

# Rural Intercity Program Consultation Process

Meeting #2

August 28, 2018

# Overview of Meetings

- ① Discussion of policies/goals, needs and markets (June)
- ② Concepts for statewide network (August)
- ③ Revised concepts for statewide network and presentation of draft solicitation (October)
- ④ (If necessary) Questions on bidding process and requested alterations in proposed network (November)

# Policy Objectives

- Federal regulations
  - Support connection between rural areas and the larger regional or national system of intercity bus service
  - Support services to meet the intercity travel needs of residents in rural areas
  - Support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities
- Priority projects
  - Preservation of worthy existing intercity bus services
  - Implementation of new services
  - Provision of necessary and appropriate capital facilities and equipment

# Planning Objectives

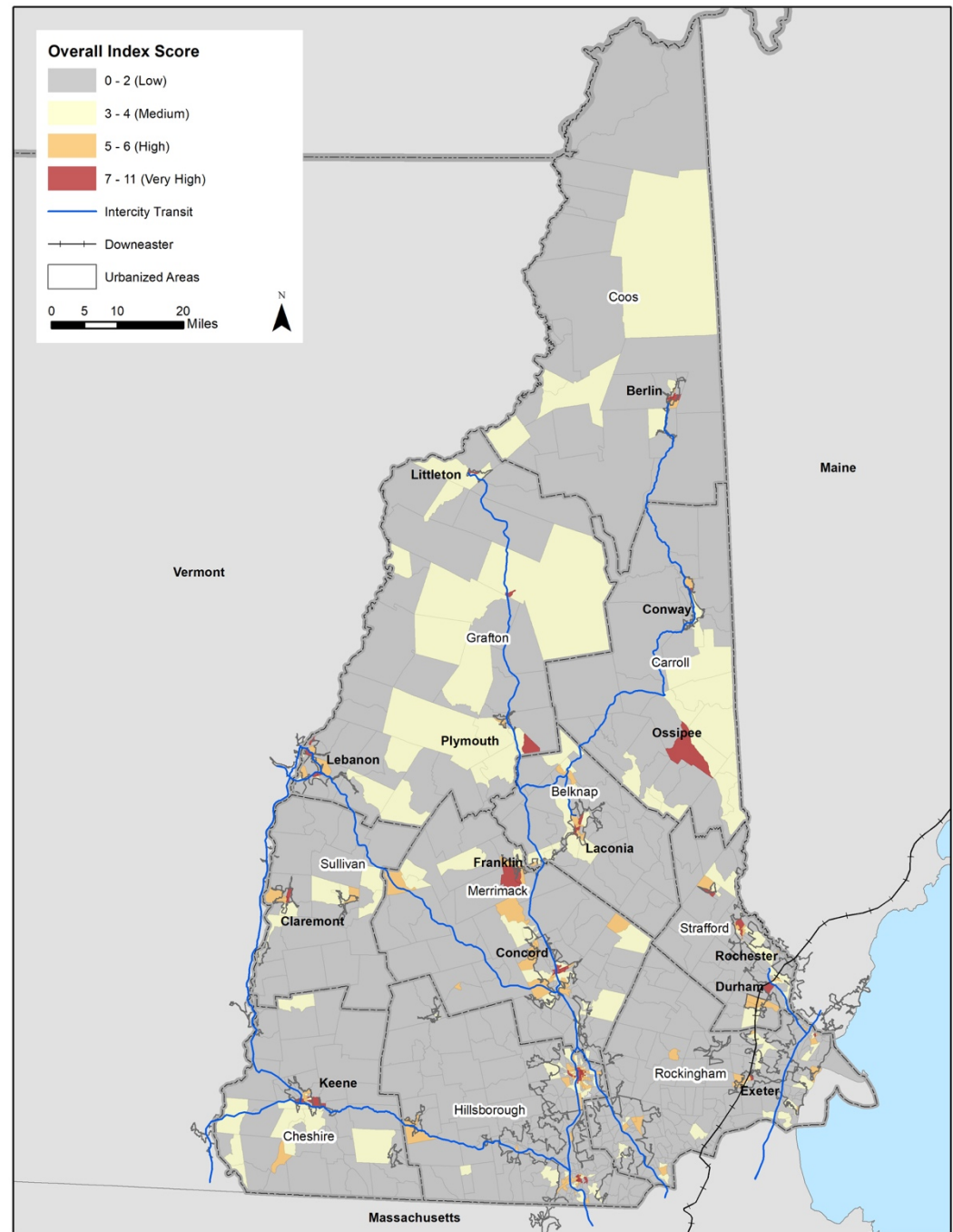
- Connect areas with unmet need to the intercity network
  - Communities with high transit propensity
  - Colleges with resident student populations
- Ensure reasonable travel times to major cities from all parts of the state
- Primary hubs
  - Concord
  - Portsmouth
  - Hanover/Lebanon
- Primary focus on routes, with secondary focus on facilities



