

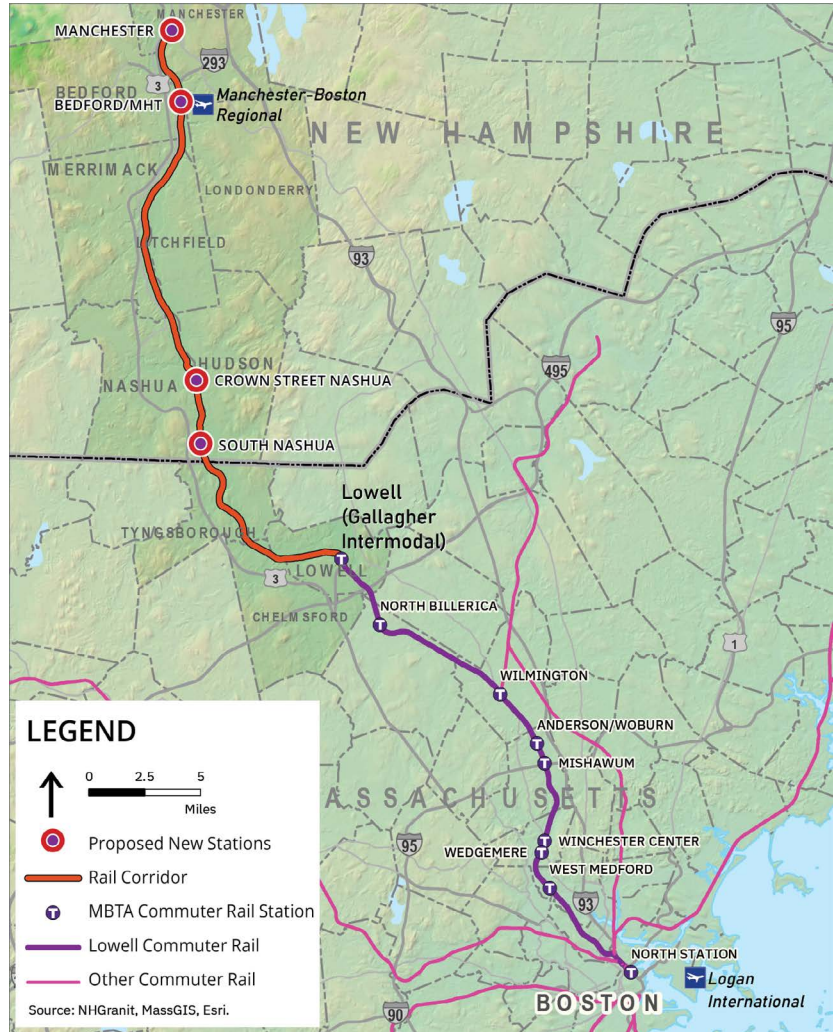
## Project Background

The Capitol Corridor Commuter Rail Extension Project would extend the Massachusetts Bay Transportation Authority (MBTA) Commuter Rail service 30 miles from Lowell, Massachusetts, to Manchester, New Hampshire. The proposed service would use approximately 10 miles of MBTA railway from Lowell, MA to the NH state line, and 20 miles of MBTA trackage rights on the CSX Northern Branch northward into Manchester.

The project recommends four stations, and a layover facility, to service southern New Hampshire:

- South Nashua Station
- Nashua Crown Street Station
- Bedford/MHT Station
- Manchester Station
- Manchester Layover Facility

The 30% project design was recently completed and included value engineering, which is a process to identify potential opportunities for cost savings while meeting design and operating requirements. In addition, the project team completed the financial plan, which was developed with input from regional, state, and local stakeholders in the public and private sectors. The goal of the financial plan is to help position the project to qualify for federal capital grant funding.



Information was also gathered to develop and prepare an Environmental Assessment, in accordance with National Environmental Policy Act (NEPA) guidelines. The NEPA EA documentation includes evaluating potential project impacts and mitigation across a broad range of categories in the natural and built environment. Draft NEPA EA documents were recently completed.

