

Excerpts from NH DOT documentation:

(attachment for Abandoned-Rail-Corridor-Usage-P3-application)

1. New Hampshire State Rail Plan 2012 - Pg 14, Rail System Recommendations.
2. New Hampshire State Rail Plan 2012 - Pg 106, Tourist Railroads.
3. New Hampshire State Rail Plan 2012 - Pg 125, Tourism Industry Trends.
4. Conway Branch Railroad Line Feasibility Study June 30, 2004 - Pg 9, Cost Estimates Table 1.

Excerpt #1:

From New Hampshire State Rail Plan 2012

Pg 14, Rail System Recommendations

As noted above, rail provides an important service to the state in the movement of freight and passengers. The Rail Plan includes recommended steps to improve existing services and support the railroad network in the state.

The recommendations for freight and passenger services have been developed with the objective of being consistent with current and anticipated future policies and funding limitations within the state. Each recommendation allows for independent consideration but is consistent with the other recommendations. This allows rail system improvements to be evaluated and implemented in either the short or long term.

A summary list of recommendations, identified by issue category, is presented below.

Table ES-1: New Hampshire Rail Plan Recommendations Summary

Category
Recommendation
Promote Reduction of Carload Weight Restrictions
Support grant funding for eliminating carload weight restrictions on the St. Lawrence and Atlantic Line.
Collaborate with Maine and Massachusetts to raise the weight limits on MBTA-owned lines in Massachusetts that serve New Hampshire
Promote Improved Clearances to Support Intermodal Traffic
Continue to design overhead bridges with 22'-0" clearance.
Coordinate with New England states to develop a region-wide approach to eliminating vertical constraint on New England main lines
Continue Safety/Security Program
Continue supporting maintenance/upgrade of at-grade crossings through allocation of federal funds to grade crossing improvements
Continue NHDOT track inspection program
Continue NHDOT coordination with industry and federal rail security programs
Promote Development of Freight Distribution Areas
Advance plans for development of freight intermodal facility in southern New Hampshire
Provide technical support to identify and plan for freight distribution centers along rail lines
Promote Investment in Branch Lines
Support track and bridge maintenance on state-owned lines
Support grant funding for branch line upgrades

Category
Recommendation
Develop Industrial Rail Access Program
Initiate program to provide financial support (in partnership with shippers/railroads) for infrastructure improvements that increase rail access
New England Regional Coordination
Participate in regional coordination efforts to plan and improve the New England railroad network
Preserve Rail Lines
Continue policy of acquiring abandoned rail lines with potential for future use
Ensure that state-owned abandoned rail rights-of-way are available for future railroad use
Rail Program System Monitoring/Planning
Continue NHDOT program of rail system monitoring and planning to identify ways to best leverage railroad assets for the state
Establish Shipper Training/Support by State Officials
Initiate program to provide information to shippers on how to utilize rail services
Existing Passenger Rail Services
Identify approaches to assist with implementation of Service Development Plans for the Amtrak Downeaster and Vermonter services.
Shared Freight/Passenger Corridors
Support grants to fund improvements to shared freight/passenger corridors
Transit Supportive Land Use
Encourage Transit Oriented Development
Tourist/Excursion Services
Support Tourist/Excursion Rail Services
Passenger System Expansion Opportunities
Implement recommendations of studies of the New Hampshire Capitol Corridor
Implement recommendations of pending study of the Plaistow Commuter Rail Extension

Excerpt #2:

From New Hampshire State Rail Plan 2012

Pg 106, Tourist Railroads

There are three tourist railroads operating in New Hampshire, with nearly 170,000 annual trips. The adult fares of \$14 to \$48 per person generate several million dollars per year in revenue. In addition to purchasing train tickets, visitors often purchase food and souvenirs. Based on the information collected during the stakeholder interviews, tourist railroads in New Hampshire generate an additional \$8 to \$10 per passenger in tourism dollars, equivalent to more than \$3.5 million per year. In addition, these tourists will spend at other locations in the state, contributing to the one of the most important industries for the state's economy. Tourists and travelers bring in \$3.9 billion to the state's economy through direct spending, supporting more than 60,000 full and part-time jobs. The contribution of tourist railroads to this important industry for the New Hampshire should not be overlooked. Additional information related to the New Hampshire tourist economy is included in Section 5.2.2, Passenger Rail Trends.

Excerpt #3:

From New Hampshire State Rail Plan 2012

Pg 125, Tourism Industry Trends

Travel and tourism is the second most important industry for the state's economy, based on employment size. When the share of gross state product is used as the measure of an industry's supporting share of the state's economy, travel and tourism ties for the third most important industry, due to its relatively low wage rates. Tourist railroads are a component of state's tourist economy. They serve approximately 170,000 riders every year, many of whom are tourists. The tourist railroads provide an important part of a New Hampshire experience for some tourists. Continued public support of tourist railroads helps to sustain the tourism industry in New Hampshire. During fiscal year 2010, \$3.9 billion as spent by travelers and tourists in New Hampshire, supporting more than 60,000 full and part-time jobs, with payrolls and other earnings of nearly \$1.4 million. Although this is a 12.4 percent decrease from the 2008 level, it represents 6.6 percent of gross state product. The annual average spending per visitor day was \$76.71 in 2010, 9.6 percent lower than \$84.82 spent in fiscal year 2008. Because of its proximity to larger cities, New Hampshire tourism has a much larger proportion of day trips included in its total visitor days. Approximately one-third of overnight visitors to New Hampshire stay with friends or relatives or at second homes. As a result, restaurant spending represents a larger share of tourist spending than lodging, which is not the case in most other states. Additionally, compared with most other states, travelers to New Hampshire spend a larger share of their money at retail establishments (tourist railroads would be considered a retail establishment).

Sixty percent of all New Hampshire rooms and meals tax revenues (or \$132 million) that were collected in fiscal year 2010 are estimated to have come from traveler spending. The remainder came from resident spending. The effort to support tourist railroads, and therefore the New Hampshire tourist economy, has the potential to translate into additional rooms and meals tax for the state, in addition to supporting the businesses and jobs that are part of the New Hampshire tourist economic sector.

Excerpt #4:

From Conway Branch Railroad Line Feasibility Study June 30, 2004

Pg 9, Cost Estimates Table 1

	Phase 1	Phase 2	Phase 3
BRUSH & WEED CONTROL	80,000	--	
EMBANKMENTS & CUTS	50,000	80,000	
CULVERTS & DRAINAGE	70,000	--	
BALLAST & SURFACING	1,090,000	230,000	
RAIL	628,500	143,000	11,000,000
TIES	1,280,000	550,000	
HIGHWAY GRADE CROSSINGS*	2,530,000	--	
BRIDGES	477,000	285,000	
TOTAL	6,205,500	1,288,000	11,000,000
TOTAL PHASE 1-3:	18,493,500		

*does not include private crossings, \$150,000