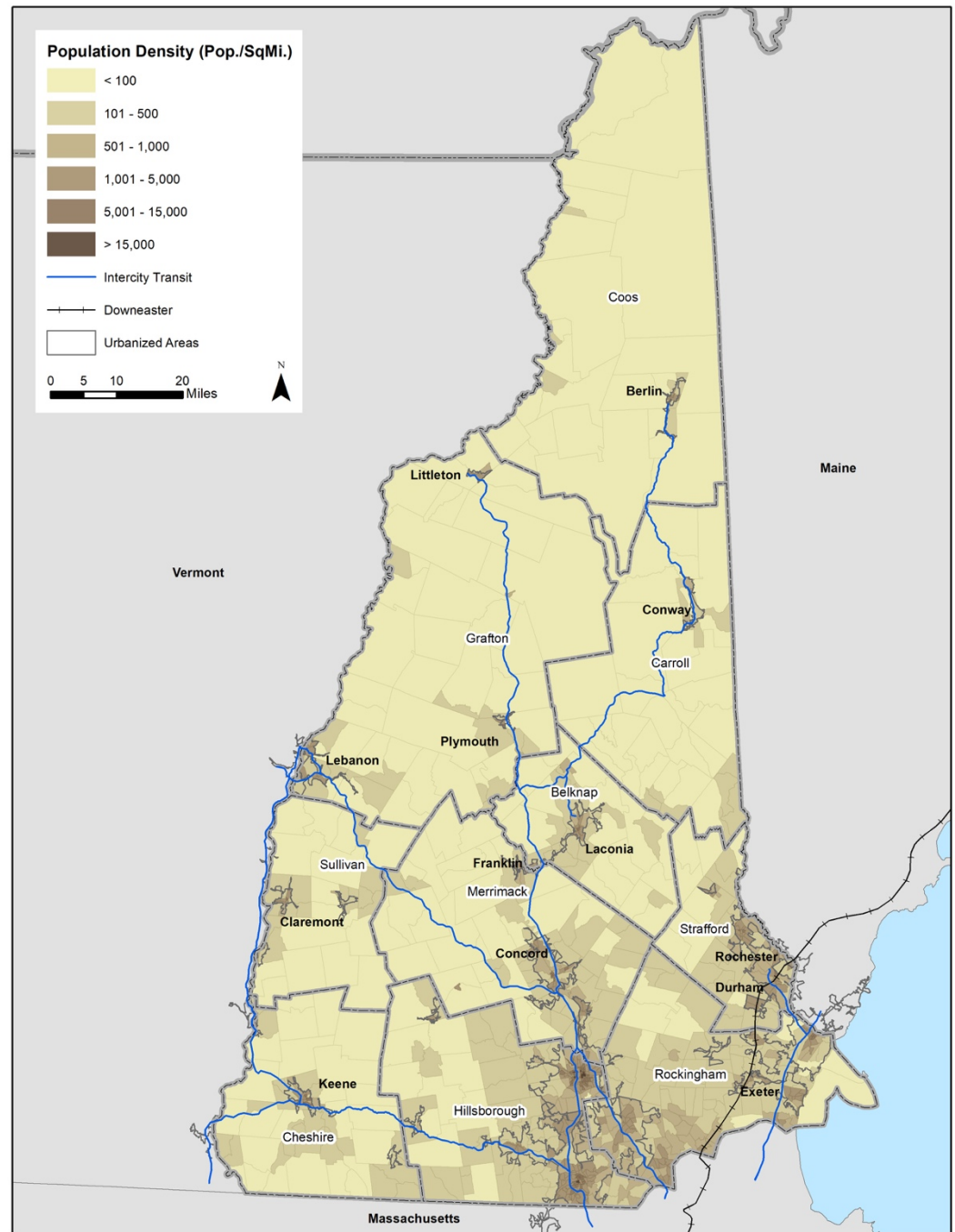
# Review of Needs Analysis

- Transit Propensity
  - Population over age 80
  - People with disabilities
  - People in poverty
  - Households with no automobiles
- Residential Density
- Colleges and Universities

