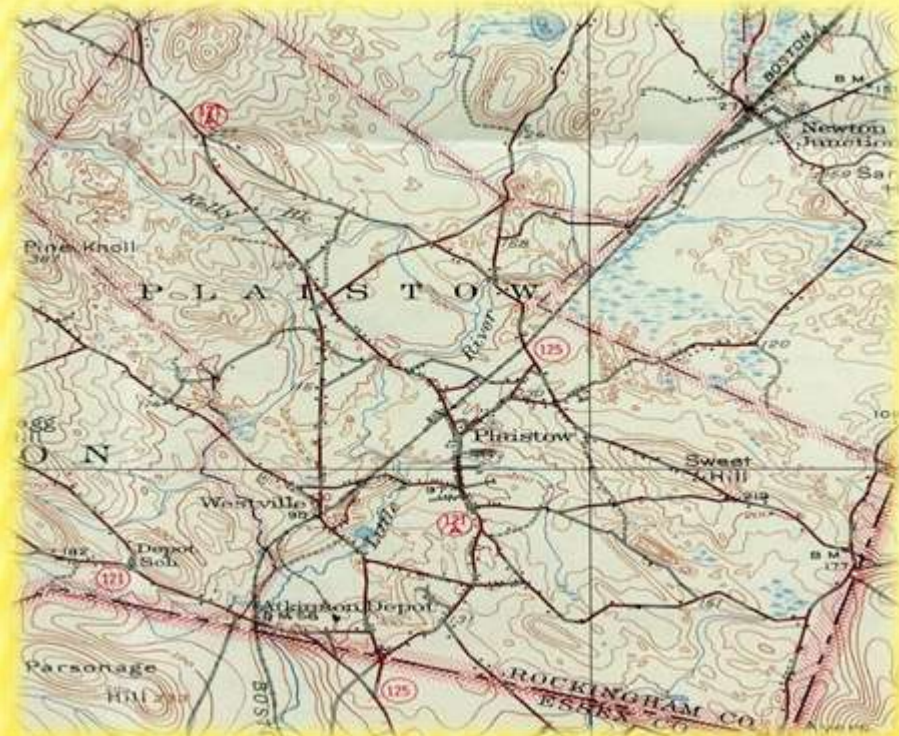




# WELCOME FTA!

*Plaistow On The Move...*



*Wednesday, May 25<sup>th</sup> 2011*

*1:00PM Plaistow Town Hall*

# PLAISTOW, NEW HAMPSHIRE “OUR COMMUNITY”

*Falling in love with “Our Community” is easy—as the Town of Plaistow is a very special place, with special people who have a deep appreciation for Our Community's history and tradition. Plaistow is a community where a diversity of ideas, people, and opportunities converge. It is a place where our citizens foster a powerful patriotism rooted in the heart of our own Congressional Medal of Honor winner Daniel George—a Plaistow native.*



# TOWN OF PLAISTOW: OVERVIEW



- Plaistow ranks 40th in population (7,800) but would rank 5th or 6th if the Route 125 service population (30,000) were included
- **One of the State's highest in unemployment rates (9.3%)**
- Plaistow is the regional center, home to the regional middle school & regional high school
- As one of the gateway communities to and from New Hampshire, and key economic center in the region, the Town of Plaistow, has worked for over 20 years to improve strategies for transit oriented development and re-development.
- Every corner of New Hampshire—especially the Town of Plaistow—has suffered from the severe economic downturn with large layoffs and closures in retail, manufacturing sectors. As a major retail employment center, Plaistow continues to struggle to fill vacant properties along one of New Hampshire's busiest arterial roadways—Rt 125.
- Most recently, our efforts to re-establish Commuter Rail service in Town through a unique interstate—interagency agreement, represents a powerful commitment to enhance inter-state commerce, inter-state job creation and major transportation improvements to the economic vitality of both states.



