

NASHUA-MANCHESTER 40818 (CAPITOL CORRIDOR)

APPENDIX I Public Involvement Plan and Materials

Prepared for:

New Hampshire Department of Transportation



January 2022



Prepared by:
AECOM





Appendix I

Public Involvement and Communications



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Executive Summary

The New Hampshire Department of Transportation (NHDOT) conducted a robust public involvement and communications effort as part of the Nashua-Manchester 40818 (Capitol Corridor) Project. The Project Team submitted its Public Outreach and Communications Plan (POCP) to FTA on March 18, 2021. The POCP describes how the Project Team will communicate with the public at various points of the project process via stakeholder meetings, newsletters, a general public meeting, e-bulletins, a project page on the NHDOT website, and other forms of outreach, as appropriate. The outreach program built upon the framework developed during the 2014 project and the extensive input received at that time.

A project web page was established on NHDOT's website to serve as an information hub. The website includes links to presentations, stakeholder and public meeting minutes, fact sheets, reports and included an email address for the public to contact with any questions or comments. The project website is <https://www.nh.gov/dot/projects/nashuamanchester40818/index.htm>. Project Inquiries were directed to the following email address nhcapitolcorridor@fhstudio.com.

Building from engagement work conducted during previous initiatives in the area, the project team met with key stakeholders, such as the City of Nashua, City of Manchester, Bedford/MHT airport and potential public/private partners. The team met with stakeholders throughout the process to obtain input at key project milestones.

The Study team held virtual meetings with relevant agencies and stakeholders to share information on the definition and evaluation of the alternatives and to obtain input. At the federal level coordination was with FTA through its Region 1 office in Cambridge, MA. At the state level, meetings were held with New Hampshire state agencies including Natural Resource Coordination meetings and Cultural Resource Agency meetings. Because project implementation and service would involve multiple states there were virtual coordination meetings with MassDOT/MBTA, particularly during development of the proposed operating plan and the definition of the four proposed stations and layover. Discussions were also held with Rhode Island DOT regarding the structure of their long-standing Pilgrim Partnership agreements under which MBTA currently provides commuter rail service to that state.

Additionally, coordination with the cities of Nashua and Manchester took place throughout the process of defining the service, station locations, and the layover. Information about the project was shared with relevant MPOs, transit authorities, Manchester-Boston Regional Airport (MHT) and others. Virtual meetings were held with Pan Am Railways and CSX to inform them of the project scope and the alternatives being evaluated. In June 2022 CSX closed on its acquisition of Pan Am Railways and further coordination with both CSX and the MBTA will be necessary as the project moves forward.

In addition to stakeholder meetings, the NH Capitol Corridor Project held a hybrid (virtual and in-person) public information meeting on November 17, 2021, at the New Hampshire Department of Transportation conference room in Concord, NH. The public information meeting brought together over 115 in-person and virtual attendees to learn more about the project, have their questions answered, and provide comments. In advance of the public information meeting, the project team conducted targeted outreach to the public, environmental justice populations and key stakeholders to inform them of the event.



Exhibit I-1

Public Outreach & Communications Plan



Public Outreach and Communications Plan



Prepared for:
New Hampshire Department of
Transportation

March 18, 2021

PREPARED BY: FHI STUDIO

AS SUBCONSULTANT TO: AECOM TECHNICAL SERVICES, INC.

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Nashua-Manchester 40818 (Capitol Corridor) Project Development Phase

Public Outreach and Communications Plan

I. INTRODUCTION

The Nashua-Manchester 40818 (Capitol Corridor) Project encompasses extending Massachusetts Bay Transportation Authority (MBTA) Commuter Rail train service 30 miles from Lowell, MA to Manchester, NH. The proposed service will utilize approximately 10 miles of MBTA railway from Lowell to Nashua and 20 miles of MBTA trackage rights on Pan Am Railways' (Pan Am) Northern Branch¹ northward onto Manchester. Pan Am freight is the only current user of these 30 railway miles. Plans for the new service would operate in cooperation with the MBTA using MBTA crews and rolling stock. The service design will seek to minimize infrastructure upgrades and operating expenses while providing service reliability.

Key actions include:

- Approximately 30 miles of upgraded track
- Signal system upgrades as well as federally mandated Positive Train Control (PTC)
- Upgrading 20 roadway grade crossings and 15 bridges
- Relocating utilities
- Design of four passenger stations and one layover facility

There are currently no rail passenger stations on the line north of Lowell, MA. The team will design up to four new passenger stations to meet ADA accessibility and MBTA design standards in conformance with FTA and track owner requirements. Typical station configurations will employ low-level platforms with "mini-highs" for level boarding where freight trains pass by and full-length high-level ADA compliant platforms at Depot Street in Manchester and Crown Street in Nashua. The team will evaluate and recommend the location and configuration of the proposed train layover facility. The station and layover facility work will leverage prior work to the maximum extent possible.

The Public Outreach and Communications Plan (POCP) describes how the Project Team will communicate with the public at various points of the project process via stakeholder meetings, newsletters, public meetings, e-bulletins, a project page on the New Hampshire Department of Transportation (NHDOT) website, and other forms of outreach, as appropriate.

The POCP outlines how the Project Team will inform and seek input from the municipalities and stakeholders. Several approaches will be used to keep appropriate parties apprised of progress throughout the project. The extensive outreach program conducted for the prior study will be used as

¹ In 2020 CSX made an offer to purchase certain railroad assets of Pan Am Railways, and the transaction is currently pending before the U.S. Surface Transportation Board for approval.

a platform for this project. The current outreach will be built upon the framework developed during the 2014 project but will not be as extensive given the narrower scope of this project. Stakeholder opinions and comments will be documented and reviewed throughout the project.

II. GUIDING PRINCIPLES

NHDOT seeks to implement a comprehensive and inclusive POCP with the objective of developing the best possible solution for the Nashua-Manchester Project, which meets the project objectives and is embraced by stakeholders. The POCP has been developed to support engagement in accordance with the following guiding principles:

Accessible - The public will receive sufficient notice of the public meeting, which will be held at a convenient time, place, or on a virtual platform that is accessible to all. The public will be given time to review project-related materials in advance of the meeting. Up-to-date project information will be shared on the NHDOT project website.

Transparent - The project planning process will be clear and understandable. The Project Team will establish an open and honest dialogue with project stakeholders that shares pertinent information used to inform project decisions and direction. Technical information and regulatory procedures will be explained in simple language to help stakeholders understand the planning, regulatory, and design processes.

Educational - Stakeholders will have information presented to them which is appropriate to the project topics and issues. Project information, updates, and news will be consistently communicated through the project website, e-communications, newsletters, and local media outlets.

III. COMPLIANCE

Public projects such as Nashua-Manchester are subject to regulatory requirements. Several federal and state statutes or guidance documents call for certain outreach and coordination measures to be taken to ensure that adequate public and regulatory agency input is incorporated into the project.

This project will comply with:

- Statewide and Metropolitan Planning. 23 Code of Federal Regulations (CFR) Parts 450 and 500 and 49 CFR Part 613, February 14, 2007;
- Environmental Impact and Related Procedures and Section 4(f). 23 CFR Parts 771 and 774, October 16, 2001; 40 CFR 1506.6 and *Freedom of Information Act (5 U.S.C. 552)*;
- Protection of Historic Properties. 36 CFR Part 800;
- Air Quality Conformity. 40 CFR Part 51, November 24, 1993;
- Management and Monitoring Systems. 23 CFR 500, December 1, 1993;
- *Title VI of the Civil Rights Act of 1964*;

- *Environmental Justice Executive Order 12898, US Department of Transportation Order 5610.2(a); and FHWA Work Zone Safety and Mobility Rule 23 CFR 630 subpart J.*

A Continuous Process

The POCP is a living document. The plan will be regularly revisited, and refinements will be made throughout the project. This will allow for flexibility so that the Consultant Team can respond appropriately and efficiently to project needs as they evolve. This element is especially pertinent given the ongoing COVID-19 pandemic and the unknowns surrounding how stakeholder outreach strategies will need to adapt throughout the project.

IV. ENGAGING STAKEHOLDERS

The POCP includes many methods to inform and involve stakeholders in a meaningful way. Project information will be available to stakeholders as well as Consultant Team members, who share information in a complete and understandable manner and record and respond to comments and concerns. Key initial elements in the POCP include:

Public Information Meeting

The purpose of this meeting is to inform and obtain input from the public regarding the development of the project recommendations. It is anticipated that there will be one (1) Public Information Meeting held when the draft recommendations are developed but not yet approved or adopted. The Public Information Meeting will be open-house style with a brief presentation. The meeting is expected to last up to two hours. The Consultant Team will collaborate with the New Hampshire Department of Transportation (NHDOT) during the planning of the meeting to determine if it can be held in person or if it needs to be held virtually due to the COVID-19 pandemic.

Stakeholder Meetings

Stakeholder Meetings (10) are anticipated to collect information and present the project process to local communities, especially during the development of the financial plan and siting of the proposed stations and layover facility. Members of the Consultant Team will, in conjunction with NHDOT, meet with stakeholder groups at up to ten (10) meetings. The Consultant Team will consider hosting meetings virtually due to the COVID-19 pandemic.

Initial meetings with key stakeholder groups may include, but are not limited to:

- Massachusetts Bay Transportation Authority
- Massachusetts Department of Transportation
- Pan Am Railway (Boston and Maine)
- Federal Transit Administration (FTA)
- Nashua Regional Planning Commission
- Southern New Hampshire Regional Planning Commission
- Central New Hampshire Regional Planning Commission
- City of Nashua – Nashua Rail Committee

- City of Manchester
- Town of Bedford
- Manchester-Boston Airport (MHT)
- Other potential financial partners
- Congressional Delegation
- NH Governor's Office
- NH State legislative leaders

Preparation and Documentation of Meetings

The Consultant Team will be responsible for the preparation of meeting presentations. They will provide a written summary of Public Information and Stakeholder Meetings.

Fact Sheets

The Consultant Team will develop two (2) fact sheets. The first will be developed within four months of project initiation to provide information about the beginning of the project, its goals and objectives, and anticipated timing of the Public Information Meeting. It will provide an email address for interested parties to sign up for email notifications. The second fact sheet will be created during the development of the Financial Plan for the proposed rail service.

Flyers

The Consultant Team will produce up to three (3) flyers to inform the public about project developments and special topics.

Contact List

The Consultant Team will maintain an email distribution list of interested parties throughout the project process. The list will serve to inform interested parties of project materials (e.g., fact sheets, reports on the webpage) and other updates (e.g., meeting notification). The mailing list shall include, but is not limited to:

- Legislators from U.S. Congress, NH Governor's Office, Executive Council, State Representative and Senate
- Individuals or organizations that have indicated an interest in this project in previous outreach efforts
- Stakeholders
- Media
- Local municipal officials

Media Relations

The Consultant Team will provide supportive materials to NHDOT communications staff to assist with appropriately publicizing the public meeting in the Nashua-Manchester project area. The Team will provide a draft media advisory to NHDOT for the public meeting with pertinent information on the date, time, location, and purpose of the Public Information Meeting. Outreach to media outlets will occur prior to the public meeting. NHDOT will be responsible for all media contact.

Postcard

The Consultant Team will develop and distribute one (1) postcard to advertise the Public Information Meeting. It will be distributed electronically to elected officials, municipalities, regional planning commissions, abutters to proposed rail stations, the proposed layover facility, and interested parties on the email contact list in advance of the meeting.

Website

The Consultant Team will provide NHDOT relevant project information in the form of electronically formatted files for the agency to post on the NHDOT website. Information provided may include plans, reports, environmental documents, project documents and reports, notices of the upcoming public meeting, meeting presentations, fact sheets, and an NHDOT point-of-contact.

The Consultant Team will review the project page on the NHDOT website and provide new or updated content at least quarterly throughout the project.

Other Communication Activities


Throughout the project, miscellaneous communication activities will occur with members of the public, especially during the periods leading up to meetings. A sampling of anticipated tasks is:

- Coordination with municipalities and regional planning commissions to email postcards and webpage links to their constituents in advance of the public meeting.
- Directly respond to comments or coordinate a response from another member of the study team.
- Develop and track all comments and responses in a database.
- Provide reports of comments for NHDOT.



Exhibit I-2

Public Information Meeting Documentation






THE NASHUA-MANCHESTER PASSENGER RAIL (CAPITOL CORRIDOR) PROJECT


The New Hampshire Department of Transportation (NHDOT) is holding a Public Information Meeting for the Nashua-Manchester Passenger Rail (Capitol Corridor) Project to provide an update and solicit input on the Project Development phase. The format of the meeting will be hybrid, offering a virtual and in-person option. A formal presentation on the Project Development phase will discuss proposed track and related rail infrastructure upgrades, alternatives considered for stations and the layover facility, as well as the status of the related environmental, engineering, and financial planning tasks. A Q&A session will follow the presentation to provide an opportunity for the public to ask the project team questions and provide feedback.


The Nashua-Manchester Passenger Rail (Capitol Corridor) Project extends the Massachusetts Bay Transportation Authority (MBTA) Commuter Rail service 30 miles from Lowell, Massachusetts through Nashua to Manchester, New Hampshire. The proposed service will use approximately 10 miles of MBTA railway from Lowell, MA to Nashua, NH, and 20 miles of MBTA trackage rights on Pan Am Railways (Pan Am) Northern Branch northward into Manchester. The project is currently in the development phase. Key steps to be completed include preliminary design engineering, State and Federal environmental review, and development of the financial plan.

For more information about the project, please visit: <https://www.nh.gov/dot/projects/nashuamanchester40818/index.htm>, where you can also find the below information on how to participate in the Public Information Meeting.

| | | |
|---------------|---|---|
| What: | Public Information Meeting |  |
| When: | Wednesday, November 17, 2021, at 6:00 PM Presentation followed by Q&A | |
| Where: | Virtual Meeting Option | In-Person Meeting Option |
| | Please click the link below to join Zoom Webinar: https://us06web.zoom.us/j/84619775953?pwd=Ump6MHZKOU56SndrbWNabEZlXUJlGdz09 Webinar ID: 846 1977 5953 Passcode: 143204 Join by phone: +1 (646) 558-8656 | New Hampshire Department of Transportation 7 Hazen Drive, Concord, NH 03301 Conference Room 114 Doors will open at 5:45 PM |

For More Info

 nhcapitolcorridor@fhstudio.com

 www.nh.gov/dot/projects/nashuamanchester40818/index.htm

For additional assistance

Any individuals needing assistance or auxiliary communication equipment should contact Sarah Poirier in the NHDOT Bureau of Rail & Transit by calling 603-271-2468; TDD Access: Relay NH 1-800-735-2964. Notification of the need for assistance should be made at your earliest convenience.



Nashua-Manchester (Capitol Corridor) Project Development Phase

Public Information Meeting

November 17, 2021



1

Zoom Webinar Format and Instructions

Zoom Webinar automatically mutes all attendees

- Only the meeting host can give attendees access to unmute themselves during the Q&A session
- You will not be able to turn your video on during this meeting

Raise your hand to speak

- Moderator will take questions and comments following the presentation
- Attendees will be called on to speak and asked to unmute themselves

Zoom Webinar Format and Instructions

If dialing into the Zoom Webinar via phone:

- Press *9 to raise hand
- Press *6 to unmute

Submit a question or a comment in the Q&A button

- Moderator will read questions and comments from the Q&A button following the presentation
- Moderator will alternate calling on people in-person and virtually to speak
- If you have technical difficulties, please submit a comment in the Q&A button
- The meeting host will work with you to address any technical needs

Nashua-Manchester (Capitol Corridor) Project Development Phase



Zoom Webinar Functions

Controls may appear in various locations depending on the device you are using



Nashua-Manchester (Capitol Corridor)
Project Development Phase

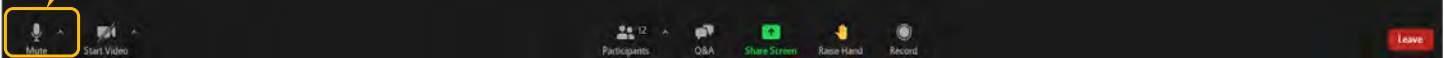
Public Information Meeting

Mute / Unmute Your
Microphone

November 17, 2021



1



Zoom Webinar Functions

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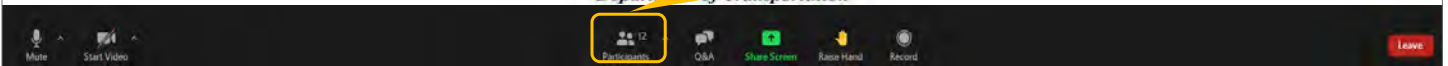
Nashua-Manchester (Capitol Corridor) Project Development Phase

Public Information Meeting

November 17, 2021

View Hand Raise Function
and Participant List

1



Zoom Webinar Functions

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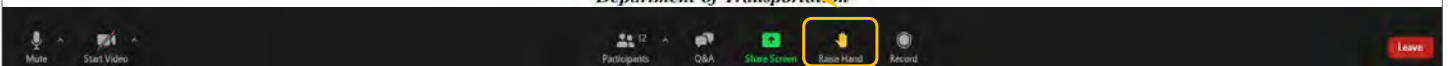
Nashua-Manchester (Capitol Corridor) Project Development Phase

Public Information Meeting

November 17, 2021

Raise your Hand to
Speak

1



Zoom Webinar Functions

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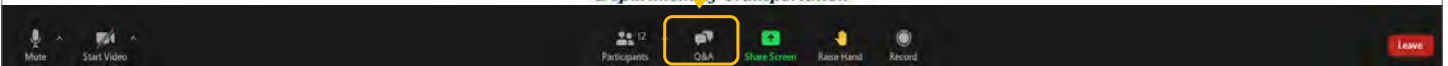
Nashua-Manchester (Capitol Corridor) Project Development Phase

Public Information Meeting

Type in a Question or a
Comment



1



Agenda

- Project purpose and background
- Environmental Assessment
- Proposed infrastructure
- Operating plan and ridership
- Costs and revenues
- Financial Plan
- Next steps

Nashua-Manchester (Capitol Corridor) Project Development Phase



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Purpose

The purpose of the Nashua-Manchester project is to *diversify mobility options* that *connect the Southern New Hampshire region* with the population, employment, and commercial centers in the *Greater Boston area*, reduce congestion, emissions, and travel time, and *provide mobility options that promote equity and support demographic trends and travel preferences* in the project corridor.

Nashua-Manchester (Capitol Corridor) Project Development Phase



Background

- Provide alternative to congestion on I-93/Rt3 by extending the MBTA Lowell Commuter Rail Line to serve southern New Hampshire
- Improve bi-directional access to jobs & housing
- Includes upgraded track and infrastructure, four new stations, and a layover facility
- Locally Preferred Alternative builds upon the 2014 findings and recommendations

The current phase of work includes:

- Environmental Assessment under Federal Transit Administration (FTA) process
- 30% design for 30-mile extension of Lowell Line and related infrastructure;
- A detailed and sustainable Financial Plan

Nashua-Manchester (Capitol Corridor) Project Development Phase



Project Benefits

Transportation and Mobility: Leverage the existing transportation network to improve access and mobility within the corridor and throughout the region

- Alternative to congested roadway travel
- Increased travel network capacity

System Integration: Invest in transportation improvements that complement the existing multi-modal transportation network

- Increases modal connectivity
- Nashua and Manchester RTAs, and MHT

Economic Development & Land Use:

Support the vision for growth laid out in local/regional development plans

- Supports Transit Oriented Development (TOD)
- Attracts and retains workforce in southern NH

Sustainability: Support

transportation investments that contribute to an environmentally, economically, and socially sustainable community

- Leverages existing transportation infrastructure
- Supports sustainable development patterns

Nashua-Manchester (Capitol Corridor) Project Development Phase

Environmental Assessment

- Federally-required document under the National Environmental Protection Act (NEPA)
- Federal Transit Administration (FTA) is lead Federal agency
- Identifies natural and man-made resources within project area
- Identifies project-related impacts to natural resources and people living in the project area
- Identifies measures to avoid, minimize or mitigate potential impacts

Nashua-Manchester (Capitol Corridor) Project Development Phase

Environmental Assessment

Reviews wide range of potential impacts, including:

- Wetland and water resources
- Rare species habitat
- Public open space
- Historic and archaeological resources
- Noise and air quality
- Economic/socioeconomic
- Hazardous materials
- Traffic

Nashua-Manchester (Capitol Corridor) Project Development Phase

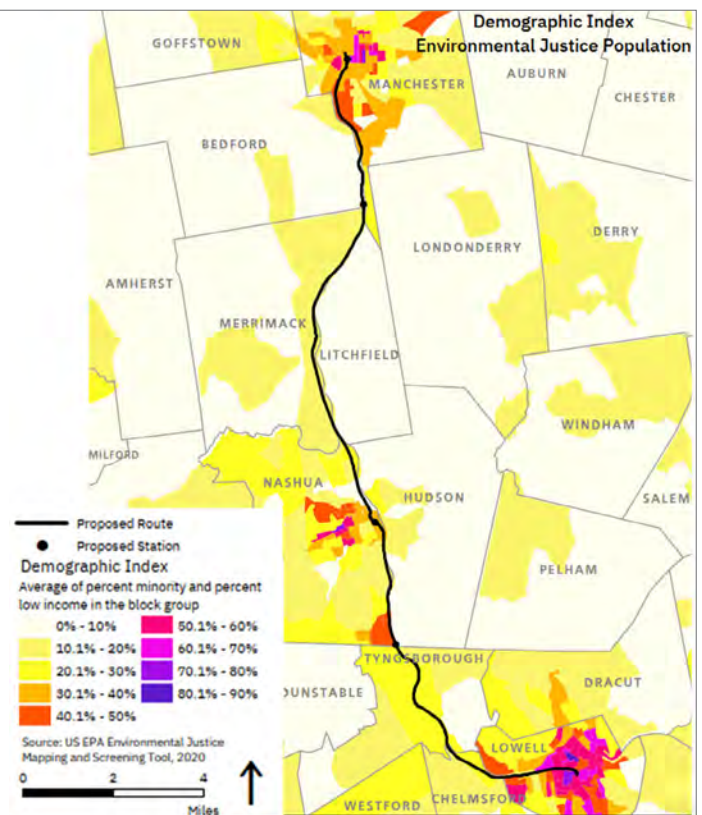


Environmental Justice Considerations

Environmental Justice:

- Project cannot have a disproportionately negative effect on disadvantaged populations within the study area
- Identifies areas with higher-than-average minority, low-income and limited English proficiency populations
- Identifies transit-dependent populations (zero-vehicle households)
- Project will endeavor to provide benefits to Environmental Justice populations

Nashua-Manchester (Capitol Corridor) Project Development Phase



Track and Related Infrastructure

- Upgrade 30 route miles of track between Lowell, MA and Manchester, NH
 - Improve existing track to FRA Class 4 to support commuter rail speeds
 - Restore second track in key segments to support operating plan
- Provide modern signal system
- Upgrade existing bridges to support proposed service
- Improve existing at-grade crossings with new warning systems
- Repair/replace culverts, switches, and sidings as needed



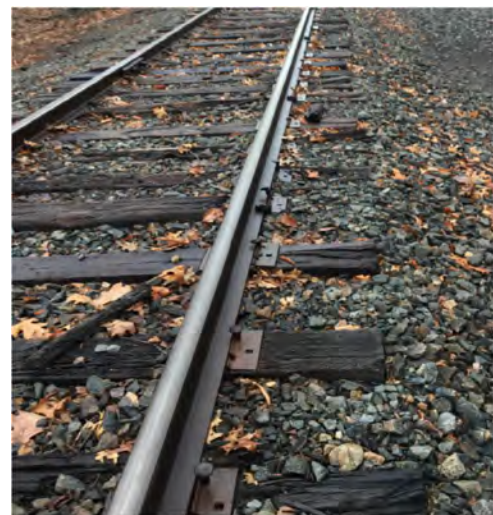
Nashua-Manchester (Capitol Corridor) Project Development Phase



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NH Mainline Existing Conditions

- Track
 - Class 2 (25mph Freight, 30mph Passenger)
 - Running rail is jointed circa 1944
 - Deficient tie and ballast condition
- Signal System & Grade Crossings
 - Signals Decommissioned in 2016
 - Many grade crossings without gates/warning systems
- Right-of-Way
 - Overgrown – cut back to improve sight distances
 - Isolated drainage, embankment and ditch issues
- Bridges and Culverts:
 - Generally, in fair to good condition
 - One bridge to replace, along w/ several decks, heavy vegetation around abutments



Nashua-Manchester (Capitol Corridor) Project Development Phase



16

Highlights of Proposed Work

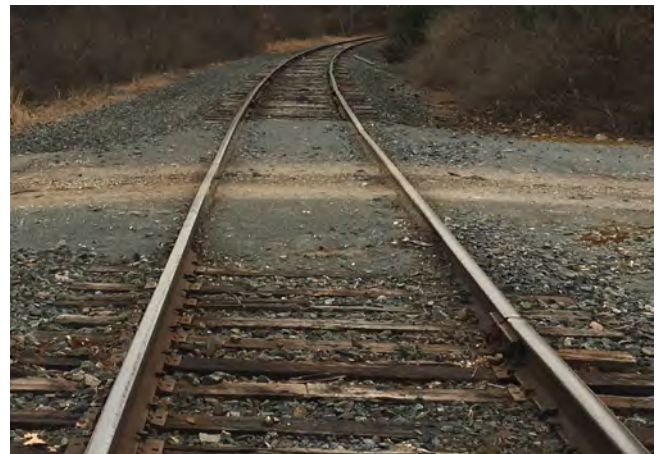
- Fix Erosion Problems at select culvert headwalls
- Extend culverts and Rebuild headwalls for 2nd Track



Nashua-Manchester (Capitol Corridor) Project Development Phase

Highlights of Proposed Work

New warning system/gates needed at several unprotected private grade crossings



Nashua-Manchester (Capitol Corridor) Project Development Phase

Highlights of Proposed Work

- Replace poor condition wooden bridge decks
- Replace Lock St. undergrade bridge in Nashua



Nashua-Manchester (Capitol Corridor) Project Development Phase



Station Design Criteria

Operational Requirements

- Manchester is the primary terminus station
- Separate station track desirable to avoid freight conflicts
- MBTA is assumed operator

Design Criteria

- Design pursuant to MBTA and federal standards (CFR Title 49 vol. 1 §37.41-37.43)



Nashua-Manchester (Capitol Corridor) Project Development Phase



Stations Locations

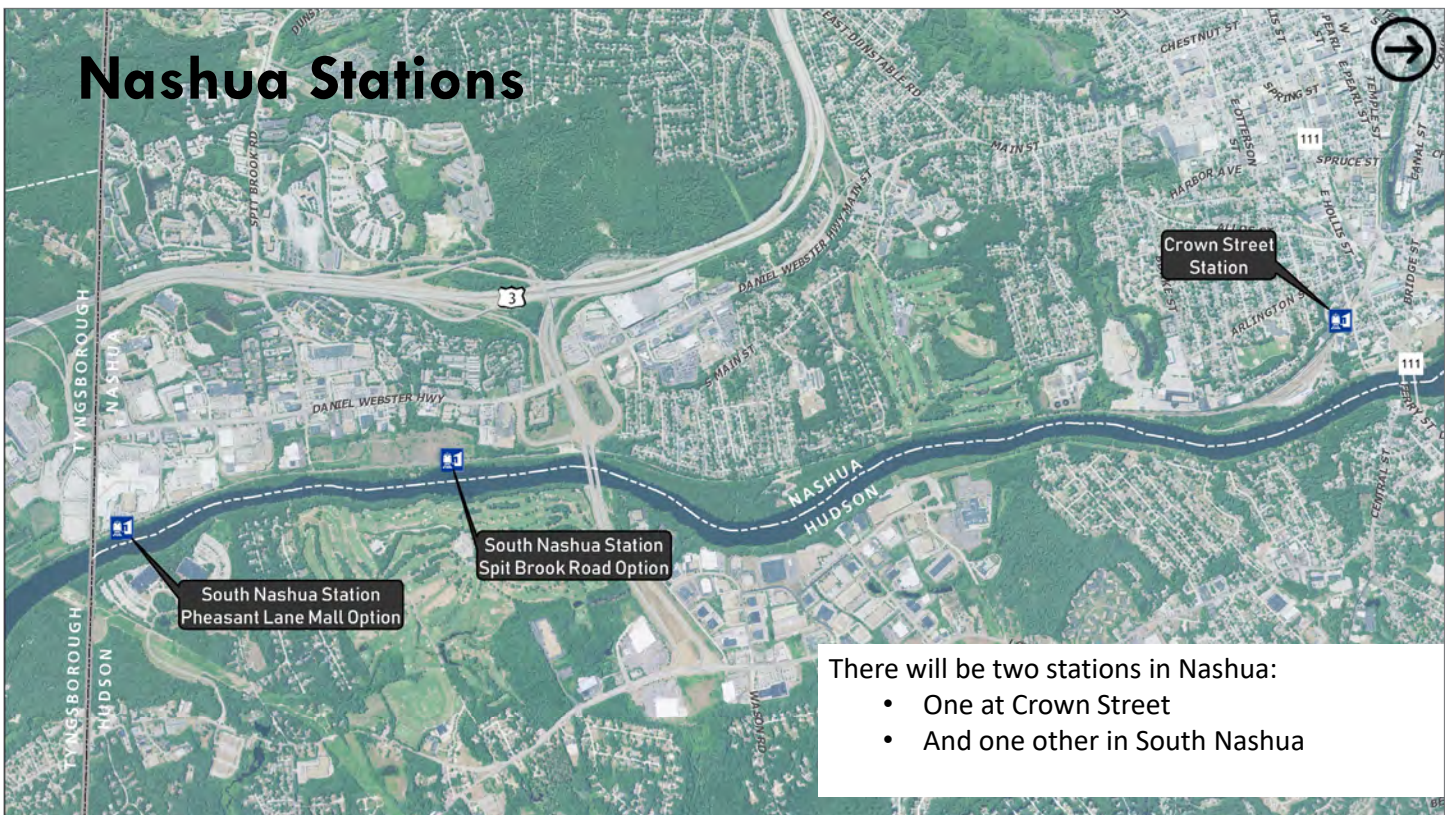
The project will include 4 stops, including:

- South Nashua
- Nashua – Crown Street
- Bedford/MHT
- Manchester

Nashua-Manchester (Capitol Corridor) Project Development Phase



Nashua Stations



There will be two stations in Nashua:

- One at Crown Street
- And one other in South Nashua

South Nashua Station Options



Nashua-Manchester (Capitol Corridor) Project Development Phase

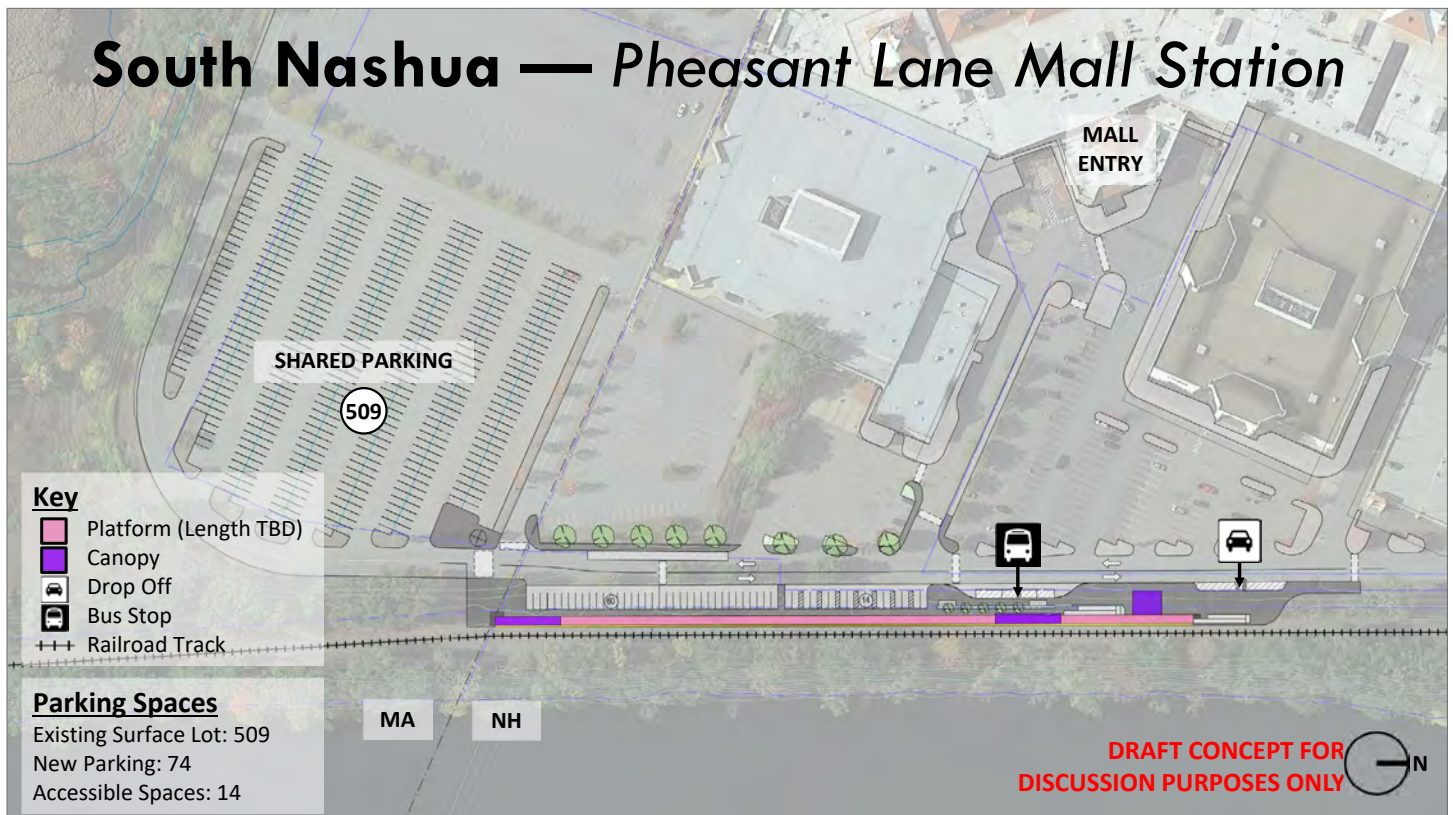
Two options were evaluated for a South Nashua Station:

