



New Hampshire

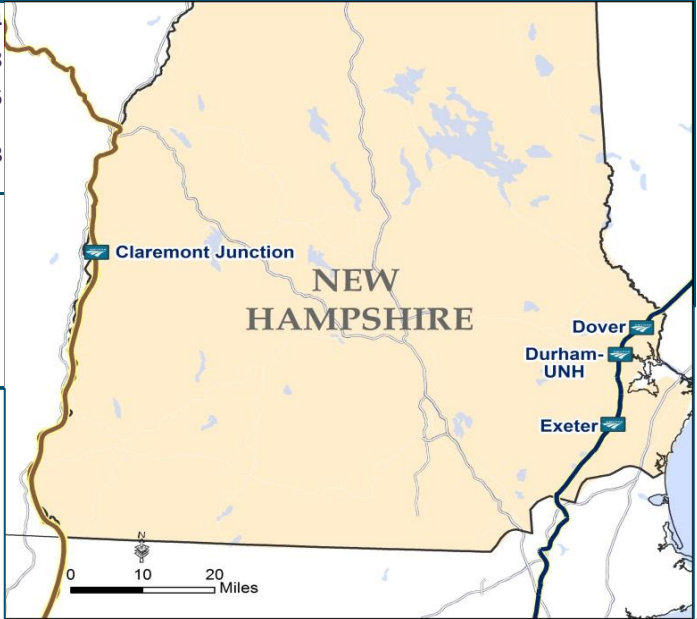
Amtrak's Contributions to New Hampshire

Earnings supported by Amtrak in New Hampshire	Employment supported by Amtrak in New Hampshire	Value added* supported by Amtrak in New Hampshire
\$12,961,000	260	\$11,330,000

State Snapshot

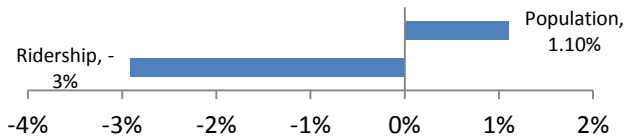
Number of Stations	4
Number of Local Riders**	83,568
Local Revenue	\$1,252,756
Number of Rail Passenger Miles***	4,906,623

Routes:
Vermont, Downeaster



Source: Amtrak

Population and Amtrak Ridership Growth 2009-2015



Exeter, NH (EXR)

The Exeter station sits on the western edge of the historic downtown and is within easy walking distance of the Phillips Exeter Academy. The new platform and shelter, built for the start of *Downeaster* service in 2001, cost \$354,000, and 80 percent of the funding was obtained through a Congestion Mitigation and Air Quality grant from the U.S. Department of Transportation; the remaining 20 percent was contributed by the town of Exeter. Expansion plans call for use of the adjacent, former B&M baggage house. In 2015, 65,216 passengers passed through the station and provided revenue valued at \$833,837.

Amtrak's Effect on Tourism and Broader Economy

Emission reductions from traveling by Amtrak trains vs. traveling by car:	\$17,000
Cost savings from the lower risk of traveling by train vs. traveling by car:	\$241,000
Tourist spending generated from Amtrak passengers	\$423,000
Number of tourists that utilize Amtrak services	39,000
Percent of total riders that are tourists	47%
Federal taxes generated for New Hampshire from tourist spending	\$26,000
State taxes generated for New Hampshire from tourist spending	\$3,000
Local taxes generated for New Hampshire from tourist spending	\$8,000

* Value Added - enhancement a company or business gives its product or service before providing it to customers (value of the final outputs from Amtrak minus the value of the inputs such as raw materials).

** Local riders are defined as riders that boarded or alighted an Amtrak train in the state. May include out of state passengers transferring trains in the state.

*** Rail Passenger Mile - passenger rail miles are determined by multiplying the total number of passengers by the total number of miles traveled.

PROFILE

<CLICK HERE>

New Hampshire is served by 2 train routes—the *Downeaster* and the *Vermont* -- and 4 stations. Exeter is the state’s busiest station.