# PLAISTOW/MBTA PROJECT HISTORY

- 1990 – Plaistow Area Transit Advisory Committee (PATAC) formed to bring commuter rail back to Plaistow. Former B&M rail service discontinued in 1968.
- Efforts to evaluate feasibility of the Project included regional Non-Binding Referendum on Passenger Rail Service;
- 1994 – 1st phase of 3-phase PATAC plan established Route 125 commuter bus serving Epping, Kingston, and Plaistow. Plaistow stop at the Park and Ride.
- 1997 – 2nd phase of 3-phase PATAC plan completed when Park and Ride opened.
- 1997 – 2001 – 3rd phase of 3-phase PATAC plan (commuter rail service) on hold, waiting for establishment of Amtrak Downeaster service.
- 2001 Congestion Mitigation/Air Quality (CMAQ) funds obtained for rail platform and 3 years operating subsidies.
- 2002 – 2008 – 3rd phase again on hold, getting trackage rights and funding in place.
- 2008 – MBTA approached Plaistow to see if interest still existed in locating a rail station in Plaistow.
- 2008 – MBTA interested in moving layover facility from Bradford, to a location north of the Haverhill station. They were looking at 2 sites; one at the Haverhill/Atkinson/Plaistow town line (Hilldale Ave.) and the other at the former Westville Homes site in Plaistow.
- 2008 – Change in project scope from rail platform to rail station and layover facility. Form team to carry project through to completion.

# PLAISTOW/MBTA PROJECT TEAM

- ✘ Supported by Plaistow Board of Selectmen
- ✘ Supported by Plaistow Planning Board
- ✘ Tim Moore, Chairman Plaistow Planning Board; New Hampshire Rail Transit Authority (NHRTA); Plaistow Conservation Commission
- ✘ Cliff Sinnott, Executive Director, Rockingham Planning Commission
- ✘ Scott Bogle, Sr. Transportation Planner, RPC
- ✘ Scott Bosworth, Fort Hill, LLC (former Under Secretary for MA Executive Office of Transportation)
- ✘ Kris Ericson, Viking Hill LLC (former Chief of Staff for the MBTA)
- ✘ Christopher “Kit” Morgan, Administrator, NHDOT Bureau of Aeronautics, Rail and Transit
- ✘ Mike Pillsbury, NHDOT Deputy Commissioner
- ✘ Leigh Komornick, Plaistow Town Planner
- ✘ Peter Burling, NHRTA Chair
- ✘ Mike Izbicki, NHRTA Interim Executive Director (Resigned from NHRTA & team)



# PLAISTOW/MBTA PROJECT ACTIVITIES – POST 2008

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- ✘ Project on hold from 2001 for 3 reasons:
  - + 1. No identified source of CMAQ local match.
  - + 2. Pan Am Railway (PAR) required double tracking from Plaistow to NH/ME border as a condition to extend the commuter service to Plaistow.
  - + 3. No identified source of long term operating subsidies.
- ✘ April, 2010: 2<sup>nd</sup> CMAQ grant application submitted.
- ✘ July, 2010: TIGER II grant application submitted for both the layover facility and the train station at the Park and Ride lot. Although the grant was not received, several important activities took place:
  - + Partnership formed with MBTA, MassDOT, Plaistow, and NHDOT.
  - + MBTA and PAR agree on a trackage rights swap, MBTA now has the rights to operate passenger service to Plaistow – no double track required.
  - + MBTA agrees to provide 20% local match for the entire project.
  - + MBTA, NHDOT, and Plaistow will form an agreement similar to the Pilgrim Partnership between MBTA and RIDOT. Provides for the long term operating subsidies to be paid for by capital purchases (bi-level rail cars) that will also accommodate additional NH ridership boarding at Plaistow.
- ✘ **January, 2011: Town notified that it had received an \$8.4M CMAQ grant**

