CAPITOL CORRIDOR RAIL ALTERNATIVES: AT A GLANCE

Problems Addressed/Objectives/Benefits (Top Five)

- Congestion in MA: reduce trip times, provide alternative mode[1]
- Higher-paying jobs in/near Boston: return money to NH[2]
- Attract, retain population to NH: younger, educated professionals[3]
- Build NH employee base for existing, new businesses[4]
- Promote concentrated development (TOD): environment, economy[5]

Alternatives: definition, cost, benefits

Manchester Regional Commuter Rail[6]	▪ Extends MBTA commuter rail service north from Lowell, MA to Manchester, NH with intermediate stops at South Nashua, Nashua Crown St., and Bedford/Manchester-Boston Regional Airport (Manchester Airport or MHT) ▪ 16 weekday trains for Manchester and 34 weekday trains for Nashua
Nashua Minimum Commuter Rail[7]	▪ Extends MBTA commuter service north from Lowell, MA to South Nashua, NH ▪ 20 weekday trains for South Nashua
Intercity 8[8]	▪ Four daily intercity passenger rail round trips between Concord, NH and Boston, MA making intermediate stops at Manchester, Bedford/Manchester Airport, Nashua Crown St., and Lowell and Woburn, MA ▪ *Downeaster* type start up

*Note: Decision on intercity bus service yet to be determined; will be part of 2015 discussions.

Alternative	New NH Weekday Transit Passenger Trips[9]	New Residential Units[10]	New Jobs[11]	Total Capital Cost (In Millions 2014$)[12]	NH Costs after Federal Grants and MA Contribution[13]	Annual Operating Cost (In Millions 2012$)[14]
Manchester Regional Commuter Rail	2,568	3,600	5,600	$246	$72	$11
Nashua Minimum Commuter Rail	670	1,100	2,500	$120	$39	$4
Intercity 8	946	1,600	2,400	$256	$128	$8

Alternatives: major differences[15]

- Manchester regional commuter: strong on benefits (ridership, economic), but high capital cost
- Nashua South commuter: lowest cost rail option, but weak on benefits; possible starter service
- Concord intercity: service to Concord, strong economic benefits, but highest cost, unlikely MA support

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[1] *Final Report*. Pages 1, 13; Appendix 9, Page 4; Appendix 2, Pages 2, 17
[2] *Final Report*. Pages 3, 15; Appendix 9, Page 10
[3] *Final Report*. Pages 12, 13, 36; Appendix 2, Pages 5,17,27,28, 30
[4] *Final Report*. Pages 3, 12, 13, 36, 50; Appendix B to Task 7. Pages 4, 5, 11
[5] *Final Report*. Appendix 9, Page 10
[6] *Final Report*. Appendix 7, Pages 4-5
[7] *Final Report*. Appendix 7, Pages 10-11
[8] *Final Report*. Appendix 7, Pages 14-15
[9] *Final Report.* Page 40; Appendix 6, A
[10] *Final Report*. Page 35; Appendix 7, Pages 28-31
[11] *Final Report.* Page 40; Appendix 7, Pages 27-31
[12] *Final Report*. Page 38; Appendix 7, Page 37
[13] *Final Report.* Page 40; Appendix 3, Page 22
[14] *Final Report.* Page 40; Appendix 3, Page 6
[15] *Final Report*. Page 40

Implementation, Next Steps

- 2015: decisions on preferred strategy, major progress on financial plan
- 2017-2018: Project Development
- 2022/2023: operations

Financial: Key Conclusions, Potential Options

- Major support required from state and/or local governments[16]
- Assumption: 50 percent of capital from the federal government[17]
- Assumption: major support from Massachusetts for commuter rail options[18]
- Value capture, Public Private Partnership, "non-traditional" sources possible, but will not cover costs
- To date, no state/local commitments
- Potential sources: state capital program, parking fees, vehicle registration fees, municipal contributions, property taxes, lottery revenues, value capture[19]

Funding Source	Feasibility	Yield	Annual Estimate (In Millions)	Comments
NH State Capital Program	High	High	$10.0	7.6% of 2014 debt payment (principal + interest)
NH Parking Fees	High	Low	$0.7	Based on $4.00 per day parking fee
Vehicle Registration Fees	Medium	High	$5.9	$5.00 fee on passenger vehicles and trucks statewide
Municipal Contribution	Medium	Medium	$1.0-3.0	$1 million/city with new stations; city discretion regarding source
Regional Greenhouse Gas Initiative (RGGI)	Medium	Low	$0.5	Based on historical awards
Property Tax	Low	High	$15.7	0.1 million applied statewide
Lottery Revenues	Low	Medium	$3.7	5% of net proceeds
Value Capture	Low	Low	--	Need more study to estimate

Key Questions/Issues

- Existing intercity bus service: for now, stays as is in plans; to be reassessed during further planning.
- Why not bus-only service? Much less ridership, economic impact. No development impact.
- Operator: commuter, probably MBTA; intercity, possibly Amtrak.
- MA/MBTA support: extensive, ongoing discussion; probable financial support (rolling stock, trackage rights).
- FTA support: extensive, ongoing discussion, Cambridge, DC.
- MA-only options (Tyngsborough): not on table.
- Top priority in 2015: serious progress on financial plan.

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[16] *Final Report*. Appendix 3, Page 2; *Final Report.* Pages 20, 21
[17] *Final Report.* Appendix 3, Page 7, 8, 20; *Final Report*. Pages 19, 20
[18] *Final Report.* Pages 22, 40; Appendix 3, Page 22
[19] *Final Report*. Page 21; Appendix 3, Pages 13-19; Appendix 9, Pages 181-187