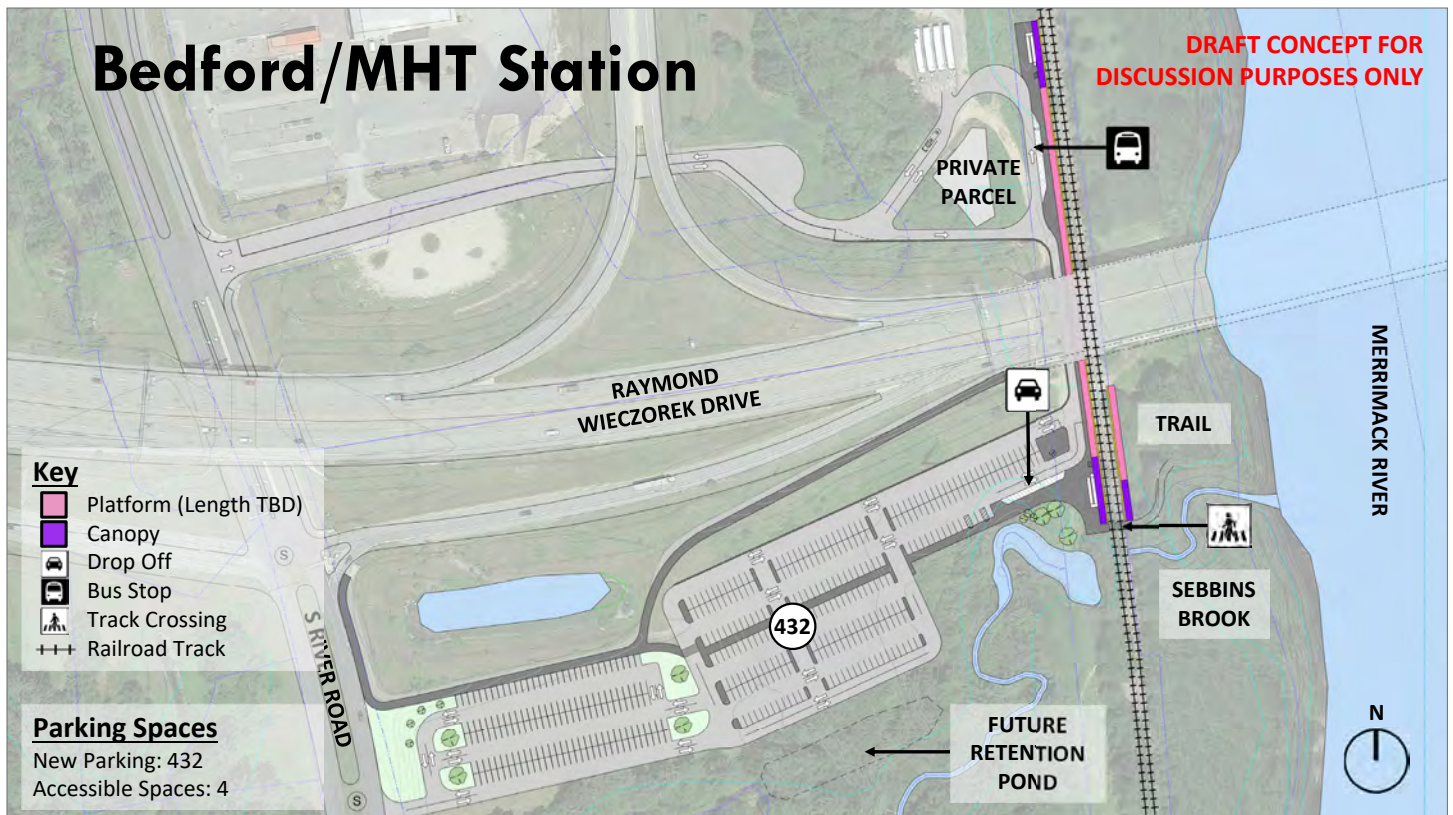
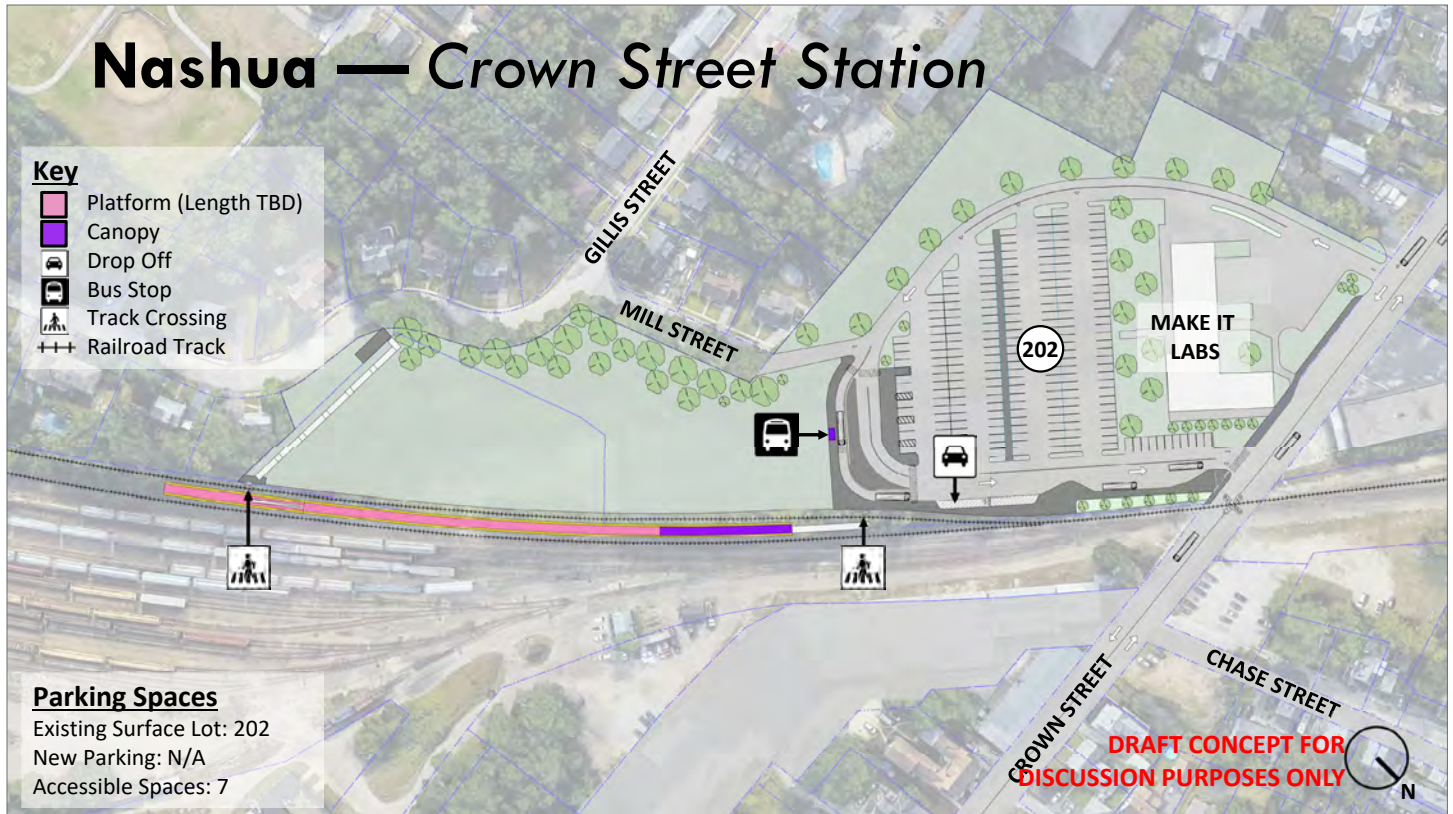
- Pheasant Lane Mall
- Spit Brook Road

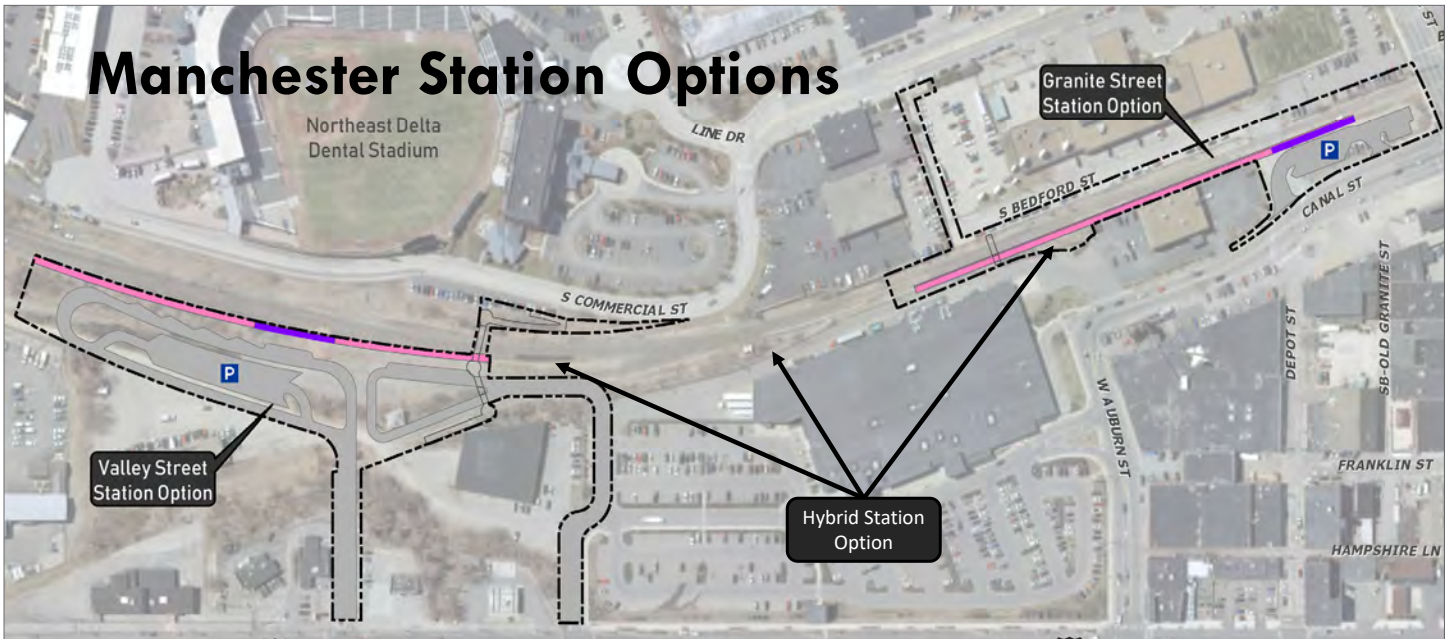
The Pheasant Lane Mall Option is preferred:

- Greater TOD potential
- Leverages existing infrastructure
- Fewer environmental impacts

South Nashua — Pheasant Lane Mall Station





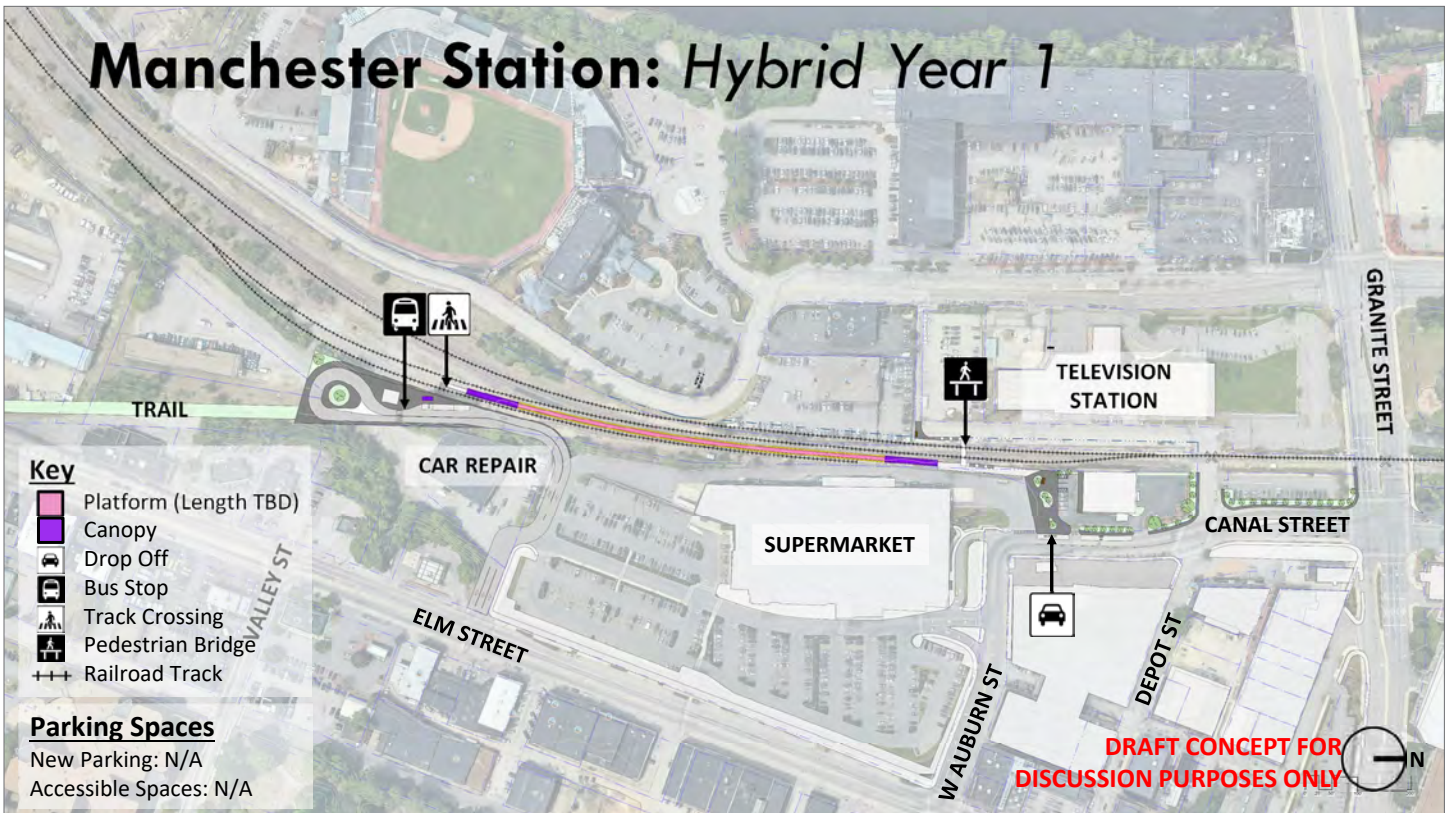


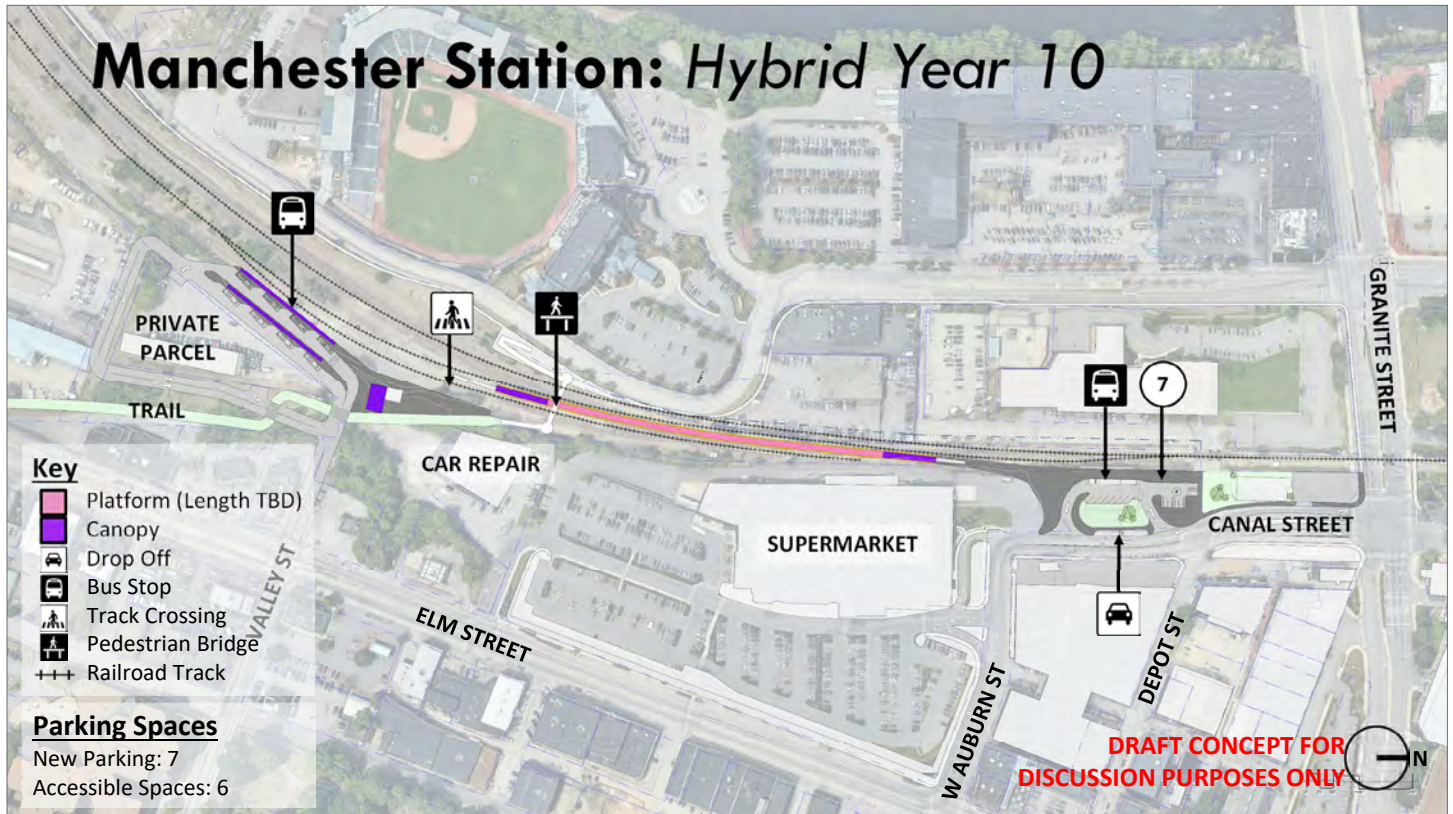
Three station options were investigated for Manchester:

- Valley Street (originally noted by the TOD plan)
- Granite Street (originally noted by 2014 work)
- Hybrid Station (created to address operational constraints)

Both the Valley Street and Granite Street Options were dismissed in favor of the Hybrid Option which more effectively addresses considerations, including:

- Ease of access, land impacts, further growth





Layover Facility Overview

- A layover facility is required for the operation of the extended rail service to prevent lengthy deadheads
- A layover facility will provide for
 - Overnight train storage in yard
 - Plug-in power enables engine shutdown
 - Mid-day trains layover at station
 - Storage for 4-5 train sets (900 to 1,000 feet/train)



The MBTA's Greenbush Line layover facility



Typical MBTA Layover facility staff/crew building (View of two sides)

Layover Site: Design Considerations

- Compatibility of surrounding land uses
- Existing conditions of the site
- Potential noise impacts and mitigation:
 - Noise analysis modeling to determine location, height, and configuration of sound walls and/or berms
- Utilities, roadway access, earthwork



Typical noise mitigation wall adjacent to Readville rail yard



Alternative noise wall materials

Nashua-Manchester (Capitol Corridor) Project Development Phase

Layover Scoring Matrix: Scoring Summary

The summary table sums results of detailed evaluation criteria for the Cemetery South and Pan Am South candidate sites.

- = Best meets criteria = 3 points
- ◐ = Partially meets criteria = 2 points
- = Does not meet criteria = 1 points

| | Cemetery South | Pan Am South |
|----------------|----------------|--------------|
| All Indicators | 28 | 42 |

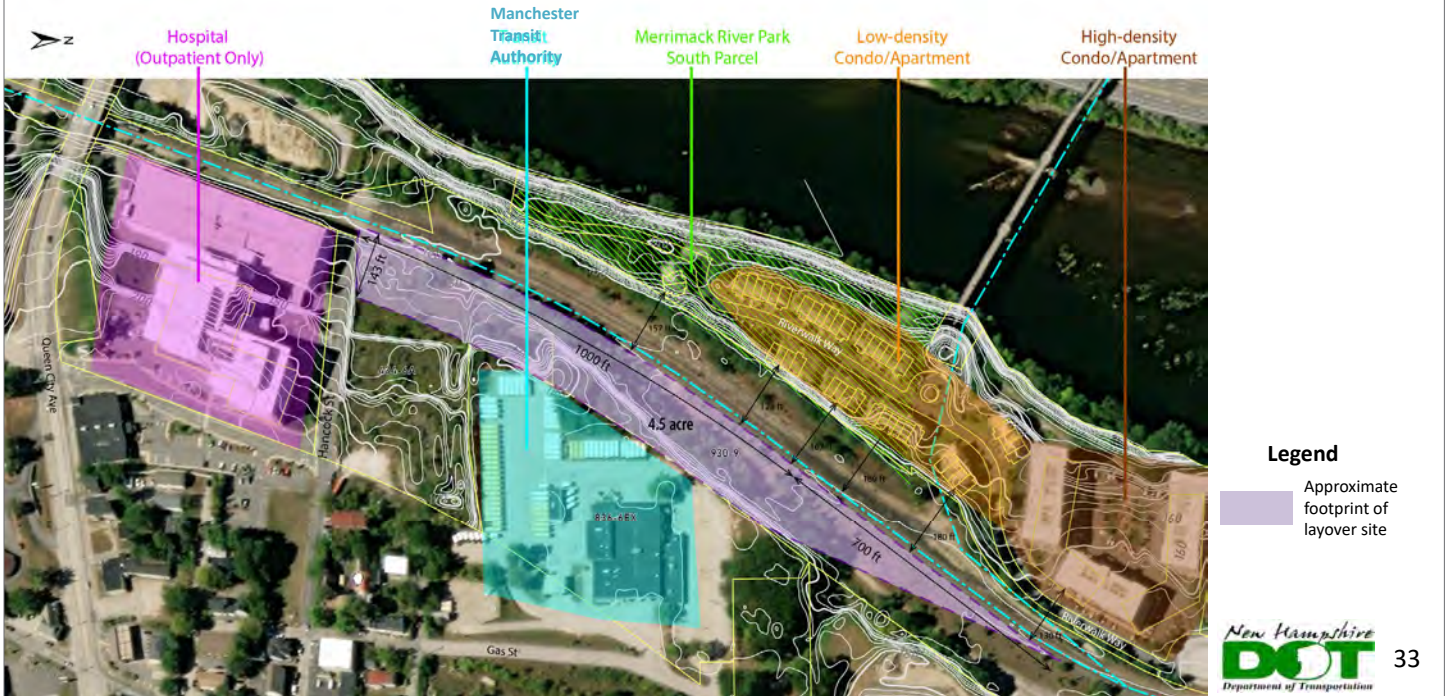
The Pan Am South site scores higher because:

- It is the **L**east **E**nvironmentally **D**amaging **P**racticable **A**lternative
- Relatively level site previously used as rail yard
- Proximity to existing utilities and access roads
- Closest to terminus station
- Fewer environmental impacts

Nashua-Manchester (Capitol Corridor) Project Development Phase

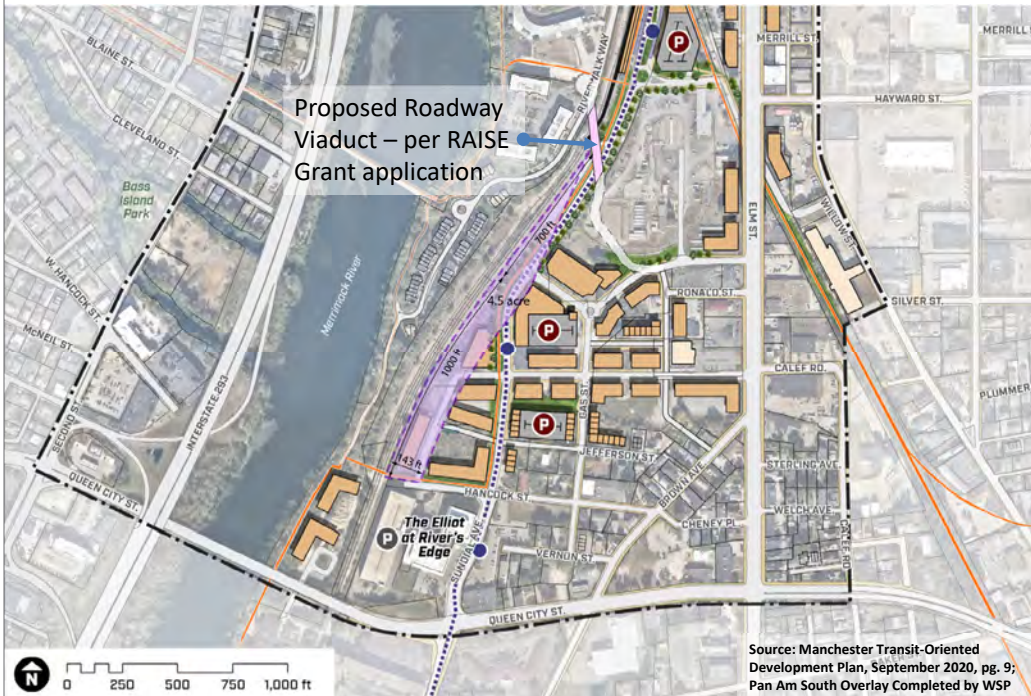
Layover Site Option: Pan Am South

DRAFT CONCEPT FOR DISCUSSION PURPOSES ONLY



Pan Am South & Future TOD Street Grid

DRAFT CONCEPT FOR DISCUSSION PURPOSES ONLY



- Proposed layover yard would be adjacent to existing active rail line
- Site is on land previously disturbed and used for railroad purposes
- No impact on E-W connectivity and the N-S connectivity can be mitigated
- Minimal impact on future development parcels