# PLAISTOW/MBTA PROJECT

## 2010/2011 PUBLIC PRESENTATIONS

- **Plaistow BOS Meetings (2009-2010)** *Many public updates on local access; BOS Letters of Support of both the CMAQ & TIGER II Grants*
- **Rockingham Planning Commission/MPO Forum (June 2010)**  
Rockingham MPO 2010-2035 Long Range Transportation Plan
- **Rockingham Economic Development Corporation (June 2010)**  
Presented an overview of Plaistow MBTA project
- **Meetings with State Officials in Plaistow**  
*Various meetings with Commissioners from NH DRED; NH DOT; State/Federal Officials*
- **Governor's Advisory Committee on Intermodal Transportation (GACIT), October 1, 2009**  
*Ten-Year Plan Hearing-Plaistow Town Hall*
- **New Hampshire Rail Transit Authority (March 2010, August 2010)**  
*Received support for Plaistow/MBTA project and letters of support for the CMAQ & TIGER II grants*
- **NHDOT Natural Resource Agency Coordination Meeting (August 18, 2010)**  
*NHDES/EPA/Fish & Wildlife*
- **Public Information Session (September 2010)**  
Presented to Community on recent progress with Plaistow/MBTA *(2010 CMAQ & TIGER II grants)*
- **Presentation to Regional Selectmen's Association (October 2010)**  
Presented to Regional Selectmen on recent progress with *Plaistow/MBTA (2010 CMAQ & TIGER II grants)*
- **Presentation to Regional Selectmen's Association (October 2010)**  
Presented to Regional Selectmen on recent progress with Plaistow/MBTA *(2010 CMAQ & TIGER II grants)*
- **Several meetings with Atkinson Rail Investigation Committee (September, 2010 through March, 2011)**



# PLAISTOW/MBTA PROJECT

TRANSPORTATION BENEFIT-COST ANALYSIS PREPARED BY HDR (AUGUST 20, 2010)

- Travelers who will use the Plaistow rail, instead of driving or taking the bus, will mean fewer users on the roadways, resulting in a reduction in emissions, congestion, vehicle operating costs, accidents, and pavement wear and tear.
- A comparison of the benefits and costs of the Plaistow project has provided an indication of whether or not this project is worthwhile.
- The Plaistow/MBTA project has received a very favorable **2.3 to 1** Cost benefit ratio over a 30 year time horizon.

## Plaistow/MBTA Project Benefits:

- Benefits to Existing Users \$ 11.3 Million
- Benefits to New Users \$ 87.8 Million
- Pavement Maintenance Savings \$ 0.3 Million
- Accident Reduction Savings \$ 45.6 Million
- Highway Users \$ 155.3 Million
- Environmental Benefits \$ 10.0 Million