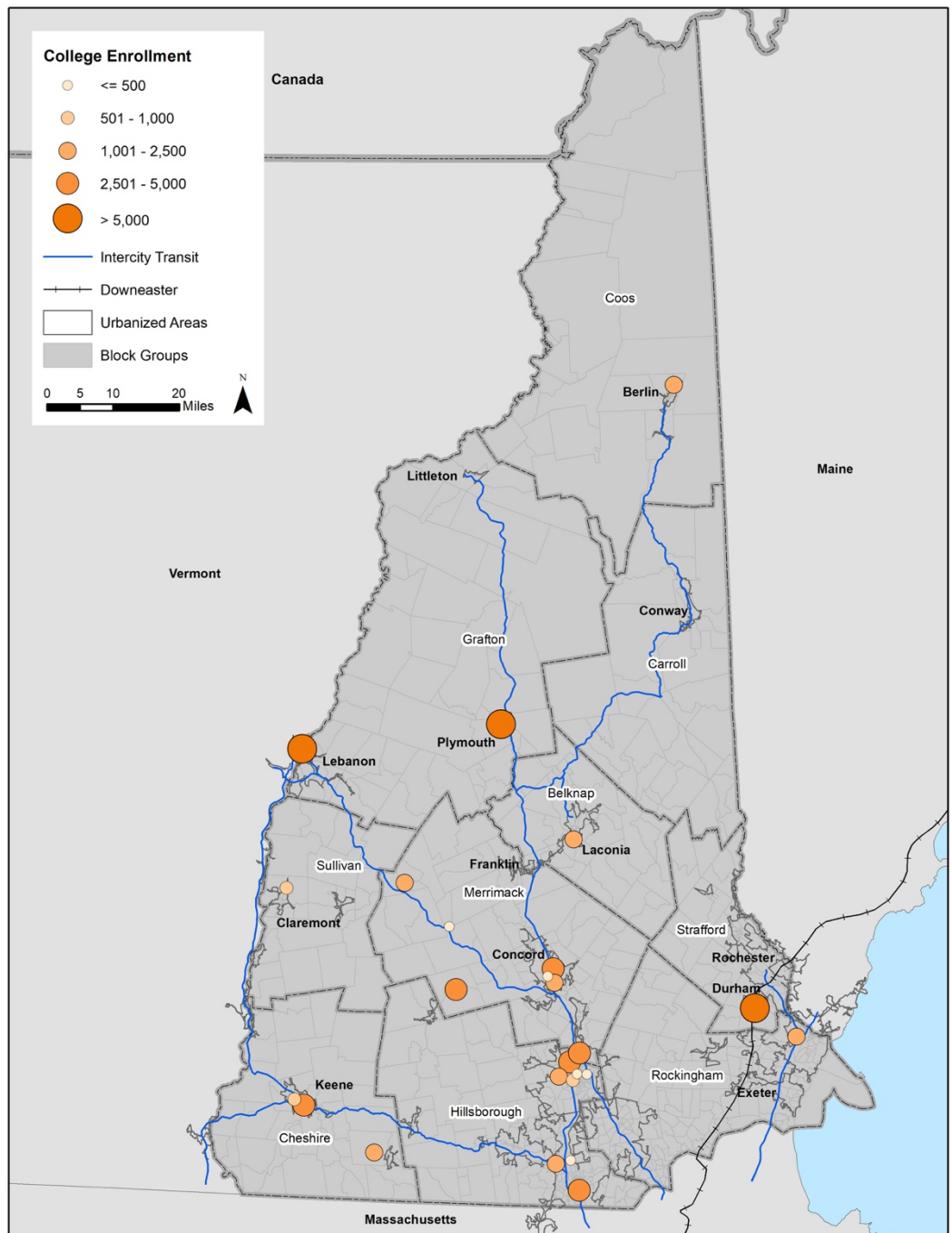
# Propensity Map



# Density map



# College Map



# College Intercity Needs

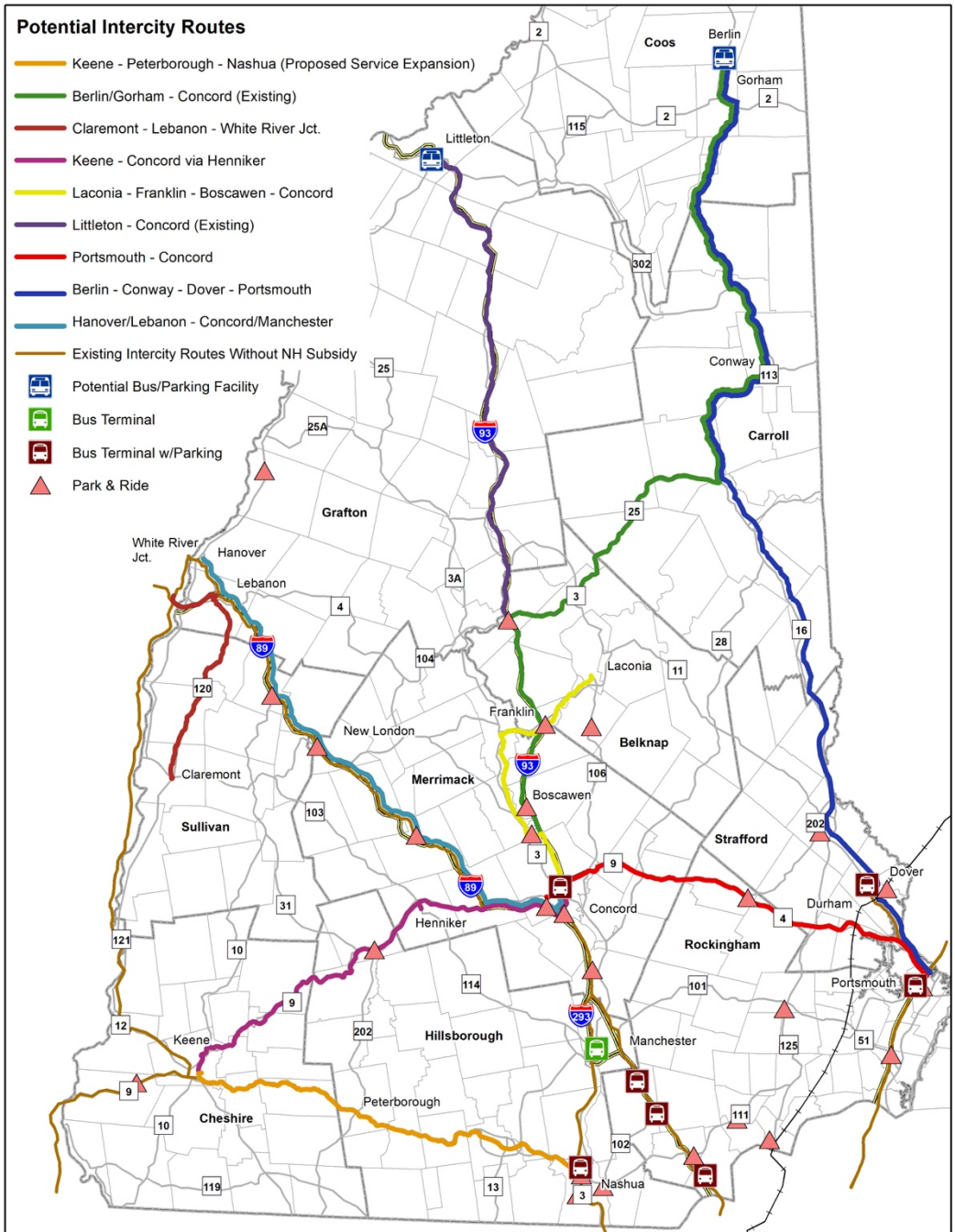
- Among 25 college/university campuses, 3 were identified to have an unmet need for intercity bus service
  - Lakes Region Community College (Laconia)
    - Approximately 200 residential students
  - Franklin Pierce University (Rindge)
    - Approximately 1,000 residential students without cars
  - New England College (Henniker)
    - Approximately 500 residential students without cars

# Potential Route Network

- Took expansive view of possible routes
  - Intra-state line-haul routes connecting larger cities
  - Access from rural areas to intercity network
  - Shorter feeder routes to primary hubs
  - Obviously not all routes could be funded
- Proposed two bus facilities at northern end of rural routes where no facilities exist now
  - Littleton
  - Berlin
- Not proposing any vehicle investments at this time