Legend
Approximate footprint of layover site

Operating Plan – 3F.1 V3.4

- Builds upon MBTA April 5, 2021 “Forging Ahead” Lowell timetable
- 44 Weekday trains for Lowell, 32 weekday trains serving all four NH stations

| MONDAY THROUGH FRIDAY | | SOUTHBOUND | | | | | | | | | | | | | | | | NORTHBOUND | | | | | | | | | | | | | | | |
|-----------------------|------|------------|------|------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------|-------|-------|-------|--|--|--|--|--|--|--|--|--|--|--|
| TURN | MAN | MAN | MAN | MAN | 0:51 | 0:10 | 0:24 | 0:40 | 0:26 | 0:10 | 0:56 | 0:10 | 0:56 | MAN | 0:26 | 0:21 | 0:21 | 0:24 | 0:10 | 0:55 | 0:10 | 0:56 | | | | | | | | | | | |
| | A | B | C | D | E | B | A | D | A | E | A | D | A | E | A | D | B | D | A | D | B | | | | | | | | | | | | |
| SOUTHBOUND | 300 | 302 | 304 | 306 | 308 | 310 | 312 | 314 | 316 | 318 | 320 | 322 | 324 | 326 | 328 | 330 | 332 | 334 | 336 | 338 | 340 | 342 | | | | | | | | | | | |
| Manchester NH | 4:55 | 5:55 | 6:25 | 6:55 | 7:25 | | 8:28 | | 10:28 | | 12:28 | | 14:28 | 15:28 | 16:58 | 17:58 | 18:28 | 18:28 | | 20:58 | | 22:58 | | | | | | | | | | | |
| MHT Bedford | 5:02 | 6:02 | 6:32 | 7:02 | 7:32 | | 8:35 | | 10:35 | | 12:35 | | 14:35 | 15:35 | 17:05 | 18:05 | 18:35 | | 21:05 | | 23:05 | | | | | | | | | | | | |
| Nashua Crown St | 5:13 | 6:13 | 6:43 | 7:13 | 7:43 | | 8:46 | | 10:46 | | 12:46 | | 14:46 | 15:46 | 17:16 | 18:16 | 18:46 | | 21:16 | | 23:16 | | | | | | | | | | | | |
| Nashua Spittbrook | 5:20 | 6:20 | 6:50 | 7:20 | 7:50 | | 8:52 | | 10:52 | | 12:52 | | 14:52 | 15:52 | 17:22 | 18:22 | 18:52 | | 21:22 | | 23:22 | | | | | | | | | | | | |
| Lowell | 5:35 | 6:35 | 7:05 | 7:35 | 8:05 | 8:35 | 9:05 | 10:05 | 11:05 | 12:05 | 13:05 | 14:05 | 15:05 | 16:05 | 17:35 | 18:35 | 19:05 | 20:35 | 21:35 | 22:35 | 23:35 | | | | | | | | | | | | |
| North Billerica | 5:43 | 6:43 | 7:13 | 7:43 | 8:13 | 8:43 | 9:13 | 10:13 | 11:13 | 12:13 | 13:13 | 14:13 | 15:13 | 16:13 | 17:43 | 18:43 | 19:13 | 20:43 | 21:43 | 22:43 | 23:43 | | | | | | | | | | | | |
| Wilmington | 5:50 | 6:50 | 7:20 | 7:50 | 8:20 | 8:50 | 9:20 | 10:20 | 11:20 | 12:20 | 13:20 | 14:20 | 15:20 | 16:20 | 17:50 | 18:50 | 19:20 | 20:50 | 21:50 | 22:50 | 23:50 | | | | | | | | | | | | |
| Anderson/Woburn | 5:57 | 6:57 | 7:27 | 7:57 | 8:27 | 8:57 | 9:28 | 10:28 | 11:28 | 12:28 | 13:28 | 14:28 | 15:28 | 16:28 | 17:58 | 18:58 | 19:28 | 20:58 | 21:58 | 22:58 | 23:58 | | | | | | | | | | | | |
| Winchester | 6:04 | 7:04 | 7:34 | 8:04 | 8:34 | 9:04 | 9:33 | 10:33 | 11:33 | 12:33 | 13:33 | 14:33 | 15:33 | 16:33 | 17:03 | 18:03 | 19:03 | 19:33 | 21:03 | 22:03 | 23:03 | | | | | | | | | | | | |
| Wedgemere | 6:07 | 7:07 | 7:37 | 8:07 | 8:37 | 9:07 | 9:35 | 10:35 | 11:35 | 12:35 | 13:35 | 14:35 | 15:35 | 16:35 | 17:05 | 18:05 | 19:05 | 19:35 | 21:05 | 22:05 | 23:05 | | | | | | | | | | | | |
| West Medford | 6:11 | 7:11 | 7:41 | 8:11 | 8:41 | 9:11 | 9:39 | 10:39 | 11:39 | 12:39 | 13:39 | 14:39 | 15:39 | 16:39 | 17:09 | 18:09 | 19:09 | 19:39 | 21:09 | 22:09 | 23:09 | | | | | | | | | | | | |
| North Station | 6:24 | 7:24 | 7:54 | 8:24 | 8:54 | 9:24 | 9:52 | 10:52 | 11:52 | 12:52 | 13:52 | 14:52 | 15:52 | 16:52 | 17:22 | 18:22 | 19:22 | 19:52 | 21:22 | 22:22 | 23:22 | | | | | | | | | | | | |
| RUN TIME | 1:29 | 1:29 | 1:29 | 1:29 | 1:29 | 0:49 | BET | | | | | | | 1:24 | 1:24 | 1:24 | 1:24 | 0:47 | 1:24 | 0:47 | 1:24 | | | | | | | | | | | | |
| TURN | DET | 0:14 | 0:14 | 0:14 | 0:14 | 0:14 | 0:16 | 0:16 | 0:16 | 0:16 | 0:16 | 0:16 | 0:14 | 0:14 | 0:14 | 0:14 | 0:14 | 0:16 | 0:46 | 0:16 | 0:16 | | | | | | | | | | | | |
| NORTHBOUND | 301 | 303 | 305 | 307 | 309 | 311 | 313 | 315 | 317 | 319 | 321 | 323 | 325 | 327 | 329 | 331 | 333 | 335 | 337 | 339 | 341 | 343 | | | | | | | | | | | |
| North Station | 5:09 | 6:09 | 7:39 | 8:09 | 8:39 | 9:08 | 10:08 | 11:08 | 12:08 | 13:08 | 14:08 | 15:08 | 16:08 | 17:38 | 18:38 | 19:38 | 20:38 | 21:38 | 22:38 | 23:38 | | | | | | | | | | | | | |
| West Medford | 5:22 | 6:22 | 7:52 | 8:22 | 8:52 | 9:21 | 10:21 | 11:21 | 12:21 | 13:21 | 14:21 | 15:21 | 16:19 | 16:49 | 17:19 | 17:49 | 18:49 | 19:51 | 20:51 | 21:51 | | | | | | | | | | | | | |
| Winchester | 5:25 | 6:25 | 7:54 | 8:24 | 8:54 | 9:24 | 10:24 | 11:24 | 12:24 | 13:24 | 14:24 | 15:24 | 16:22 | 16:52 | 17:22 | 17:52 | 18:52 | 19:54 | 20:54 | 21:54 | | | | | | | | | | | | | |
| Wedgemere | 5:27 | 6:27 | 7:56 | 8:26 | 8:56 | 9:26 | 10:26 | 11:26 | 12:26 | 13:26 | 14:26 | 15:26 | 16:25 | 16:55 | 17:25 | 17:55 | 18:55 | 19:56 | 20:56 | 21:56 | | | | | | | | | | | | | |
| Anderson/Woburn | 5:34 | 7:03 | 8:03 | 8:33 | 9:03 | 9:33 | 10:33 | 11:33 | 12:33 | 13:33 | 14:33 | 15:33 | 16:32 | 17:02 | 17:32 | 18:02 | 19:02 | 20:03 | 21:03 | 22:03 | | | | | | | | | | | | | |
| Wilmington | 5:39 | 7:08 | 8:08 | 8:38 | 9:08 | 9:38 | 10:38 | 11:38 | 12:38 | 13:38 | 14:38 | 15:38 | 16:38 | 17:08 | 17:38 | 18:08 | 19:08 | 20:08 | 21:08 | 22:08 | | | | | | | | | | | | | |
| North Billerica | 5:47 | 7:16 | 8:16 | 8:46 | 9:16 | 9:46 | 10:46 | 11:46 | 12:46 | 13:46 | 14:46 | 15:46 | 16:46 | 17:16 | 17:46 | 18:16 | 19:16 | 20:16 | 21:16 | 22:16 | | | | | | | | | | | | | |
| Lowell | 5:56 | 7:25 | 8:25 | 8:55 | 9:25 | 9:55 | 10:55 | 11:55 | 12:55 | 13:55 | 14:55 | 15:55 | 16:55 | 17:25 | 17:55 | 18:25 | 19:25 | 20:25 | 21:25 | 22:25 | | | | | | | | | | | | | |
| Nashua Spittbrook | 6:07 | 7:36 | | 9:05 | 9:35 | | 11:05 | | 13:05 | | 15:05 | 16:05 | 17:07 | 17:37 | 18:07 | 18:37 | 19:36 | | 21:35 | | 23:35 | | | | | | | | | | | | |
| Nashua Crown St | 6:13 | 7:42 | | 9:11 | 9:41 | | 11:11 | | 13:11 | | 15:11 | 16:16 | 17:16 | 17:43 | 18:16 | 18:46 | 19:42 | | 21:41 | | 23:41 | | | | | | | | | | | | |
| MHT Bedford | 6:24 | 7:54 | | 9:23 | 9:53 | | 11:23 | | 13:23 | | 15:23 | 16:27 | 17:27 | 17:54 | 18:27 | 18:57 | 19:53 | | 21:52 | | 23:52 | | | | | | | | | | | | |
| Manchester NH | 6:34 | 8:04 | | 9:32 | 10:02 | | 11:32 | | 13:32 | | 15:32 | 16:37 | 17:37 | 18:04 | 18:37 | 19:07 | 20:03 | | 22:02 | | 0:02 | | | | | | | | | | | | |
| RUN TIME | 1:26 | 1:26 | 0:47 | 1:24 | 1:24 | 0:47 | 1:24 | 0:47 | 1:24 | 0:47 | 1:24 | 1:29 | 1:31 | 1:28 | 1:31 | 1:31 | 1:27 | 0:47 | 1:24 | 0:47 | 1:24 | | | | | | | | | | | | |
| TURN | 0:54 | 0:24 | 0:10 | MAN | 0:20 | 0:10 | 0:56 | 0:10 | 0:56 | 15:26 | 0:10 | 1:21 | 0:21 | 0:24 | MAN | 0:55 | 0:10 | 0:56 | 0:10 | MAN | MAN | | | | | | | | | | | | |

Nashua-Manchester (Capitol Corridor) Project Development Phase



Ridership Forecast

- Forecast is based on the operating plan and regional population and employment forecasts
- 2040 No-Build and Build forecasts are unconstrained by potential long-term changes in travel behavior post-COVID
- Three post-COVID scenarios were identified (Low, Medium, and High Impact) with associated ridership
- Scenarios will be updated as new data emerges

| | MBTA Observed (2018) | No-Build Forecast (2040) | Build Forecast (2040) | Low Impact (2040) | Medium Impact (2040) | High Impact (2040) |
|--|----------------------|--------------------------|-----------------------|-------------------|----------------------|--------------------|
| Massachusetts Inner Stations* | 2,722 | 3,308 | 3,401 | 2,900 | 2,700 | 1,900 |
| Massachusetts Outer Stations | 3,028 | 3,823 | 3,959 | 3,400 | 3,100 | 2,200 |
| Massachusetts Total | 5,750 | 7,131 | 7,360 | 6,300 | 5,800 | 4,100 |
| South Nashua | | | 934 | 800 | 700 | 500 |
| Nashua Crown Street | | | 705 | 600 | 500 | 400 |
| MHT Bedford | | | 764 | 700 | 600 | 400 |
| Downtown Manchester | | | 464 | 400 | 400 | 300 |
| New Hampshire Total | | | 2,866 | 2,500 | 2,200 | 1,600 |
| Lowell Line Total (excluding North Station) | 5,750 | 7,131 | 10,226 | 8,800 | 8,000 | 5,700 |

Nashua-Manchester (Capitol Corridor) Project Development Phase



Costs and Revenues

- Capital Costs
 - 2014 capital cost estimate was \$246M
 - Unit cost inflation and increased unit quantities
 - Estimating is ongoing as engineering progresses
- Operations and Maintenance (O&M) Costs
 - Includes transportation, maintenance of equipment, and maintenance of way
 - Unit costs consistent with MBTA Commuter Rail and its system operator Keolis
 - Estimating is ongoing in tandem with capital costing
- Revenue
 - Uses methodology from the 2014 study updated with the today's higher fares
 - Average revenue per boarding will be based on mix of fares typically purchased in each zone

Nashua-Manchester (Capitol Corridor) Project Development Phase

Financial Plan

- Objective of financial plan
- Financial planning approach
- Funding approach
 - Federal funding sources
 - Non-Federal funding sources

Nashua-Manchester (Capitol Corridor) Project Development Phase

Objective of Financial Plan

- Meet demanding requirements of the US Federal Transit Admin
 - Limited availability of Federal discretionary grants
 - Project selection results in a Full Funding Grant Agreement with FTA which commits both parties:
 - FTA will fund a specific \$ amount, but cannot guarantee the schedule of funding
 - Grantee will implement the project on-time and on-budget and will operate the project as planned
- Reach consensus with NHDOT and stakeholders regarding the magnitude of non-Federal share required and potential sources

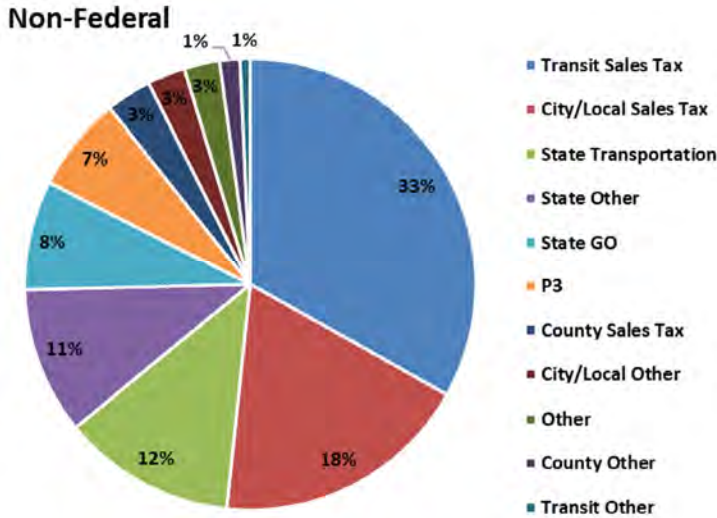
Nashua-Manchester (Capitol Corridor) Project Development Phase

Criteria for Evaluating Potential Non-Federal Funding Sources

- Public sources
 - Feasibility:
 - Equity: impact on low-income households
 - Administrative: collection mechanism already in place, difficulty
 - Legal: action required by state legislature, by local government, by voter approval
 - Yield: annual revenue, stability
- Private sources
 - Value capture potential

Nashua-Manchester (Capitol Corridor) Project Development Phase

Non-Federal Funding Sources Applied for FTA Capital Investment Program Projects 35 Projects Reported to Congress in 2016

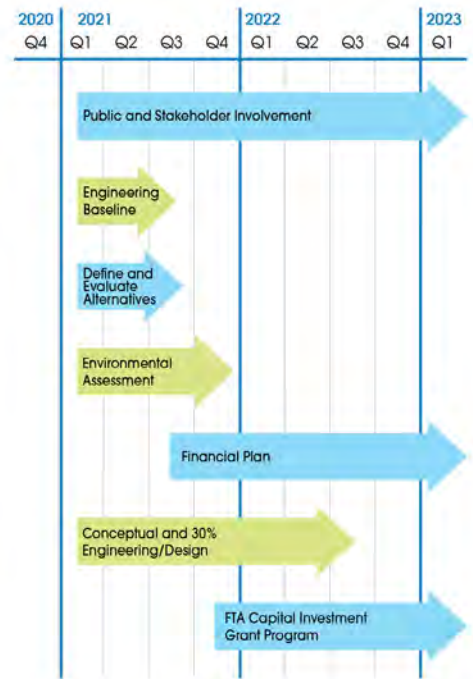


| Non-Federal Source | % of Total | Non-Federal Source (Cont'd) | % of Total |
|-------------------------------|------------|-------------------------------|------------|
| Transit Sales Tax | 26.97% | State Trunkline Pgm | 0.25% |
| City Sales Tax | 18.33% | Toll Revenue | 0.24% |
| State TTF | 11.92% | Lease Rev | 0.23% |
| Transit Sales Tax TIFIA Loan | 6.10% | Local Sales Tax | 0.19% |
| State GO Bonds | 6.09% | Donated ROW, Local Cash | 0.18% |
| Concessionaire | 4.24% | Transit Parking Tax | 0.13% |
| State Avail Pymnts TIFIA Loan | 3.83% | Spec Assess Dist | 0.11% |
| County Sales Tax | 3.25% | City Infra Funds | 0.09% |
| Concessionaire Financing | 2.56% | Transit Sales Tax COPs | 0.09% |
| State Lottery | 1.96% | Transit Gas & Sales Tax | 0.08% |
| State Prop 1B GO Bonds | 1.78% | State Traffic Cong Relief Pgm | 0.07% |
| State Gen Fund | 1.60% | City In-Kind | 0.07% |
| State Gas Tax | 1.50% | City Land Sale | 0.07% |
| County Property Tax | 0.87% | City Cash and Land | 0.06% |
| Local Agency | 0.68% | Transit Cash | 0.04% |
| State New Starts Match | 0.55% | State Hwy Ops & Protect Pgm | 0.04% |
| Employer-Paid Head Tax Bonds | 0.52% | Dev Impact Fees | 0.03% |
| Transit Loan | 0.47% | State Prop 1A GO Bonds | 0.03% |
| In-Kind | 0.46% | Downtown Dev Auth | 0.03% |
| State Mobility | 0.45% | State DOT | 0.03% |
| Private Equity | 0.43% | MPO | 0.02% |
| City GO Bond & PAYGO | 0.39% | State March | 0.02% |
| State Reg Trans Improve Pgm | 0.36% | State Reg Mob Grant | 0.02% |
| State HSR Sales Tax | 0.32% | State Loan | 0.01% |
| County Gen Fund | 0.32% | State CMP Match | 0.01% |
| MPO & County | 0.31% | State | 0.01% |
| County | 0.28% | MPO Grant | 0.00% |
| Local Bonds | 0.25% | Local FAX Capital Match | 0.00% |

Nashua-Manchester (Capitol Corridor) Project Development Phase

Next Steps

- Continue to coordinate with federal, state, and local stakeholders
- Complete the Environmental Review (NEPA EA)
- Advance the engineering of the Locally Preferred Alternative (Track, Signals, Stations, Layover)
- Complete the cost (capital and O&M) and revenue estimates
- Advance the Financial Plan and identify sources of non-federal funding



Nashua-Manchester (Capitol Corridor) Project Development Phase



Discussion and Q&A

Thank You!





Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

Meeting Summary

Event: Public Information meeting

Date and Time: Wednesday, November 17, 2021, 6:00 PM – 8:00 PM

Location: New Hampshire Department of Transportation, 7 Hazen Drive, Concord, NH, and Zoom Webinar

1. Attendees

- In-Person Attendees: Approximately 20 people
- Virtual Attendees on Zoom Webinar: Approximately 96 people

New Hampshire Department of Transportation (NHDOT)

Patrick Herlihy
Shelley Winters

Consultant Team

Jay Doyle, AECOM
Jonathan Bruneau, Jacobs
David Derrig, AECOM
George Katsoufis, AECOM
David Nelson, Jacobs
Laura Parete, FHI Studio
Nick Campbell, FHI Studio

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) hosted a Public Information Meeting on Wednesday, November 17, at 6:00 PM. The meeting was held in-person at the New Hampshire Department of Transportation in Concord, NH, and virtually via the Zoom Webinar platform. Patrick Herlihy of NHDOT welcomed attendees to the Public Information Meeting and introduced the project team. The purpose of the Public Information Meeting was to provide an update on the project status and obtain input from the public in the form of comments and questions. The meeting agenda included discussion of the Environmental Assessment, proposed infrastructure, the operating plan and ridership, costs and revenues, the Financial Plan, and the project's next steps.

Jay Doyle of AECOM provided an overview of how to participate in the meeting virtually via Zoom Webinar and reviewed the meeting agenda. He provided an overview of the project, its purpose, and benefits. J. Doyle stated that the project is a 30-mile extension of the MBTA Lowell Commuter Rail Line. The work currently includes development of the Environmental Assessment (EA), conceptual through 30% design of the required track, stations, and related infrastructure, and development of the Financial Plan.



Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

David Derrig of AECOM discussed the Environmental Assessment (EA). He stated that the EA is a Federally- required document that identifies natural and man-made resources and potential project-related impacts to natural resources and people living within the project area. D. Derrig mentioned that the EA also identifies measures to avoid, minimize, or mitigate potential impacts. He discussed that Environmental Justice (EJ) considerations will be included in the EA. Jonathan Bruneau of Jacobs provided an overview of track and related infrastructure. He stated that the project will improve existing track to support commuter rail speeds, restore second track in key segments to support the Operating Plan, provide a modern signal system, upgrade existing bridges, at-grade crossings with new warning systems, and repair/replace drainage structures, switches, and sidings. J. Bruneau discussed the existing conditions of the project area.

George Katsoufis of AECOM provided an overview of the four-station concepts. He explained the operational requirements, design criteria, and the locally preferred station locations (South Nashua – Pheasant Lane Mall, Nashua – Crown Street, Bedford/MHT, and Manchester – Hybrid Option). J. Doyle discussed the locally preferred Layover Facility option. The Layover Facility is required for the operation of the extended rail service and is anticipated to be located at the Pan Am South site in Manchester. J. Doyle discussed potential noise impacts and mitigations and the scoring matrix used to evaluate the potential site. The Pan Am South site is the most efficient location due to its proximity to the end of the line. Additionally, Jay explained how the proposed layover facility could work within the City’s proposed long-range proposed street grid in the area, as depicted in the City’s Transit Oriented Development (TOD) plan.

J. Doyle referred to the “Rail Vision” plan of the Massachusetts Bay Transportation Authority (MBTA). The vision focuses on a regional rail framework for commuter rail scheduling. More mid-day trains and adjustments to service based on COVID are reflected in this schedule. The Nashua-Manchester project is proposing 44-weekday trains serving Lowell and 32 of those weekday trains continuing north and serving all four proposed NH stations. The proposed schedule offers flexible AM and PM peak as well as mid-day train service to southern New Hampshire. All AM and PM peak period trains on the Lowell Line would serve NH with this schedule, with somewhat fewer mid-day trains serving NH compared to Lowell. The proposed schedule is a balance of service strong enough to attract significant ridership while containing operations and maintenance costs. The proposed schedule has been coordinated with MBTA, and the coordination is ongoing.

J. Doyle provided an overview of the ridership forecast draft results. The forecast horizon year is 2040 and it uses the demographic forecasts of population and employment from the Metropolitan Planning Organizations (MPOs) in the study corridor. The Build forecast (with the project) shows significant ridership growth compared to the No Build (without the project) forecast for the horizon year. He provided an overview of the potential COVID-19 impact forecast on ridership based on low, medium, and high impact scenarios. Ridership is starting to come back to the commuter rail system, though is still well below pre-pandemic levels. The projections will be updated as new data on post-COVID trip making and mode choice emerges.

J. Doyle provided an overview of capital, operations, and maintenance costs. The 2014 capital cost estimate was \$246M. Since 2014, the unit costs have increased due to inflation and certain quantities have increased with the need for additional infrastructure to support the operating plan. Cost



Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

estimating is ongoing as engineering progresses. J. Doyle stated that a project Financial Plan is being developed. He explained the objective of the Financial Plan, the approach, and the potential federal funding sources and what other states have used for the non-federal funding sources. He explained that the plan must meet the requirements of the US Federal Transit Administration (FTA). There is limited availability of discretionary Capital Investment Grants. Project selection would result in a Full Funding Grant Agreement with FTA. Local and regional consensus must be reached regarding sources and amounts of the non-federal share of project costs. The objective is to reach agreement among NHDOT, the MBTA, and other public and private stakeholders regarding the division of the non-federal share of project funding. NHDOT is not currently endorsing or recommending a specific funding source, they are just sharing information on the sources of non-federal funding used on FTA funded projects in other states across the country.

J. Doyle explained the project's next steps. The project team will continue to coordinate with federal, state, and local stakeholders, complete the Environmental Assessment, advance the engineering of the Locally Preferred Alternative, complete the cost (capital and O&M) and revenue estimates, and advance the Financial Plan.

P. Herlihy thanked everyone for attending the Public Information Meeting in-person and virtually on Zoom. The presentation and meeting summary will be posted to the project webpage.

3. Discussion

Questions

Q – Can you address how intermodal bus service will be integrated into planning?

A – There will be connections and extensions to existing bus transit routes to connect with and serve the proposed rail stations at South Nashua, Nashua, Bedford/MHT, and downtown Manchester.

Q – Has Fidelity or BAE expressed interest in a rail stop?

A – NHDOT has not heard from these parties but will be in contact with them.

Q – Have there been discussions about who is going to help pay for this project locally?

A – NHDOT has started discussions with stakeholders, and the costs (both capital and operations & maintenance) need to be determined before funding sources are identified.

Q – What is the speed that Class 4 will allow trains to travel?

A – The speed is up to 80 MPH.

Q – Does Pan Am own the track from Lowell, MA to Concord?

A – The Massachusetts Department of Transportation owns the track up to the state line. Pan Am Railways owns the track from the New Hampshire state line up to Concord, NH.

Q – If there are scheduling problems and delays, freight usually takes priority over passenger trains. Will this be the case?

A – Under the proposed project, there will be far more passenger rail traffic on the line than freight traffic. About ten years ago the MBTA negotiated to have commuter rail trackage rights on the Pan Am Railways line up to Concord, NH.



Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

Q – Is the ridership forecast per day?

A – Yes, the forecast shown in the presentation is for weekday passenger boardings in the planning horizon year 2040.

Q – How will the pending merger of CSX and Pan Am Railways impact the project?

A – The merger application is currently pending at the federal level with the Surface Transportation Board. NHDOT and the project team has had initial discussions with CSX to make them aware of the proposed project. CSX has stated that all existing Pan Am Railways' agreements would be honored. This includes the MBTA trackage rights agreement that was mentioned earlier.

Q – Are there potential Amtrak improvements considered in this project?

A – Members of the project team have had initial discussions with Amtrak. Amtrak wants to extend service north to Concord, NH with their intercity rail service. However, this project is currently looking at the MBTA Commuter Rail service as far north as Manchester and as per the charge from the NH Legislature and Governor.

Q – Is the parking at the stations going to be free or will you have to pay?

A – A specific price has not been determined. It is anticipated there will be a fee for parking to help fund the project and ongoing maintenance costs. This will be outlined in the Financial Plan.

Q – Has there been a discussion about maintenance costs for the rail line between Massachusetts and New Hampshire?

A – Fare revenues are expected to cover a portion of the Operations & Maintenance (O&M) costs after the capital improvements are made to enable implementation of the service. The Financial Plan will address the specifics of who will be responsible for different elements of the O&M cost.

Q – Why are there no express train options to get people to and from Boston?

A – There may be opportunities as this project and service moves forward for express trains. Right now, during COVID, MBTA is not running express trains on the line.

Q – Will construction of the stations and the Layover Facility impact abutting property owners?

A – The project team recognizes that there are neighborhoods adjacent to the railroad tracks. A noise study is underway to identify potential noise impacts and help determine potential mitigation measures.

Q – Has the project team consulted municipalities and stakeholders in the area?

A – The project team has been coordinating with the cities of Nashua and Manchester, Manchester-Boston Regional Airport, the Nashua Regional Planning Commission, the Southern New Hampshire Regional Planning Commission, local elected officials, key stakeholders, and the public regarding the potential station locations and layover facility.

Q – Have there been discussions about parking for the stations? Will there be chargers for electric vehicles?

A – Yes, there have been early discussions about shared parking, which lots, how many spaces, and what the arrangements will be. During the design process, consideration will be given to the inclusion of electric charging stations as well as bicycle and pedestrian facilities, and other parking & passenger amenities. ADA accessible parking spots, bicycle facilities, and other parking features.



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Q – With the freight driver shortage, will freight trains play a larger role in distribution?

A – The track and other infrastructure improvements associated with the project will help freight trains to travel more efficiently along the rail line.

Q – Which areas will be double-tracked as part of this project?

A – The design incorporates double tracking from the Chelmsford wye (northward) to three miles north of Lowell Station in MA. The second major area of proposed double track begins south of the Bedford/MHT Station and extends to the downtown Manchester station. Nashua's double-track is mostly central to the station proposed Crown Street station area.

Q – Are the tracks going to be electrified?

A – There is a pilot program that's looking at this right now on just a few of the MBTA lines to determine the feasibility. Currently, there are no plans to electrify the Lowell Line that is part of this project.

Q – How does the infrastructure money impact this project?

A – NHDOT knows we will be getting additional transit funding. It's too early to determine how this will impact the project. The funding increase in the Capital Investment Grant Program will help given the competitive nature of the discretionary program.

Q – Does your plan include buying new train cars and equipment?

A – At present, we don't anticipate that more rail coaches will be required, nor do we anticipate that any additional locomotives would need to be purchased.

Q – What is the weekend train schedule?

A – The project team has not created a service schedule to economize on the expanded service. This is still in the development phase and there is potential for this to be added later and will be discussed with the MBTA.

Q – What's the car parking situation for the (downtown) Manchester Station?

A – The Manchester Station is seen as less of a park and ride type station and therefore parking is not provided as part of this project. The station is expected to be more of a walk/bike, drop-off, and transit access station. The TOD plan may provide opportunities for additional parking in the area in the form of existing or future parking garages or surface parking.

Q – Are bridges being improved and clearances made higher?

A – A bridge analysis is being conducted to determine if upgrades are necessary to the rail line. None are expected because passenger trains, even with bi-level coaches, have lower vertical clearance requirements compared to freight.

Q – Can the wastewater treatment area in Manchester be used for the Layover Facility?

A – The project team did evaluate this site. The site was not wide enough to accommodate the storage needed for the operation.

Q – How many at grade crossings are there and do any of them need to be grade separated?

A – There are 21 grade crossings. There are about 7 in Massachusetts and the rest are in New Hampshire. No grade separations are planned as part of this project.



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Other Public Comments

- There was a comment that NHDOT shouldn't be encouraging people to travel to Boston when there are jobs in New Hampshire.
- The future of transportation may be different than what is being proposed in this project.
- Locals use Moore's Bridge (in the Bedford-Manchester area) as a pedestrian crossing. It might be good to preserve this as pedestrian access.
- Covered bicycle parking should be incorporated into the station designs.
- Consider improving the Nashua Spit Brook Road exit near the proposed Pheasant Lane Mall Station to make traffic flow better through this area.
- A member of the public expressed that the Pan Am South location for the Layover Facility is the best option for this site.
- Transit service is necessary for travel from the MHT/Bedford Station to Boston and the surrounding areas.
- A member of the public expressed support for the project.
- A member of the public stated that drainage structures and the sewer system need to be upgraded along the rail line.
- A weekend schedule would benefit the citizens of New Hampshire.

Environmental Justice Agencies

| Outreach Agency | Mailing Address |
|---|---|
| Nashua Housing Authority | 40 East Pearl Street Suite 101 Nashua, NH 03060 |
| Nashua City Hall | PO Box 2019 229 Main Street Nashua, NH 03061 |
| Southern New Hampshire Services | 134 Allds Street Nashua, NH 03060 |
| Nashua Public Library | 2 Court Street Nashua, NH 03060 |
| NH Health & Human Services | 3 Pine Street Extension, Suite Q Nashua, NH 03060 |
| Nashua Senior Activity Center | 70 Temple Street Nashua, NH 03060 |
| USPS Nashua | 38 Spring Street Nashua, NH 03060 |
| VFW Post 483 | 2 Quincy Street Nashua, NH 03060 |
| American Legion | 11 Court Street Nashua, NH 03060 |
| City of Manchester | One City Hall Plaza Manchester, NH 03101 |
| Manchester City Library | 405 Pine Street Manchester, NH 03104 |
| Amoskeag Millyard -Low income families | 3 Newell Street Manchester, NH 03101 |
| Amoskeag Residences Group Home | 34 Brown Ave Manchester, NH 03101 |
| Latin American Center | 521 Maple Street Manchester, NH 03101 |
| FaithBridge Church | 301 South Main Street Manchester, NH 03102 |
| Holy Cross Family Learning Ctr | 438 Dubuque Street Manchester, NH 03102 |
| Amoskeag Health | 145 Hollis Street Manchester, NH 03101 |
| Greater Manchester Chamber of Commerce | 54 Hanover Street Manchester, NH 03101 |
| William B Cashin Senior Activity Center | 151 Douglas Street Manchester, NH 03101 |
| USPS | 955 Goffs Falls Rd Manchester, NH 03103 |
| Town of Bedford | 24 North Amherst Road Bedford, NH 03110 |
| Bedford Public Library | 3 Meetinghouse Rd Bedford, NH 03110 |
| EngAGING NH -Seniors | engagingnh@gmail.com |
| City of Lowell City Hall | 375 Merrimack Street Lowell, MA 01852 |
| City of Lowell Neighborhood Services | 375 Merrimack Street 1st Floor Room 34 Lowell, MA 01852 |
| City of Lowell Library | 401 Merrimack Street Lowell, MA 01852 |
| Lowell Police | 50 Arcand Drive Lowell, MA 01852 |
| Lowell Senior Center | 276 Broadway Street Lowell, MA 01852 |
| Lowell Veteran's Services | 276 Broadway Street 2nd Floor Lowell, MA 01852 |



Exhibit I-3

Stakeholder Meetings



List of Stakeholder Meetings

2021

- May 25, 2021 - City of Manchester Stakeholder Meeting
- June 9, 2021 - City of Nashua Stakeholder Meeting
- June 23, 2021 - City of Manchester Stakeholder Meeting
- June 30, 2021 - South Nashua Pheasant Lane Mall Station Location Stakeholder Meeting
- July 27, 2021 - South Nashua Spit Brook Road Station Location Stakeholder Meeting
- September 23, 2021 - City of Manchester Stakeholder Meeting
- September 29, 2021 - City of Nashua Stakeholder Meeting
- October 18, 2021 - Bedford/MHT Stakeholder Meeting
- November 3, 2021 - City of Nashua Financial Plan Stakeholder Meeting
- November 4, 2021 - City of Manchester Financial Plan Stakeholder Meeting
- December 2, 2021 - Simon and Seritage Properties Stakeholder Meeting

2022

- February 2, 2022 - Financial Plan Stakeholder Meeting with the Nashua Regional Planning Commission
- February 3, 2022 - NH Congressional Delegation Meeting
- February 8, 2022 - City of Manchester Financial Plan Stakeholder Meeting
- June 21, 2022 - Simon Properties Stakeholder Meeting
- August 3, 2022 - City of Nashua Financial Plan Stakeholder Meeting
- October 11, 2022 - Simon Properties Stakeholder Meeting
- December 8, 2022 - City of Manchester Financial Plan Stakeholder Meeting



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Meeting Summary

Event: City of Manchester Stakeholder Meeting

Date and Time: Tuesday, May 25, 2021, 2:00 – 3:40 PM

Location: Zoom Online Meeting Platform

1. Attendees

City Attendees

Daniel O’Neil, Alderman
Pat Long, Alderman and State Representative
Shannon MacLeod, Policy Director, Mayor’s Office
Kevin Sheppard, Public Works Director
Kristen Clarke, City Traffic Engineer
Leon LaFreniere, Planning and Community Development Director
Bob Gagne, Chairman, Board
Jodie Nazaka, Senior Planner, Planning and Community Development Office
Tim Clougherty
Phone Caller (unidentified)

Other Attendees

Mike Whitten, Executive Director, Manchester Transit
Bill Cantwell, Manchester Transit Finance
Nate Miller, Southern New Hampshire Planning Commission

New Hampshire Department of Transportation (NHDOT)

Patrick Herlihy
Shelley Winters

Consultant Team

Jay Doyle, AECOM
George Katsoufis, AECOM
Rachel Burckardt, WSP
Joel Anders, WSP
Marcy Miller, FHI Studio

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) planned and hosted a stakeholder meeting with City of Manchester elected officials / staff and other agency staff on Tuesday, May 25, 2021, at 2 PM via the Zoom online meeting platform. Patrick Herlihy, of NHDOT, welcomed everyone to the call,



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noting that this is the team's third stakeholder meeting. The first two meetings were with Federal Transit Administration and Massachusetts Department of Transportation/MBTA. P. Herlihy noted that the purpose of the stakeholder meeting is to discuss the Manchester station location and layover facility and obtain the City's input on the potential concepts under consideration.