**TOTAL BENEFITS \$ 310.4 Million**

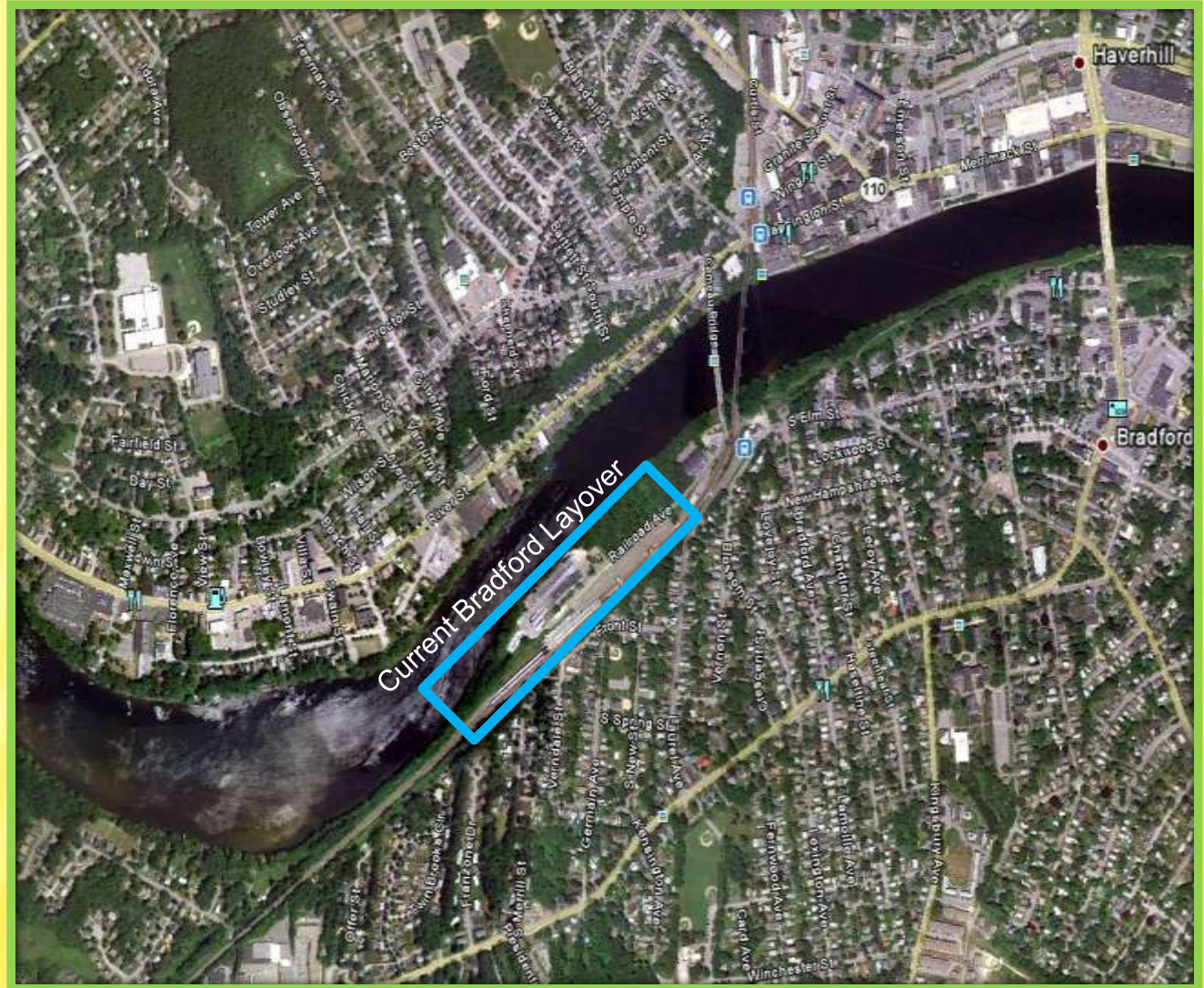


# EXISTING BRADFORD LAYOVER STATION

Q: What is the history of the Bradford Layover station:

A: Before 1987, the MBTA parked its commuter trains overnight in an isolated layover station between Haverhill's Little River and an industrial property at the edge of Hale Street. (A) The layover station was then moved to Bradford, just up from the Bradford train station.

- NO Sound wall
- NO Protective Berm
- NO Trees/Landscaping
- Minimal site mitigation
- Abuts residential on both sides



# PROPOSED LAYOVER SITES-

## HAVERHILL / ATKINSON / PLAISTOW LINE

Q: What efforts has the MBTA made to re-locate the Bradford Layover facility?

A: In 2008, the MBTA completed a study to evaluate 12 potential locations—north of Bradford as potential locations for a permanent layover facility for the Haverhill Line.

The 12 properties were narrowed down to two (2) properties as outlined—property “A” on the Haverhill/Plaistow/Atkinson line and “B”—the former Westville Homes property in Plaistow.

On the bottom right is the proposed location of the Plaistow MBTA Station.



# PROPOSED LAYOVER SITE – WESTVILLE HOMES

**Q: What are the advantages to the Westville Homes site?**

**A:** Located in an industrial zone, approximately .1 miles from the proposed rail station, works operationally for the MBTA and has capacity for a 6<sup>th</sup> train set.

**Q: What are the disadvantages to the Westville Homes site?**

**A:** Approximately 20 Plaistow residents within 1500 feet of the facility and approximately 120 Atkinson residents between 1500 and 2500 feet of the facility.



