Passenger Rail

... one more transportation alternative for NH
Rail in New England

The New England States Have a Vision for Rail
NH Rail Transit Authority

Background

- NHRTA Established…………………………..July 2007
- $75 M Limit Liability Cap Becomes Law………..2008
- NH Capitol Corridor Project Approved…………….2008
- NHRTA Executive Board Established……….……..2008
- Interim Executive Director Position Approved…2008

*NH RTA Board Meets Twice a Month*
NH Rail Transit Authority

• **Mission Statement** Mission:
  Develop and provide commuter and passenger rail and related public rail transportation services in New Hampshire.

• **Vision**:
  Develop and implement comprehensive, coordinated and prioritized project and funding plans for passenger rail services that provide New Hampshire citizens:
  - Commuter rail services to in state and out of state employment centers,
  - Tourist services to recreation areas,
  - Easy access to regional inter-city passenger rail services and other multi-modal transportation systems.
NH Capitol Corridor Overview

- **Upgraded Tracks** - Lowell MA to Concord NH (78 miles)

- **Medium Frequency Service** -
  Four to five trains during AM and PM peaks at 30 minute headways

- **Four NH Stations** -
  Nashua, Manchester Airport, downtown Manchester & Concord

- **Stops at MA Stations** -
  Anderson (Woburn) & North Station
NH Capitol Corridor Designation

- NH Capitol Corridor will connect Concord, NH to Boston, MA at speeds up to 79 MPH with travel times less than 90 minutes.

- Designated by the FRA as the Northern New England High Speed Rail Corridor connecting Boston and Montreal in October 2000.

- NH Capitol Corridor will be the first phase of a phased project restoring high speed rail between Boston & Montreal on a 489 mile corridor at speeds up to 110 MPH with travel times of 4 ½ hours.
NH Capitol Corridor Estimated Ridership

- NH Capital Corridor Service Area includes:
  - Rockingham County
  - Hillsborough County
  - Merrimack County

- Population within the NH Capitol Corridor Service Area is approximately 584,321

Estimated Annual Ridership .......... 820,000
NH Capitol Corridor
Estimated Capital Costs

- Lowell MA to Concord NH Construction
  - estimated cost $250 million
    - Engineering
    - Equipment – new coaches and locomotive
    - Train layover facility
    - Existing grade crossing upgrades
    - Track, civil, and train control upgrades
    - Four train stations

- Nashua NH to Concord NH Right-of-Way Acquisition
  – estimated cost $50 million

Estimated Capital Costs ............... 300 Million
NH Capitol Corridor Estimated Annual Operating Costs

- Lowell MA to Concord NH estimated annual operating cost

$10 Million to $12 Million

- Estimated 50% of Operating Costs will be recovered from Fare Box revenues
Estimated Fare Box Revenue

- **Travel /MHT/Airport-Boston**
  - Projected Average One-Way Trip Costs: Less than $15/trip
  - Estimated Average Daily Riders: 500

- **Travel /MHT/Airport-Boston**
  - Projected Average One-Way Trip Costs: Less than $12/trip
  - Estimated Average Daily Riders: 1,500

- **Travel Nashua-Boston**
  - Projected Average One-Way Trip Costs: Less than $10/trip
  - Estimated Average Daily Riders: 1,300

- **Projections**
  - Estimated Annual Fare Box Revenues: $6.0 M

Fare Box Recovery Exceeds National Average
NH Capitol Corridor Schedule

- **Apply for Track 3 FRA Grant**...August 2009
- **Environmental Assessment**...September 2009
- **Complete Preliminary Engineering**...December 2010
  (Stations, P3 Agreements, Ops. Agreements w/Amtrak, MBTA, EOT, etc.)
- **Apply/Secure Capital Funding**...Mid 2010
- **Complete Final Design**...End 2011
- **Construction & Revenue Operation**...Early 2013
Potential Rail Funding Programs

**Funding Agencies:**
- Federal Transit Agency (FTA)
  - Light rail, Heavy Rail,
- Federal Railroad Administration (FRA)
  - Freight, intercity, High-speed Rail
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Reauthorization of SafeTea-Lu (2010-2014 10.5 B/yr)
- Congress to Appropriate 5.0 B/yr for next 5 years
- Stimulus Program-2009
  - 8.0 B High Speed/Intercity
  - 1.3 B Amtrak
Case Studies

**Down-easter**

- Started operation in Dec. 2001
- Initial ridership 245,135 FY 2002
- Area population 4,851,582 within 25 miles
- Current ridership 474,492 FY 2008
- 93% increase in ridership in six years
- Five round trips daily

A study in February 2005 found that $15 million of economic activities could annually be attributed to the Downeaster rail service.
Case Studies

**Rhode Island**
- Served by Amtrak:
  - Acela Express
  - Regional Service
- Ridership FY 2003: 528,584
- Ridership FY 2008: 805,267
- 52% increase in ridership in five years

Amtrak spent over $2.5 million on goods and services in Rhode Island during Fiscal Year 2008.
Case Studies

Massachusetts

- Served by Amtrak:
  - Downeaster
  - Vermonter
  - Lake Shore Limited

- Ridership FY 2003
  - 1,893,897

- Ridership FY 2008
  - 2,620,095

- 38% increase in ridership in five years

Amtrak spent over $28 million on goods and services in MA during Fiscal Year 2008.
Citizen Support for Passenger Rail in NH

UNH Survey throughout NH – Feb 2007

- 78% of people who live in the Nashua/Manchester corridor strongly favor extending passenger rail service into NH
- 64% of people in NH strongly favor extending rail into NH
State Support

“Re-establishing rail in New Hampshire is critical to our future economic growth as a state. It will help protect the environment and improve the overall quality of life in our state. That is why it is important we work together and take the necessary steps to bring commuter rail back to New Hampshire.”

Governor John Lynch
Community Support

“The City of Nashua recognizes the importance of all modes of transportation to the economic viability of New Hampshire and New England. Freight and passenger rail transportation are key components to a comprehensive transportation system for the City, the State and New England.”

Mayor Donnalee Lozeau
Community Support

“The State of New Hampshire needs to explore the potential of, and provide for, an effective mechanism for developing additional rail service to reduce the State’s dependency on the highway system.”

City Manager Thomas Aspell
Chamber of Commerce Support

☐ Chris Williams, Nashua Chamber President
  “Rail service would help attract more companies to the central part of New Hampshire.”

☐ Robin Comstock, Manchester Chamber President
  “We feel here in Manchester that we have a lot of assets that we can offer prospective business owners, but the one thing that we've are missing right now is that multi-modal transportation. We have the airport and we have the highways, but we need the train to come in and really complete the puzzle.”
Manchester Boston Regional Airport Support

In 2008

- Served over 3.7 million passengers
- Transported more than 178 million pounds of cargo
- Contributed almost 1.24 Billion to the NH economy
- Approximately 22% of travelers come from MA

Passenger Rail Service is Vital to the Growth of the Airport
NH Capitol Corridor Next Steps

- Secure Funding for Preliminary Engineering through FRA Track 3
- Finalize operating agreements with Amtrak, MBTA, EOT, etc.
- Continue working with our state legislators and Washington delegation, NH business and residents of NH, on the benefits of Passenger rail and its positive impacts on Economic Development for NH
- Secure the necessary capital and annual operating funds
Passenger Rail in NH is:

Real & Coming Soon to a Neighborhood Near You.....

Thank you for your time & continued support of the NH Capitol Corridor & Passenger Rail in NH and New England

Mike Izbicki
Interim Executive Director
NH Rail Transit Authority