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# Construction Funding

## Sources of Funds



### Federal Funding

- FTA CIG (New Starts) Grant
- FRA State of Good Repair Grant
- USDOT RAISE Grant

Total cost:  
**\$ 600 million**  
 (October 2022)

## Uses of Funds

**73%**  
 Tracks  
 + Systems  
 + Crossings  
 + Bridges  
 + Rolling Stock

2/3 **Federal** funds  
 1/3 **Massachusetts**  
 and **New Hampshire**

Each State pays for railroad infrastructure within its borders, after Federal funding (~20 miles are in NH & ~10 miles are in MA)  
 Safety improvements for crossings  
 New trains covering extended service into New Hampshire

**9%**  
 Layover Facility

**Federal** funds  
 and **Massachusetts**

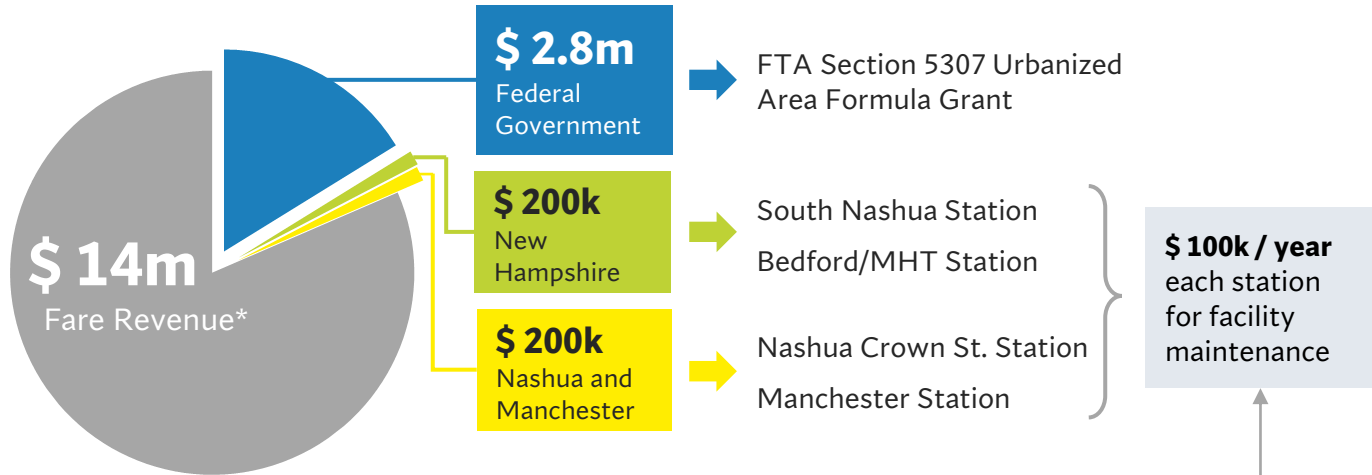
End of the line layover facility in Manchester significantly reduces incremental operating costs

**18%**  
 Stations

- South Nashua** Federal funds and **New Hampshire**
- Nashua Crown St.** City of **Nashua**
- Bedford / MHT** Federal funds and **New Hampshire**
- Manchester** City of **Manchester**

# Operation & Maintenance

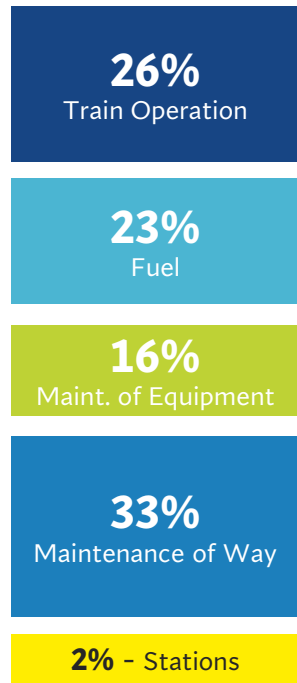
## Sources of Funds



**Annual cost: \$17 million**  
(October 2022)

- ✓ 32 weekdays trains (16 in each direction)
- ✓ 30-minute frequency during peak hours on weekdays
- ✓ Hourly service during non-peak hours and on weekends
- ✓ 90 minutes from end to end
- ✓ 5 am to 1 am weekday service
- ✓ MBTA zone-based fare structure

## Uses of Funds



\*Revenue is based on 2022 dollars with current MBTA fares using a mid-range ridership forecast of 1.2M riders per year

## South Nashua Station



*Rendering of the proposed South Nashua Station.*

The proposed South Nashua Station is located at the southeast end of the Pheasant Lane Mall, with the rail line adjacent to the Merrimack River and the proposed platform adjacent to the mall perimeter road.