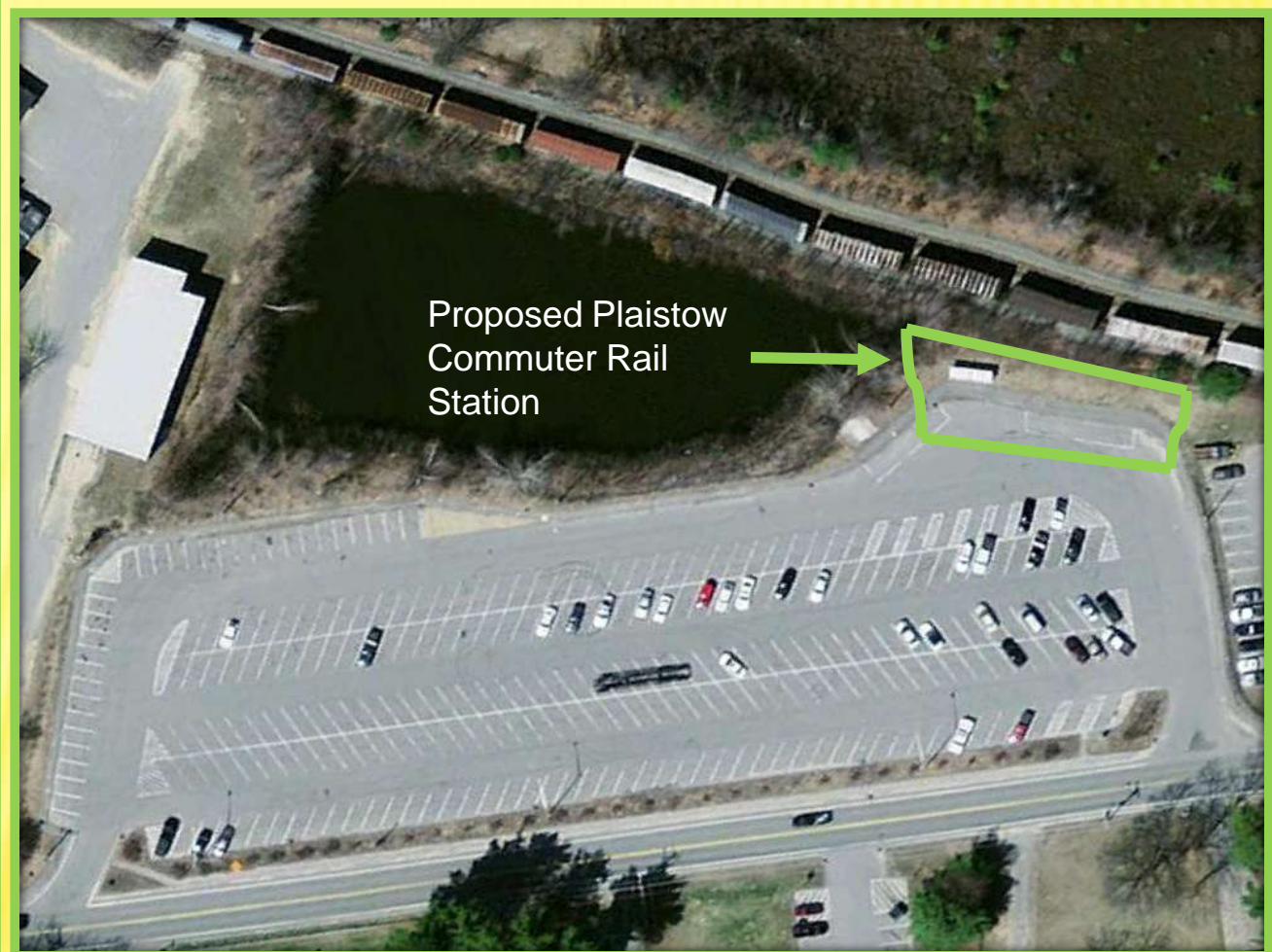
# PLAISTOW'S "MICHAEL C. WESTON MEMORIAL" PARK & RIDE LOT

Q: What is the history of the Plaistow Park & Ride Lot:

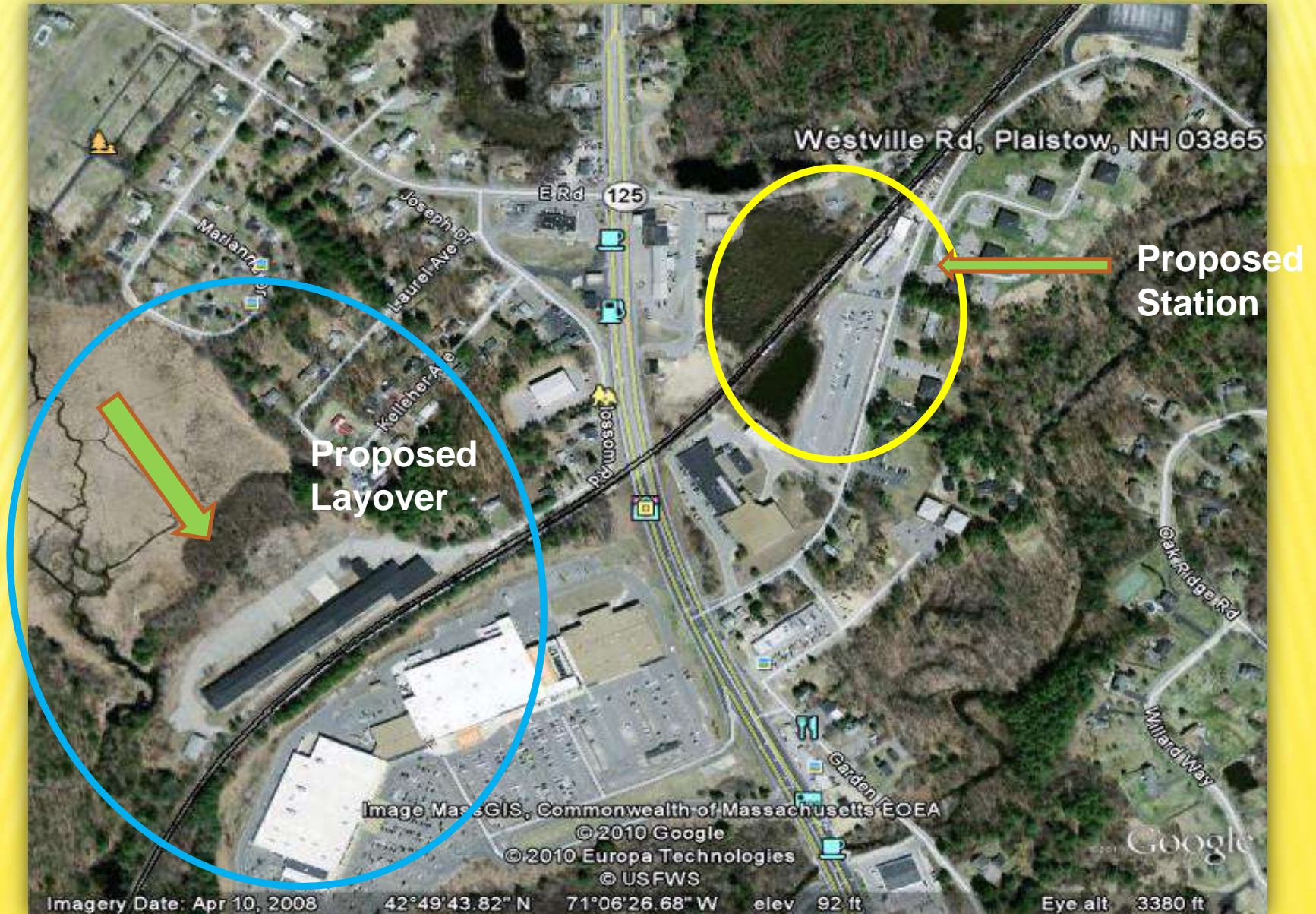
A: The Plaistow Park & Ride Lot was Established in 1996 as part of a 3 phased plan to bring commuter rail service to Plaistow.