# Existing and Potential Intercity Routes and Facilities

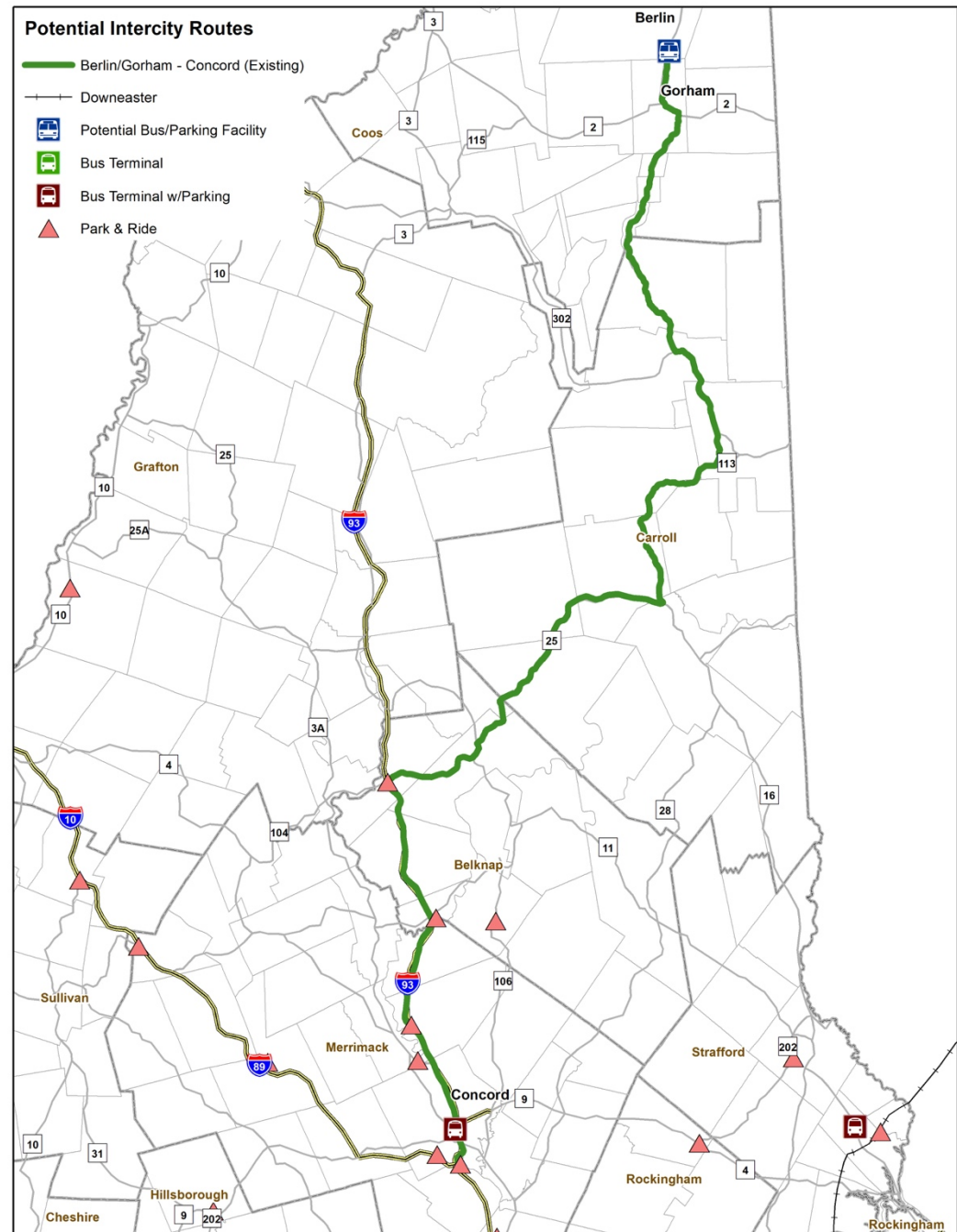


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- Potential Intercity Routes**
- Littleton - Concord (Existing)
  - Downeaster
  - Potential Bus/Parking Facility
  - Bus Terminal
  - Bus Terminal w/Parking
  - Park & Ride
- The map shows a proposed bus route (purple line) connecting Littleton, NH to Concord, NH. The route follows major highways including I-93, I-10, and I-89. Key locations along the route include Littleton, Grafton, Merrimack, and Concord. The map also displays existing roads, town boundaries, and various transit facilities marked with icons.