This station would straddle the NH-MA state line with the passenger platform being in New Hampshire and most of the parking being located in Massachusetts. The station, including the platform and parking, is located adjacent to the mall's perimeter road, which is currently accessible via mall entry points located in New Hampshire (off the Daniel Webster Highway) and Massachusetts (off Middlesex Road).

The high-level platform would be double end-loaded, on the north end for drop-off passengers and pedestrians from the mall and on the south end for park and ride passengers and bicycle storage. There would also be a bus stop location for transit connectivity. The main park and ride area for passengers would be provided within existing surface parking lots adjacent to the station and located in Massachusetts.

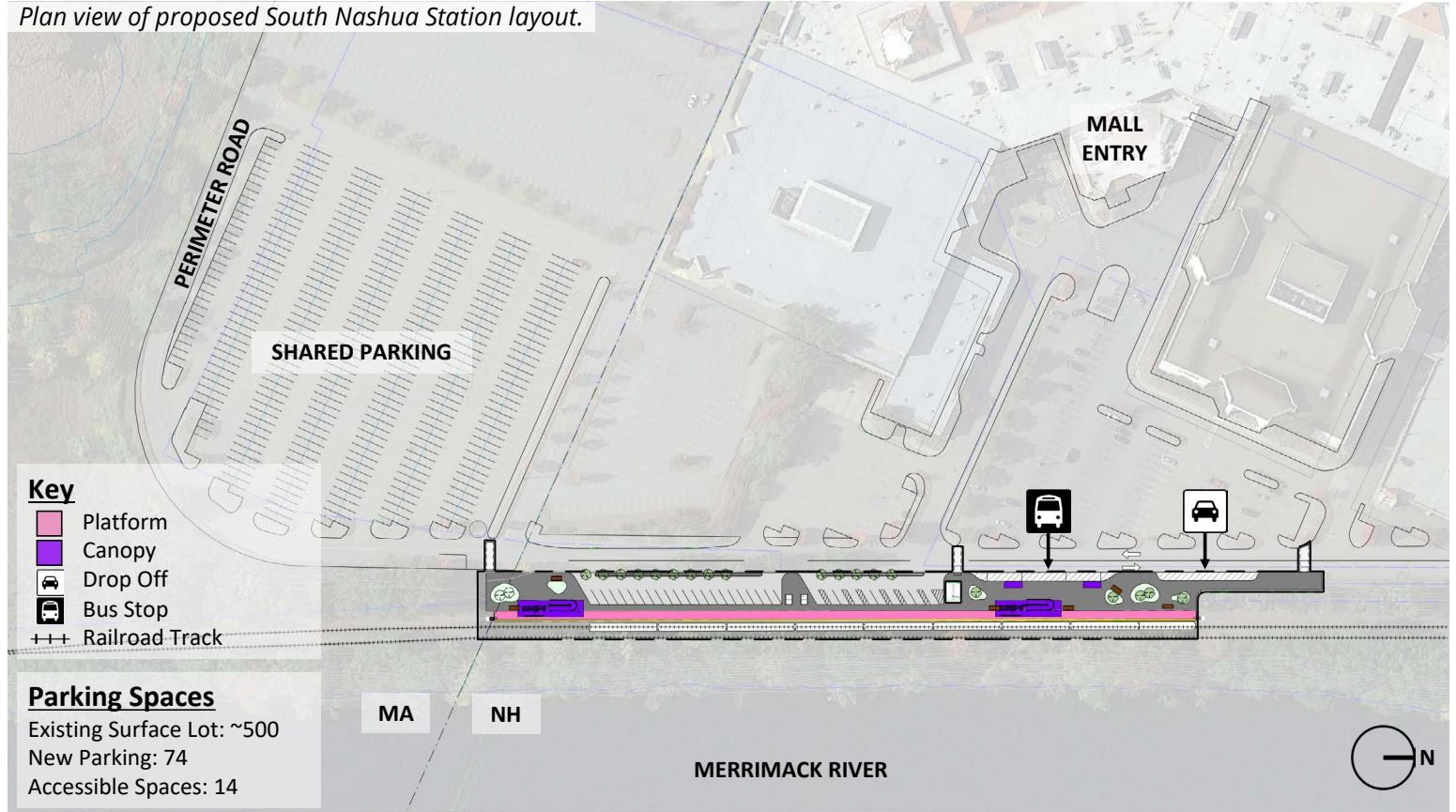
The existing surface parking lots and access roads to be utilized by the station are within some of the privately held parcels that currently comprise the overall Pheasant Lane Mall complex, which enables the project to leverage existing infrastructure for this proposed location.