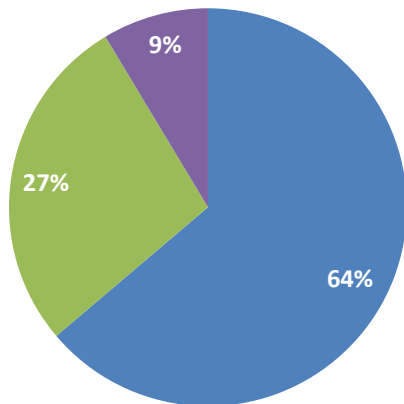
Over three-quarters of the state’s population (77 percent) lives within 30 miles of an Amtrak station.

Among Amtrak riders in the state, 3 percent report that they would not have made the trip but for the availability of Amtrak service. Moreover, the service is used by the full spectrum of income groups across the state’s population.

Amtrak purchased over \$11 million of goods and services from the New Hampshire economy. In addition, 40 state residents worked for the railroad, collectively earning over \$3.1 million in wages and salaries in FY15.

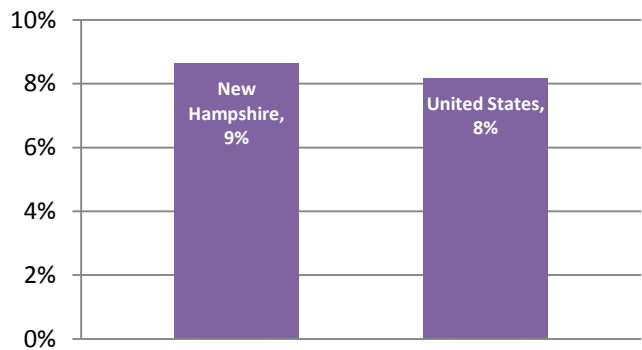
Profile of Amtrak Customers

Travel Mode Preference if Amtrak Unavailable

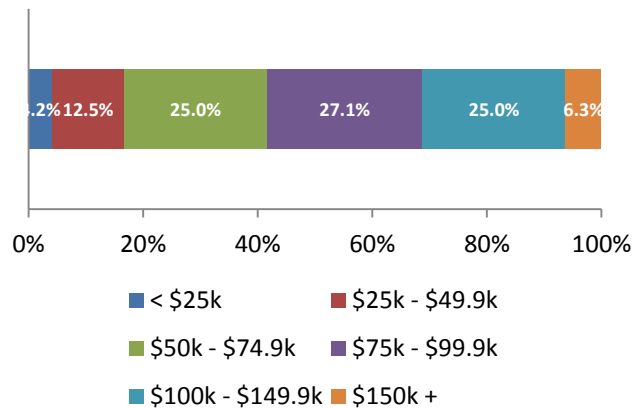


- Would drive if Amtrak unavailable
- Would fly if Amtrak unavailable
- Would use the bus if Amtrak unavailable
- Would not travel if Amtrak Unavailable

Percent of Riders who Would Not Travel if Amtrak was Unavailable



Income Distribution of Amtrak Travelers in New Hampshire



Percent of population within 30 miles of a rail or bus station served by Amtrak

77%

Amtrak emissions data courtesy of Climate Registry Information System. Automobile emissions per mile data courtesy of EPA. Emissions damage costs courtesy of Corporate Average Fuel Economy for MY2017-MY2025 Passenger Cars and Light Trucks (August 2012), page 922. Vehicle injury and fatality statistics courtesy of TIGER BENEFIT-COST ANALYSIS (BCA) RESOURCE GUIDE. Railroad passenger injury and fatality statistics courtesy of the Federal Railway Administration (FRA). Average vehicle operations cost per mile courtesy of AAA, Your Driving Costs, 2013. Station information courtesy of <http://www.greatamericanstations.com/>. Station picture courtesy of Bob Hall. Brochure prepared by AECOM.