope of the required track reconstruction to reactivate portions of these lines, the Department will require that the selected contractor/operator pay the cost of engineering inspectors, assigned or approved by the Department. Engineering inspectors will approve, direct, and oversee the proposed work on behalf of the Department.
- As the track owner, the Department reserves the right to render the final determination on any modifications to the State-owned railroad corridor and what will be required for its restoration or use.
- Any proposed use or train movements that would require connectivity with railroad lines that are not owned by the State of New Hampshire would require trackage rights agreements to be obtained from connecting railroad owners.
- Any freight railroad service proposed to operate on the State-owned portion of the Conway Branch Railroad Line would require approval from Boston & Maine Corporation, in accordance with the aforementioned exclusive freight rail transportation easement they retain.

RFI Schedule

Release Request for Information (RFI)	March 14, 2019
Responses Due	3pm EDT April 4, 2019

RFI Coordinator

Respondent's communications concerning this RFI should be directed to the RFI Coordinator listed below:

RFI Coordinator	Shelley Winters, Bureau Administrator
Address	NH Department of Transportation Bureau of Rail & Transit PO Box 483 Concord, NH 03302-0483
Email	Shelley.Winters@dot.nh.gov

Response Preparation Instructions:

- Responses shall include basic information about the type of service (rail or other commercial or recreational use) proposed and the approximate mileage the Respondent is interested in using or providing said service on (as identified by railroad mile markers), a brief description of the relevant experience and capability of the Respondent, and basic information on the financing for the proposed service and infrastructure improvements.
 - If proposed use or service requires connections to non-State of NH-owned rail lines, please provide a status of the support for the proposed use or service from connecting railroad owners or, at a minimum, a plan of how you would work with connecting railroad owners.
- Responses shall include a statement of whether or not the Respondent is (a) for profit or non-profit entity and (b) if the Respondent's business is registered to do business in the State of NH through the NH Secretary of State's Office.
 - Responses that want to use the line for railroad use must also provide a statement of whether or not the Respondent is (c) a railroad corporation organized under the laws of New Hampshire pursuant to [NH RSA 367](#) or is a railroad corporation under the laws of any other state
- Responses shall be limited to no more than six (6) pages.
 - Electronic and paper submissions are acceptable
 - If paper copies are submitted they should be double-sided & stapled
- Responses to this RFI should be submitted to the RFI Coordinator no later than 3pm EDT on April 3, 2019.
 - Responses received after the due date will not be considered.
 - The RFI Coordinator *may* email an acknowledgement of receipt to the submitting Respondents.

Additional Information:

- Respondents may respond as independent companies, corporations, or as individuals.
- All materials submitted in response to this RFI, including during any scheduled presentations, become the property of the Department and the Department has the right to use any of the ideas presented in any response to the RFI.
 - Any information submitted in the response that is proprietary or confidential must be clearly designated as such. The Department will honor requests for confidentiality for information of a proprietary nature to the extent permitted by law. Marking of the entire submission as proprietary or confidential will be rejected as non-responsive.
- Respondents may submit questions to the RFI Coordinator at any time during the response period. Questions must be submitted via email and include "Conway Branch RFI Questions" in the subject header. The RFI Coordinator will post all questions and answers on the Bureau of Rail & Transit's website (<http://www.nh.gov/dot/org/aerorailtransit/railandtransit/index.htm>) and will continually update the Questions & Answers document as necessary; however, the earliest any responses will be posted is March 25, 2019. The RFI Coordinator will not respond individually to Respondent's questions; all potential Respondents should visit the Bureau website for updated Questions & Answers.

Materials and Information that may be of interest to Respondents include:

- [Conway Branch Railroad Line Feasibility Study \(June 30, 2004\)](#)
- State of NH's deed for the Conway Branch (includes Boston & Maine Corporation's perpetual exclusive freight rail transportation easement)-This is posted on the [NHDOT Rail & Transit webpage](#) as part of the RFI posting
- Railroad Valuation Maps for the State-owned Conway Branch Railroad Line
 - Available, for a fee, upon request from the Bureau of Rail & Transit
 - Contact Rail Planner Lou Barker (603-271-2425 or Louis.Barker@dot.nh.gov) to schedule a time to review the Valuation maps or to purchase copies