**Estimated Capital Cost: \$21.2M**

(October 2022 dollars)

# South Nashua Station

Plan view of proposed South Nashua Station layout.



## Nashua Crown Street Station



*Rendering of the proposed downtown Nashua Crown Street Station.*

The proposed downtown Nashua Crown Street Station is located on the west side of the tracks north of the CSX rail yard. It is the approximate location of Nashua's historic main line train station and was identified as the most viable site near downtown that could accommodate the platform requirements.

The proposed center-island high-level station platform would be located adjacent to the City of Nashua's recently constructed park-and-ride facility at 25 Crown Street. The open field area south of the existing parking lot provides the opportunity for expansion of park-and-ride capacity, should long-term demand warrant it.

Proposed to serve as Nashua's downtown station, this location would incorporate pedestrian and bicycle accessibility. A new sidewalk would be necessary on the south side of Crown Street and east of Arlington Street to facilitate access to the site.

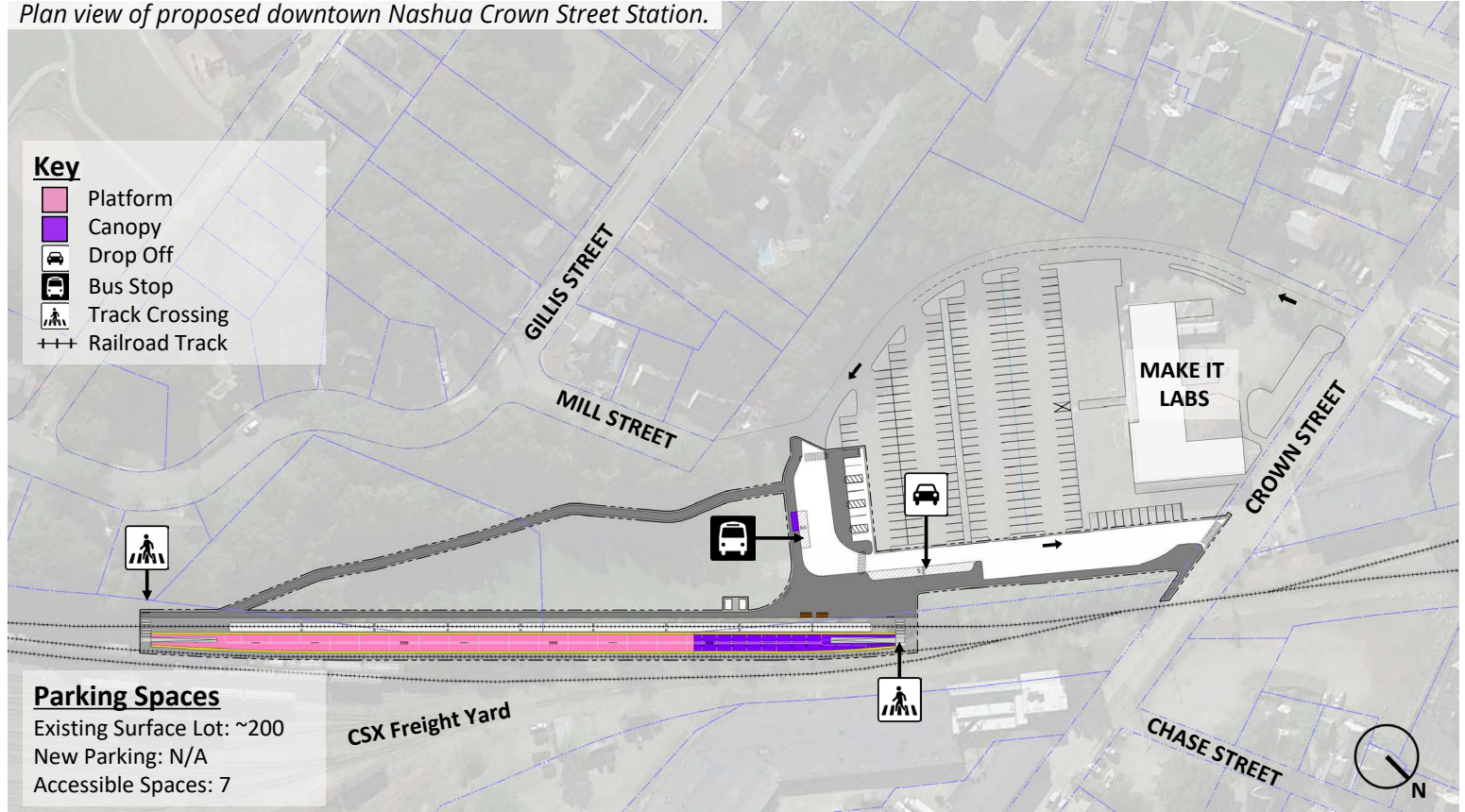
The potential Nashua Crown Street Station would be accessed via new access points at Gillis Street and Mill Street. The west side of the potential Crown Street Nashua Station site is currently served by existing NTS bus routes 3, 7 and 1, and with minor route modification, these existing Nashua Transit System (NTS) routes could also directly connect with the Crown Street Station.