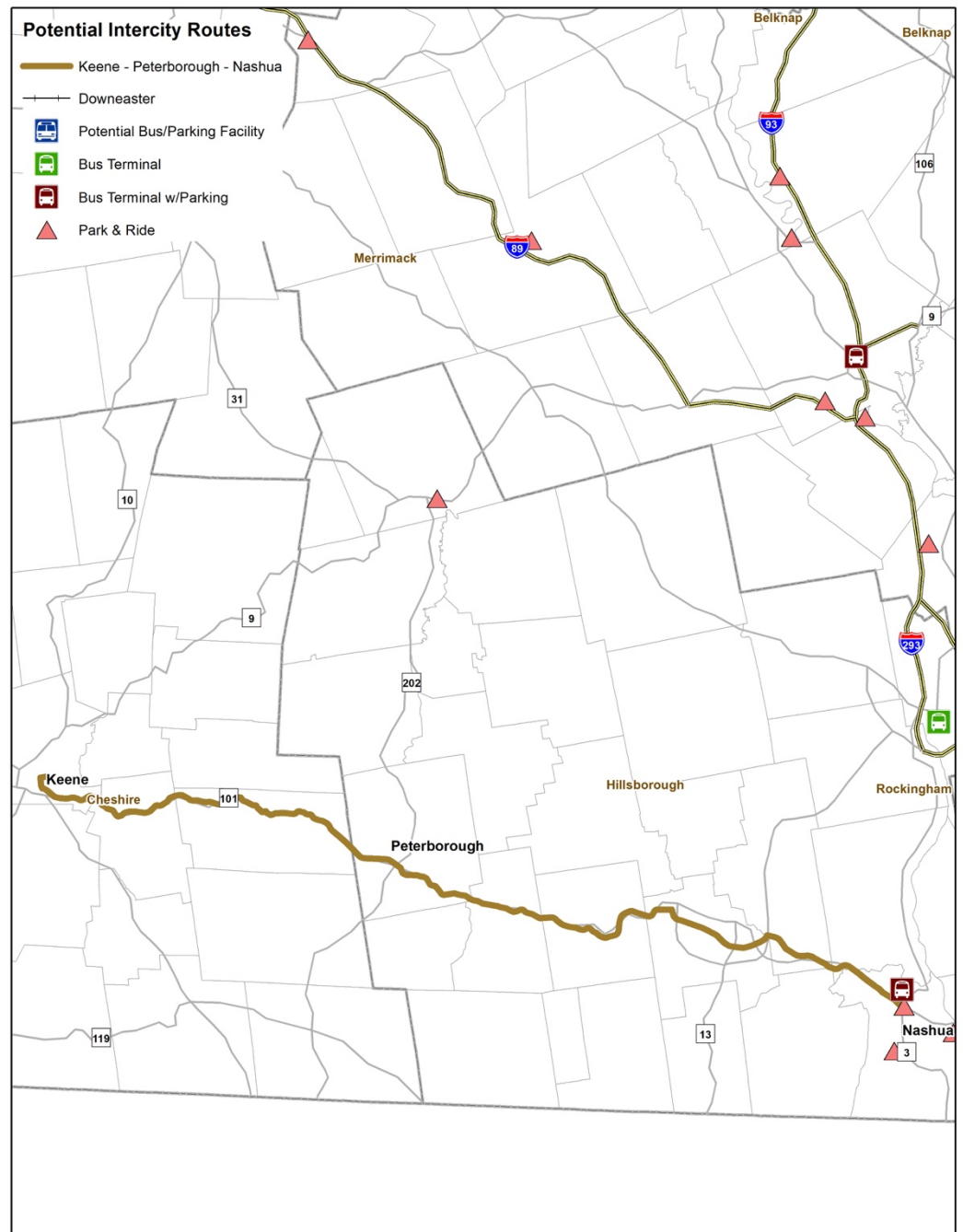
# Berlin – N. Conway – Concord

- Existing route
- Two overlapping services
- FY 2017 statistics
  - 7,005 boardings
  - \$175,703 subsidy
  - \$25 subsidy/pass.
    - \$33 for Berlin
    - \$20 for N. Conway



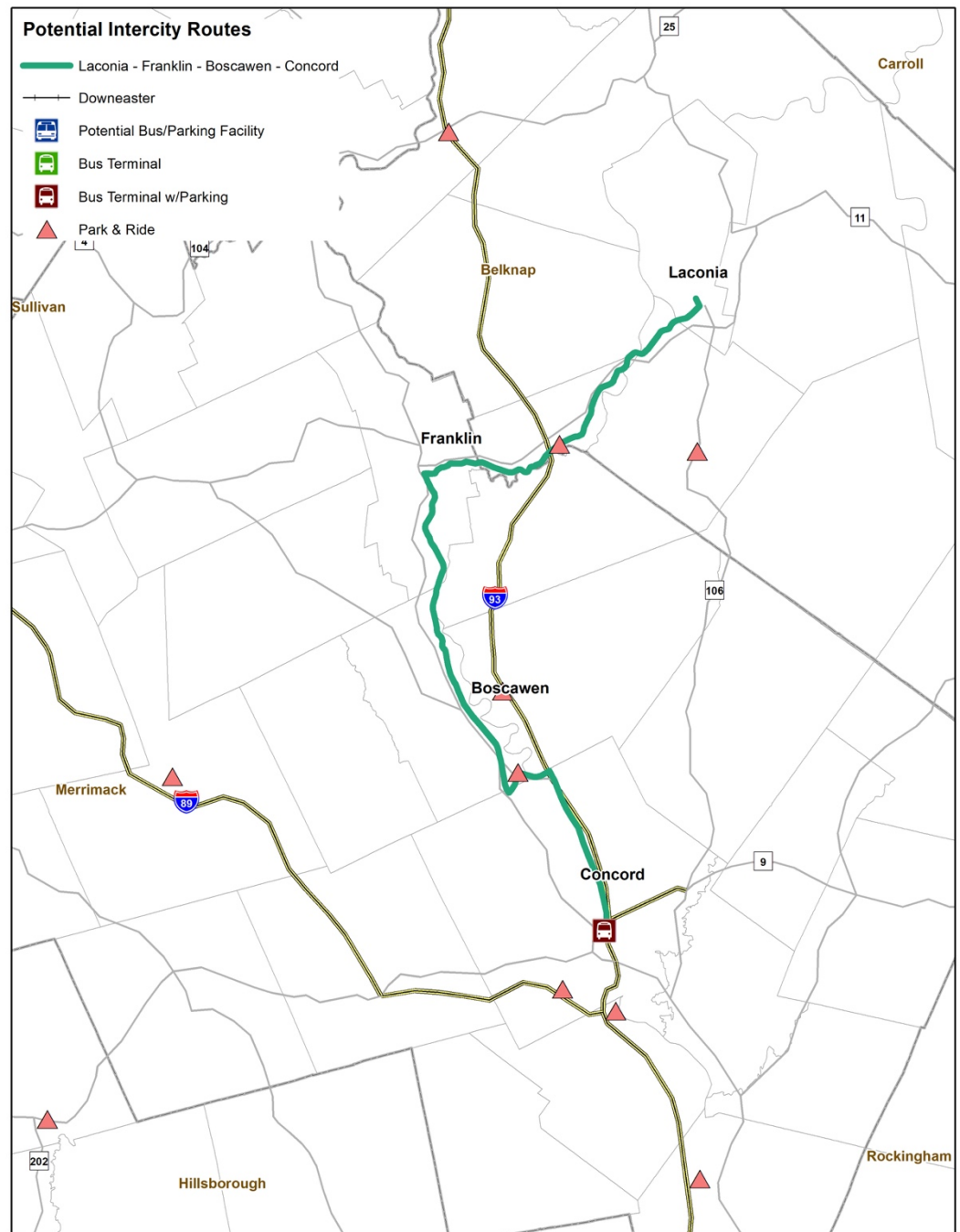
# Keene – Nashua – Boston

- Existing Greyhound route (unsubsidized)
- Operates one trip Friday eastbound and one trip Sunday westbound
- Could be expanded to daily service



