Why Do We Need a Freight Plan?

Funding

- Each state required to develop State Freight Plan in order to access National Highway Freight Program (NHFP) funding and obligate freight formula funds.

Freight Investment Plan

- If obligating NHFP funds for a freight intermodal or freight rail project, project must be included in fiscally constrained freight investment plan.

SUMMARY OF APPORTIONMENTS AUTHORIZED FOR FISCAL YEAR (FY) 2017
FEDERAL-AID HIGHWAY PROGRAM APPORTIONMENTS UNDER THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT
BEFORE SEQUESTRATION; BEFORE PENALTIES; BEFORE POST-APPORTIONMENT SET-ASIDES (Last Updated February 8, 2017)

<table>
<thead>
<tr>
<th>STATE</th>
<th>NATIONAL HIGHWAY PERFORMANCE PROGRAM</th>
<th>SURFACE TRANSPORTATION BLOCK GRANT PROGRAM</th>
<th>HIGHWAY SAFETY IMPROVEMENT PROGRAM *</th>
<th>RAILWAY-HIGHWAY CROSSINGS PROGRAM</th>
<th>CONGESTION MITIGATION &amp; AIR QUALITY IMPROVEMENT PROGRAM</th>
<th>METROPOLITAN PLANNING PROGRAM</th>
<th>NATIONAL HIGHWAY FREIGHT PROGRAM</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEW HAMPSHIRE</td>
<td>95,206,408</td>
<td>47,666,376</td>
<td>9,297,647</td>
<td>1,150,000</td>
<td>10,469,878</td>
<td>1,595,826</td>
<td>4,566,653</td>
<td>169,952,788</td>
</tr>
</tbody>
</table>

*Note: Reflects $3,200,000 takedown for certain safety-related activities.

Source: https://www.fhwa.dot.gov/fastact/tables/table11p1.cfm
At the completion of the State Freight Plan
Improved understanding of

• The types and routes of freight travel within, out and through NH;
• More detailed congestion/travel delay data;
• Improved mode-share details;
• The role of NH’s freight system within the larger regional/national and international freight system;
• Commodity/economics data
Public Outreach Efforts

State Freight Advisory Committee (SFAC)
- SFAC #1 – June 8, 2017
- SFAC #2 – Nov 14, 2017
- SFAC #3 - March 21, 2018

Public Open House
- #1 – Nov 15, 2017 20 people in attendance
- #2 - March 22, 2018 in Claremont
- #3- Spring 2018 in the Berlin area
- #4- Late Spring/Summer 2018 in the Portsmouth area

State Freight Summit (FS)
- Freight Summit #1 - March 22, 2018 in Claremont
- Freight Summit #2 - Late Spring/Summer in the Portsmouth area

Online Freight Survey
- Poll closed on Dec 11, 2017

Stakeholder Interviews
- Conducted by WRA (consultant)
State Freight Advisory Committee (SFAC)

Members

1. Manchester Airport Authority
2. Associated General Contractors of NH
3. Associated Grocers of New England
4. Federal Highway Administration (FHWA) – NH Division
5. NH Motor Transport Association
6. NH Municipal Association
7. NHDOT Division of Aeronautics, Rail & Transit
8. Pan Am Railways
9. NH Port Authority
10. Rockingham Planning Commission
11. Southwest Regional Planning Commission
12. State Police Commercial Vehicle Enforcement (Troop G)
13. Eagle Warehousing
Information Gathering
Plans, Documents and Data

- RPC Plans and data
- NHDOT Plan- State Rail Plan, State Airport Plan, Traffic Data, Condition of bridges and road, rail lines, etc.
- Other Plans and Studies- Rest Area Study, Granite State Futures
- Existing Deficiencies and Restrictions – Weight limits, limited clearance, steep grades, truck prohibitions, bottlenecks
- Trends
- Commodities Flow data (TRANSEARCH, STB Waybill, other)
### DRAFT NH Freight Plan Goals & Objectives