Jay Doyle, of AECOM, reviewed the meeting agenda, noting that first 20-25 minutes will be spent on the station options and the remainder of the meeting would be designated to discuss the layover facility options. There will be ample opportunity for the group to ask questions and discuss the options. He noted that there would be one layover facility to be located at or near the end of the planned service, in Manchester. The project team is also committed to developing a financial plan for the proposed infrastructure improvements and planned operations.

J. Doyle reviewed the high-level objectives of the project, which include:

- Provide alternative to congestion on I-93/Route 3;
- Improve bi-directional access to jobs and housing;
- Perform an Environmental Assessment (EA);
- Develop 30% design for the 30-mile extension of the Lowell Line, including four new stations and one layover facility; and
- Develop a financial plan.

J. Doyle presented a map of the corridor, and discussed the Manchester station alternative on the south side of Granite Street that was identified in the 2014 EA. The Granite Street site is the approximate historical location of Manchester's former rail station. He stated that, as part of the current phase of work started in 2021 the team has looked at the Manchester Station options with respect to both the Granite Street location and a potential site to the south of it at Valley Street. He also provided a brief overview of the 2020 Manchester Transit Oriented Development (TOD) plan, and how its goals may inform the two station options being considered for Downtown Manchester. Manchester will be the end of the line for the planned rail service.

J. Doyle presented and described two station location options: Granite Street and Valley Street. He reviewed the Granite Street Station option first, noting that it is consistent with the concept that was developed in the 2014 EA. He reviewed access concerns related to this concept and stated that the Depot Street at-grade crossing would be closed and the existing bank building and parking would be retained. The platform would be up to 800 feet long. A pedestrian overpass could be provided, as needed.

Regarding the Valley Street station, there are two sub options at this location, Valley Street Option A and Valley Street Option B. The platform would be up to 800 feet long. There is an opportunity to create parking and the team is looking for feedback on whether that is desirable.

For Valley Street Option B, the existing signalized intersection with Elm Street at the Market Basket grocery store would be utilized. The platform would be up to 800 feet long. There is an opportunity to create parking and the team is looking for feedback on whether that is desirable. A pedestrian overpass to provide access to/from South Commercial Street to the west of the station would be provided. J. Doyle closed by presenting the summary pros and cons of the two station location options.



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After the first series of questions, J. Doyle discussed possible locations for the Manchester layover facility options. Manchester would be the end of the line for the planned service. He discussed the operational requirements for storing trains overnight. MBTA Commuter Rail operates in a push-pull configuration with the locomotives pushing the train inbound toward Boston and pulling the train outbound away from Boston. Thus, when stored at the layover facility, locomotives would be at the north end of the train. He discussed site needs and fueling considerations as well as compatibility factors for a proposed facility.

J. Doyle stated that the team has taken a broad look at where these layover facilities can be located. The most desirable locations are closest to the terminal station in Manchester. A number of potential sites were identified and screened against key criteria such as adjacent land uses and proximity to the Manchester terminal station. The two most viable sites are the southeast end of the former Pan Am Manchester rail yard and the land adjacent to the east side of the City of Manchester Wastewater Treatment Plant. He provided details about the two most promising layover site options and presented a summary screening matrix.

J. Doyle concluded with a summary list of key next steps for the study.

3. Discussion

Questions

Q – For the Valley Street options, will Valley Street Station be at grade?

A – Yes. The parking would be surface parking, and there would be a high-level platform.

Q- Is it possible to come in off Elm Street and build a deck and have station down below?

A – Yes, this is possible. There is an 8–10-foot difference between the proposed platform and Elm Street. This is possible if the team excludes a Valley Street extension. The team has tried to be sympathetic to sidewalks and pedestrian access.

Q – Which concept is easier or less intrusive to build?

A – Not including the potential parking from Valley Street, they are similar. The Granite Street option does not have a parking option. All other costs, platform, and access are similar.

Q - Do you expect a difference in pedestrian vs vehicular access to the station amongst the options?

A – It is anticipated that this will be more of a pedestrian accessed station because its downtown location, rather than a Park and Ride location.

Q – Is there a way to construct the Granite Street option without stopping traffic on Granite Street?

A- It is possible, and the project team will investigate the technical details, with respect to railroad gate crossing closures. The team is committed to having only a brief gate down time. The City of Manchester is working with NHDOT to install adaptive signalization on Granite Street, and there are concerns that any improvements can negatively impact the upcoming adaptive signalization improvement.



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Q - Can you consider a multimodal transit center?

A – The project team will consider this. It is likely more feasible at the Valley Street site, as there are constraints at the Granite Street site.

Q - What other TOD is contemplated in the area? All buses begin and end at Elm Street and Veterans' Park.

A – Potentially, mixed use and residential. The Valley B option is conducive to pedestrian and bicycle travel.

Q – Why did the study team not evaluate the Pine Grove Cemetery site higher for the layover site?

A – There are potentially significant environmental constraints on this site, including nearby residences and parks/open space. The site would require extensive clearing of trees.

Q – Can you consider looking at the cemetery site again?

A – We will give the site another look, but as noted above there are likely environmental constraints given its proximity to Smith's Ferry Heritage Park and the Brown and Mitchell Park, and there are residents that live close to this site as well.

Q – There was a question about vertical clearance that would be desired for the commuter rail.

A – 18 feet is a good rule of thumb. Future electrification may require up to 21 feet.

Q - Is anyone engaging the private property owners?

A – That outreach and next steps will come in the next stages of the project. The project team plans to engage the public in the coming months. In addition, Manchester Public Works is participating on the call and can be contacted with further questions (P. Herlihy patrick.herlihy@dot.nh.gov and Marcy Miller from the consultant team at mmiller@fhistuddio.com).

Q– Were other layover station locations considered?

A – The 2014 EA found that the more northerly stations were less desirable. The five-track width storage requirement is a challenge.

Q – Can there be a passenger terminus to accommodate transit and bus riders?

A – The team has thought about how this could be done, but there are challenges, especially around Canal Street.

Q – Can the team explore idea of acquiring the Firestone property eventually for a multimodal center?

A- This can be factored in, especially if an earmark is an option for funding.

Q - Has the Amtrak expansion to Concord been considered?

A – These are separate funding sources. The project team will plan to get more information from Amtrak as both studies continue.



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Comments

- There is support for the Granite Street station location because it is closer to downtown and has potential for multimodal connections (2).
- The team should consider looking at Pan Am site for layover facility.
- There is support for creating an intermodal facility. It is important to get the station as far north as possible, but still close to Downtown.
- The City will weigh in on the general location of both the station and layover facility before design continues.
- In response to input received, the team will explore the feasibility of a third option, which combines features of the other two (i.e., a “hybrid option”) with the platform located behind Market Basket and the north end accessible from near Granite Street and the South End accessible from near Valley Street.
- The team will host another meeting with the City by end of June/early July 2021. J. Doyle asked the City to confirm who can officially comment on the concepts.



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Meeting Summary

Event: Nashua Stakeholder Meeting

Date and Time: Wednesday, June 9, 2021, 3:00 – 4:30 PM

Location: Zoom Online Meeting Platform

1. Attendees

City Attendees

Julie Chizmas, Planner
Amy Deroche, Hunt Memorial Building
Jim Donchess, Mayor
Dan Kelly, Nashua Rail Committee
Patricia Klee, Board of Alderman
Sarah Marchant, Director of Community Development
Stephen Michon, Nashua Rail Committee
Paul Patti, Nashua Rail Committee
Jan Schmidt, Board of Alderman

State Elected Officials

Tom Giancola, Constituent Service and Outreach Coordinator, State Representative Ann Kuster
Carl Seidel, State Representative/Nashua Rail Committee

Other Attendees

Kenneth Brown, Simon Property Group
Kyle Fox, Town of Merrimack
Brian Groth, Town of Hudson
Wendy Hunt, Greater Nashua Chamber of Commerce
Jay Leonard, Welts, White & Fontaine, P.C.
John Madden, Erdman Anthony
Jay Minkarah, Nashua Regional Planning Commission
Amber Logue-Morgan
James Petropulos, Hayner/Swanson
Eric Salerno, Town of Tyngsborough
Paul Shea, Great American Downtown
Dawn Tuomala, Town of Merrimack
Matt Waitkins, Nashua Regional Planning Commission

New Hampshire Department of Transportation (NHDOT)

Patrick Herlihy
Shelley Winters



Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

Consultant Team

Jonathan Bruneau, Jacobs
David Derrig, AECOM
Jay Doyle, AECOM
George Katsoufis, AECOM
David Nelson, Jacobs
Laura Parete, FHI Studio

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) hosted a stakeholder meeting with the City of Nashua and other organizations on Wednesday, June 9, 2021, at 3:00 PM via the Zoom online meeting platform. Patrick Herlihy of NHDOT welcomed attendees to the meeting. Herlihy noted that the project is in the development phase. The purpose of the stakeholder meeting was to provide a project update, discuss Nashua station locations and get stakeholder input on the potential concepts.

Jay Doyle of AECOM reviewed the meeting agenda. He stated that the project team would provide background on the project, discuss the potential Nashua station options, and explain the next steps. J. Doyle mentioned that there would be ample opportunity for the group to ask questions and discuss the options.

J. Doyle reviewed the project objectives which include:

- Provide alternative to congestion on I-93/Route 3;
- Improve bi-directional access to jobs and housing;
- Perform an Environmental Assessment (EA);
- Develop 30% design for the 30-mile extension of the Lowell Line, including four new stations and one layover facility; and
- Develop a financial plan.

J. Doyle presented a map of the corridor, and discussed the station layout alternative that was shown in the 2014 EA. The map reflects the extension of Lowell Service to Nashua, higher ridership and economic benefits, expansion on 40 years of MBTA network extensions, and interstate precedence with Pilgrim Partnership with Rhode Island. J. Doyle explained that the project is aware of the potential Landing at Nashua, LLC development. This is being monitored by the project.

J. Doyle discussed the station location options. The first was the Crown Street Park and Ride. This location was acquired by the City of Nashua and developed as a park and ride facility. He explained that the location is well positioned for a new rail station and multi-modal connections.

The second station option is being evaluated for one of two potential locations: Spit Brook Road or the Pheasant Lane Mall. The South Nashua (Pheasant Lane Mall Station Option) would access the existing mall perimeter. A parking structure adjacent to a platform would be needed for this option unless sufficient surface parking area can be identified. The South Nashua (Spit Brook Road Station Option) is at the north end of a developer's project area (Nashua Landing, LLC). The project is evaluating an area within the site identified by the developer as a "donation parcel" for the potential station and parking lot location. This location would accommodate 454 parking spaces, bicycle parking, pick up and drop off



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areas, and an 800 ft. platform. An option like this was included in the 2014 work but was located at the south end of the site near the east end of Spit Brook Road.

J. Doyle reviewed a map comparing the two South Nashua Station options. The map depicted the likely driving access routes to and from the station option. He reviewed a table which compared driving travel times to and from each station option from the north, south, east, and west. Additionally, he described and compared the key features of each site. J. Doyle then proceeded to describe the Crown Street Station. The station would accommodate 209 parking spaces, passenger platforms, and multimodal connections at a curb area adjacent to the platform.

J. Doyle discussed connectivity between each of the potential station options. The stations would connect to existing multi-modal routes. The Crown Street Station would be able to connect to Nashua Transit System's routes 3,7, and possibly 1. While the two South Nashua Station options would connect to Nashua Transit System's routes 6 and 6A

J. Doyle explained the project's next steps. He said that the current phase of the project started in early 2021 and is working on documenting existing and future baseline conditions, advancing the planning of stations and the layover facility, developing operating plans, conducting environmental review, and engineering the necessary infrastructure improvements. The 30% engineering design and the financial plan are expected to be completed in late 2022 – early 2023. The project has completed most of the engineering survey and site inspection related work. Subsurface and geotechnical boring will occur over the next few months. The Manchester Regional Commuter Rail alternative is being progressed by the project. The team has worked to identify station locations in Manchester, Nashua, and for the layover facility. The project is monitoring potential funding initiatives in Washington from the Federal Transit Administration (FTA).

The decision sought for Nashua is determining the preferred South Nashua Station location. The project team welcomes stakeholder feedback as we work to identify the preferred location. Stakeholder meetings will continue this Summer. A fact sheet is being developed and will be available this Summer. A Public Meeting is anticipated for November 2021.

3. Discussion

Questions

Q – Is the project team evaluating the Bedford airport site for a station?

A – A station location was identified in the 2014 work. It is on the west side of the Merrimack River near the access bridge. The focus there is on determining the platform and parking layout. The project team is also looking at improving access to that station. The project will meet with the Manchester-Boston Regional Airport to update them on the project and get their feedback.

Q – What is the possibility of constructing an exit ramp off the southbound Route 3 to provide more direct access to the Pheasant Lane Mall Option?



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A – The interchange modification is not currently part of this project and is out of scope. This is something that would not be funded by the FTA. When this was mentioned in 2014, the Regional Planning Commission was involved with that suggestion. The work is essentially in Massachusetts, which would require interstate coordination.

Q – Can you address the clearance standards for the high-level passenger platforms?

A – The project team is evaluating the need for two tracks at the Crown Street Station location. The project is evaluating different options to make sure that the applicable clearance requirements are being met. Reconfiguring the tracks at the station would significantly increase project costs. Some of the planned Commuter Rail trains are expected to “turn”, i.e., reverse direction, at this location, so the team continues to analyze planned operations to determine platform requirements.

Q – What’s going to be included in the financial plan for operational costs? What will be included in the overall financial plan?

A – The project team will be looking at revenue sources, such as fares, as well as sources from public private partnerships at the station locations. The project will look at the cost to operate MBTA service. The operating plan is not yet finalized. Sales tax and income tax will not be included in this plan. The team will be evaluating best practices and innovative funding and financing strategies from other projects around the country.

Q – How are you determining the number of passengers the stations will service?

A – The project team will use a ridership projection model that is approved by the FTA called the “STOPS model.” It uses data on existing and expected trip making patterns, population, and employment in the corridor. It also considers the travel time and frequency of the planned service. The team will be using a forecasting model that the FTA will recognize when it’s time to seek federal funding for the project.

Q – Is there any way the project can advertise for public input during the sessions you are scheduling?

A – There is a project website with information for the public. Notices will be sent to media outlets about the Public Meeting in Fall 2021. A project fact sheet will be available this summer. Various communications will be available for the public to learn about the project and provide input.

Q – Is there a way to tie this project in with freight rail costs?

A – This corridor is currently operated by Pan Am Railways. The major rail carrier CSX is in the process of attempting to acquire Pan Am Railways, which is pending with the federal Surface Transportation Board. It is anticipated that the acquisition would result in an upgrade of the rail line infrastructure from its current condition. CSX has committed to upgrade the tracks, which would allow increased speeds (25mph for freight). However, significant additional upgrades to the track and infrastructure will still be necessary to support Commuter Rail service, which will need to operate at much higher speeds.

Q – Are the finances expected to be shared across New Hampshire and Massachusetts for this project?

A – There’s a tremendous amount of cooperation between the states. The project has been in conversations with MBTA and MassDOT. The MBTA Lowell Commuter Rail Line does not currently have a layover facility. The layover facility planned to be part of the project will benefit the MBTA and help to



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reduce operating costs. There is also coordination regarding the operating plan. It would not adversely affect the existing services from Lowell to Boston. The draft operating plan is being reviewed by the MBTA.

It's expected that benefits to Massachusetts will be included in the Environmental Assessment (EA). As far as specific commitments from Massachusetts for participating, those conversations are just starting.

Q – Is there consideration putting a South Nashua Station on the border of Massachusetts and New Hampshire? Is there consideration of putting a station in Tyngsborough, MA?

A – Locating the South Nashua station in New Hampshire would simplify permitting, environmental matters, and be more efficient for implementation.

Q – Is there other criteria being evaluated besides access times for the South Nashua Station options?

A – Yes - the project will be considering a range of environmental categories, a variety of potential benefits, potential ridership, and costs.

Q – Will all the stations have open platforms?

A – Yes, most of the station platform length will be open, with some portion (approximately 150') have a partial canopy with lighting and amenities.

Q – Are restrooms available at all these platforms?

A – No, I don't believe there will be restrooms as part of the project.

Q – What's going to be included in your cost analysis for a platform?

A – Generally, it includes the foundation, platform construction, canopies and amenities, stairs to the platforms, and electrical and communication devices.

Comments

- The City of Nashua thanked Mr. Doyle and Mr. Herlihy for the work that has been done on this project. They stated the project team is looking at these alternatives in a thorough way. The City of Nashua regards this as an important project. In terms of the location in South Nashua, the access time seems to point to the Spit Brook Road Option, but it is recognized there are additional evaluation criteria to be considered. Regarding the Pheasant Lane Mall Option, it is not yet apparent what the Mall owner's position is regarding the project. The City of Nashua would like the best option for passengers, operations, and the local economy.
- The Project Team stated that the Spit Brook Road Option does seem to have better access, but we agree that there are more criteria than access. There is more input to be gathered and more analysis. The project team welcomes input from the City of Nashua and other stakeholders.
- Consider travel time, land use, and access to support facilities, such as restrooms, restaurants, etc.
- It was suggested that the project team consider the South Nashua Station (Pheasant Lane Mall Option) as the preferred location if NHDOT and MassDOT evaluate the possibility of a



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southbound exit off US Route 3 in New Hampshire, which could connect to exit 90 off Route 3 northbound. This would bring people directly to the Pheasant Lane Mall Option.

- The project team did not mention Pan Am Railways or Amtrak station high-level platform clearance standards in the diagrams. Amtrak is considering an extension on this line. There is concern that Pan Am Railway standards would have an unacceptable gap for handicap and non-handicap passenger access. The gap would require a bridge plate. This could potentially be eliminated by a station track.
- A stakeholder said that they believe the best way to have people access the station is via four-lane highways. They expressed concerns over the Crown Street Station for this reason. They believe there are too many two-lane streets, and that traffic congestion will be an issue.
- Consider revisiting the southbound exit idea mentioned earlier in the meeting as it may help traffic congestion and access time to the South Nashua Station (Pheasant Lane Mall Option). This option seems to be a two-fold benefit.
- A stakeholder suggested the team consider locating the South Nashua Station in Tyngsborough, MA.



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Meeting Summary

Event: City of Manchester Stakeholder Meeting

Date and Time: Wednesday, June 23, 2021, 9:00 AM – 11:30 AM

Location: Zoom Online Meeting Platform

1. Attendees

City Attendees

Kristen Clark, Traffic Engineer

Joyce Craig, Mayor

Leon LaFreniere, Director of Planning and Community Development

Patrick Long, Ward 3 Alderman

Shannon MacLeod, Policy Director

Jodie Nazaka, Senior Planner

Daniel O'Neil, At-large Alderman

Lauren Smith, Chief of Staff

Kevin Sheppard, Director of Public Works

Other Attendees

Nate Miller, Southern New Hampshire Regional Planning Commission

Ryan Renauld-Smith, Manchester Transit Authority (MTA)

New Hampshire Department of Transportation (NHDOT)

Patrick Herlihy

Shelley Winters

Consultant Team

Darren Benoit, AECOM

Rachel Burckhardt, WSP

David Derrig, AECOM

Jay Doyle, AECOM

George Katsoufis, AECOM

Christian Nielsen, AECOM

Laura Parete, FHI Studio

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) hosted a follow-up stakeholder meeting with the City of Manchester and other organizations on Wednesday, June 23, 2021, at 9:00 AM via the Zoom online meeting platform. Patrick Herlihy of NHDOT welcomed attendees to the meeting and asked them to introduce themselves and state their affiliation. P. Herlihy explained that the purpose of



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the stakeholder meeting was to have a follow up discussion about the Manchester Station and layover facility options.

Jay Doyle of AECOM reviewed the meeting agenda. He stated that the project team would provide background on the project, discuss updated station concepts, land impacts, updated Manchester layover facility concepts, the preliminary evaluation, and explain the next steps. J. Doyle mentioned that the updated concepts presented at this meeting reflect input from the City of Manchester and other stakeholders.

J. Doyle reviewed the project objectives which include:

- Provide alternative to congestion on I-93/Route 3 by extending Lowell Commuter Rail Service to Nashua and Manchester
- Improve bi-directional access to jobs and housing
- Perform an Environmental Assessment (EA)
- Develop 30% design for the 30-mile extension of the Lowell Line, including four new stations and one layover facility
- Develop a financial plan

J. Doyle presented a map of the updated Manchester Station options, which include the Valley Street, Hybrid, and Granite Street Station options.

The updated Granite Street option was presented by George Katsoufis of AECOM. This option is located at the corners of Granite Street and Canal Street and includes the following features:

- Pick-up and drop-off area
- Bus stop
- Large sidewalk with pedestrian and bike facilities
- Covered 150 ft. station platform cover
- 800 ft. station platform

J. Doyle presented the Hybrid station option. He stated that this option aims to provide a balance of access from Granite Street as well as potential future transit-oriented development (TOD). The length of the platform is behind the Market Basket. The bus pick-up/drop-off area is shifted to the south end of the site. An overpass would be constructed for pedestrians to access the platform from the South Commercial Street side of the tracks. The Hybrid option has the potential to be expanded in the future to provide a more substantial intermodal bus facility. J. Doyle explained the land impacts associated with this option.

J. Doyle presented the Valley Street A option. This option is accessed from Valley Street Ext. and the existing Market Basket's south driveway. G. Katsoufis explained the key features of this option, which include a large bus stop area, automobile loop, and a pedestrian bridge connection that will tie into a future multi-use trail and provide access from the South Commercial Street side of the tracks. J. Doyle explained a summary of the potential land impacts for all the Manchester Station options.

J. Doyle reviewed a preliminary Scoring Matrix and asked if attendees had questions or comments. Questions and comments are noted later in this document. The Scoring Matrix listed effectiveness, environmental, and cost indicators that help to provide guidance on the best option to progress.



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J. Doyle presented an update on the Manchester layover facility concept. Operationally, the layover facility is best placed near the outermost station on the rail line to minimize the cost and impacts of running empty trains between their overnight storage in the layover yard and the station. Therefore, Manchester is the best option. The project team identified and screened several potential layover locations and based on siting criteria focused on options that are south of the planned Manchester Station. Rachel Burckhardt of WSP reviewed the operational requirements, which include overnight train storage, mid-day train layovers, and storage for 4-5 train sets. R. Burckhardt explained the Layover Site #2 Pan AM South option. J. Doyle explained the design criteria, compatibility factors, and potential locations. The team compared the Pan Am South and City of Manchester Wastewater Treatment Plant as potential locations. J. Doyle presented a Screening Matrix which evaluated the potential for each layover location option.

J. Doyle explained the project's next steps. He said that the current phase of the project development started in early 2021 and has been documenting existing conditions and exploring siting options for stations and the layover facility. In calendar year 2021 the team will prepare a NEPA Environmental Assessment for the preferred alternative and begin the financial planning process, which will continue into 2022 along with development of 30% design plans and an expected application for federal funding. The project has completed most of the survey and right of way related work. The team has worked to identify station locations in Manchester, Bedford, Nashua and South Nashua, and for the layover facility in Manchester. The project team will need to decide on the Manchester Station and layover facility options to progress soon. The project team encourages the City of Manchester to send comments to NHDOT regarding their thoughts on the options. The presentation will be made available to the public on the NHDOT project website following the meeting.

The project team will update the station and layover facility options with feedback from the City of Manchester. A recommendation will be provided to the City of Manchester and the Board of Alderman to review and provide comments to the project team.

3. Discussion

Questions

Q – Do the completed dots on the Scoring Matrix represent the most feasible choice?

A – Yes, the completed (full) dots are the preferred, the half-filled dots are in the middle, and the empty dots are the least preferred.

Q – Can you address how the project team feels that Granite Street best meets multi-modal connectivity and parking?

A – The multi-modal connectivity is referring to the existing transit network. The Granite Street Option would link to many but not all existing bus routes.

Q – When the project team mentions station location, are you referring to a building or a platform?

A – The project team is referring to the station platform.

Q – Do you know how many buses per hour connect at the Granite Street location?

A – The Granite Street option includes a bus curb and the number of buses it could serve per hour would be based on the service frequency of the bus routes. The Valley Street and Hybrid station options have



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potential to handle greater numbers of buses assuming that vacant parcels south of Market Basket can be utilized.

Q – Is it possible to keep Depot Street open with gates?

A – The Depot Street at-grade crossing could remain open with the Valley Street and Hybrid options, but would need to be closed with the Granite Street option.

Q – Is the Hybrid option station access roadway on Market Basket land?

A – Yes, this is Market Basket land. This is a signalized intersection with Elm Street.

Q – Does vehicular traffic only have access to the Hybrid option station via Elm Street?

A – Vehicles have access via Elm Street and on Canal Street. The project team may recommend improvements to the Canal Street area to increase visibility from Granite Street and to facilitate operations.

Q – Is 1,000 ft. the minimum length for the layover facility?

A – 1,000 ft. layover tracks for overnight storage are desired to accommodate the longest anticipated trains. The project team is in the preliminary stage of planning the layout of a five (5) track layover yard. The project may not need the full 1,000 ft. length because the majority of existing MBTA trains are 5-6 cars long plus a locomotive, which could be accommodated in a space less than 1,000 ft. Ongoing coordination with MBTA regarding the operating plan will inform the actual length needed.

Q – Do you know what time of the morning the trains would start in the layover yard?

A – The first train would start at approximately 5:00 AM each weekday morning.

Q – Is there any need for trains to be running in early morning hours for maintenance purposes?

A – No, the trains will be plugged into trackside electric while stored overnight in the layover yard, which enables the engines to be shut down.

Q – Why didn't the Pine Grove Cemetery rank higher for the layover option?

A – The Pine Grove Cemetery option was reviewed at a high level and considered less desirable than the other two options (Pan Am South and Wastewater Plant) due to environmental concerns. The area is heavily forested, therefore extensive tree clearing would be needed to create room for the layover yard. The location is also in close proximity to single family residential, existing parkland, and includes areas of steep slope that would require more earthwork compared to the other options.

Q – What type of vertical clearance is necessary over the layover facility? Is it the same as NHDOT guidelines?

A – NHDOT guidelines are a good starting point, and the project team is coordinating with MBTA and Pan Am Railways on any project specific clearance requirements.

Q – Is the project team engaging private property owners?

A – It is intended that the team will engage private property owners, but the first step is to discuss the potential options with the City of Manchester.

Q – When is the project team deciding which Manchester Station and layover facility options they will progress?



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A – The team will be completing its analysis soon. The team would like to schedule a follow up meeting with the City of Manchester again once the updated options have been evaluated.

Q – Are you expecting a decision from the Board of Alderman on the preferred options?

A – The team is expecting a decision from the City of Manchester on its preferred option.

Q – Were any other station locations evaluated further north beyond Granite Street and Valley Street?

A – Yes, as part of the Alternatives Analysis completed in 2014, there was an exploration of station sites to the north, but they were deemed to be less desirable due to operational considerations and ROW constraints.

Q – Has a layover facility been evaluated north?

A – This was evaluated during the 2014 studies for alternatives that would have served Concord, but those alternatives were dropped. There is insufficient ROW available north of Granite Street for a layover facility until well north of downtown, and access to/from it would involve trains crossing multiple at-grade crossings in downtown.

Q – Could a larger multi-modal center be built at Granite Street and Valley Street?

A – The Granite Street station site has limited space for a larger multi-modal center based on existing land uses. The Valley Street station site has more vacant underutilized land on which a multi-modal center could be sited. The Hybrid station option has the south end of the station platform in vicinity of Valley Street and so it has similar potential for larger multi-modal center but with a longer walk to the rail platform compared to the Valley Street option.

Q – Has Amtrak’s plans for a potential new route to serve Nashua, Manchester, and Concord been considered in these plans?

A – NHDOT is meeting with Amtrak to learn more about their plans. The Project can’t look at Amtrak options because of the federal funding being considered for this project.

Q – Does the project team need an actual vote from the City of Manchester?

A – The City of Manchester would like to provide a preferred option for the Board of Alderman to review and vote on.

Comments

- The Hybrid Option may accommodate parking in the new SNHU garage.
- The City of Manchester does not agree with the Granite Street option being preferred for multi-modal connectivity.
- The project team needs to think about the station option in the long term. The option should make sure that a platform is in a place that could include a multi-modal station. The City of Manchester does not feel that Granite Street would accommodate this in the future.
- The MTA stated that the Granite Street Option does not provide enough space to accommodate buses traveling in and out of the station.
- The City of Manchester said that the closing of Depot Street with the Granite Street Option needs to be addressed. There would be significant public comment from local businesses and



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others in the area that use this street. It does not seem feasible, from the City's perspective, to close this street.

- The City said that there are significant traffic issues at Valley Street and Granite Street. The Hybrid Option addresses some of these concerns.
- Market Basket monitors their parking lot and tows unauthorized vehicles.
- Patrick Long, Alderman from the City stated that he is leaning towards the Hybrid Option. The Hybrid Option provides potential for a parking garage.
- The City of Manchester can share the alignment for their overpass project planned adjacent to the potential Layover Site #2 Pan Am South Option. The overpass is anticipated to be built diagonally across the tracks. The project plans to accommodate tracks under the overpass.
- The Commuter Rail locomotive will always be on the north end of the train. Depending on how many coaches are needed will determine the length of the layover storage area.
- The Pan Am South location for the layover facility seems like it could work. There are condominiums in that area that will be vocal about the potential for a layover facility. It's worth looking into the Pine Grove Cemetery option as well.
- The last mile connection will make or break this project. It would be helpful to place the station as far north as possible near downtown, so that existing developed areas can access and utilize the station. The Granite Street option has many pros in regards the to the last mile connection, as does the Hybrid option.
- The City of Manchester would like to consider having a multi-modal center to accommodate future transportation options and to have such a facility in close proximity to the rail station.
- Amtrak is phasing out older equipment and starting to acquire and replace outdated equipment. Amtrak service frequency is typically much lower than a commuter rail operation.
- The project team will work through the Hybrid option and provide updates.
- The City of Manchester may designate a special meeting to discuss the preferred options.



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Meeting Summary

Event: South Nashua Pheasant Lane Mall Option Stakeholder Meeting

Date and Time: Wednesday, June 30, 2021, 11:00 AM – 12:30 PM

Location: Microsoft Teams Online Meeting Platform

1. Attendees

City of Nashua

Jay Minkarah, Nashua Regional Planning Commission
Tim Cummings, Economic Development

Simon Properties

Timothy Fox

New Hampshire Department of Transportation (NHDOT)

Patrick Herlihy
Shelley Winters

Consultant Team

Darren Benoit, AECOM
David Derrig, AECOM
Jay Doyle, AECOM
Laura Parete, FHI Studio

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) hosted a stakeholder meeting with the City of Nashua and Simon Properties on Wednesday, June 30, 2021, at 11:00 AM via the Microsoft Teams online meeting platform. Patrick Herlihy of NHDOT welcomed attendees to the meeting and asked for everyone to introduce themselves. The purpose of the stakeholder meeting was to provide a follow-up discussion about the South Nashua Pheasant Lane Mall Option.

Jay Doyle of AECOM reviewed the meeting agenda. He stated that the project team would provide background on the project, an overview of the Nashua station options, discuss the potential South Nashua Pheasant Lane Mall option, and explain the next steps.

J. Doyle reviewed the project objectives which include:

- Provide alternative to congestion on I-93/Route 3;
- Improve bi-directional access to jobs and housing;
- Perform an Environmental Assessment (EA);



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- Develop 30% design for the 30-mile extension of the Lowell Line, including four new stations and one layover facility; and
- Develop a financial plan.

J. Doyle presented a map of the corridor and discussed the station layout alternative that was shown in the 2014 EA. The map reflects the extension of Lowell Service to Nashua, higher ridership and economic benefits, expansion on 40 years of MBTA network extensions, and interstate precedence with Pilgrim Partnership with Rhode Island.

J. Doyle discussed the potential Nashua station locations. He explained the operational requirements and design criteria. The northernmost station location in Nashua is Crown Street. This location was acquired by the City of Nashua and developed as a park and ride facility. He explained that it is well-positioned for a new rail station and multi-modal connections.

The other station location is South Nashua, which has two options being evaluated: Spit Brook Road or the Pheasant Lane Mall. The South Nashua (Pheasant Lane Mall Station option) would be accessed via the existing mall perimeter road. Adequate parking would be provided adjacent to the station under either option. The South Nashua (Spit Brook Road Station Option) is at the north end of a developer's project area (Nashua Landing, LLC).

J. Doyle reviewed a map comparing the two South Nashua Station options. The map depicted the major access routes (east, west, north, south) to/from each station location. He reviewed a chart that compared travel times for the different station options based on analysis using GPS based travel time estimates.