**Estimated Capital Cost: \$21.9M**

(October 2022 dollars)

# Nashua Crown Street Station

Plan view of proposed downtown Nashua Crown Street Station.



Rendering of the proposed downtown Nashua Crown Street Station.



# Bedford/MHT Station



*Rendering of the proposed Bedford/MHT Station.*

The proposed Bedford/MHT Station is located in Bedford along the existing rail line on west side of the Merrimack River, beneath the Ray Wiecezorek Drive/ Pearl Harbor Memorial Bridge that provides a direct connection between the Everett Turnpike, Route 3, and Manchester-Boston Regional Airport (MHT).

The station would serve as a regional park-and-ride style lot and, with a shuttle bus, would connect with MHT.

This site has been proposed as a development node within the Town of Bedford. A dedicated airport shuttle bus could provide connecting service between the station and the airport for use by airline passengers and airport employees. The shuttle bus route could be timed to meet scheduled trains.

The station parking lot could be managed to control overnight parking and keep spaces available for commuter rail users.



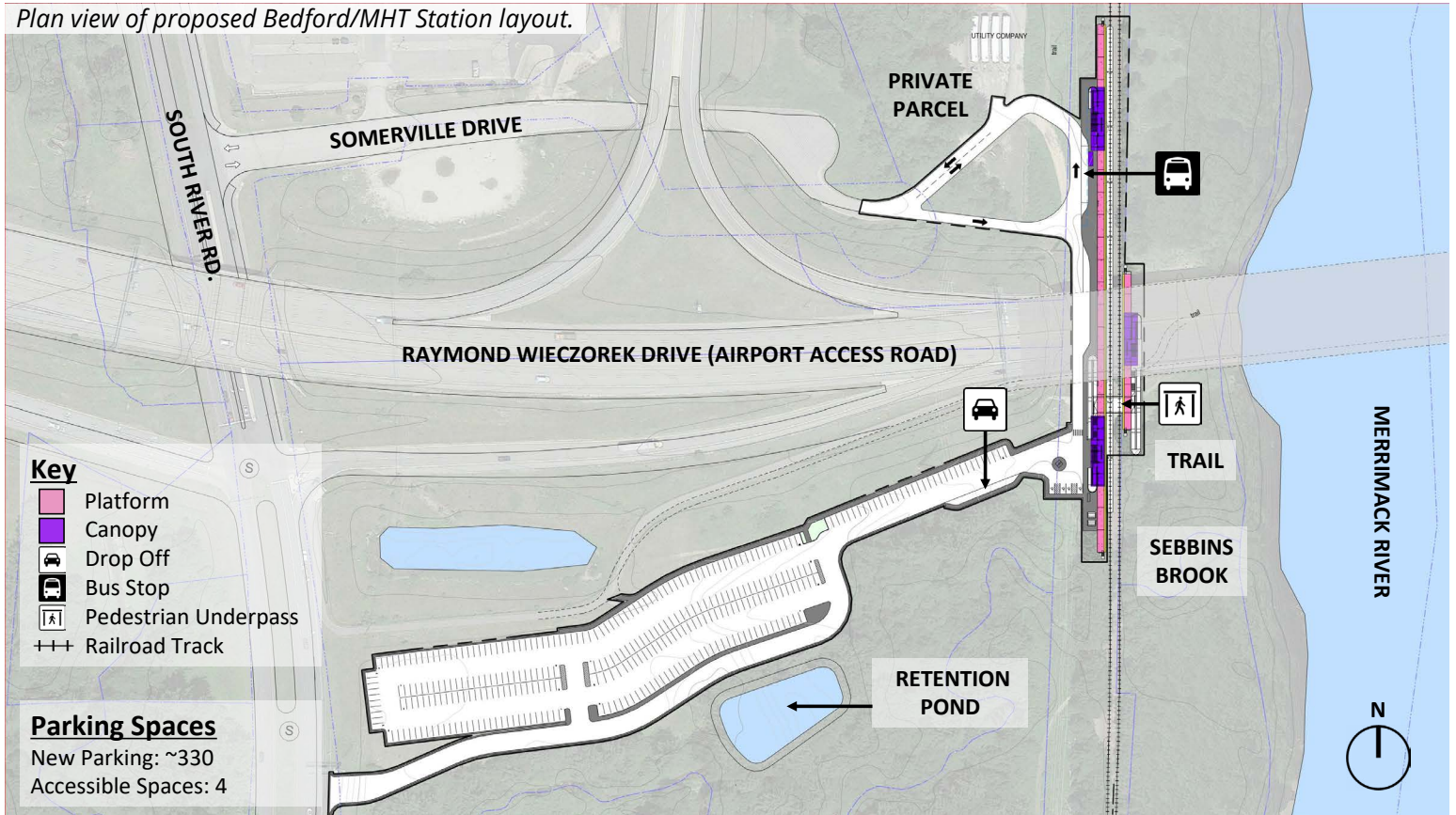
*Rendering of the proposed Bedford/MHT Station.*

**Estimated Capital Cost: \$33.0M**

(October 2022 dollars)

# Bedford/MHT Station

Plan view of proposed Bedford/MHT Station layout.



Rendering of the proposed Bedford/MHT Station.

# Manchester Station



*Rendering of the proposed downtown Manchester Station.*

The proposed downtown Manchester Station would be situated in the heart of the city and within the city's Transit-Oriented Development (TOD) district. While this station would not have dedicated parking, it would provide public transit and drop-off/pick-up vehicular access and incorporate pedestrians and bicycle accessibility, including a pedestrian bridge overpass connecting the station plaza and center island platform with South Commercial Street.

The station would be an 800-foot-long island platform serving the east and west station tracks. The freight mainline would be realigned to be adjacent to the west station track, enabling the efficient operation of a terminal station and allowing for unimpeded freight traffic to and from the north.

The Depot Street crossing would remain open and the city-owned parcel on the corner of Granite and Canals Streets could continue to be used as public parking.



