

# ***Southern New Hampshire Passenger Rail Proposal***

*Developed cooperatively by the Office of Governor John Lynch, Pan Am Railway, City of Nashua, City of Manchester, Manchester Airport, Nashua Regional Planning Commission, Southern New Hampshire Planning Commission and the Greater Nashua Chamber of Commerce*

- ❖ **Rail Shuttle** – Passengers would use rail shuttle between Manchester and Lowell. A transfer would occur in Lowell from those using MBTA rail from Lowell into Boston.
- ❖ **Three Stations** – Stations are proposed in south Nashua, near Manchester Airport and in downtown Manchester
- ❖ **Four Round Trips Per Day** – The service would provide four round trips per day with three of four in the morning and afternoon commute hours
- ❖ **Pan Am Railways** – Pan Am Railways would be the operator for the service
- ❖ **Nashua-Wilton Feeder Service** – Also included as a part of the proposal is a feeder service from Wilton to Nashua
- ❖ **Ridership Forecasts** – Modeling studies forecast opening day one-way ridership of 994 passengers per day and 20 year forecasts of 1,684 one-way passengers per day.
- ❖ **Development Costs** – in millions:

<b>Manchester to Lowell</b>	
Transportation and Support	\$1.0
Track, Bridges, Structures	\$26.7
Communication and Signal	\$9.7
Layover Facilities	\$4.9
Equipment (8 locomotives, 16 coaches)	\$5.1
Stations (Manchester, Manchester Airport and Nashua)	\$30.0
Manchester to Lowell Total	\$77.4
<b>Wilton to Nashua</b>	
Transportation and Support	\$0.4
Track	\$12.3
Communication and Signal	\$6.6
Layover Facilities	\$4.9
Equipment	\$2.0
Stations (two stations at undetermined locations)	\$10.0
Wilton to Nashua Total	\$36.2
 Total Rail Shuttle Development Costs	 \$113.6

- ❖ **Proposed Funding Sources** – in millions:

Committed Congestion Mitigation Air Quality Funds	\$21.5
Committed Federal New Starts Funds	\$4.3
New Federal earmark	\$65.1
Match (local contributions to station development)	\$22.7
Total	\$113.6

❖ **First Year Operating Expense** – in millions:

Transportation	\$3.3
Track	\$1.0
Communication and Signal	\$0.4
Bridge and Structures	\$0.5
Mechanical	\$3.3
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Total	\$8.5

❖ **Projected Funding for Initial Seven Years** – in millions:

	Congestion Mitigation Air Quality Funds	Fare box	State/Other	Total
2010	\$5.00	\$2.40	\$1.00	\$8.40
2011	\$4.50	\$2.50	\$1.65	\$8.65
2012	\$4.00	\$2.70	\$2.21	\$8.91
2013	\$3.00	\$2.75	\$3.43	\$9.18
2014	\$2.00	\$2.80	\$4.66	\$9.46
2015	\$1.00	\$2.90	\$5.84	\$9.74
2016	\$0.00	\$3.00	\$7.03	\$10.03

❖ **Tasks and Schedule** - The following describes the major tasks that must be completed prior to starting the proposed rail shuttle service.

- a) Meet with Federal Transit Administration Regional Director and secure support for rail shuttle proposal (January/February 2007)
- b) Request support of Congressional delegation (January/February 2007)
- c) Authorizing Legislation for Rail Authority (January to June 2007)
- d) Formation of Study Committee to Address Liability Issue (January to June 2007)
- e) Secure Manchester and Nashua station sites (January to June 2007)
- f) Attain Federal Earmark (July to December 2007)
- g) Funding commitment by Manchester, Nashua and Manchester Airport for station development (July to December 2007)
- h) Legislation limiting rail liability (January to July 2008)
- i) Complete Federal Environmental Assessment (January to July 2008)
- j) Secure additional CMAQ funds (January to July 2008)
- k) Begin construction (October 2008)
- l) Purchase locomotives and coaches (January to July 2009)
- m) Begin rail shuttle service (July 2010)