George Katsoufis of AECOM provided an overview of the conceptual Pheasant Lane Mall Station option. G. Katsoufis stated that the station would include the following:

- 800 ft. side platform with a canopy (final platform length TBD based on discussion with MBTA)
- Wayfinding signage
- Potential three-level parking structure (14 ADA parking spaces/500 total parking spaces)
- Transit connections

There are options to connect the station to the mall. One idea is to renovate the mall to connect the station directly to the building. Connecting the parking structure to the station is another option. G. Katsoufis and J. Doyle briefly explained the Spit Brook Road option. He said that there is not as much room for potential transit-oriented development (TOD) at this site. The Spit Brook Road option identifies a surface option for parking on the portion of site identified by the developer as a donation parcel.

J. Doyle explained the next steps. The project team would like to schedule a follow-up meeting once more information has been developed. The follow-up meeting is anticipated for late July.

3. Discussion

Questions

Q – Why was a parking structure proposed on the Pheasant Lane Mall site but not on Spit Brook Road site?



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A – The donation parcel is significant at Spit Brook Road. Therefore, the site would accommodate the same number of parking spaces that would be accommodated by the proposed parking structure at the Pheasant Lane Mall.

Q – Are the number of parking spaces based on the estimated demand?

A – The number of parking spaces is based on a ridership estimate from 2014. It's estimated that the parking facility (whether surface or a garage) would need to accommodate approximately 500 cars. The project team will evaluate updated ridership forecasts and adjust plans accordingly in the future.

Q – Does Simon Properties have capacity to accommodate 500 parking space on a surface lot?

A – Simon Properties stated that there is potential to accommodate 500 parking spaces on site. There are multiple owners of the Pheasant Lane Mall property, therefore, this is something that would need to be considered regarding potential use of land for a surface parking lot.

Q – Do parcels need to remain intact?

A – Yes, however Simon Properties have had recent situations where other municipalities can require some level of frontage.

Q – Does Simon Properties view the train station as a positive for the property?

A – Yes, there are complexities, but this could be a positive potential project.

Q – Will a building accompany the South Nashua train station?

A – The planned stations would be consistent with existing Commuter Rail stations throughout much of MBTA's system. It is an open station platform with portions of the platform under the cover of a canopy.

Q – Is there consideration to collaborate with Massachusetts based on the proximity of the station to the state line?

A – The project team is coordinating with Massachusetts and has collaborated with them since the beginning of the project. There are project benefits for Massachusetts and MBTA. MBTA doesn't currently have a layover facility on the Lowell Line. This project will provide an end of the line layover facility that will allow MBTA to store trains overnight to be ready for inbound service to Boston the next day.

Q – Is there discussion about collaboration with the station and parking requirements between New Hampshire and Massachusetts?

A – The station platform and the canopy are anticipated to be kept in New Hampshire to simplify project design and permitting. Parking, drop-off, and the bus stop could be shifted and shared by the states. There are also wetland concerns in the undeveloped area south of the state line.

Q – Can the design be changed to have elements of the station's supportive facilities in Massachusetts?

A – The furthest that most people will walk to a station from the parking is about 600'. The existing surface parking lots located just over the state line from the station are about that distance away..

Q – Is there any interest from Simon Properties for a partnership to make the Pheasant Lane Mall site work?

A – Yes, Simon Properties is interested and would consider the idea of a partnership.



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Q – Is the project happening? What is the timeline of that decision?

A – There is no guarantee the project will happen. This is up to policymakers, financial responsibilities, public-private partnerships, and TOD. When the team’s analysis is completed the NHDOT will present the package to the Governor and the legislature. They will approve if funding is identified and NHDOT can move forward with the project. The timeline for that decision is approximately 2023.

Q – What is the timeline for conversations with property owners about station sites?

A – Conversations need to happen now and over the next few months to inform the environmental assessment and the financial planning.

Comments

- The southernmost large surface parking lots at the Pheasant Lane Mall property are in Massachusetts.
- The station platform would likely remain on the New Hampshire side of state line, but accessories, such as parking, could potentially be located on the Massachusetts side.
- Jay Minkarah expressed support for the former Dow site (Spit Brook Road site) and also indicated there may be more Transit Oriented Developed opportunities at the Pheasant Lane Mall site. Tyngsborough has an interest in this project. They think that conceptualizing this project as a Tyngsborough/South Nashua Station as a collaboration is a good idea and should be considered. J. Minkarah said that the project involves both Massachusetts and New Hampshire. It shouldn’t be looked at as just a New Hampshire Project. They said that it would be advantageous to consider both states. He is concerned that including a new parking structure would be cost-prohibitive and count against the Pheasant Lane Mall site. TOD options should be considered. People want ease of access, ease of parking, and access to amenities from a train station site.
- Timothy Fox expressed concerns about the potential parking structure shown in the image. They do not believe that this should be considered as an absolute requirement for the South Nashua Pheasant Lane Mall option. They said that the regional mall was built traditionally as a retail destination, which includes ample parking. The mall has nearly 5,000 parking spaces. There is rarely a time that they reach parking capacity. The project team should consider the option to use the existing surface parking lots just across the state line in Tyngsborough, as Simon Properties is looking to use the site where the garage is shown. At the very least, this warrants additional study. He expressed that they think the Mall location is superior to the other South Nashua option. He said that Simon Properties supports the addition of an exit ramp on Route 3. They would be interested in getting details of the access study to review with their team.
- NHDOT said that the proposed Route 3 southbound exit ramp is problematic and has been for a while. Regarding parking, there seems to be plenty of parking on the mall site now. NHDOT is looking also looking at parking as a revenue source to support the Commuter Rail service. Free parking will not help to address the operational costs of the service. It has always been a vision that this will be a pay-for-parking scenario at all the stations. Conversion of existing free surface lots to paid parking requires various controls to be implemented, which would need to be coordinated with relevant stakeholders.
- Tim Cummings said that the City of Nashua is open to a station at the Pheasant Lane Mall or the Spit Brook Road site. Conversations need to be had about the maintenance of the station. They expressed that they would like a holistic approach to site evaluation and selection of the station



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that recognizes the highest and best use. The City is open to a Tyngsborough/ Nashua station from a marketing and political standpoint and welcomes further conversation.



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Meeting Summary

Event: South Nashua Spit Brook Road Station Location - Stakeholder Meeting

Date and Time: Tuesday, July 27, 2021, 1:00 PM – 2:30 PM

Location: Microsoft Teams Online Meeting Platform

1. Attendees

Anagnost Properties

Dick Anagnost

City of Nashua

Jay Minkarah, Nashua Rail Committee

New Hampshire Department of Transportation (NHDOT)

Patrick Herlihy

Shelley Winters

Consultant Team

David Derrig, AECOM

Jay Doyle, AECOM

Laura Parete, FHI Studio

Alden Raine, AECOM

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) hosted a stakeholder meeting with Anagnost Properties on Tuesday, July 27, 2021, at 1:00 PM via the Microsoft Teams online meeting platform. Patrick Herlihy of NHDOT welcomed attendees to the meeting and asked for everyone to introduce themselves. The purpose of the stakeholder meeting was to discuss the South Nashua Spit Brook Road Station option.

Jay Doyle of AECOM reviewed the meeting agenda. He stated that the project team would provide background on the NH Capitol Corridor Project, an overview of the Nashua station options, discuss the potential South Nashua Spit Brook Road option, and explain the next steps.

J. Doyle reviewed the project objectives which include:

- Provide alternative to congestion on I-93/Route 3;
- Improve bi-directional access to jobs and housing;
- Perform an Environmental Assessment (EA);



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- Develop 30% design for the 30-mile extension of the Lowell Line, including four new stations and one layover facility; and
- Develop a financial plan.

J. Doyle presented a map of the corridor and discussed the station layout alternative that was shown in the 2014 EA. The map reflects the proposed extension of MBTA Lowell Line Commuter Rail Service to Manchester, NH with proposed stations at South Nashua, Crown Street Nashua, Bedford/MHT, and Manchester. The project is expected to generate higher ridership and economic benefits, expand on 40 years of MBTA network extensions, and the interstate expansion precedence of the MBTA Pilgrim Partnership with Rhode Island.

J. Doyle discussed the Nashua station location options. He explained the operational requirements and design criteria. The Crown Street station location in Nashua is confirmed. This location was acquired by the City of Nashua some years ago and was developed as a park-and-ride facility. Jay explained that it is well-positioned for a new rail station and multi-modal connections.

For South Nashua there will be one station and there are two options currently being considered – Spit Brook Road and the Pheasant Lane Mall. J. Doyle explained the Spit Brook Road Station option and reviewed a map comparing the two options. The map depicted roadway access routes to and from each station option from the north, south, east, and west. He reviewed a chart that compared travel times for the two station options and discussed the potential for bus transit connectivity.

J. Doyle provided an overview of the conceptual Spit Brook Road option, which would include the following:

- Approximately 500 parking spaces
- 800 ft. platform with a canopy
- Transit connections
- New parking and drainage systems
- Potential wetland impacts
- Internal roadway
- Multiple access points from DW Highway (will require new connections).
- Proximity to users from points north and east
- "Donation parcel" identified by property owner

J. Doyle and the project team asked questions about Anagnost Properties' plans for the donation parcel and surrounding properties. Questions and comments are noted later in this document.

J. Doyle explained the next steps. The Project Team is looking to complete a comparative evaluation of the two location options for the South Nashua station and identify a preferred location in the next month. The team will follow up with Anagnost Properties for any additional information that may be needed.



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3. Discussion

Questions Asked of Anagnost Properties

Q – What is the status of your approval process at the state and municipal level?

A – Anagnost Properties has submitted for drainage, driveway permit for DOT. The next hearing is on August 5, so Anagnost properties is waiting for approval.

Q – Can you explain the plan for implementing the donation parcel?

A – This has not made much progress. There will need to be a parcel donation, appraisal, and evaluation.

Q – Can you talk about how having the station as a neighbor would be helpful?

A – It will help generate traffic for the businesses in this area. The only restriction is this site cannot be used for residential purposes.

Q – To what degree can you imagine residential existing in the future on surrounding properties that do not have restrictions.

A – Yes, we can see other residential options. We had high-rise buildings in our plans but could not develop here. We are improving drainage for abutting properties. These parcels are identified as ideal for developing residences.

Q – Are there any significant outstanding comments that you’re working through with the City of Nashua?

A – No, the only outstanding issue is traffic. The City of Nashua is fine with what we are planning to do with traffic. There’s a small parcel where a BJ’s gas station will be built near Adventure Way. People are concerned about traffic here.

Q – Does the Anagnost Properties traffic study consider the train station?

A – Yes, the plan considers the train station.

Questions Asked by Anagnost Properties

Q – Is there a need for shared parking spaces?

A – A cross easement is envisioned here, but it’s too early to make this decision. It will depend on what is planned for this area.

Comments

Anagnost Properties Comments:

- DES likes surface parking because it puts a cap on the soil
- Need a soil management plan for the site
- Discussed the drainage system
- An extension of Adventure Way will be constructed as part of his project
- Minor wetland impacts
- Donation of \$67,000 to the City
- A traffic study will be conducted
- Adventure Way will be widened to three lanes. Spit Brook Road and Adventure Way will be repaved within the project area as part of the Nashua Landing, LLC project.



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- Anagnost Properties mentioned that they are involved in the train station work with the City of Manchester. They discussed the design concept they created for a train station in this area years ago. The developer shared these plans with the City. Anagnost Properties explained some of their other developments. Anagnost Properties does not feel like there would be any development with the Granite Street station site.
- The project team explained that there is a hybrid station alternative for Manchester located between Granite Street and Valley Street that the City is considering at this time. The team explained this option to Anagnost Properties and that the City wants a multi-modal facility in the vicinity of the Valley Street extension



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Meeting Summary

Event: City of Manchester Stakeholder Meeting (Manchester Layover Facility)

Date and Time: Thursday, September 23, 2021, 2:00 PM – 3:00 PM

Location: Zoom Online Meeting Platform

1. Attendees

City Attendees

Peter Chiesa, Risk Manager
Kristen Clark, Traffic Engineer
Tim Clougherty, Deputy Director of Public Works
Joyce Craig, Mayor
Robert Gagne, Assessors Office Chairman
Leon LaFreniere, Director of Planning and Community Development
Patrick Long, Ward 3 Alderman
Jodie Nazaka, Senior Planner
Lauren Smith, Chief of Staff
Kevin Sheppard, Director of Public Works

Other Attendees

Nate Miller, Southern New Hampshire Regional Planning Commission
Ryan Renaud-Smith, MTA

New Hampshire Department of Transportation (NHDOT)

Patrick Herlihy
Shelley Winters

Consultant Team

Rachel Burckhardt, WSP
David Derrig, AECOM
Jay Doyle, AECOM
George Katsoufis, AECOM
Laura Parete, FHI Studio

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) hosted a follow-up stakeholder meeting with the City of Manchester, and other Manchester stakeholders invited by the City, on Thursday, September 23, 2021, at 2:00 PM via the Zoom online meeting platform. Patrick Herlihy of NHDOT welcomed attendees to the meeting and explained that the purpose of the stakeholder meeting was to have a follow-up discussion about the Manchester layover facility options.



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Jay Doyle of AECOM introduced members of the project team who participated in the meeting and reviewed the meeting agenda. He stated that the project team would provide background on the project, discuss the preferred alternative, address the City of Manchester's concerns, the layover scoring matrix, and the next steps.

J. Doyle reviewed the layover facility operational requirements and design considerations. Operational requirements include overnight train storage in the yard, plug-in power to enable the engine to shut down, and accommodation of mid-day trains at the facility. The layover facility will need to store approximately 4-5 train sets. Design considerations include compatibility of surrounding land uses, existing conditions of the site, potential noise impacts and mitigation, and utilities, roadway access, and earthwork. Noise modeling would be conducted to determine the location and criteria for sound walls.

J. Doyle stated that NHDOT's preferred alternative for the layover facility site is Pan Am South. He shared a map that showed an overview of where the site would be located. Pan Am North is no longer a viable option, as that is being considered as a station site. J. Doyle shared a map of the Pan Am South superimposed over the City of Manchester's Transit Oriented Development (TOD) full build street grid taken from the City's September 2020 TOD Plan. He reviewed the localized modifications to the TOD street grid that would be needed to accommodate the layover yard at Pan Am South. J. Doyle shared the other alternative sites that were considered but not advanced for this option. J. Doyle asked if there were any questions or comments, which are noted later in the document.

J. Doyle reviewed a preliminary Scoring Matrix and discussed the scoring of each potential layover facility option and how each met or did not meet the criteria. The Scoring Matrix listed effectiveness, environmental, and cost indicators that help to provide guidance on the best option to progress. The Pan Am South layover facility location scored the highest in all criteria, which is why the project team identified this option as the preferred alternative.

J. Doyle concluded the meeting by stating that the Project Team will distribute the presentation to the City of Manchester following the Stakeholder Meeting. Additionally, the Project Team expects a decision from the City of Manchester in mid-late October regarding the layover facility.

3. Discussion

Questions

Q – Who is responsible for maintaining the sound wall?

A – This will be determined at a later time and outlined in the operations and maintenance agreement.

Q – What type of lighting will be at the layover facility?

A – The lights will be cobra style lights that are focused downwards. They will not shine above the wall.

Q – Is there an option for the locomotive end of the train to face north or south?

A – MBTA's rail operations are push-pull operations. Locomotives are on the outbound side of the train. Trains are pushed into Boston by the locomotive, and they are pulled out of Boston. The layover yard needs to store the trains in this orientation. Therefore, the locomotive would be at the north end in this layover facility.



Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

Q - How many trains are anticipated for the Manchester-Nashua service?

A - The number of trains will depend on the need. Currently, it's anticipated to be 3-5 trains.

Q - Is this the only option that is being considered for the layover facility?

A - Multiple alternative sites were identified, screened, and evaluated in the planning process and the Pan Am South location is the preferred alternative.

Q - Is there consideration of this line being expanded to Concord?

A - Currently, this isn't a plan to expand rail service to Concord. The layover facility needs to be located where the end of the line is for the project that is being advanced, which is Manchester.

Q - Do you take into consideration the value of the land where trains are stored?

A - Yes, this is evaluated in the scoring matrix.

Q - Pan Am owns this parcel now. Would the layover facility impact Pan Am rail operations or the City's planned bypass road bridge over the rail tracks?

A - The layover facility does not adversely impact freight operations or preclude the planned bypass road bridge.

Q - Has MBTA been involved in this process?

A - Yes, they have been updated about the operating plan and the potential location of the layover facility. MBTA prefers a layover facility at the end of the line.

Q - When does the Project Team need the Board of Alderman's approval?

A - The Project Team needs a recommendation as soon as possible to develop the Environmental Assessment (EA) document. One of the Board of Alderman indicated that a recommendation could be made in mid-late October.

Q - Can you provide a breakdown of which portions of the proposed layover site are owned by Pan Am and which are owned by the City or other private parties?

A - The Project Team shared a map to show the overall breakdown of property ownership within the footprint of the proposed layover facility to show that all the property, except for approximately 1.2 acres is currently owned by Pan Am.

Comments

- Mayor Craig stated that the Pan Am South site is not the best location for a layover facility because the land is valuable. The City believes that utilizing this property to store trains is not the best use of this land.
- The City of Manchester expressed that they hoped there would be a compromise about the location of the layover facility. They stated that examples of existing MBTA layover facilities shown by the project team are generally in areas that don't have a lot of activity. The proposed site for Manchester is active and the land is valuable.
- The City inquired about the distance of the other layover facility options from the proposed Manchester Station.



Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

Meeting Summary

Event: City of Nashua Stakeholder Meeting

Date and Time: Wednesday, September 29, 2021, 10:00 – 11:00 AM

Location: Zoom Online Meeting Platform

1. Attendees

City Attendees

Tim Cummings, Director of Economic Development

Cheryl Lindner, Chief of Staff

Amy Deroche, Hunt Memorial Building

Jim Donchess, Mayor

Richard Dowd, Board of Alderman

Dan Kelly, Nashua Rail Committee

Michael O'Brien, Board of Alderman

Paul Patti, Nashua Rail Committee

Other Attendees

Wendy Hunt, Greater Nashua Chamber of Commerce

John Madden, Erdman Anthony

Jay Minkarah, Nashua Regional Planning Commission

New Hampshire Department of Transportation (NHDOT)

Patrick Herlihy

Shelley Winters

Consultant Team

David Derrig, AECOM

Jay Doyle, AECOM

George Katsoufis, AECOM

Laura Parete, FHI Studio

Al Raine, AECOM

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) hosted a stakeholder meeting with the City of Nashua and other organizations on Wednesday, September 29, 2021, at 10:00 AM via the Zoom online meeting platform. Patrick Herlihy of NHDOT welcomed attendees to the meeting. The purpose of the stakeholder meeting was to provide a project update about the South Nashua Station options and gather input from stakeholders on the potential concepts.



Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

Jay Doyle of AECOM introduced the project team and asked stakeholders to introduce themselves. J. Doyle reviewed the meeting agenda. He stated that the project team would like to provide an update on the potential South Nashua station options, the preferred alternative, and explain the next steps.

J. Doyle discussed the two potential South Nashua station location options. The first was the Pheasant Lane Mall option and the second was the Spit Brook Road. J. Doyle and George Katsoufis of AECOM explained the overall concepts for each option, compared the benefits, and connectivity between each location. Al Raine of AECOM discussed TOD opportunities at each potential station.

J. Doyle explained the Station Scoring Matrix that the Project Team is using to evaluate the potential station options against specific criteria. Based on the matrix scoring, the Pheasant Lane Mall option is preferable to the Spit Brook Road option, as it meets more of the criteria necessary for a station location.

J. Doyle explained the project's next steps. Based on the results of the technical analysis and the feedback received from the meeting participants, the Project Team will progress the preferred Pheasant Lane Mall Station option. A General Public Meeting for the project is anticipated for mid-November 2021.

3. Discussion

Questions

Q – Are there going to be amenities such as heaters and bathrooms at the station platform?

A – There are standard MBTA design features, which include canopies, windscreens, and open platforms. Heaters and bathrooms will not be included at the station, as MBTA does not have enclosed shelters as part of their standard station designs. There are restrooms on Commuter Rail trains, and they are accessible to people with disabilities. They are located at the ends of some cars.

Q – Will there be better access to the Pheasant Lane Mall?

A - The Pheasant Lane Mall and Spit Brook Road South Nashua Station options both have good regional connectivity.

Q – How does a station fit within the brownfield area at Spit Brook Road?

A – The portion of the overall site identified by the owner/developer as the “donation parcel” is located at the far northern end of their site. It is large enough to accommodate a surface parking lot but would need to conform with the site reuse restrictions.

Q – Did you weight any of the evaluation criteria?

A – No, these are not weighted.

Q – If the Pheasant Lane Mall site is selected, the City of Nashua does not have full control over this location. Once negotiations start to take place, do you see any issues, or could this be overcome?

A – It is not uncommon for sites to be controlled by multiple parties. The station platform is within the railroad ROW. The other features, such as station curbside areas and customer parking, would be negotiated with the property owner(s).

Q – Has it been decided who will pay for the station?



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A – This will be addressed during development of the project Financial Plan. It has not been determined yet.

Comments

- The City of Nashua does not want to preclude future Amtrak service on the line. The Amtrak Connects Us Plan needs to be considered.
- Mayor Donchess stated that the team has done a thorough job with the analysis of the station options.
- There would be little to no disruption to the current Nashua bus system with the Pheasant Lane Option.
- If ridership grew, the Pheasant Lane Mall option will have more room for potential parking.
- Mayor Donchess said they're comfortable with the department choosing the site because the City wants the best site. Mayor said that the City should support NHDOT's analysis.
- The Nashua Rail Committee went through their own analysis of the two potential station sites. Overall, the Rail Committee's conclusion is consistent with the result of the Project Team's analysis.
- NHDOT stated that based on the evaluation results and input from the Nashua Rail Committee the team will be progressing the Pheasant Lane Mall option.
- The City of Nashua expressed their desire to learn more about the Financial Plan at a later time.
- The Project Team plans to start reaching out to stakeholders about the Financial Plan in late fall 2021.
- The Tyngsborough leadership team is very interested and engaged in this project. The City of Nashua will provide contact information to the Project Team.



Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

Meeting Summary

Event: Bedford/Manchester Boston Regional Airport (MHT) Station Meeting

Date and Time: Wednesday, October 18, 2021, 1:30 PM – 2:30 PM

Location: Zoom Online Meeting Platform

1. Attendees

MHT Attendees

Ted Kitchens

New Hampshire Department of Transportation (NHDOT)

Patrick Herlihy

Shelley Winters

Consultant Team

Dave Derrig, AECOM

Jay Doyle, AECOM

George Katsoufis, AECOM

Laura Parete, FHI Studio

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) hosted a stakeholder meeting with the Manchester-Boston Regional Airport (MHT) on Monday, October 18, 2021, at 1:30 PM via the Zoom online meeting platform. Patrick Herlihy of NHDOT welcomed attendees to the meeting. The purpose of the stakeholder meeting was to provide a project update about the Bedford/MHT Station and get stakeholder input on the potential concepts. The Project Team and Ted Kitchens from MHT introduced themselves.

Jay Doyle of AECOM reviewed the meeting agenda. He stated that the project team wanted to provide an update about the Bedford/MHT station concept and explain the next steps. J. Doyle provided an overview of the background and an update about the current phase of work.

- Build upon the work completed in the 2014 Alternatives Analysis
- Provide alternative to congestion on I-93/Route 3 by extending the MBTA Lowell Line Commuter Rail Service into southern New Hampshire
- Improve bi-directional access to jobs, housing, and other modes
- Develop 30% design for the 30-mile extension of the Lowell Line, including four new stations and one layover facility
- NEPA Environmental Assessment (EA)
- Develop a detailed and sustainable Financial Plan



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J. Doyle discussed the potential Service Plan. He explained that the plan proposes an extension of the existing MBTA Lowell Commuter Rail service, which currently has 44-weekday trains (22 roundtrips). The proposed service to southern New Hampshire would be 32-weekday trains (16 roundtrips). All the proposed stations in New Hampshire would receive the same service and frequency.

J. Doyle discussed the station design criteria and shared a map, which depicted the proposed South Nashua, Crown Street Nashua, Bedford/MHT, and Manchester station locations. George Katsoufis of AECOM shared the preliminary plan for the Bedford/MHT station and explained the differences between the 2014 work and the updates that have been made in the current phase. Dave Derrig of AECOM expanded on the description of the Bedford/MHT station. He explained the considerations for station access and parking, peak traffic, and the surrounding environment.

T. Kitchens of MHT stated that while it is his preference to have the rail service directly serving the airport, he understands the significant additional capital costs and environmental impacts that would entail. J. Doyle explained that the connection between the rail station and the airport terminal area, as envisioned by the project team, would be via a shuttle bus utilizing existing roadways. G. Katsoufis explained three potential bus connection options between the airport and the Bedford/MHT Station. J. Doyle stated that options 2 and 3 seem to better leverage the existing Manchester Transit Authority (MTA) bus routes compared to option 1. T. Kitchens stated that to be attractive to airport customers a dedicated shuttle bus operation timed to the arrivals/departures of trains at the station would be necessary and that modifying an existing MTA bus route would not provide the required timed connections and reliability. The project team is working with the ridership group to understand who would be utilizing this station to create the most effective transit connection. NHDOT stated that there would need to be conversations with MTA regarding any updates to bus routes. T. Kitchens expressed concern that some airport passengers might try to use the commuter rail station parking and shuttle bus to avoid the higher cost of on-airport parking. J. Doyle discussed the park and ride facility for commuters at the Bedford/MHT Station. He stated that parking at the station will be for commuter rail riders only and parking enforcement will be considered. Business rules for the rail station parking lots will need to be developed. MHT discussed potential logistics and considerations for the park and ride facility as well as the shuttle bus to and from the airport.

P. Herlihy stated that the next steps would be to internally follow up on the information that came from this meeting. The project will be having a Public Information Meeting in mid-November. There can be another follow-up meeting with MHT once more details are available. The project is anticipating reaching 30% design toward the end of next year.

3. Discussion

Comments

- MHT asked whether there would be sufficient weave distance on South River Road from turnpike off ramp to the proposed left turn to reach the proposed station parking lot. AECOM team to review this.
- MHT stated that the overall Bedford/MHT station concept is good, recognizing there are details yet to be worked out.



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- MHT discussed the potential for higher airport enplanements in the coming years. MHT explained they want to make transportation to and from the airport as efficient as possible for their customers.
- NHDOT and MHT discussed the park and ride at the station location and shuttling people to and from the airport from this location.
- There was a brief discussion about longer-term connections across the river to the airport.



Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

Meeting Summary

Event: Financial Plan Meeting with the Nashua Regional Planning Commission

Date and Time: Wednesday, November 3, 2021, 2:30 PM – 4:30 PM

Location: Nashua Regional Planning Commission

1. Attendees

Nashua Stakeholder Attendees

Tim Cummings, Economic Development, City of Nashua
Dan Kelly, Nashua Rail Committee
Gregg Lantos, Nashua Regional Planning Commission
John Madden, Erdman Anthony
Jay Minkarah, Nashua Regional Planning Commission
Carl Seidel, Nashua Rail Committee

New Hampshire Department of Transportation (NHDOT)

Patrick Herlihy
Shelley Winters

Consultant Team

Jay Doyle, AECOM
Kenneth Kinney, Richmond Hill Consulting
Laura Parete, FHI Studio
Robert Peskin, AECOM

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) hosted a Financial Plan Stakeholder Meeting with the Nashua Regional Planning Commission on Wednesday, November 3, 2021, at 2:30 PM at the Nashua Regional Planning Commission office in Nashua, New Hampshire. Patrick Herlihy of NHDOT welcomed attendees to the meeting. The purpose of the stakeholder meeting was to provide an update on the project and start the conversation about the financial plan for the project. Attendees introduced themselves and stated their affiliations.

Jay Doyle of AECOM reviewed the meeting agenda. He provided an overview of the project. He stated that the project is currently in the Development Phase, which includes preparation of an Environmental Assessment (EA), development of 30% design, and developing the Financial Plan. J. Doyle provided an overview of the Locally Preferred Alternative for the Nashua station locations. The broad project Purpose and Need and categories of benefits are like those identified in the Alternatives Analysis completed in 2014. J. Doyle discussed the station design criteria, which included the operational requirements. He explained that the Nashua Stations that were analyzed as part of the project



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(Pheasant Lane Mall Station, Spit Brook Road Station, and Crown Street Station). J. Doyle discussed the overall concepts for each option and compared the benefits of each location.

J. Doyle discussed the Bedford/Manchester-Boston Regional Airport (MHT) Station and Manchester Station options (Valley Street, Granite Street, and the hybrid option). J. Doyle provided an overview of the layover facility, the design considerations, and the preferred location (Pan Am South). He stated that a noise and vibrations analysis will be conducted to determine if mitigation measures are necessary. The Pan Am South location is in Manchester, NH. The City of Manchester is endorsing the hybrid station location. The project team is seeking the City's support of the Pan Am South location for the layover facility.

J. Doyle explained the "Rail Vision" plan of the Massachusetts Bay Transportation Authority (MBTA). The vision focuses on a regional rail framework for commuter rail scheduling. More mid-day trains and adjustments to service based on COVID are reflected in this schedule. The Nashua-Manchester project is proposing 44-weekday trains serving Lowell and 32 of those weekday trains continuing north and serving all four proposed NH stations. The proposed schedule offers flexible AM and PM peak as well as mid-day train service to New Hampshire. All AM and PM peak period trains on the Lowell Line would serve NH with this schedule with somewhat fewer mid-day trains serving NH compared to Lowell. The proposed schedule is a balance of service strong enough to attract significant ridership while containing operations and maintenance costs. The proposed schedule has been coordinated with MBTA, and the coordination is ongoing.

J. Doyle provided an overview of the Ridership forecast draft results. The forecast horizon year is 2040 and it uses the demographic forecasts of population and employment from the Metropolitan Planning Organizations (MPOs) in the study corridor. The Build forecast (with the project) shows significant ridership growth compared to the No Build (without the project) forecast for the horizon year. He provided an overview of the potential COVID-19 impact forecast on ridership based on low, medium, and high impact scenarios. Ridership is starting to come back to the commuter rail system, though is still well below pre-pandemic levels. The projections will be updated as new data on post-COVID trip making and mode choice emerges.

J. Doyle provided an overview of capital, operations, and maintenance costs. The 2014 capital cost estimate was \$246M. Since 2014, the unit costs have increased due to inflation and certain quantities have increased with the need for additional infrastructure to support the operating plan. Cost estimating is ongoing as engineering progresses.

Bob Peskin of AECOM introduced the Financial Plan. He explained the objective of the Financial Plan, the approach, and the potential federal funding sources and what other states have used for the non-federal funding sources. He explained that the plan must meet the requirements of the US Federal Transit Administration (FTA). There is limited availability of discretionary grants. Project selection results in a Full Funding Grant Agreement with FTA. Local and regional consensus must be reached about the non-federal funding portion. The objective is to reach a consensus with NHDOT and stakeholders regarding the division of non-federal share required potential sources.

B. Peskin explained the capital funding and the operating funding approach. He explained the typical financial planning process for FTA Capital Investment Grant Projects. There are two potential sources of



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the non-federal share of project costs, which are public and private sources. B. Peskin reviewed the potential federal sources and non-federal sources as considered in the 2014 study. B. Peskin shared a pie chart and table providing a breakdown of what the non-federal sources of funding have been on 35 other projects nationally in the most recent year for which data is available (2016). He also listed potentially applicable FTA formula fund sources that would be based on the mileage of the project and the levels of service provided.

J. Doyle explained the project's next steps. The project team will progress the preferred Pheasant Lane Mall Station option for South Nashua. A hybrid Public Informational Meeting is scheduled for November 17, 2021.

3. Discussion

Questions

Q – Will someone be able to get off at the station and walk to the baseball stadium?

A- Yes, there will be a ramp and bridge for pedestrians and bikes connecting the station with South Commercial Street where the stadium and other land uses are located. It will also connect with the planned multi-use trail that connects to this area. People will be able to travel from the station to the baseball stadium.

Q – When does the last outbound train from Boston arrive in Nashua?

A – According to the draft operating plan the last train arrives at 12:40 AM.

Q – Has a weekend schedule been developed?

A – There is currently no schedule for weekend service in this operating plan. Such service could be added at some point in the future depending on demand.

Q – Is there no weekend service on the line, or does it end in Lowell?

A – There are nine weekend trips currently serving Lowell

Q – Are the operations and maintenance costs in 2021 dollars?

A – Yes

Q – What role does Pan Am play in the financial discussions?