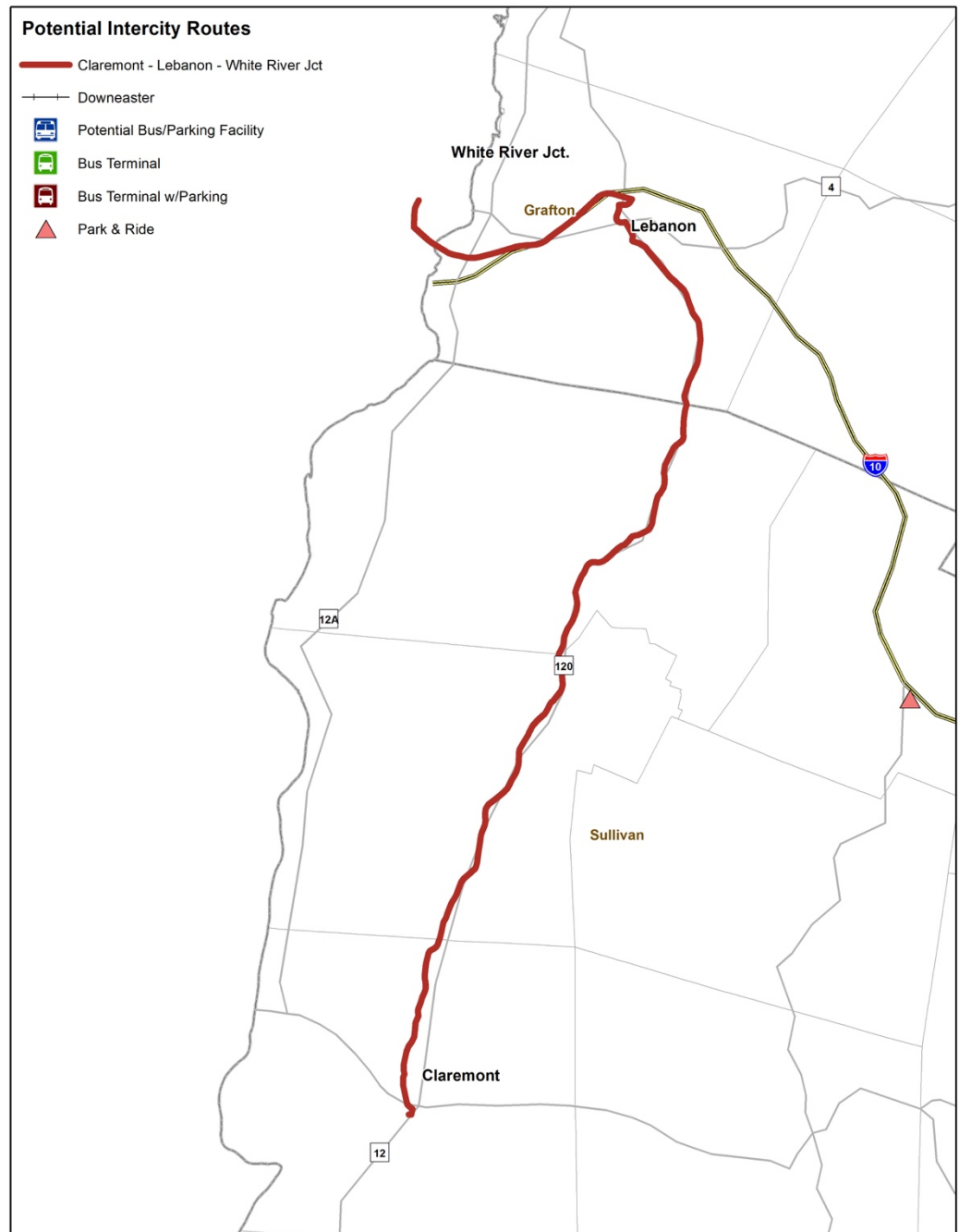
# Laconia – Franklin – Concord

- Proposed route
- Feeder service operating on US 3
- Studied by CNHRPC and LRPC in 2017
- Addresses high need areas and Lakes Region Comm. Coll.



# Claremont – Lebanon – WRJ

- Proposed route
- Feeder service on NH 120 and US 4
- Corridor studied by UVLSRPC in 2011
- Addresses high need area with potential commuter benefits

