CAPITOL CORRIDOR RAIL ALTERNATIVES: AT A GLANCE

Problems Addressed/Objectives/Benefits (Top Five)
- Congestion in MA: reduce trip times, provide alternative mode
- Higher-paying jobs in/near Boston: return money to NH
- Attract, retain population to NH: younger, educated professionals
- Build NH employee base for existing, new businesses
- Promote concentrated development (TOD): environment, economy

Alternatives: definition, cost, benefits

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Manchester Regional Commuter Rail</td>
<td>2,568</td>
<td>3,600</td>
<td>5,600</td>
<td>$246</td>
<td>$72</td>
<td>$11</td>
</tr>
<tr>
<td>Nashua Minimum Commuter Rail</td>
<td>670</td>
<td>1,100</td>
<td>2,500</td>
<td>$120</td>
<td>$39</td>
<td>$4</td>
</tr>
<tr>
<td>Intercity 8</td>
<td>946</td>
<td>1,600</td>
<td>2,400</td>
<td>$256</td>
<td>$128</td>
<td>$8</td>
</tr>
</tbody>
</table>

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

Alternatives: major differences
- 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 40; Appendix 7, Page 37
13 Final Report. 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
- Assumption: 50 percent of capital from the federal government
- Assumption: major support from Massachusetts for commuter rail options
- 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

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

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
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