A – The project team has coordinated with Pan Am. The CSX acquisition filings provided information about how many trains Pan Am is operating and their destinations. This was included in the operating plan to avoid any conflict with Pan Am Freight. This addresses their freight operations.

Q – Have you coordinated with CSX?

A – Yes, they have agreed to honor all Pan Am agreements pending the successful acquisition.

Q – Who is the project sponsored by?

A – It could be NHDOT/MBTA partnership as project proponents, but this is still in discussion.

Q – Is this project going to be part of the Federal Infrastructure Bill being evaluated in Washington DC?



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A – There may be some additional funds going into the FTA Capital Investment Grant Program, which is a potential source of competitive grant funds, but this is not guaranteed at this point in the plan.

Q – Is MBTA committed to or is this project going to have to acquire locomotive and passenger equipment?

A – Rolling stock will potentially have to be added to the fleet. This is in discussion with the MBTA.

Q – How will the cost of the project be divided?

A – This is going to be based on incremental cost above the cost of operating the Lowell Line in the absence of the project. The division of these incremental costs is yet to be determined. The project team is revisiting discussions with MBTA once figures are established.

Q – Is that 2040 threshold to satisfy the FTA?

A – Yes

Q – Has the MBTA reviewed the revenue and expense analysis?

A – MBTA has not reviewed these costs yet.

Q – Who would be doing the borrowing?

A – Ideally, it's an entity that's already borrowing, such as the state or a municipality. A new borrower would have a higher interest rate.

Q – Have you seen these projects qualify as opportunity zones? Is there somewhere else in the country that has evaluated this?

A – No, but it is possible.

Q – Is your assumption that capital costs start at the state line?

A – Yes, in 2014 they agreed to this; however, this needs to be reconfirmed.

Q – Has a station in Massachusetts between Lowell and Nashua been considered?

A – A station between Lowell and Nashua is not being considered as part of this project.

Q – Is there a sense of how much money this will cost at the state and municipal level?

A – This is meant to be the start of the financial conversation. The project team has not up with the actual numbers yet and funding sources need to be identified.

Q – Has NHDOT considered an exit from Route 3 southbound to provide a more direct connection to South Nashua?

A – This is not being considered as part of this project.

Q – Will the airport help with funding for this project?

A – NHDOT has been in discussions with the Manchester-Boston Regional Airport about potential funding sources.

Q – Have there been county-level conversations about this project?

A - No



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Comments

- Please look into opportunity zones as a potential funding source.
- The City of Nashua stated that they can potentially use some revenue from the \$5 vehicle registration fee towards potential funding of the NH Capitol Corridor Project.
- Attendees noted that it is important for weekend trips to be added to the line. People want to travel to Boston for games and other activities.
- That match piece of formula funds is important. 50% is a large portion to contribute.
- The project team should consider branding the South Nashua station as the Nashua/Tyngsborough station.



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Meeting Summary

Event: Manchester Financial Stakeholder Meeting

Date and Time: Thursday, November 4, 2021, 10:00 AM – 12:00 PM

Location: Greater Manchester Chamber of Commerce

1. Attendees

Manchester Stakeholder Attendees

Mayor Joyce Craig, City of Manchester
Will Craig, Eversource
Jeremy Hitchcock, New North Ventures (virtual)
Liz Hitchcock, Orbit Group (virtual)
Shannon Miller, City of Manchester
Nate Miller, Southern New Hampshire Regional Planning Commission
Jodie Nazaka, City of Manchester
E.J. Powers, Montagne Powers
Lauren Smith, City of Manchester
Josh Wright, Wells Fargo Advisors

New Hampshire Department of Transportation (NHDOT)

Patrick Herlihy
Shelley Winters

Consultant Team

Jay Doyle, AECOM
Kenneth Kinney, Richmond Hill Consulting
Laura Parete, FHI Studio
Robert Peskin, AECOM

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) hosted a Financial Plan Stakeholder Meeting with the Greater Manchester Chamber of Commerce on Thursday, November 4, 2021, at 10:00 AM at the Greater Manchester Chamber of Commerce office in Manchester, New Hampshire. Patrick Herlihy of NHDOT welcomed attendees to the meeting. The purpose of the stakeholder meeting was to provide an update on the project and start the conversation about the financial plan for the project. Attendees introduced themselves and stated their affiliations.

Jay Doyle of AECOM reviewed the meeting agenda. He provided an overview of the project. He stated that the project is currently in the Development Phase, which includes preparation of an Environmental Assessment (EA), development of 30% design, and developing the Financial Plan. J. Doyle provided an



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overview of the Locally Preferred Alternative for the Manchester Station and the Layover Facility locations. The broad project Purpose and Need and categories of benefits are like those identified in the Alternatives Analysis completed in 2014. J. Doyle discussed the station design criteria, which included the operational requirements. He explained the Manchester station options that were analyzed as part of the project, and the City's preferred station location. J. Doyle discussed the overall concepts for each option and compared the benefits of each location.

J. Doyle discussed the Bedford/Manchester-Boston Regional Airport (MHT) Station and Manchester Station options (Valley Street, Granite Street, and the hybrid option). J. Doyle provided an overview of the layover facility, the design considerations, and the preferred location (Pan Am South). He stated that a noise and vibration analysis is being conducted to determine whether mitigation measures are necessary and if so, how they would be configured. The Pan Am South location is in Manchester, NH. The City of Manchester is endorsing the hybrid station location. The project team is seeking the City's support of the Pan Am South location for the layover facility.

J. Doyle explained the "Rail Vision" plan of the Massachusetts Bay Transportation Authority (MBTA). The vision focuses on a regional rail framework for commuter rail scheduling. More mid-day trains and adjustments to service based on COVID are reflected in this schedule. The Nashua-Manchester project is proposing 44-weekday trains serving Lowell and 32 of those weekday trains continuing north and serving all four proposed NH stations. The proposed schedule offers flexible AM and PM peak as well as mid-day train service to southern New Hampshire. All AM and PM peak period trains on the Lowell Line would serve NH with this schedule, with somewhat fewer mid-day trains serving NH compared to Lowell. The proposed schedule is a balance of service strong enough to attract significant ridership while containing operations and maintenance costs. The proposed schedule has been coordinated with MBTA, and the coordination is ongoing.

J. Doyle provided an overview of the ridership forecast draft results. The forecast horizon year is 2040 and it uses the demographic forecasts of population and employment from the Metropolitan Planning Organizations (MPOs) in the study corridor. The Build forecast (with the project) shows significant ridership growth compared to the No Build (without the project) forecast for the horizon year. He provided an overview of the potential COVID-19 impact forecast on ridership based on low, medium, and high impact scenarios. Ridership is starting to come back to the commuter rail system, though is still well below pre-pandemic levels. The projections will be updated as new data on post-COVID trip making and mode choice emerges.

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Bob Peskin of AECOM introduced the Financial Plan. He explained the objective of the Financial Plan, the approach, and the potential federal funding sources and what other states have used for the non-federal funding sources. He explained that the plan must meet the requirements of the US Federal Transit Administration (FTA). There is limited availability of discretionary grants. Project selection would result in a Full Funding Grant Agreement with FTA. Local and regional consensus must be reached about



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the non-federal funding portion. The objective is to reach a consensus with NHDOT and stakeholders regarding the division of non-federal share required potential sources.

B. Peskin explained the capital funding and the operating funding approach. He explained the typical financial planning process for FTA Capital Investment Grant Projects. There are two potential sources of the non-federal share of project costs, which are public and private sources. B. Peskin reviewed the potential federal sources and non-federal sources as considered in the 2014 study. B. Peskin shared a pie chart and table providing a breakdown of what the non-federal sources of funding have been on 35 other projects nationally in the most recent year for which data is available (2016). He also listed potentially applicable FTA formula fund sources that would be based on the mileage of the project and the levels of service provided.

J. Doyle explained the project's next steps. The project team will continue to work with the City of Manchester to address questions regarding the proposed layover facility at Pan Am South, while also advancing the overall engineering of proposed infrastructure improvements to enable the cost estimating to progress. A hybrid Public Informational Meeting is scheduled for November 17, 2021.

3. Discussion

Questions

Q – Is that the closest the train can get to Manchester Boston Regional Airport (MHT)?

A – The Project Team had a call with MHT a few weeks ago. The challenge is getting to the other side of the river with the train. It would have large environmental and cost impacts on the project. This project takes advantage of and extends the existing rail line.

Q – Has an analysis been conducted about an increase in ridership to the airport?

A – The Project Team has been in discussions with the airport about a dedicated shuttle to transport people to and from the train station.

Q – Is the existing railroad bridge to the north the one that needs a lot of work?

A – Yes, this project would rehabilitate and restore this bridge, which crosses the Merrimack River. The work involves replacing the bridge deck and restoring its second track, which had been removed years ago

Q – How far is the bridge to the north from the airport?

A – The bridge is approximately one-mile north of the proposed Bedford/MHT station.

Q – What do you envision for the Bedford MHT Station parking?

A – A commuter style (park and ride) lot with surface parking for people that are traveling to and from Boston. Its primary customer base will be commuters.

Q – How long is the trip from Boston to Manchester?

A – The currently proposed operating schedule shows a travel time of approximately 85-90 minutes, depending on the time of day. Travel times from Manchester to Boston are similar.

Q – Does increasing transit allow airports to become international?



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A – MHT wants a dedicated shuttle bus that would operate in coordination with the scheduled arrivals and departures at the train station.

Q – Is there a location closer to the existing downtown bus station for the train station?

A – The 2014 study did look at other locations. If the station were moved north of Granite Street the trains would encounter multiple at grade crossings, which would cause traffic impacts.

Q – Will there be secured or covered bicycle parking near stations?

A – Yes, MBTA stations provide covered or general bicycle storage. This can be planned in the design process.

Q – Are you looking at any potential future light rail options?

A – The current project plan does not incorporate light rail. It is anticipated that the Manchester Transit Authority bus fleet might turn to battery-operated buses in the future.

Q – Is the Project Team aware of the Master Plans, TOD Plans, and Manchester Connects Plan? These plans share a long-range vision for the city.

A – The team is familiar with some of the plans and will review others from the City's website.

Q – Is there a plan for facilitating people walking from the train station to/from downtown?

A – Not specifically. The team is evaluating the immediate station area and a several block radius surrounding it.

Q – Are there rail trails?

A – There is not a current path in the area of the proposed station. For safety reasons, railroads don't want pedestrians or cyclists within their right-of-way. There would need to be a fence at locations for rail-to-trails separating the trail from active rail tracks. The proposed station does accommodate a shared use path planned by others for the former rail alignment that passes beneath Elm Street. The commuter rail project is not planning a rail trail along the north/south mainline.

Q – What's the time and process for the Layover Facility? Can the Concord location be used?

A – There is a location like this in Concord, but it is too far north of the planned Manchester downtown (northern terminus) of the commuter rail service. For operational and financial efficiency, layover facilities need to be located in close proximity to terminus locations.

Q – Do you need to acquire the property over which the City's planned roadway viaduct would cross?

A – The rail project would need certain property currently owned by Pan Am Railways to site the planned station and layover facility. The project team has been meeting with and discussing the City's planned roadway viaduct project connecting South Commercial Street and Elm Street and will continue this dialogue.

Q – Has the team spoken with Elliott Hospital at Rivers Edge about the Pan Am South area?

A – The Project Team has not spoken with the Elliott Hospital yet. The Greater Manchester Chamber of Commerce said they'll connect the project with this organization.

Q – What is the significance of projecting ridership to 2040?



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A – It's a 20-year forecast, which is the time horizon that the Federal Transit Administration (FTA) typically looks for in projects such as this.

Q – What's the timeline of this being built?

A – The team must conduct an Environmental Assessment (EA). The project cannot move forward until there is guidance from the FTA about when the project can be funded. Assuming a best-case scenario for design and construction, the year 2027 is about the earliest the project could start.

Q – How can we quantify the potential rail costs against other transportation expenses of the existing transit system?

A – The operations and maintenance (O&M) costs of the proposed service will be quantified as incremental costs above the current O&M costs of the Lowell Line without the project.

Q – Can General Obligation Grants be used to fund this project?

A – Yes, this is a potential option. This is contingent on the political climate and desire to move this project forward. The consultants and NHDOT are not advocating for any specific funding source currently.

Q – Are toll credits on the table for the non-federal share if the federal 5309 program is used?

A – This may or may not be on the table. It's an interesting approach that could be considered.

Q – How much 5307 money what would the state receive and give out to existing projects in non-COVID times?

A – It's helping to pay for this project right now. The Project Team can't provide a specific amount right now because of COVID, but we are always mindful of this potential.

Q – On the capital improvement side of this project, Amtrak has expressed a national vision for intercity service. Is there a way to get Amtrak to pay for these improvements?

A – No, Amtrak would like NHDOT to apply for grants to pay for these improvements. Amtrak would pay for capital and operational costs for the first few years if the state applies for the grant program, after which the state would need to pay for the service

Q – Have there been any conversations at the county-level?

A – The Project Team can look into potential opportunities at the county-level.

Comments

- The Greater Manchester Chamber of Commerce stated that the engineering constraints make sense. It's important to note that the service that runs from the airport to the station must be efficient and makes traveling to and from the airport seamless.
- The City of Manchester stated that it must be easy for people to travel to and from MHT for people to utilize the airport.
- There was discussion about trains starting at the airport bringing people to and from the area, so trains aren't empty.
- The City of Manchester stated that the train station might be able to utilize the relatively new parking garage near the ballpark.



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- The City of Manchester mentioned that they recently received a RAISE grant for construction of the roadway and viaduct connecting South Commercial Street with Elm Street.
- The Greater Manchester Chamber of Commerce stated that the Project Team should get ahead of noise mitigation for the Pan Am South site. There has been a lot of traffic because of the stadium, etc. If another travel route could be opened, then the project might get support from the residents.
- The Greater Manchester Chamber of Commerce said people will identify more with a number for the annual increase of ridership and the number of cars removed from the road.
- The City of Manchester is one of the largest municipalities in the country not served by rail.
- Attendees suggested that the Project Team remove any mentions of property tax and lottery revenues from future presentations.
- There were comments about potentially using vehicle registration fees towards funding the project. The City of Manchester state that vehicle registration fees are a big part of operating the City's budget and they wouldn't have much flexibility to dedicate a portion of this revenue towards the project.



Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

Meeting Summary

Event: Stakeholder Meeting with Simon Property Group and Seritage Growth Properties

Date and Time: Thursday, December 2, 2021, 2:00 PM – 3:30 PM

Location: Zoom

1. Attendees (See Screen Shot)

Attendees

Tim Cummings, City of Nashua
Amy DeRoche, City of Nashua
Jay Minkarah, Nashua Regional Planning Commission
Ken Brown, Simon Property Group
Tim Fox, Simon Property Group
Allen Smith, Simon Property Group
Matthew McDonald, Seritage Growth Properties
Ryan Murphy, Seritage Growth Properties
John Reischl, Seritage Growth Properties

New Hampshire Department of Transportation (NHDOT)

Patrick Herlihy
Shelley Winters

Consultant Team

Dave Derrig, AECOM
Jay Doyle, AECOM
George Katsoufis, AECOM
Geoffrey Morrison-Logan, AECOM
Robert Peskin, AECOM
Al Raine, AECOM
Laura Parete, FHI Studio

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT), in cooperation with the City of Nashua and the Nashua Regional Planning Commission, held a Stakeholder Meeting with representatives of Simon Property Group (Simon) and Seritage Growth Properties (Seritage) virtually on Thursday, December 2, 2021, at 2:00 PM via the Zoom Meeting platform. Patrick Herlihy of NHDOT and Tim Cummings of the City of Nashua welcomed attendees to the meeting. The purpose of the stakeholder meeting was to brief representatives of Simon and Seritage on the status of the project and the preliminary concept for configuration of a South Nashua station location at the southeast corner of the Pheasant Lane Mall, and to initiate discussion regarding potential transit-oriented development and project funding strategies.



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Jay Doyle of AECOM reviewed the meeting agenda. He provided an overview of the project. He stated that the project is currently in the Development Phase, which includes preparation of an Environmental Assessment (EA), development of 30% design, and developing the Financial Plan. J. Doyle provided an overview of the Locally Preferred Alternative for the Nashua station locations. The broad project Purpose and Need and categories of benefits are broadly consistent with those identified in the Alternatives Analysis completed in 2014. J. Doyle discussed the station design criteria, which included the operational requirements. J. Doyle and George Katsoufis of AECOM provided an overview of the station location, configuration, and key features of the South Nashua station, which would have the station platform largely on Pan Am Railways property at the southeast corner of the Pheasant Lane Mall utilizing the existing mall perimeter road for access. The current concept shows the station parking would be at one of the large existing mall surface parking lots in a shared parking arrangement yet to be defined with the property owner Seritage.

J. Doyle explained the “Rail Vision” plan of the Massachusetts Bay Transportation Authority (MBTA). The vision focuses on a regional rail framework for commuter rail scheduling. More mid-day trains and adjustments to service based on COVID are reflected in this schedule. The Nashua-Manchester project is proposing 44-weekday trains serving Lowell and 32 of those weekday trains continuing north and serving all four proposed NH stations. The proposed schedule offers flexible AM and PM peak as well as mid-day train service to southern New Hampshire. All AM and PM peak period trains on the Lowell Line would serve NH with this schedule with somewhat fewer mid-day trains serving NH compared to Lowell. The proposed schedule is a balance of service strong enough to attract significant ridership while containing operations and maintenance costs. The proposed schedule has been coordinated with MBTA, and the coordination is ongoing.

J. Doyle provided an overview of the Ridership forecast draft results. The forecast horizon year is 2040 and it uses the demographic forecasts of population and employment from the Metropolitan Planning Organizations (MPOs) in the study corridor. The Build forecast (with the project) shows significant ridership growth compared to the No Build (without the project) forecast for the horizon year. He provided an overview of three potential COVID-19 impact scenarios on ridership (low, medium, and high impact). Ridership is starting to come back to the commuter rail system, though is still well below pre-pandemic levels. The projections will be updated as new data on post-COVID trip making and mode choice emerges.

J. Doyle provided an overview of what the capital costs and the operations and maintenance costs would cover. The 2014 capital cost estimate was \$246M. Since 2014, the unit costs have increased due to inflation and certain quantities have increased with the need for additional infrastructure to support the operating plan. Cost estimating is ongoing as engineering progresses.

Bob Peskin of AECOM introduced the Financial Plan. He explained the objective of the Financial Plan, the approach, and the potential federal funding sources and what other states have used for the non-federal funding sources. He explained that the plan must meet the requirements of the US Federal Transit Administration (FTA). There is limited availability of discretionary grants from FTA and the program is highly competitive. If the project were successful in the grant process it would result in a Full Funding Grant Agreement with FTA. Local and regional consensus would need to be reached committing to the non-federal portion of the project costs. A key objective of the project Financial Plan is to reach a



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consensus with NHDOT and stakeholders regarding the sources and amounts of the non-federal share of the project costs.

J. Doyle explained the project's next steps. The project team will continue to coordinate with federal, state, and local stakeholders, complete the Environmental Review (NEPA EA), progress the preferred South Nashua station option, complete the cost and revenue estimates, and advance the Financial Plan with identification of non-federal funding sources and amounts.

3. Discussion

Questions

Q – Assuming this moves forward, what is the potential timing and phasing of this project?

A – The project is currently defined as a single phase, which would be implemented together. It would be approximately a six-year design/construction period (approximately 3 years of permitting and design plus 3 years of construction).

Q – Has the project team evaluated structured parking?

A – Yes, this was looked at as one of the long-term concepts. Structured parking is more costly. It would be expected that as the station area develops over time the parking capacity could be shifted to structured parking.

Q – Are there property acquisitions being considered here?

A – This is in the process of being evaluated.

Q – How significant is the NH/MA state line in Seritage's strategy?

A – It must be considered two different projects if on both state lines. There are also tax implications.

Q – Is the MBTA Lawrence Station a potential model for this project?

A – Broadly speaking this could be a potential model.

Comments

- Simon representatives stated they're excited for this opportunity and that this station location makes sense.
- It was noted that it is important for the Project Team to evaluate peak mall times for train service, such as on the weekend and surrounding the holidays.
- Seritage representatives are supportive of the station location. They are in the process of planning the future of their properties at this location and will start by establishing a boundary delineating the areas they need. The company would like to keep as much land as possible and evaluate the most effective parking options on this property.
- Seritage representative said that they need to have clarity on the amount of land that would potentially be needed for an acquisition or an easement. They need to better understand the parking demand of the rail station.
- The Project Team is interested in keeping the station platform and pick-up/drop-off curb areas on the New Hampshire side of the border. Surface parking could be on either side of the border.



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- Include a rideshare pickup curb near the station in place of some of the head-in parking as shown and revise the head-in parking so it does not conflict with perimeter road circulation.
- Participants asked for a copy of the presentation, which was forwarded to all on the meeting invite the day following the meeting.



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Meeting Summary

Event: Financial Plan Meeting with the Nashua Regional Planning Commission

Date and Time: Wednesday, February 2, 2022, 1:00 PM – 3:00 PM

Location: Virtual and In-Person

1. Attendees

Nashua Stakeholder Attendees

Tom Bishop, BAE Systems
Tim Cummings, City of Nashua
Mayor Jim Donchess, City of Nashua
Timothy Fox, Simon Property Group
Shoshanna Kelly, City of Nashua
Joe Murray, Fidelity Investments
Jay Minkarah, Nashua Regional Planning Commission
Michael O'Brien, City of Nashua
Camille Pattison, Nashua Regional Planning Commission
Alan Smith, Pheasant Lane Mall
Noah Telerski, City of Nashua

New Hampshire Department of Transportation (NHDOT)

Patrick Herlihy
Shelley Winters

Consultant Team

Jay Doyle, AECOM
Kenneth Kinney, Richmond Hill Consulting
Laura Parete, FHI Studio
Robert Peskin, AECOM

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) hosted a Financial Plan Stakeholder Meeting with the Nashua stakeholders on Wednesday, February 2, 2022, at 1:00 PM. The meeting was held at the Nashua Regional Planning Commission office in Nashua, New Hampshire and virtually on Zoom. Patrick Herlihy of NHDOT welcomed attendees to the meeting. The purpose of the stakeholder meeting was to provide an update on development of the project's Financial Plan. Attendees introduced themselves and stated their affiliations.

Jay Doyle of AECOM reviewed the meeting agenda. He reviewed the objective of the Financial Plan, which includes meeting demanding requirements of the US Federal Transit Administration (FTA) and



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reaching consensus with NHDOT and stakeholders regarding the magnitude of non-federal share required and potential sources.

J. Doyle provided a recap of recent input from stakeholders, the Massachusetts Bay Transportation Authority (MBTA) and the Rhode Island Department of Transportation. J. Doyle reviewed the proposed operating plan, ridership forecast, and operating and maintenance costs that were presented at previous stakeholder meetings. He shared ridership and revenue forecasts for each station location.

Robert Peskin of AECOM provided an overview of potential non-Federal Funding Sources, Federal Funding Sources considered in the 2014 study, and FTA Formula Funds. P. Herlihy stated that if the NH Capitol Corridor rail service became operational, then the State would likely realize additional FTA Section 5307 Urbanized Area Formula funds and those funds are likely what MBTA would be looking for to operate the service. R. Peskin reviewed a list of potential Federal and State Funding opportunities. These numbers presented were a range of estimates for discussion purposes and not reflective of actual costs.

R. Peskin provided an overview of example tax increment financing districts and example benefit assessment districts within Nashua and other areas of the corridor. He shared graphics of the ¼-mile and ½-mile radius areas being evaluated for potential TIF districts. R. Peskin shared a summary of the current assessed values in these example tax increment financing districts. TIF represents the approach of not increasing the tax rate but rather taxing the additional increment of assessed value in the TIF district that occurs partially because of the improved access and mobility provided by the project. R. Peskin also outlined the concept of using benefit assessment districts, which leverages the accessibility and mobility benefits to residents and businesses in the broader area from the commuter rail services through an increase in property taxes dedicated to the project. These are much larger areas than TIF districts. The current examples include a 1-mile and 2-mile radius for the initial benefit assessment districts. R. Peskin shared an example of benefit assessment district calculations based on the current assessed value.

J. Doyle explained the project's next steps, which include completion of the Environmental Assessment (EA) and advancing the project engineering to 30% level of design with an updated capital cost estimate.

3. Discussion

Questions

Q – Does the operations and maintenance (O&M) cost of the project increase with weekend service?

A- Yes, the O&M cost would increase by approximately 20%.

Q – What is Rhode Island paying for the Pilgrim Partnership?

A – The state of Rhode Island relies heavily on federal funding. They do provide some state funding, but the emphasis is on leveraging federal formula and capital grant funding and making the MBTA a sub-recipient. The basic funding model is RIDOT trades capital for service.

Q – Do fare forecasts consider commuter passes?

A – The average fare paid column includes commuter passes and other discounted fare media.

Q – Are you suggesting that O&M costs will be revenue positive from the fare maps?



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A – There are some costs that are not yet included in the O&M costs. Insurance is a cost that needs to be added. The 2014 work estimated that it would cover about 90% of the O&M. With the unconstrained ridership forecast being stronger now, there’s a greater likelihood that fare revenue can cover the incremental O&M costs of the service extension from Lowell to Manchester. The long-term impacts of COVID on trip making and mode choice are a risk factor to be accounted for and the project is considering those scenarios.

Q – Does MBTA help municipalities with parking and maintenance of stations?

A – In Massachusetts the stations are maintained by MBTA, not by municipalities. But MBTA does not typically maintain stations outside of MA. For example, in Rhode Island the stations are located on Amtrak’s Northeast Corridor and are owned and maintained by others, e.g., Amtrak, TF Green Airport, and RIDOT. This is something that needs to be evaluated and considered for this project.

Q – Are there funds available for the project related to climate change?

A – There may be opportunities for funds related to this and getting cars off the highways. This could be in the New Starts grant application and an environmental benefit of the project.

Q – Have there been discussions with MBTA about contributing to the funding of the rail line?

A – During the 2014 discussions, there was an interest from MBTA to cover the costs of upgrading the portion of the line owned by MBTA from Lowell to the state line. The project team is continuing conversations with MBTA regarding their potential participation.

Q – Have there been conversations about how the New Hampshire portion of the project will be funded by municipalities? Based on the chart is 15% of the total cost anticipated to be needed from NH sources at this point?

A – These meetings are the beginning of that conversation. As the capital cost estimates are further defined and the full range of potential federal sources explored the percent “gap” funding needed from non-federal sources will become clearer and those municipal conversations will continue.

Q – Are RAISE Grants included in Federal Funding considerations?

A – Yes. The opportunities are station-specific and will probably not exceed \$25 million.

Q – When the project calculated the initial TIF districts did you consider the existing districts?

A – We understand there may be existing or other proposed TIF districts in Manchester and the project team is reaching out for more information about those. We are not currently aware of any existing TIF districts in Nashua but welcome any information the City can provide in that regard.

Q – Are the potential TIF district boundaries based on the cost of the station sites, or will there be a new type of broader TIF district funding mechanism that would contribute to funding project costs beyond just the stations?

A – The project is currently looking at a quarter-mile radius circle with the station in the center, which could be expanded to a half-mile based on limitations on the percent of total assessed value set within the existing TIF enabling legislation. The project team is open to other suggested TIF boundary limits that the City may have.

Q – Has the project team estimated the potential increments in assessed value under the TIF scenario?

A – The increments are currently being projected.



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Q – Are initial benefit assessment districts legally allowed in the state of New Hampshire?

A – The team is looking into the current laws governing benefit assessment districts.

Q – Politically, does a benefit assessment district approach make sense in New Hampshire?

A – An attendee said that they think it could work, but it may be a tough sell and there would need to be a vote of taxpayers within the proposed district for it to pass. A meeting attendee suggested that a city-wide assessment of some type might be the most equitable compared with trying to draw a specific boundary around a TIF or betterment district, and that the ability to identify all the non-federal funding at the local level would be preferable to depending on state funding in NH.

Q – NHDOT asked if Nashua has any interest in operational ownership over the stations?

A – Tim Cummings said the city owns much of the existing Crown Street station site and has already invested significantly in it anticipating commuter rail service. The City needs to better understand the proposed governance structure of the stations before committing.

Comments

- NHDOT is starting discussions with MassDOT and MBTA about potential contributions to the rail line.
- NHDOT stated that it is possible to combine various sources of federal funds but that in total the federal portion of the project funding cannot exceed 80%.
- An attendee stated that Manchester has an undeclared TIF district. There is a geographic area that goes toward the cost of the baseball stadium.
- An attendee expressed concern over the idea of initial benefit assessment districts near Crown Street in Nashua, as that is a low-income area and may not be equitable.
- An attendee stated that the project should consider larger areas than 1-2 miles for the benefit assessment district, as the rail line would provide easier access for those from surrounding towns to travel to and from Boston.
- An attendee expressed that if the project could share a potential funding alternative that did not include state funding that would be favorable.
- An attendee expressed that they did not think that benefit assessment districts would be an option for Manchester or Nashua.
- An attendee suggested that the project team evaluate opportunity zones as a potential funding source. They expressed that the entire city, not a small section should be responsible for helping to fund a station.
- An attendee commented that municipalities would like to know how much oversight and management NHDOT will have over the stations and funding.
- NHDOT stated that they will continue having discussions with the municipalities about potential funding and station responsibilities.
- There are opportunity zones in Nashua and Manchester. This was a follow-up from the November 17th Public Information Meeting.
- NHDOT would like the local municipalities help to continue coordinating with businesses, elected officials, and other local stakeholders.



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- An attendee from the business community stated that the project's plan should be about what is practical and not political. They stated that employees would be interested in convenient rail service to travel within the state and to Boston for work and leisure.
- An attendee stated that rail stations in Nashua will make it a desirable place for housing due to convenience, connectivity, and quality of life.



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Meeting Summary

Event: NH Congressional Delegation Meeting

Date and Time: Thursday, February 3, 2022, 1:30 PM – 3:00 PM

Location: Zoom

1. Attendees

NH Congressional Delegation Attendees

Nick Brown, Congresswoman Annie Kuster
Alexis Freeman, Senator Maggie Hassan
Corey Garry, Senator Maggie Hassan
Tom Giancola, Congresswoman Annie Kuster
Robert Graham, Senator Maggie Hassan
Kerry Holmes, Senator Maggie Hassan
Jennifer Kuzma, Senator Maggie Hassan
Nicholas Maltatesta, Senator Maggie Hassan
Chris Scott, Senator Jeanne Shaheen
Kari Thurman, Representative Chris Pappas
Ted Trippi, Senator Jeanne Shaheen

New Hampshire Department of Transportation (NHDOT)

Andre Briere
Patrick Herlihy
Shelley Winters

Consultant Team

Jay Doyle, AECOM
Kenneth Kinney, Richmond Hill Consulting
Laura Parete, FHI Studio
Robert Peskin, AECOM

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) hosted a meeting with the New Hampshire Congressional Delegation on Thursday, February 3, 2022, at 10:00 AM, virtually on Zoom. Patrick Herlihy of NHDOT welcomed attendees to the meeting. The purpose of the meeting was to provide an update on the New Hampshire Capitol Corridor Project and the Financial Plan. Attendees introduced themselves and stated their affiliations.

Jay Doyle of AECOM reviewed the meeting agenda. He provided an overview of the project, its purpose, and its benefits. J. Doyle stated that the project is a proposed 30-mile extension of the MBTA Lowell



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Commuter Rail Line. The work currently includes the development of the Environmental Assessment (EA), conceptual through 30% design of the required track, stations, and related infrastructure, and development of the Financial Plan. J. Doyle discussed the Environmental Assessment (EA). He stated that the EA is a federally required document that identifies natural and man-made resources and potential project-related impacts to natural resources and people living within the project area. He mentioned that the EA also identifies measures to avoid, minimize, or mitigate potential impacts. He discussed that Environmental Justice (EJ) considerations will be included in the EA.

J. Doyle provided an overview of track and related infrastructure. He stated that the project will improve the existing track to support commuter rail speeds, restore second track in key segments to support the Operating Plan, provide a modern signal system, upgrade existing bridges, at-grade crossings with new warning systems, and repair/replace drainage structures, switches, and sidings. He explained the four proposed station locations (South Nashua – Pheasant Lane Mall, Nashua Crown Street, Bedford/MHT, and Manchester – Downtown) and the layover facility in Manchester near the downtown station location.