<table>
<thead>
<tr>
<th>National Multimodal Freight Policy Goal Areas</th>
<th>New Hampshire Long Range Transportation Plan Goal Areas</th>
<th>DRAFT Goals &amp; Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure &amp; Operational Improvements</td>
<td>• System Preservation &amp; Maintenance</td>
<td>Maintain and improve existing infrastructure to provide safe, convenient, and reliable operations along the freight transportation network</td>
</tr>
<tr>
<td>Reliability</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety, Security, Efficiency, Resiliency</td>
<td>• Safety</td>
<td>Promote the safety and security of freight infrastructure for all transportation modes</td>
</tr>
<tr>
<td></td>
<td>• Security</td>
<td></td>
</tr>
<tr>
<td>State of Good Repair</td>
<td>• System Preservation &amp; Maintenance</td>
<td>Achieve and maintain a state of good repair on priority freight corridors</td>
</tr>
<tr>
<td>Innovation &amp; Advanced Technology</td>
<td>• Land Use – Transportation Integration</td>
<td>Determine innovative and advanced technologies along with improved land use planning practices to meet future freight demands</td>
</tr>
<tr>
<td></td>
<td>• Stewardship of Public Resources &amp; the Transportation System</td>
<td></td>
</tr>
<tr>
<td>Economic Efficiency</td>
<td>• Stewardship of Public Resources &amp; the Transportation System</td>
<td>Support freight transportation improvements that encourage economic vitality</td>
</tr>
<tr>
<td>Movement of Goods</td>
<td>• Mobility &amp; Modal Choice</td>
<td>Improve system reliability and resiliency for the connections between New Hampshire and the National and International freight system</td>
</tr>
<tr>
<td>Multi-Jurisdictional Planning</td>
<td>• Coordination &amp; Collaboration</td>
<td>Encourage multi-jurisdictional coordination to create partnerships and develop funding opportunities for the freight transportation network</td>
</tr>
<tr>
<td>Environmental</td>
<td>• Environment &amp; Public Health</td>
<td>Increase the energy efficiency of freight transportation and seek investments that reduce the impacts of the movement of freight on the environment</td>
</tr>
</tbody>
</table>
Existing Data Review: Infrastructure – Highway

Existing Deficiencies & Restrictions

- Limited Clearance
- Weight Limits
- Steep Grades
- Truck Prohibitions
Freight Rail Trends

• Heavier Rail Cars (263K vs 286K)
• Vertical Clearance for Double Stack Service
• Safety / Security Program
  – Rail Line Access / Abandonment
  – Freight and Rail System Changes
    • Fuel Prices & Truck Driver Shortages
    • Panama Canal Widening & US Port Diversification
    • Decline in paper & other manufacturing
  – Intermodal Facilities

Source: NH State Rail Plan 2012 (Recreated May 2017)
Port Expansion / Repair Needs

**Table 1: Main Wharf Project Components**

<table>
<thead>
<tr>
<th>Component</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deck over existing open water</td>
<td>• Facilitate improved freight movement between water and land</td>
</tr>
<tr>
<td>Repair deteriorated caissons</td>
<td>• Restore structural integrity</td>
</tr>
<tr>
<td></td>
<td>• Extend service life</td>
</tr>
<tr>
<td>Recoat portions of the steel sheet bulked</td>
<td>• Extend service life</td>
</tr>
<tr>
<td>Repair deteriorated concrete superstructure elements</td>
<td>• Restore structural integrity</td>
</tr>
<tr>
<td></td>
<td>• Extend service life</td>
</tr>
<tr>
<td>Resurface deteriorated concrete deck</td>
<td>• Restore Structural integrity</td>
</tr>
<tr>
<td>Miscellaneous top of deck repairs include recoating mooring hardware, replacing mooring hardware and associated concrete pedestals, and replacing deteriorated units</td>
<td>• Extend service life</td>
</tr>
</tbody>
</table>

*Source: FY 2017 FASTLANE Grant Application – Market Street Wharf Rehabilitation – Dec 2016*
Cargo Service

- Manchester – Boston Regional Airport
  - Regional cargo hub for FedEx & UPS
  - Regional truck warehouses nearby
- Portsmouth International Airport
  - Handles / clears international cargo

Rail Service

- No rail service (cargo or passenger) with stops at any of the 25 public airports

NH general aviation airports meet current cargo demands – no recommendations for cargo rail service at this time

Source: 2015 NH State Airport System Plan
Questions for SWRPC

1. What are some of the challenges that face New Hampshire regarding freight movement and planning for freight?
2. Where are growth areas in the region?
3. What are the greatest barriers and bottlenecks for efficient freight movement in the Region?
4. How does and will land use planning decisions affect, influence and address freight planning issues in the Region? For example urban design elements, zoning regulations, noise, parking and etc.
5. What suggestions do you have engaging the public and others in this conversation?
Questions? Comments?

Lucy St. John, Senior Planner

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E: Lucy.Stjohn@dot.nh.gov