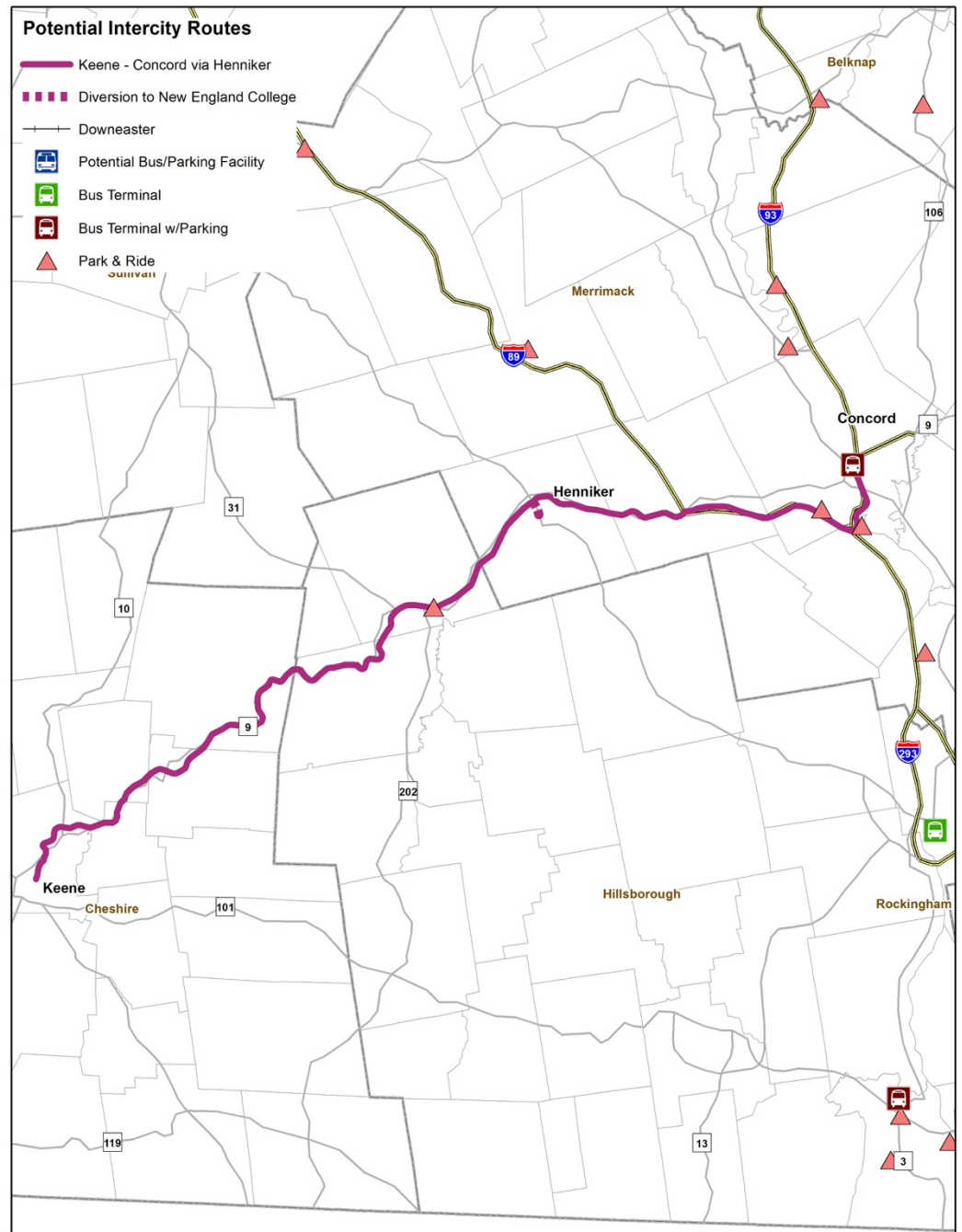






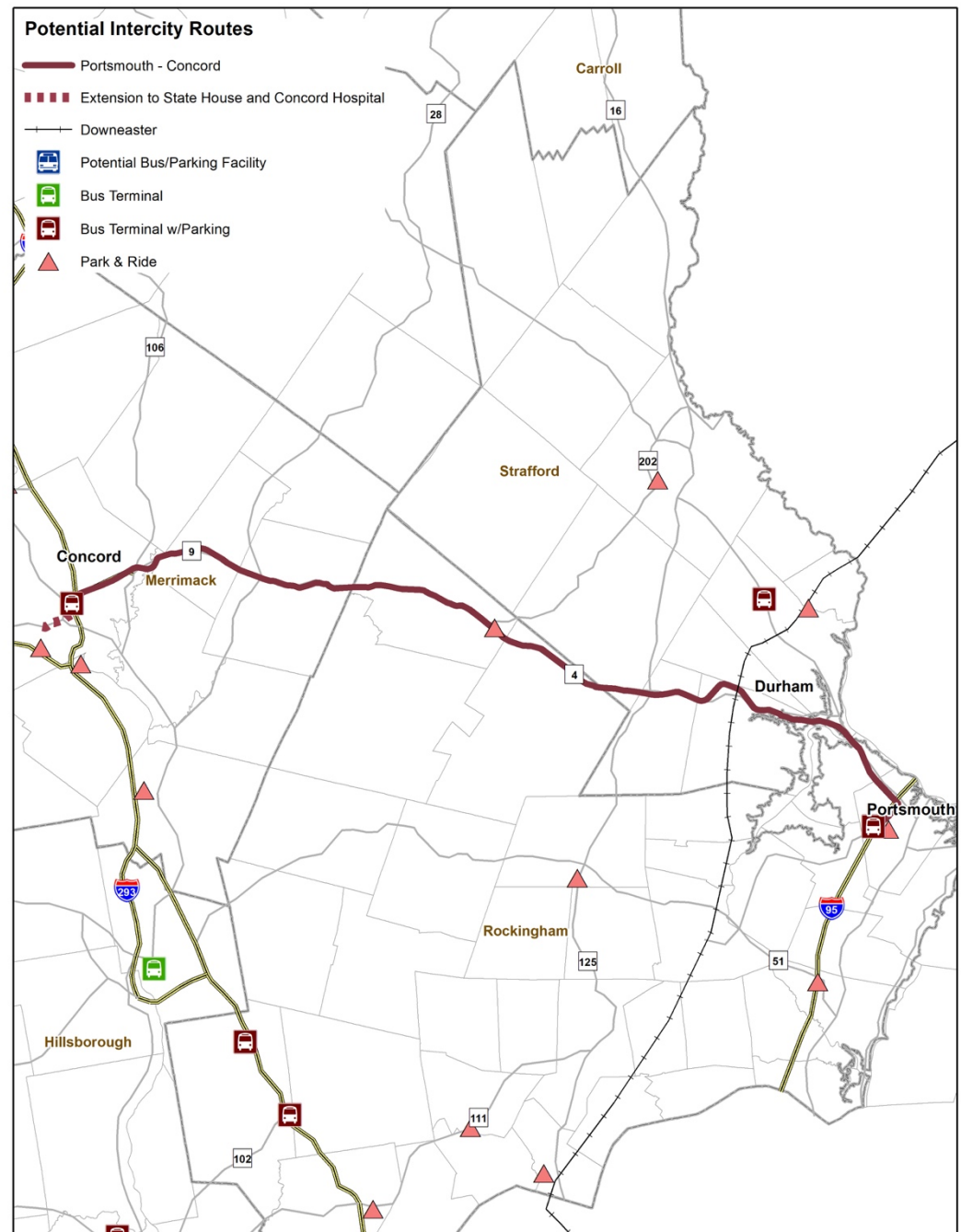
# Keene – Henniker – Concord

- Proposed line-haul route
- Addresses high need area and New England College
- Serves both intra-state intercity connections and access to intercity network