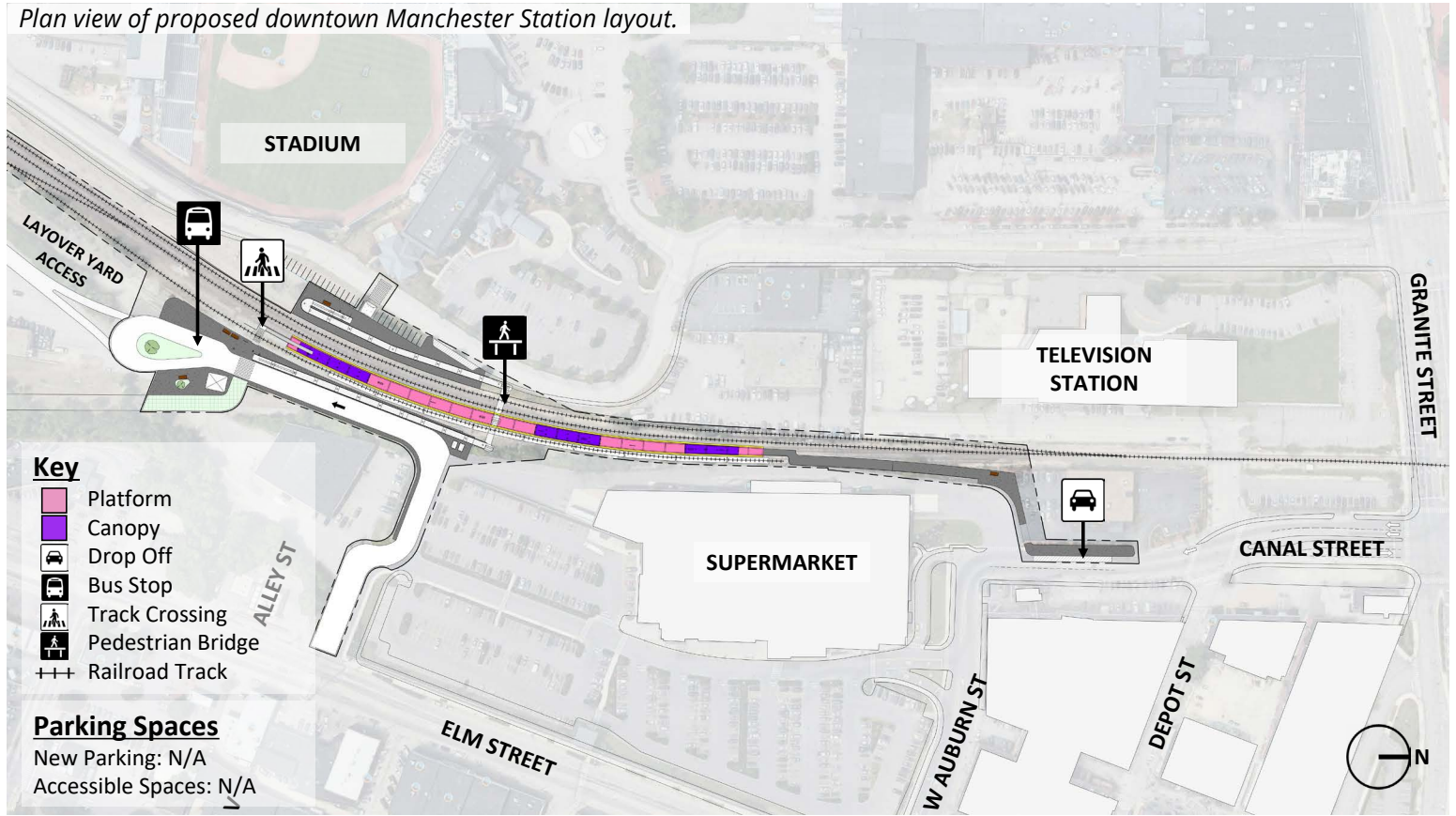
*Rendering of the proposed downtown Manchester Station from Granite Street.*

**Estimated Capital Cost: \$33.5M**

(October 2022 dollars)

# Manchester Station

Plan view of proposed downtown Manchester Station layout.



Rendering of the proposed downtown Manchester Station.