J. Doyle presented a recap of recent input from stakeholders, the Massachusetts Bay Transportation Authority (MBTA), and the Rhode Island Department of Transportation (RIDOT). The recap included feedback about the weekend and late-night return service being important, and that the layover facility is critical to MBTA operations and needs host community support. There was discussion about the precedent set by the decades-long “Pilgrim Partnership” between MBTA and the Rhode Island DOT by which commuter rail service is provided to that state. J. Doyle explained the proposed weekday schedule and ridership forecast, including potential long-term changes in travel behavior post-COVID (low, medium, and high impact scenarios).

Robert Peskin of AECOM provided a summary overview of the preliminary costs and revenues. This included an overview of capital costs, operating and maintenance (O&M) costs, and expected fare revenue. R. Peskin presented the potential federal funding sources considered in the 2014 study and further explained the Federal Transit Administration (FTA) formula funds, and potential non-federal funding sources.

P. Herlihy explained the project’s next steps. The project team will continue meeting with stakeholders and developing the project’s financial plan.

3. Discussion

Questions

Q - Does the FTA Small Starts analysis include the higher thresholds as updated by the bipartisan infrastructure bill?

A –Yes, but the project will likely be of a scale more appropriate to the FTA New Starts program rather than Small Starts.

Q – Why is the Federal Railroad Administration’s RRIF Loan Program not a top tier option?

A – The loan will need to be secured by a funding source. It’s usually funded by a dedicated tax source. No such source currently exists. The project is exploring potential new funding sources.



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Q – Does the analysis include changes in material and infrastructure costs?

A – The project is currently developing an updated capital cost estimate to reflect the currently proposed infrastructure and cost increases since the estimate prepared in 2014. The preliminary capital costs being developed will take inflation into account.

Q – Is there information about the pending CSX acquisition of Pan Am Railways?

A – CSX has committed to NHDOT that they will honor existing Pan Am agreements, including the MBTA trackage rights on the line.

Q – What are some of the major project milestones?

A – The project is currently preparing the National Environmental Policy Act (NEPA)/Environmental Assessment (EA). An administrative draft is anticipated to be submitted in the first half of 2022. Engineering will advance to 30% design this year. The project is developing a Financial Plan.

Q – Are there educational meetings happening?

A – NHDOT has met with a variety of stakeholders with over a dozen such meetings in 2021 with more to be scheduled in 2022. Meetings have been held with municipalities, RPCs/MPOs, the Manchester-Boston Regional Airport, property owners, and others. A public meeting was held on November 17, 2021, and a project fact sheet was published in summer of 2021.

Comments

- NHDOT will continue to monitor the Infrastructure Bill and expects to apply for certain grants consistent with the Financial Plan being developed.
- NHDOT will continue to monitor Amtrak's plans for expanded intercity passenger rail service.
- NHDOT will keep the congressional delegation informed of project progress. NHDOT needs political support surrounding the funding for this project.
- NHDOT has had several meetings with municipalities, MPOs, businesses, and others to coordinate project planning with ongoing planning by these and other stakeholders.



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Meeting Summary

Event: City of Manchester Financial Plan Stakeholder Meeting

Date and Time: Tuesday, February 8, 2022, 10:00 AM – 11:30 AM

Location: Virtual

1. Attendees

Manchester Stakeholder Attendees

Gray Chynoweth, Minim
Heather McGrail, Greater Manchester Chamber of Commerce
Nathan Miller, Southern New Hampshire Regional Planning Commission
Jodie Nazaka, City of Manchester
EJ Powers, Montagne Powers
Lauren Smith, City of Manchester
Kari Thurman, Representative Chris Pappas

New Hampshire Department of Transportation (NHDOT)

Andre Briere
Patrick Herlihy
Shelley Winters

Consultant Team

Jay Doyle, AECOM
Laura Parete, FHI Studio
Robert Peskin, AECOM

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) hosted a Financial Plan Stakeholder Meeting with the City of Manchester on Tuesday, February 8, 2022, at 10:00 AM, virtually on Zoom. Patrick Herlihy of NHDOT welcomed attendees to the meeting. The purpose of the stakeholder meeting was to provide an update on development of the project's Financial Plan. Attendees introduced themselves and stated their affiliations.

Jay Doyle of AECOM reviewed the meeting agenda. He reviewed the objective of the Financial Plan, which includes meeting demanding requirements of the US Federal Transit Administration (FTA) and reaching consensus with NHDOT and stakeholders regarding the magnitude of non-federal share required and potential sources.



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J. Doyle provided a recap of recent input from stakeholders, the Massachusetts Bay Transportation Authority (MBTA) and the Rhode Island Department of Transportation. J. Doyle reviewed the proposed operating plan and ridership forecast.

Robert Peskin of AECOM provided an overview operating and maintenance costs that were presented at previous stakeholder meetings. He shared fare revenue forecasts for each station location, which are based on ridership projections. R. Peskin reviewed potential non-Federal Funding Sources, Federal Funding Sources considered in the 2014 study, and FTA Formula Funds. P. Herlihy stated that if the NH Capitol Corridor rail service became operational, then the State would likely realize additional FTA Section 5307 Urbanized Area Formula funds and those funds are likely what MBTA would be looking for to operate the service. R. Peskin reviewed a list of potential Federal and State Funding opportunities. The preliminary projections of capital funding represent a range of ballpark estimates, for discussion purposes, and will be refined as the capital cost of the project is refined.

R. Peskin provided an overview of example tax increment financing districts and example benefit assessment districts within Manchester and other areas of the corridor. He shared graphics of the ¼-mile and ½-mile radius areas being evaluated for potential TIF districts. R. Peskin shared a summary of the current assessed values in these example tax increment financing districts. TIF represents the approach of not increasing the tax rate but leveraging revenues from the current tax rate applied to the incremental assessed value in the TIF district that occurs partially because of the improved access and mobility provided by the project. R. Peskin also outlined the concept of using benefit assessment districts, which leverages the accessibility and mobility benefits to residents and businesses in the broader area from the commuter rail services through an increase in property taxes dedicated to the project. The benefit assessment districts could be much larger areas than the TIF districts. The current examples include a 1-mile and 2-mile radius. R. Peskin shared an example of benefit assessment district calculations based on the current assessed value.

Patrick Herlihy explained that once the capital costs are better defined, the next round of financial stakeholder meetings will be with smaller groups.

J. Doyle explained next steps in the overall project, which include completion of the Environmental Assessment (EA) and advancing the project engineering to 30% level of design with an updated capital cost estimate.

3. Discussion

Questions

Q – Are there capital investment costs associated with the construction of the project?

A – Yes

Q – Is the project doing value engineering?

A – The Project is completing the base capital cost estimate after which a value engineering review will be performed.

Q – Is a benefit assessment district a TIF district?



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A – It's a different district. In a TIF district, there is no increase in the rate of taxation. Revenue is generated only by increases in assessed value of properties with the district. In a benefit assessment district, the rate of taxation is increased and is applied to all properties in the district. Benefit assessed district revenue grows with increases in assessed value. This method has been successfully implemented for transit projects in other states.

Q – Is there any idea of the overall construction cost per year?

A- Capital costs are being developed as the engineering progresses. For purposes of discussion, we are showing a possible range of capital cost in current dollars based on escalation of the 2014 cost estimate, which does not capture all elements of the project. Construction cost per year will depend on the year construction starts and the project delivery method used. The financial analysis is assuming that New Hampshire share of the construction costs (after various Federal sources and MBTA contribution) is debt financed. The financial analysis derives the annual revenues necessary to fund the debt service.

Q – Do you have examples of projects throughout the country that have been successful with public-private partnerships and TIF? What does that look like from an investment standpoint in the example of Rhode Island?

A – The Rhode Island experience is positive. It evolved incrementally over 30-years to include service at Providence, T.F. Green Airport, and Wickford Junction, with a new station soon to open at Pawtucket. RIDOT leverages its federal formula and capital grant funds for service from MBTA. NHDOT is trying to explore this type of framework with MBTA and will need partnerships with others locally, particularly for the stations. The Pilgrim Partnership is more of an agreement between public agencies rather than a public-private partnership. TRB Report LRD 55 "Tax Incremental Financing for Transit Projects" describes TIFs, including the opportunities and challenges. Appendix A describes several case studies of different scales.

Q – City of Manchester said the example budget breakdown appears to be based on a best-case scenario. The actual cost burden of what could be on the local sources could be a lot higher than what you're showing. Is it better to look at it in terms of higher costs? Team should provide a version of the analysis that shows "worst case" from perspective of less federal funding and no state funding.

A – The project team is continuing to develop the capital costs and to identify and evaluate funding sources to identify the local share of costs with greater certainty.

Q – Is there anything from the City of Manchester or private partners perspective that is important to you?

A – The City of Manchester has a tax cap, revenue cap, and expenditure cap, and does not want to request an override. It would be helpful to have numbers that are more fully developed and additional information about possible funding sources.

A – The Greater Manchester Chamber of Commerce asked if there is a mechanism for bringing equity from the business community into this process. NHDOT stated that they would like the Chamber's input on how to facilitate that.

A – EJ Powers said that NHDOT should share some of the project economic benefit data from the original Capitol Corridor study to provide context on the information in the updated presentation. NHDOT said they will be doing an updated economic impact analysis. The Department is trying to get the creative process flowing and work with the stakeholders to make this happen. NHDOT cannot use taxes as other states do, so NH must be creative. NHDOT may be having smaller group meetings going forward to try and navigate how to make this happen with the city, business community, etc.



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A – The City of Manchester would like to see more about how a TIF district could benefit the project. The city is in early discussions about creating a TIF district not in this area. Would like to better understand how a TIF district would impact the financial incentives it already has in place to attract development into its recently created TOD District.

A – The Southern New Hampshire Regional Planning Commission – wants to know how we can balance the funding from non-federal sources. The bottom line becomes more feasible once there is commitment from local communities. How can we optimize all tools available and equitably distribute among municipalities?

Comments

- An attendee commented on the FHWA STP funding source and stated that NH does not have a statutory prohibition to use for transit, which NHDOT confirmed
- The City of Manchester was recently awarded a RAISE grant for transportation improvements in the project area, including a roadway and bridge linking South Commercial Street with South Elm Street, which NHDOT and the consultant team acknowledged and indicated has been taken into consideration throughout this project to date.
- It was suggested that the project should think of funding sources in three buckets: Federal sources; non-federal sources (State); and non-federal sources (Local).
- The Southern New Hampshire Regional Planning Commission (SNHPC) stated that the project shouldn't solely focus on the RAISE Grant Program but see what elements of the project could fall into other discretionary programs. NHDOT said that they are evaluating other funding sources, and this is an early overview of potential sources.
- SNHPC stated they believe a benefit assessment district would require a special petition amongst landowners.
- SNHPC said the project should consider bonding against FTA Urbanized Area Formula Funds and be aware the urbanized area boundaries for Boston and southern New Hampshire may change because of the 2020 census. New boundaries of Urbanized Areas are anticipated to be published by the US Census this summer.
- Suggestion that project team should also look at IJIA for other potential sources of funding, e.g., sustainability programs.
- Suggestion that project team consider applying STP funds awarded to NH by taking a percentage of it and bonding against it.
- SNHPC suggested that the Financial Plan needs to first optimize the federal sources of funding and reduce the non-federal requirements to the smallest possible number and then identify the local sources and commitments needed to close the gap. Only after that analysis is done should there be talk about the need for state funding from the general fund.



Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

Meeting Summary

Event: Stakeholder Meeting with Simon Property Group

Date and Time: Tuesday, June 21, 2021, 1:00 PM – 2:00 PM

Location: Zoom

1. Attendees

Attendees

Tim Cummings, City of Nashua

Amy DeRoche, City of Nashua

Jay Minkarah, Nashua Regional Planning Commission

Tim Fox, Simon Property Group

Allen Smith, Simon Property Group

New Hampshire Department of Transportation (NHDOT)

Patrick Herlihy

Shelley Winters

Consultant Team

David Derrig, AECOM

Jay Doyle, AECOM

Robert Peskin, AECOM

Laura Parete, FHI Studio

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT), in coordination with the City of Nashua and the Nashua Regional Planning Commission, held a Stakeholder Meeting with representatives of Simon Property Group (Simon) on Tuesday, June 21, 2022, at 1:00 PM via the Zoom Meeting platform. Tim Cummings of the City of Nashua and Patrick Herlihy of NHDOT welcomed attendees to the meeting. The purpose of the stakeholder meeting was to brief representatives of Simon on project updates and continue the conversation about costs and funding options for the South Nashua Station.

Jay Doyle of AECOM reviewed the meeting agenda and provided a project development update. J. Doyle stated that the preferred site for the South Nashua Station is the Pheasant Lane Mall. He reviewed the proposed operating plan, which has been updated to include weekend and holiday service based on conversations with stakeholders. J. Doyle reviewed operational updates, which include MBTA as the assumed operator and high-level platforms for each station location. He shared draft renderings of the proposed station layout at the Pheasant Lane Mall.



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J. Doyle reviewed the estimated capital costs for the stations in current dollars. Robert Peskin of AECOM presented information about the operation and maintenance costs and infrastructure renewal, also in current dollars. The operations and maintenance costs include station platforms, systems, access, parking, utilities, snow removal, and landscaping. Infrastructure renewal includes planning for the 70-year useful life of the station and an annual contribution to cover eventual renewal/reconstruction of the station. R. Peskin discussed the estimated fare revenue for the four proposed NH stations and its ability to cover incremental costs of operations under the year 2030 and 2040 ridership scenarios (unconstrained and three post COVID impact scenarios).

R. Peskin discussed local financial commitments. He explained that local funding sources would need to be identified for each station. A funding commitment will need to be secured from municipal, state, and private funding sources specific to each station. NHDOT is seeking to gauge municipal and private interests in funding for each station to help move the project forward at the state level. P. Herlihy said that NHDOT has discussed the need for a potential financial commitment from the City of Nashua and City of Manchester for their respective downtown stations and would like to gauge the interest of the private sector for the South Nashua location, which some have referred to as the Pheasant Lane Mall stop. Is there palatability in a partnership or sponsorship for naming rights, etc.?

J. Doyle explained the project's next steps. The project team will continue to coordinate with federal, state, and local stakeholders, complete the Environmental Review (NEPA EA), progress the preferred South Nashua station option, complete 30% engineering (track, bridges, signals, stations, and layover), and advance the Financial Plan with identification of non-federal funding sources and amounts. The project team will be following up with municipalities to schedule the next round of discussions with financial stakeholders in the last week of July 2022.

3. Discussion

Questions

Project Team questions to Simon representatives

Q – What can Simon Properties commit to financially for the project?

A – A commitment of this size would need to be reviewed and approved by Simon Properties' executive capital committee.

Q – Has Seritage Properties stated if they would sell their portion of the property?

A – Seritage Properties has not indicated that an acquisition is planned at this time, but that is a question for Seritage to answer.

Q – Is there an entity that represents the Pheasant Lane Mall property owners?

A – There is not a collective association. Other owners include Seritage Properties, Macy's, Target, and the former JCPenney. Each owner is independent and bound by reciprocal easement agreements that govern the use of the property.

Simon representatives' questions to Project Team

Q – What is the timeline for the anticipated financial commitment?



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A – The Financial Plan needs to be completed by the end of calendar 2022 to move on to the next phase of the project.

Q – Is the proposed rail service timetable open for adjustment? How did the project arrive at the proposed timetable?

A – The timetable is based on leveraging the existing service on the Lowell Line. The proposed operating plan represents expanding service into southern New Hampshire. NHDOT reviewed this with MBTA, and it meets their current operating needs.

Q – Is parking revenue included in the current revenue projections?

A – No, this is currently based entirely on passenger fare revenue. Most passengers are projected to travel all the way to North Station. The current MBTA distance-based fares are high and charging parking would reduce the riders projected. We also weren't sure if there was interest in a partnership relative to parking control and/or management & maintenance (winter snow removal, etc.)

Comments

- Include Seritage Properties and the other property owners in future discussions about potential financial commitments for the South Nashua Station.
- The complication for this station site is the location is at boundary of two municipalities and states.
- The City of Nashua stated they'll help facilitate conversations with Tyngsborough to evaluate potential partnership opportunities.
- The project team inquired as to the prospect of Simon Properties' contributing to the capital or O&M costs of South Nashua Station, and the process and timetable for making this determination. Capital costs include planning, design, entitlement, and construction. O&M costs include facility maintenance, snow removal, repairs, and other activities exclusive of operating the rail and other transit services.
-
- The project team will send Simon Properties the presentation and other information to help inform the company's conversation about a potential financial commitment.
- The project team will need to have meetings with other mall property owners and a follow-up meeting with Simon. City to participate at project team's request.



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For internal discussion: conceptual framework for the “ask”:

1. Capital costs include planning, design, entitlement, and construction.
2. The intent is that the combined capital contributions (from Simon and the other mall property owners) will cover the balance of station capital costs once the FTA share and any TIF contribution are considered.
3. The donation of land for surface parking and access road ROW may be viewed as an in-kind capital contribution, credited to the donating parties.
4. Capital contributions should be funded in step with project expenditures, to avoid or minimize interim funding by NHDOT.
5. O&M costs include facility maintenance, snow removal, repairs, and other activities exclusive of operating the rail and other transit services. These may be provided in-cash or in-kind, depending on the definition of roles and responsibilities. To the degree that the property owner O&M contributions are in-cash, they should be paid on an established, on-going schedule (e.g., annual, semi-annual, or quarterly).



Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

Meeting Summary

Event: Financial Stakeholder Meeting with the City of Nashua

Date and Time: Wednesday, August 3, 2022, 9:30 AM – 11:00 AM

Location: Zoom

1. Attendees

Attendees

James Donchess, Mayor, City of Nashua
Tim Cummings, City of Nashua
Amy DeRoche, City of Nashua
Stephen Michon, City of Nashua
Jay Minkarah, Nashua Regional Planning Commission

New Hampshire Department of Transportation (NHDOT)

Andre Briere
Shelley Winters

Consultant Team

Jay Doyle, AECOM
Robert Peskin, AECOM
Laura Parete, FHI Studio

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) held a Financial Stakeholder Meeting with the City of Nashua on Wednesday, August 3, 2022, at 9:30 AM via the Zoom Meeting platform. Shelley Winters of NHDOT welcomed attendees to the meeting. The purpose of the stakeholder meeting was to continue the conversation about the NH Capitol Corridor Financial Plan and provide updates about questions asked from previous meetings with the City of Nashua.

Jay Doyle of AECOM reviewed the meeting agenda and provided a project update. The agenda consisted of reviewing key numbers, explaining the transition from sketch level planning to cash flow, and reviewing the schedule and key milestones.

J. Doyle presented the types of costs and revenues, which include capital costs, operating & maintenance (O&M) costs, infrastructure renewal costs, and fare revenue. J. Doyle said that the estimated capital costs for the stations in current dollars (March 2022) is \$537.2 Million. He stated that the costs are the same as presented at previous meetings with the City. J. Doyle said that engineering is progressing to 30% design and that the team will be conducting value engineering. The capital costs will be updated at this milestone.



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He reviewed escalation to the mid-point of construction, which assumes 2029 as the middle of construction. This was populated based on the environment assessment (EA), 30% design, the financial plan, and the project entering development in 2022-2023, permitting and project delivery mechanism being determined in 2024, the final design and construction bid documents being completed between 2025-2027, and construction occurring between 2028 and 2030.

J. Doyle reviewed escalation/inflation scenarios. He discussed how low and high inflation scenarios have been tested. J. Doyle reviewed the baseline information for capital costs. He discussed potential local funding sources, which include a citywide property tax increase, tax increment financing, room, and meal tax. He explained different funding scenarios at the federal, state, and local levels based on types of grants and socioeconomic factors. J. Doyle discussed the evaluation factors and total capital costs for South Nashua and Crown Street Stations.

Robert Peskin of AECOM presented information about the derivation of increment to property tax rates. He stated that the assumption from previous meetings is that the city will pay for 100% of capital costs, O&M costs, and a portion of infrastructure renewal for its downtown station, i.e., the Crown Street station. R. Peskin discussed grants that assist in funding for infrastructure renewal. The factor that impacts these scenarios is the level of ridership.

R. Peskin discussed data issues. He asked the city to confirm the estimated Nashua tax base. The City of Nashua confirmed this figure, which is noted below in the comments. The project will adjust estimated figures based on this updated information. R. Peskin presented the incremental tax rate to fund downtown stations and infrastructure renewal. He explained the different federal, state, and local shares for the medium pandemic impact/low inflation scenario. J. Doyle discussed the annual infrastructure renewal costs for the Nashua Crown Street Station

J. Doyle explained the project's schedule. The project team will continue to coordinate with federal, state, and local stakeholders, complete the Environmental Review (NEPA EA), complete 30% design and value engineering, and advance the financial plan. The financial plan's next steps are agreeing on a cost-sharing framework, pursuing MassDOT/MBTA commitments, coordinating with CSX, finalizing the PE cost estimates, and drafting third-party agreements.

J. Doyle presented an overview of the FTA New Starts Capital Investment Grant process, which includes Project Development, Engineering, and a Full Funding Grant Agreement. The project is anticipated to enter the Project Development step in fall/winter 2022. This includes the FONSI, selected LPA, inclusion in the LRTP of the corridor MPOs, 30% commitment of non-CIG funding, and initiating the request for federal funding in late August 2023. J. Doyle shared information about the FTA New Starts evaluation criteria.

Discussion

Questions from Meeting Attendees to Project Team:

Q – Do construction cost estimates include the Massachusetts portion of the project?

A – Yes, this includes the Massachusetts portion, which is 9 miles out of the proposed 30 miles of rail improvements.



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Q – What does the point about both cities paying for a portion of infrastructure renewal mean?

A – It means that each city (Nashua and Manchester) are responsible for contributing to renewing certain parts of their respective downtown station infrastructure over time.

Q – Are the capital costs and O&M for the layover facility integrated into the cost estimates mentioned earlier?

A – The presentation slide discussed earlier presents only the project capital costs, not the O&M costs. The project team can provide a summary of the O&M costs associated with the Crown Street Station.

Q – Are the 202 parking spaces shown on the plan enough to cover ridership?

A – The project team anticipates that most of the ridership at this station will be pedestrian and transit-based. The potential need for additional parking spaces will be evaluated in response to actual ridership.

Q – Are we assuming any grade separations at Bridge Street and East Hollis Street?

A – The current plan assumes that the existing at-grade crossings will remain. The surfaces and warning devices will be upgraded, but there aren't any proposed separations at this time.

Q – When is the date that the City of Nashua needs to commit funding to the project? What is needed from the City?

A – The project needs to receive a letter of support from the City of Nashua by the end of the 2022 calendar year. By August 2023, the project needs a firmer commitment. If the project doesn't move forward, the City of Nashua is not required to provide a financial commitment.

Q – What is the maximum amount of funding required from the city?

A – \$28 Million in capital funding, plus infrastructure renewal funding over time, and annual O&M. The annual O&M is relatively low because the city is already maintaining the existing park & ride facility. The additional O&M would be primarily for the station platform and passenger plazas and circulation areas.

Q – In terms of the \$216,000 per year expected infrastructure renewal for the station, does the project want a reserve fund from the city or just a commitment to assume these costs once needed?

A – FTA will react favorably if the project has reserves. The first contribution wouldn't happen until after the project is completed.

Q – When we are seeking approval for this funding, will the project team be available to present?

A – It depends on when the meeting happens. The team's contract ends in January 2023. The presentations and materials will be available. The project team can be available in fall 2022 to help with the letter of support process from the city.

Questions from the Project Team to Meeting Attendees:

Q – Is the City of Nashua in communication with the City of Manchester relative to this project and are there plans to work together to message the project needs to elected officials?

A – The two cities will need to be engaged and coordinate with one another to help the project move forward. The more advocacy that the project receives from the municipalities, the better chance it stands to move forward.

Q – Does the City of Nashua have specific plans for the parcel located south of the existing park and ride lot?



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A – The City does not currently have plans for that parcel other than potential expansion of the existing parking lot for additional spaces. The existing lot is approximately 250 spaces, which will be somewhat reduced to provide space for station passenger areas and a bus pickup/drop-off area. Other privately owned nearby parcels have the potential to be redeveloped to higher and better uses, such as transit-oriented development (TOD).

Comments

- The City of Nashua tax rate is based on actual assessments as they are, which equates to around \$10 Billion. The tax rate is based on this figure.
- The City of Nashua must have a vote from the Aldermen to borrow money for this project.
- The City of Nashua requested that the project team send a template for a letter of support that the City of Nashua can use for reference.
- NHDOT stated that the real heavy lift on the implementation of the NH Capitol Corridor rail service will be on the state level and the City of Nashua, or collectively Nashua and Manchester, will need to be engaged in that process.
- Seritage Growth Properties has been in the news reported to be selling off real estate assets. They own the existing parking lot south of the state line at the proposed South Nashua Station, which the project has identified for “shared parking.” This is something that needs to be considered moving forward. The team may need to bring the town of Tyngsborough, MA into the conversation.



Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

Meeting Summary

Event: Financial Stakeholder Meeting with Simon Properties

Date and Time: Tuesday, October 11, 2022, 2:00 PM – 3:00 PM

Location: Microsoft Teams

1. Attendees

Attendees

Timothy Fox, Simon Properties

Amy DeRoche, City of Nashua

Jay Minkarah, Nashua Regional Planning Commission

New Hampshire Department of Transportation (NHDOT)

Andre Briere

Shelley Winters

Consultant Team

Jay Doyle, AECOM

Laura Parete, FHI Studio

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) held a Financial Stakeholder Meeting with Simon Properties on Tuesday, October 11, 2022, at 2:00 PM via the Microsoft Teams Meeting platform. Jay Doyle of AECOM welcomed attendees to the meeting. The purpose of the stakeholder meeting was to continue the conversation about the NH Capitol Corridor Financial Plan and provide updates about questions asked from previous meetings.

Jay Doyle of AECOM reviewed the meeting agenda, which consisted of a project background overview and updates about engineering, station costs, funding sources, and next steps. J. Doyle provided a quick review of the project background. He presented updated renderings of the proposed station locations and reviewed the capital cost estimates of the stations, escalation scenarios, operations, and maintenance (O&M), and infrastructure renewal. J. Doyle paused to ask if anyone had questions or comments, which are noted later in this document.

J. Doyle concluded the meeting by stating that the project team will follow up with Simon Properties towards the end of the year.



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Discussion

Questions from Simon Properties to NHDOT

Q – Is it anticipated that the South Nashua Station will be privately funded?

A – Yes, it is expected to be funded privately.

Q – What happens if private funding is not secured or there are challenges with the station?

A – Demonstrating a public/private partnership for the proposed South Nashua Station is important to the overall success of the project. Without such a partnership the station could be relocated or potentially eliminated depending on the circumstances.

Questions from NHDOT to Simon Properties

Q – Have the upsides of developing a station on this property been discussed within Simon Properties?

A – Yes, the upsides have been discussed, but there are varying factors and complications that exist with zoning. Simon Properties said that the property is fully developed on the New Hampshire side. There would likely need to be some type of trade-off. On the Tyngsborough side, there is a significant development opportunity but restrictive zoning.

Q – How receptive is Tyngsborough to helping move the project forward?

A – They continue to be interested and engaged. Zoning changes have not been discussed and are political matters. Zoning changes likely require a town-wide vote.

Q – Is there anything that Simon Properties needs from the project team to facilitate discussions with Tyngsborough or move forward with internal conversations?

A – Simon Properties will follow up with Tyngsborough. Internally, Simon Properties needs to understand the intentions of the new owner of the former Sears parcel before making any commitments. There is some resistance to this being the sole station that is privately funded for the project.

Q – Is it known when there will be a new owner of the Sears property?

A – Based on what the project team learned from the City and/or Planning Commission, there is not a clear timeline as to when a new owner will take over the property. It is expected that negotiations over the sale of the property could take several months.

General Comments

- Simon Properties noted that the former Sears parcel is for sale. It is anticipated that there will be a change of ownership. This means that a major player in decisions regarding the proposed station parking has not yet been engaged in discussions about funding for the South Nashua Station. Simon properties said the number of parking spaces needed for the station may pose an issue on the property. They said that the future owner of the former Sears property will need to be engaged before moving forward.
- Simon Properties said that they are planning to reconnect with the Tyngsborough Zoning Committee, but it will take some time.
- AECOM stated that most of the capital cost for the project is not in the stations but in upgrading the rail line, the layover facility, etc.



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- The three other proposed stations, layover facility, and 30 miles of track, signals, and related infrastructure are expected to be funded through a combination of federal, state, and local funding. South Nashua is the simplest and lowest cost of the four proposed stations. Private sector participation in funding the South Nashua Station is important for demonstrating there is a public/private partnership supporting the overall project.
- Simon Properties stated that they will not make a financial commitment until they know if the new third-party owner of the former Sears property plans to contribute financially to help fund the station.
- NHDOT stated that they can discuss this information further and may consider extending the financial commitment deadline.
- The project team stated that they would like to follow up with a discussion closer to the end of the year to revisit this matter.



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Meeting Summary

Event: Financial Plan Meeting with the Nashua Regional Planning Commission

Date and Time: Thursday, December 8, 2022, 1:00 PM – 3:00 PM

Location: Virtual

1. Attendees

Manchester Stakeholder Attendees

Mayor Joyce Craig, City of Manchester
Kristen Clarke, City of Manchester
Timothy Clougherty, City of Manchester
Robert Gagne, City of Manchester
Owen Friend-Gray, City of Manchester
Shannon MacLeod, City of Manchester
Jodie Nazaka, City of Manchester
June Trisciani, City of Manchester
Sharon Wickens, City of Manchester

New Hampshire Department of Transportation (NHDOT)

Andre Briere (Deputy Commissioner)
Shelley Winters (Director)

Consultant Team

Jay Doyle, AECOM
Laura Parete, FHI Studio
Eduardo Plasencia, AECOM
Robert Peskin, AECOM

2. Presentation Summary

The New Hampshire Department of Transportation (NHDOT) hosted a Financial Plan Stakeholder Meeting with the City of Manchester on Thursday, December 8, 2022, at 1:00 PM, virtually on Zoom. Andre Briere of NHDOT welcomed attendees to the meeting. The purpose of the stakeholder meeting was to provide an update on the development of the project's Financial Plan. Attendees introduced themselves and stated their affiliations.

Jay Doyle of AECOM reviewed the meeting agenda. He discussed the costs and revenues, which have been updated based on 30% design costs. Robert Peskin of AECOM reviewed the potential funding scenarios and ridership scenarios, the pandemic's impact on ridership, and the anticipated cost responsibilities of the municipalities. The municipalities are anticipated to be responsible for the downtown stations: capital construction costs, O&M costs, and a portion of infrastructure renewal. R.



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Peskin explained the escalation inflation scenarios and a summary of the construction costs associated with the downtown Manchester Station. He provided an overview of the sketch level planning of capital funding by each funding partner and the cash flow analysis.

A. Briere and Shelley Winters of the New Hampshire Department of Transportation stated that the agency is happy to provide additional information and continue conversations to help move the process forward.

3. Discussion

Questions

Q – You presented the amount of \$43 Million for the Manchester Station. Can you explain the difference between the number shared over the summer and this amount?

A – The station cost shown over the summer was based on March 2022 costs and conceptual design. As the design progressed to 30% over the summer and fall, the estimate was updated to reflect some changes in material quantities as well as unit price inflation from March to October 2022.

Q – How would the proposed electrification of the Lowell Line impact this project?

A – Presuming this question is based on recent news articles and/or referencing a white paper prepared by Transit Matters, it should be noted that this group is not a Massachusetts government agency. They are a think-tank advocacy group. While it does propose an extension of the Lowell Line, there are a lot of specifics in the document that differ from the Nashua-Manchester project. NHDOT plans to reach out to this group to see what they are hearing from the Massachusetts side.

Q – What are the guarantees to the cities in southern New Hampshire that they are going to have commuter rail long-term without MBTA deciding at some point in the future to cease service?

A – While service levels can go up or down based on external events such as the pandemic, MBTA has not walked away from the services they have committed to, and since a layover facility is planned to be sited in Manchester, a recession of NH service would have negative ongoing operating impact (increase deadhead miles).

Q – Did you take into consideration that the City of Manchester is already directing its Meals and Rooms tax revenue towards the SNHU Arena's debt?

A – Yes, based on previous discussions with the city regarding existing debt obligations for the Arena, we utilized 2027 as the first year in which Meals and Rooms tax revenue contributions would be available for the planned rail station.

Q – Do you have a parallel presentation for the City of Nashua?

A – The project team met with the City of Nashua a few months ago and had a productive conversation of a similar manner relative to their downtown (Crown Street Station). The team has advanced the design of those stations since the last meeting and plans to meet with the City of Nashua in the coming months to provide a similar updated presentation.