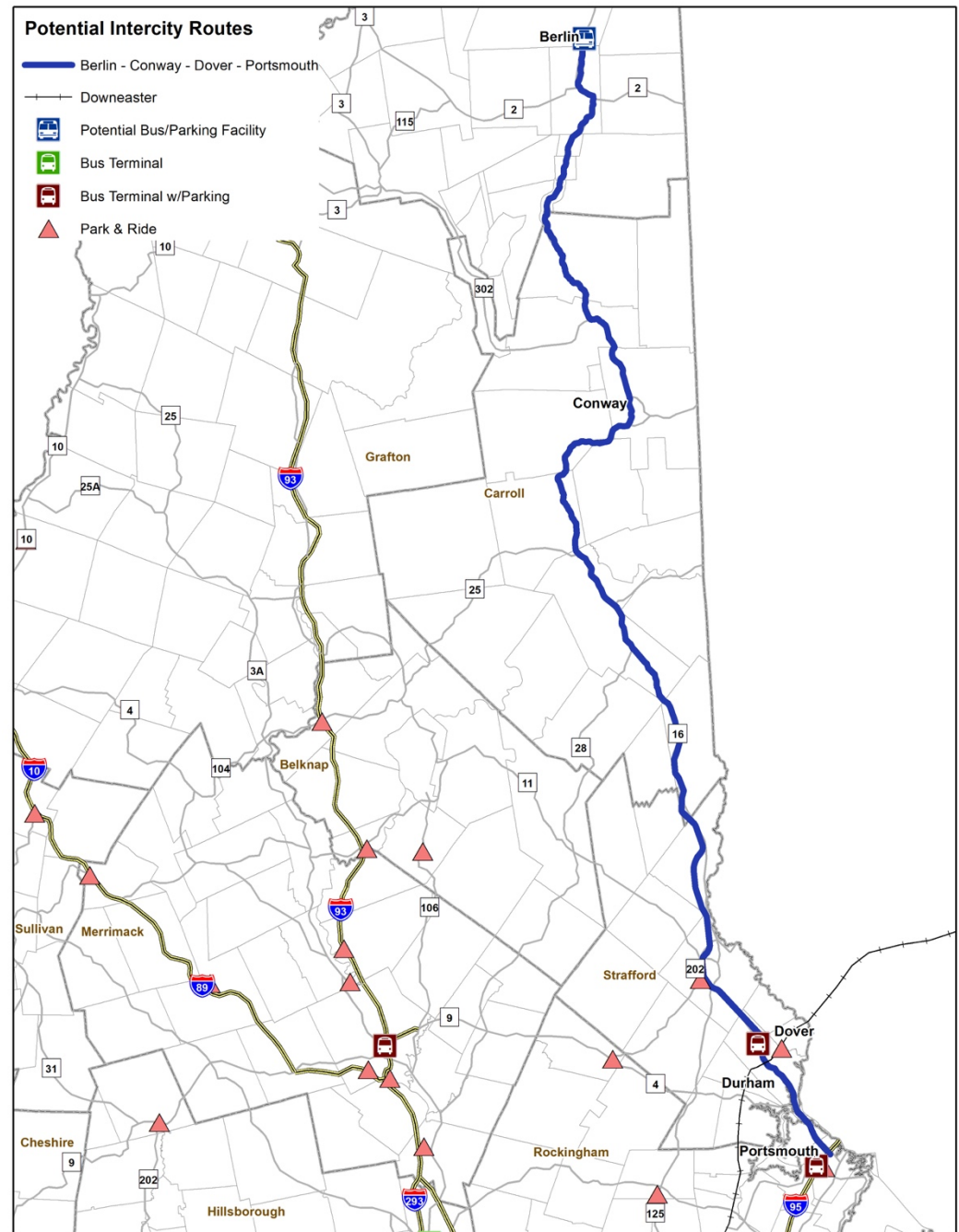
# Portsmouth – Durham – Concord

- Proposed line-haul route via US 4 and 202
- Connects two major intercity hubs through rural area
- Access from coastal region to state capital



# Berlin – N. Conway – Dover

- Proposed line-haul route
- Serves NH 16 corridor
- Access to health facilities and other activity in Portsmouth for North Country





# Route Statistics

Route	One-way miles	Est. Travel Time	Est. Time to Boston
Littleton – Concord	90	2 hr. 5 min.	3 hr. 40 min.
Berlin – Concord	125	3 hr. 20 min.	5 hr.
N. Conway – Concord	90	2 hr. 15 min.	4 hr.
Laconia – Concord	34	1 hr. 10 min	2 hr. 20 min.
Claremont – Lebanon/WRJ	30	45 min.	3 hr.
Hanover – Concord	70	1 hr. 30 min.	n/a
Keene – Concord	55	1 hr. 20 min.	3 hr. 30 min.
Portsmouth – Concord	50	1 hr. 15 min.	n/a
Berlin – Dover	120	3 hr. 15 min.	4 hr. 45 min.

# Service Assumptions

- Minimum of two round-trips per day for each route
- Operations 360 days per year
- Feeder routes would use small buses (cutaways)
- Line-haul routes would use coach buses
- Costs and revenue
  - Coaches: \$4.50 per mile (including depreciation)
  - Feeders: \$3.00 per mile (including depreciation)
  - Fare recovery ratio goal of 30%

# Cost and Ridership Estimates

Route (One-way fare)	Annual Cost	Annual Ridership	Subsidy (30% FRR)
Laconia – Concord (\$6)	\$145,000	7,200	\$102,000
Claremont – Lebanon/WRJ (\$6)	\$128,000	6,500	\$89,000
Hanover – Concord (\$10)	\$450,000	14,000	\$310,000
Keene – Concord (\$8)	\$356,000	13,000	\$252,000
Portsmouth – Concord (\$8)	\$308,000	11,500	\$216,000
Berlin – Dover (\$30)	\$778,000	8,000	\$538,000

# Initial Priorities

## ■ Tier 1

- Littleton – Concord (existing)
- Berlin – N. Conway – Concord (existing)
- Laconia – Franklin – Concord (high need/college)
- Keene – Concord (high need/college)

## ■ Tier 2

- Claremont – Lebanon/WRJ (high need/inexpensive)
- Hanover – Concord (large potential market)

## ■ Tier 3

- Portsmouth – Concord (more commuter oriented)
- Berlin – N. Conway – Dover (high need, but expensive)

# Potential Facilities

- Berlin and Littleton
  - Currently have no facilities (bus stops at gas stations)
  - Both are northern end of existing subsidized routes
- Possible investments
  - Park and ride lot (likely <50 spaces)
  - Bus shelter (similar to New London)
- Grant application received from Peterborough
  - Call box and shelter
  - Greyhound agreed to stop there if improvements made

# Discussion

- Comments on proposed routes
- Thoughts about ridership/costs
- Thoughts about priorities
- Thoughts about facilities
- Next steps
  - Refine proposals
  - Prepare draft solicitation