Q – When you are talking about Manchester you are calling it a full station, is that accurate?

A – It is a station, consistent with other MBTA Commuter Rail "stations", but it is not a physical brick-and-mortar building. It is a full-length high-level commuter rail passenger platform, pedestrian bridge,



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platform canopies, passenger information system and other passenger amenities, access roads, bus loop, and requires other site and utility work.

Q – Do you have any renderings of Manchester Station?

A – Yes, we will share that with you on the screen. (Downtown Manchester Station renderings subsequently shared)

Q – Will the Nashua stations have a platform or a building?

A – All of the stations are designed similarly with a full-length high-level passenger platform, typical of MBTA's newer commuter rail stations. (All four station renderings subsequently shared for point of comparison)

Q – The station rendering image shows an at-grade pedestrian crossing to reach the platform. Has the concept been coordinated with CSX?

A – The project team is not proposing any new at-grade crossings of the freight track(s). Freight trains would not have any new at-grade crossings proposed as part of this project. The proposed station at Manchester has its own set of station tracks separate from CSX freight operations. NHDOT will be coordinating further with CSX as the project advances. As you may be aware CSX acquired the rail line from Pan Am in June 2022.

Q – Do you have a rendering of the Downtown Manchester Station with a view looking southward from the vicinity of Granite Street?

A – No, we do not have a rendering from that viewpoint, but we will discuss the creation of one.

Q – The City is planning to have a roadway bridge crossing between South Commercial Street and Elm Street funded by a federal RAISE grant. Does the station pedestrian bridge account for this?

A – Yes, the proposed station pedestrian bridge is well to the north of the City's proposed RAISE grant bridge. There is still the need for the RAISE grant bridge alignment to be coordinated with the planned commuter rail layover facility south of Manchester Station.

Q – NHDOT asked about when the next meeting to further discuss the City's participation in the Downtown Manchester Station could be held and inquired if there was additional information that the City needed for their internal discussions.

A – The City indicated they planned to debrief and would then get answers back to NHDOT.

Comments

- The project team stated that the financial analysis uses City of Manchester Meals and Rooms tax revenue as the primary source of capital funding for the Manchester Station. This is consistent with the preference of the city as expressed to the project team at the prior meeting in the summer of 2022.
- The City of Manchester indicated they would likely have a hard time committing to the project without knowing the commitments of the other key players.
- For this project to ultimately advance, it will need support from the Commonwealth of Massachusetts and the State of New Hampshire, specifically the NH State Legislature. It is unlikely that the project will be supported at the NH state level unless there is at least a soft financial commitment in the near term, coupled with strong advocacy for this project, at the



Nashua-Manchester 40818 Passenger Rail (Capitol Corridor) Project

local level (i.e., minimally Manchester and Nashua). The financial plan, which will identify funding sources and/or commitments, will be reviewed and considered by the NH Legislature as they consider whether this project should advance. NHDOT will provide information and share results of this project with the Legislature.

- The City of Manchester said it was helpful to see the renderings of the Manchester Station. It helps the city to visualize what the capital costs would be going towards. The city requested to see an additional rendering showing the north end of the station with a view southward from Granite Street.
- NHDOT stated they would send the city a copy of the renderings that had been shared on screen.
- The City of Manchester expressed that it is still supportive of this project.



Exhibit I-4

Fact Sheets



THE NASHUA-MANCHESTER PASSENGER RAIL (CAPITOL CORRIDOR) PROJECT

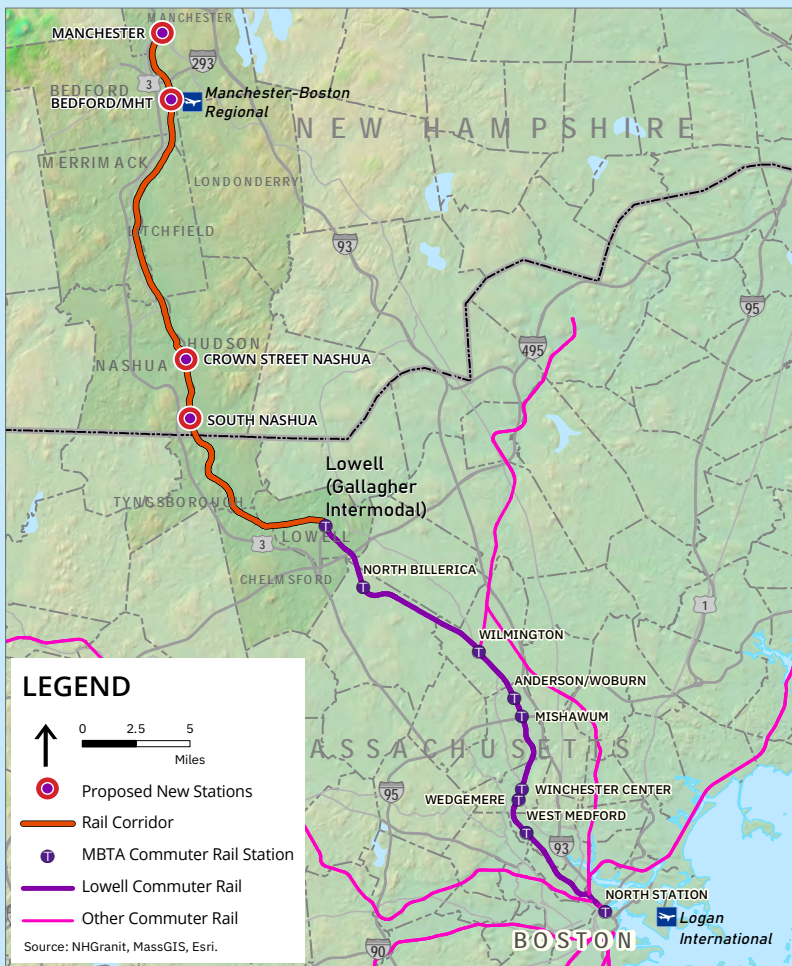
Summer 2021

What is the Nashua-Manchester Passenger Rail (Capitol Corridor) Project?

The Nashua-Manchester Passenger Rail (Capitol Corridor) Project extends the Massachusetts Bay Transportation Authority (MBTA) Commuter Rail service 30 miles from Lowell, Massachusetts to Manchester, New Hampshire. The proposed service will use approximately 10 miles of MBTA railway from Lowell, MA to Nashua, NH, and 20 miles of MBTA trackage rights on Pan Am Railways (Pan Am) Northern Branch northward into Manchester.

The project is currently in the development phase. Key steps to be completed in this phase include preliminary design engineering, State and Federal environmental review and development of the financial plan.

Where is the Project Located?



Project Goals



Transportation and Mobility: Leverage the existing transportation network to improve access and mobility within the corridor and throughout the region.



System Integration: Invest in transportation improvements that complement the existing multi-modal transportation network.



Economic Development and Land Use: Support the vision for growth laid out in local/regional development plans.



Sustainability: Support transportation investments that contribute to an environmentally, economically, and socially sustainable community.

Project Purpose

The purpose of the Nashua-Manchester project is to diversify mobility options that connect the Southern New Hampshire region with the population, employment, and commercial centers in the Greater Boston area, reduce congestion, emissions, and travel time, and provide mobility options that promote equity and support demographic trends and travel preferences in the project corridor.

Project Needs

- Provide an alternative to roadway congestion from projected population growth.
- Connect Southern New Hampshire's transportation network to existing modes.
- Invest in transportation infrastructure that provides additional travel options for passengers and goods.
- Improve transportation options to attract employers to New Hampshire and improve employment options for New Hampshire residents.
- Improve transit connectivity to support attraction and retention of residents in the project area.
- Provide alternatives to passenger vehicle travel as aging workers and retirees become less willing or able to confront congestion on the regional roadway network.
- Invest in transit-oriented development in targeted areas adjacent to rail corridor infrastructure.
- Invest in multi-modal alternatives to passenger use to reduce emissions and fuel consumption.

Infrastructure and Service Features of the Project


- ✓ Approximately 30-miles of upgraded track
- ✓ Signal system upgrades with Positive Train Control (PTC)
- ✓ Four new passenger stations and one new layover facility
- ✓ Upgraded rail bridges and at-grade crossings
- ✓ Commuter rail service frequency comparable to existing MBTA Lowell Line

Financial Plan

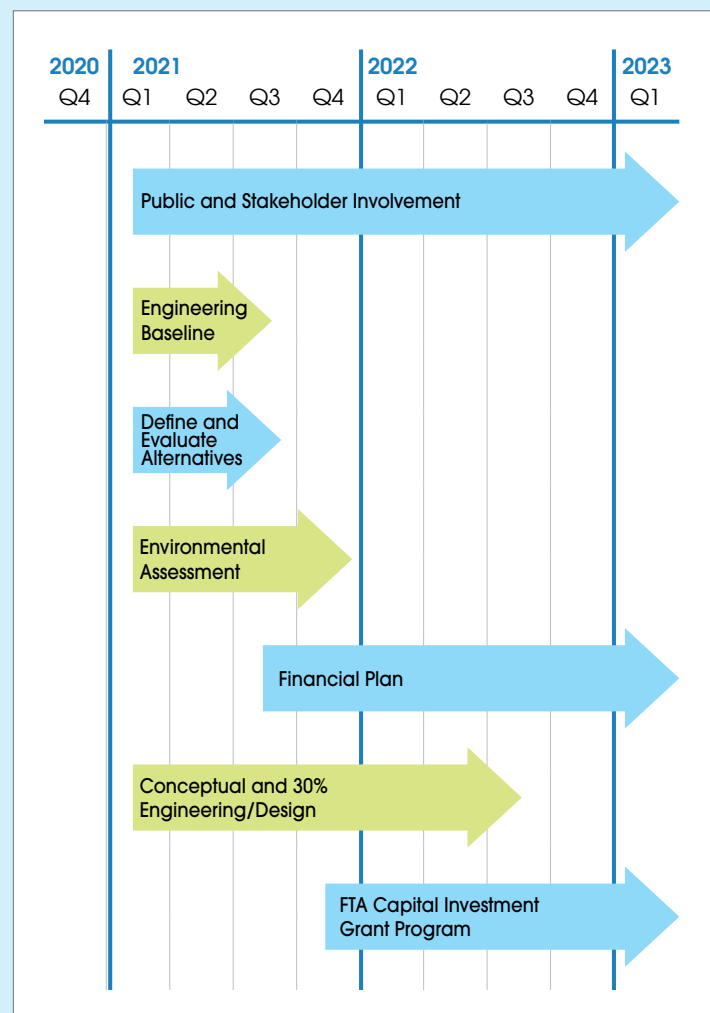
A feasible and sustainable financial plan is central to the success of the project. Building upon prior work, the financial plan will explore alternative funding sources, cost-sharing with Massachusetts, financing mechanisms, and opportunities for private sector participation. The plan will assess the potential for Transit-Oriented Development (TOD) to generate value capture to help pay for related project costs, such as the stations and the surrounding land use.

For More Info

 nhcapitolcorridor@fhstudio.com

 www.nh.gov/dot/projects/nashuamanchester40818/index.htm

Project Timeline



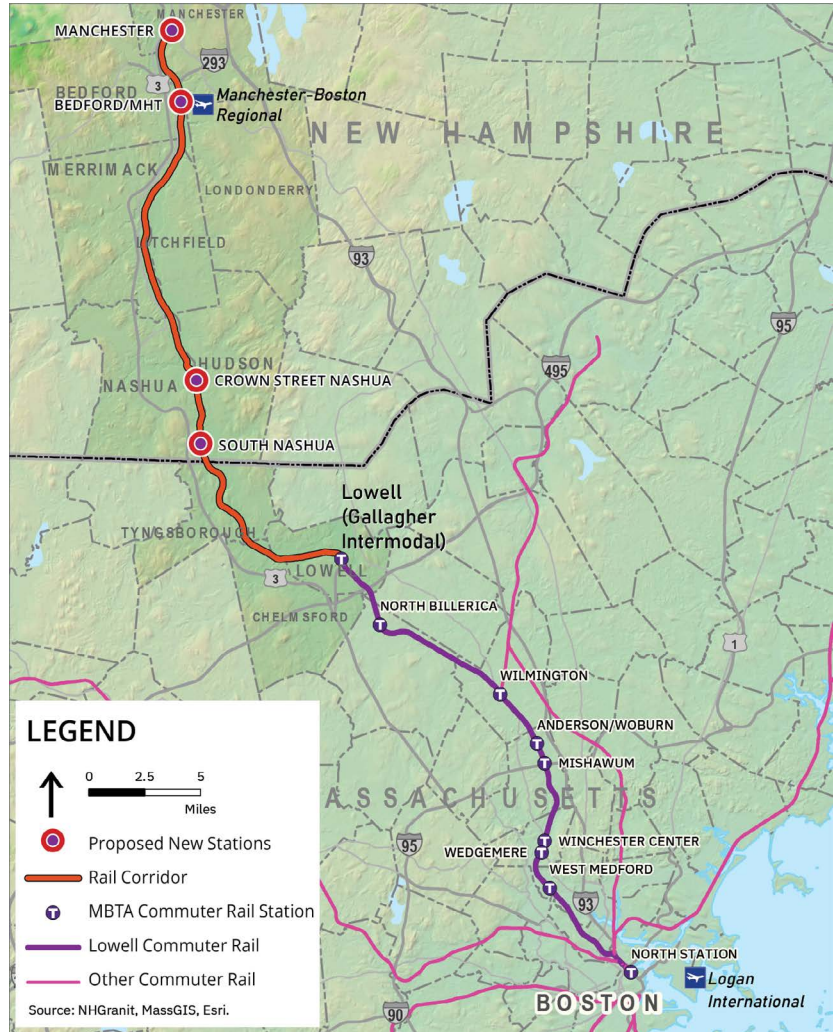
Project Background

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**

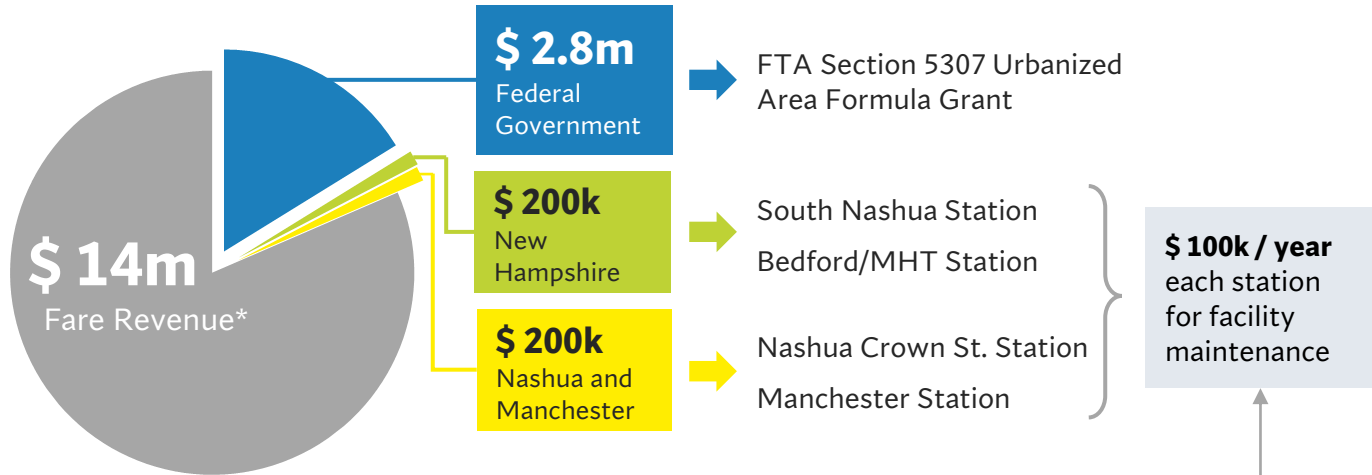
End of the line layover facility in Manchester significantly reduces incremental operating costs

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

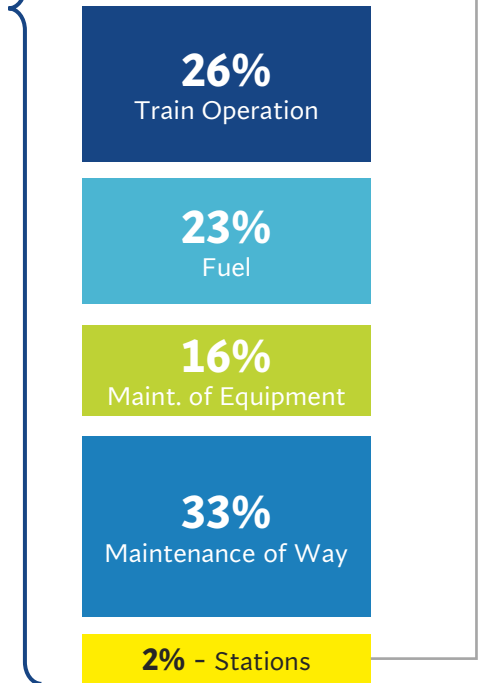
Sources of Funds



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.

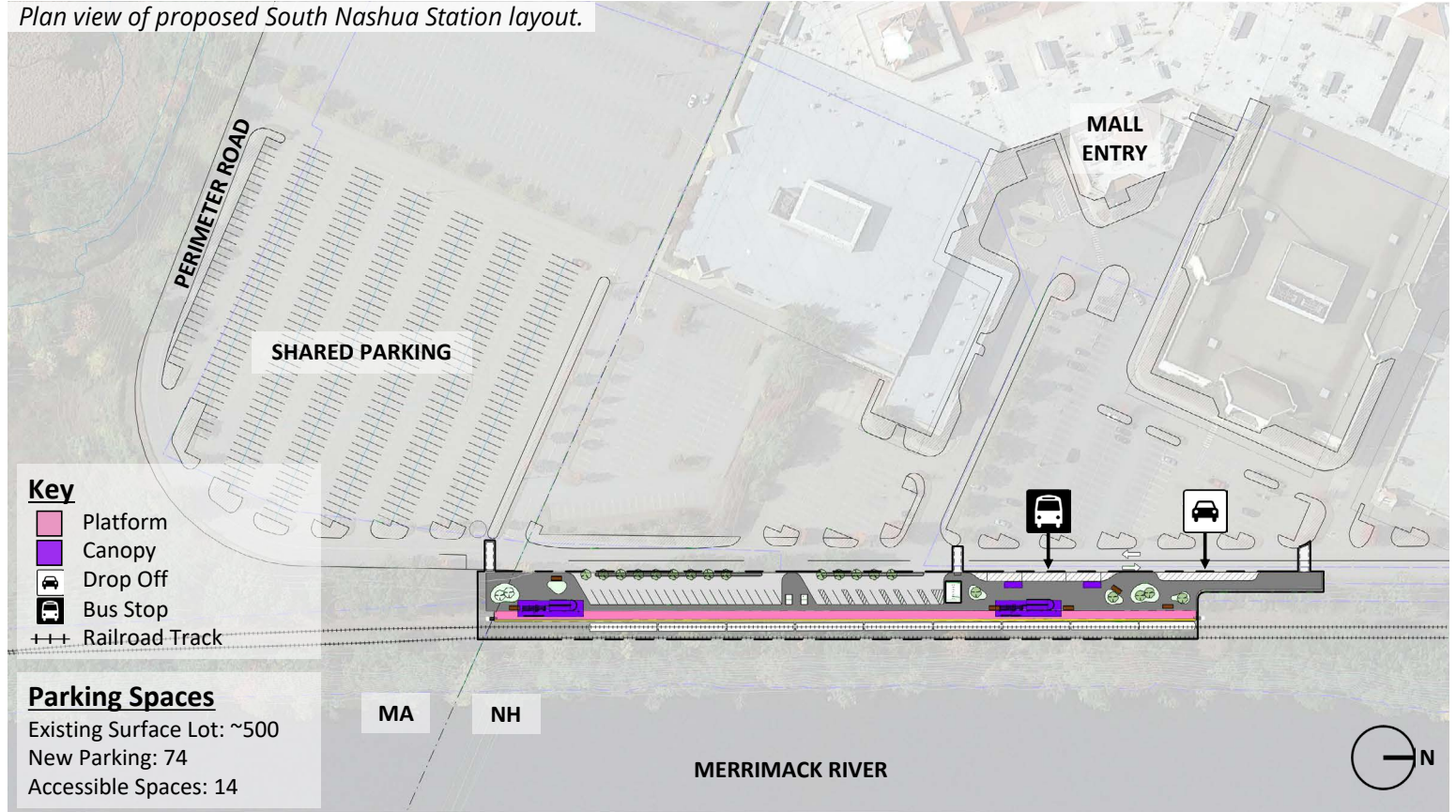
The existing surface parking lots and access roads to be utilized by the station are within some of the privately held parcels that currently comprise the overall Pheasant Lane Mall complex, which enables the project to leverage existing infrastructure for this proposed location.

Estimated Capital Cost: \$21.2M

(October 2022 dollars)

South Nashua Station

Plan view of proposed South Nashua Station layout.



Rendering of the proposed South Nashua Station.

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.

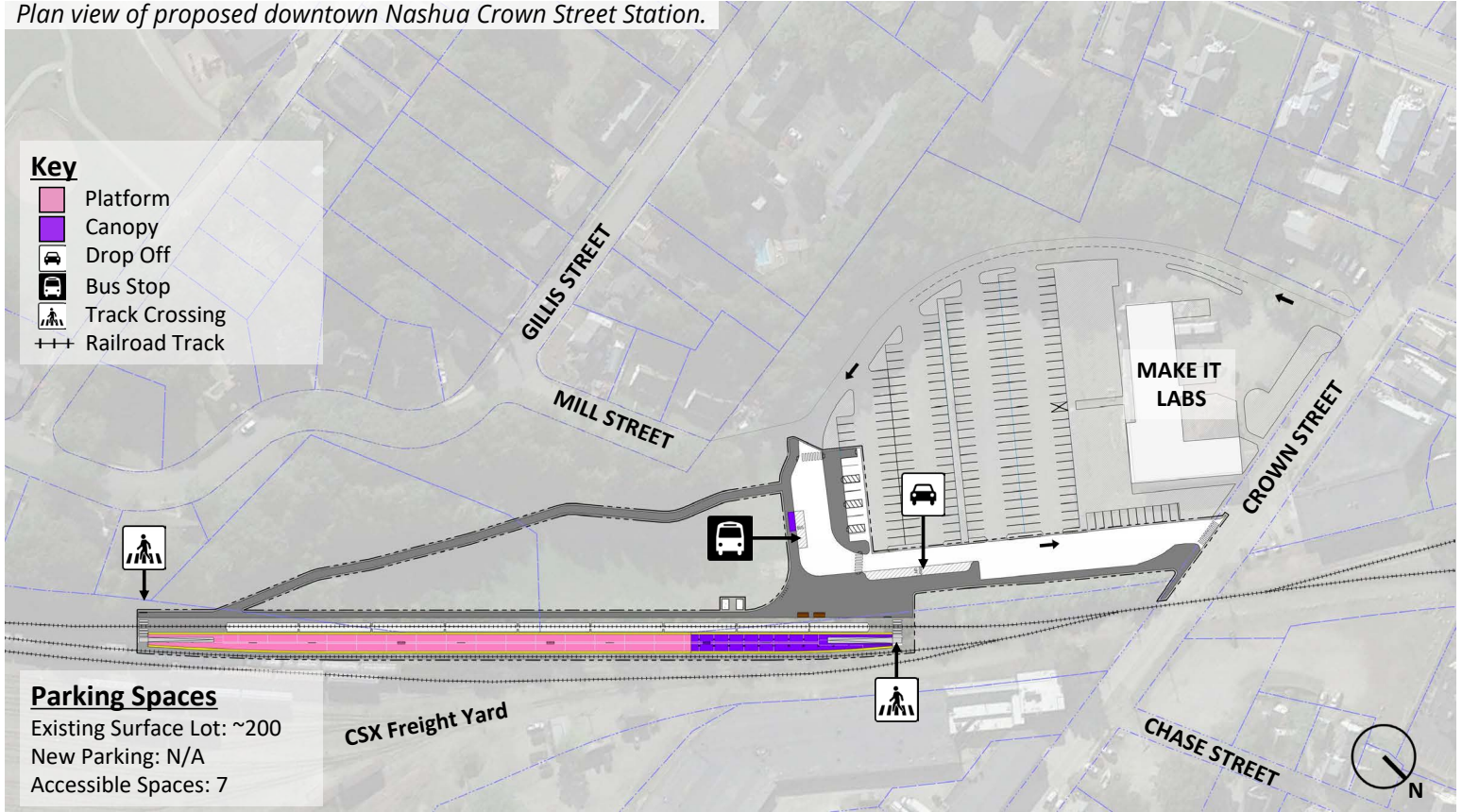
The potential Nashua Crown Street Station would be accessed via new access points at Gillis Street and Mill Street. The west side of the potential Crown Street Nashua Station site is currently served by existing NTS bus routes 3, 7 and 1, and with minor route modification, these existing Nashua Transit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



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 Wieczorek 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.



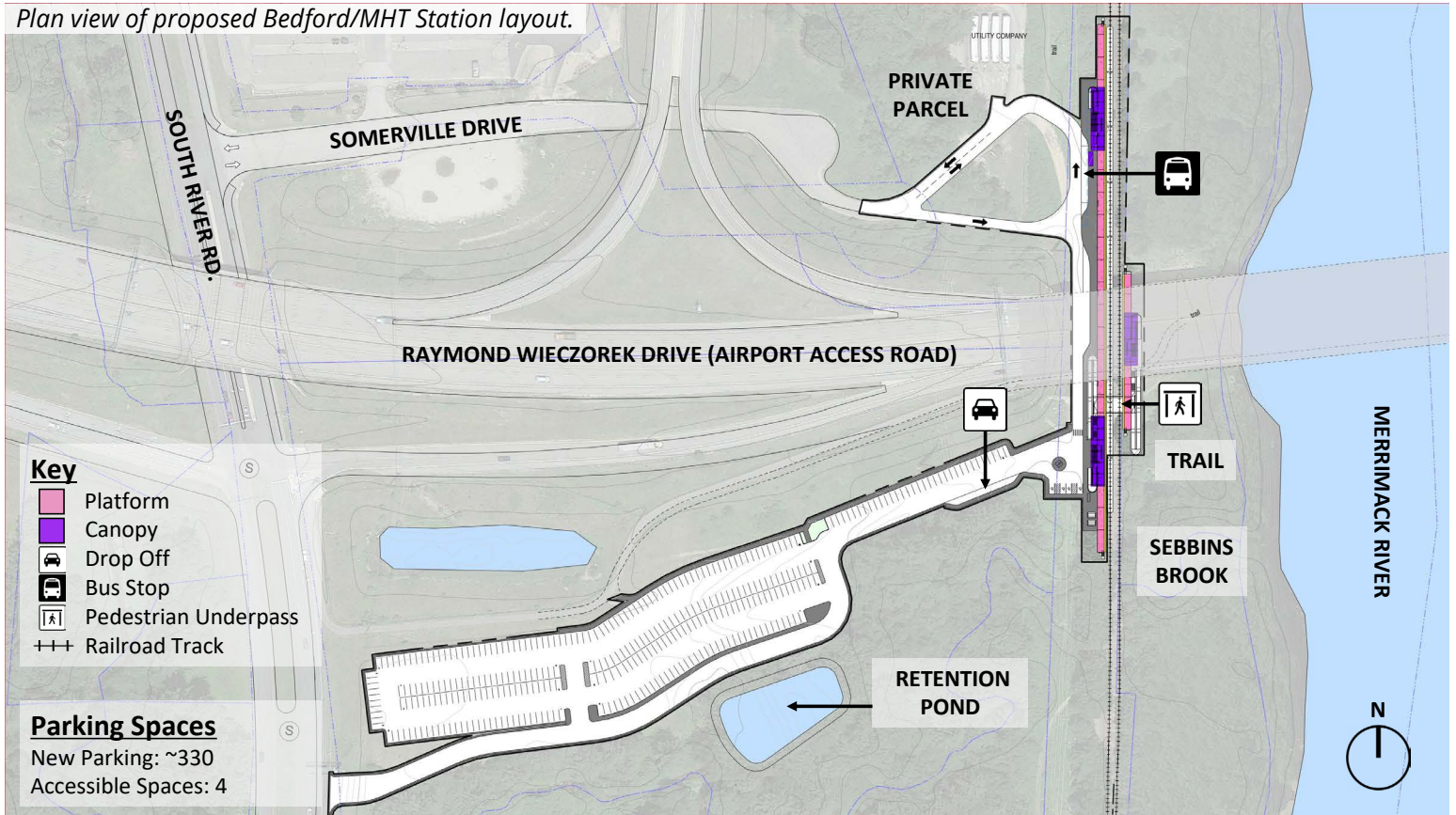
Rendering of the proposed Bedford/MHT Station.

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.



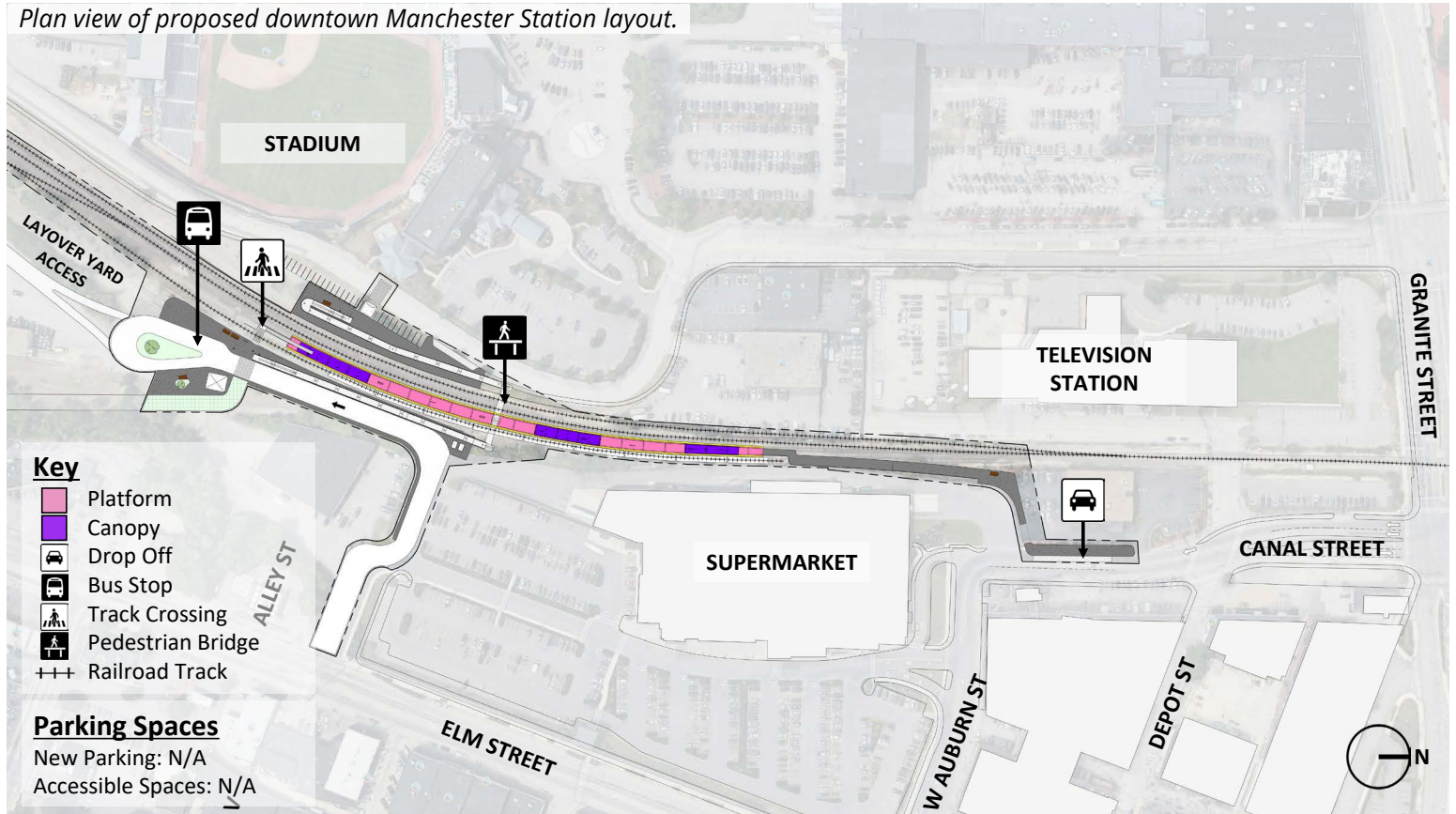
Rendering of the proposed downtown Manchester Station from Granite Street.

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.