The lot was designed with 277 parking spaces to support the future Plaistow inter-modal transportation center.

Plaistow's Park and Ride Lot is named after Michael C. Weston—a regional transportation leader from Danville.



# PLAISTOW/MBTA PROJECT



# PLAISTOW/MBTA CMAQ PROJECT COMPONENTS & BUDGET

CATEGORY/ITEM	2001 CMAQ Request	2010 CMAQ Original Request (April 2010)*	2010 CMAQ Revised Request (December 2010)	80% Federal Funds - Revised Request	20% Local Match for Revised Request	NOTES
<b>Planning/Design/Engineering</b>						
Preliminary Engineering	\$10,000	\$680,000	\$323,820	\$259,056	\$64,764	10% of CMAQ Construction total
NEPA - Environmental Assessment	\$0	\$0	\$500,000	\$400,000	\$100,000	Funds necessary to perform Environmental Assessments and Alternative/Impact analysis
<b>Engineering Subtotal</b>	<b>\$10,000</b>	<b>\$680,000</b>	<b>\$823,820</b>	<b>\$659,056</b>	<b>\$164,764</b>	
<b>Right of Way</b>						
Purchase in Fee of parcel for Layover Facility	\$0	\$1,815,000	\$2,000,000	\$1,600,000	\$400,000	Westville Homes site - Per Comm. Appraiser opinion @ \$25-\$28/sq. ft. & assessed value per Town of Plaistow. (25.7 Acres)
Hazardous Materials Contamination Site Assessments (Phase 2)	\$0	\$100,000	\$100,000	\$80,000	\$20,000	Provided through RPC Brownfields Program; estimates are provided to do a Phase II assessment- identify possible hazardous materials and propose a remediation plan.
Purchase of Easement for Siding	\$0	\$20,000	\$40,000	\$32,000	\$8,000	Freedom Tire Site. Easement 22 feet wide x 800 feet long abutting rail corridor; Easement cost represents 33% of assessed value
<b>Right of Way Subtotal</b>	<b>\$0</b>	<b>\$1,935,000</b>	<b>\$2,140,000</b>	<b>\$1,712,000</b>	<b>\$428,000</b>	
<b>Construction</b>						
Construction of Passenger Platform (2001), Enclosed station with high level platform (2010)	\$100,000	\$2,107,500	\$2,100,000	\$1,680,000	\$420,000	Funds will support the construction of an enclosed "Green" Commuter Rail/Multi-Modal Station
Platform maintenance costs (3 yrs)	\$540,000	\$0	\$0	\$0	\$0	Town of Plaistow will provide facility maintenance
Construction of Track Switch and Siding	\$0	\$280,000	\$280,000	\$224,000	\$56,000	Preliminary estimate only, awaiting estimate from MBTA; Includes construction of 800 ft of track; plus signal and switch installation.
Layover Facility Soundwall	\$0	\$318,500	\$318,500	\$254,800	\$63,700	Est. \$35/sq. ft; 650 ft. x 14ft.
Construction Oversight & Contingency	\$0	\$539,700	\$539,700	\$431,760	\$107,940	Estimated at 10% of Construction Costs
<b>Construction Subtotal</b>	<b>\$640,000</b>	<b>\$2,706,000</b>	<b>\$3,238,200</b>	<b>\$2,590,560</b>	<b>\$647,640</b>	
<b>MBTA Capital Expenses</b>						
<b>MBTA Subtotal Capital Expenses</b>	<b>\$325,800</b>	<b>\$3,200,000</b>	<b>\$2,300,000</b>	<b>\$1,840,000</b>	<b>\$460,000</b>	MBTA capital funds in exchange for Plaistow service. (Note the 2001 application estimated \$325,000 for 3 yrs of operating costs.)
<b>Project Subtotal</b>	<b>\$975,800</b>	<b>\$8,521,000</b>	<b>\$8,502,020</b>	<b>\$6,801,616</b>	<b>\$1,700,404</b>	Funding represents the NH Commitment for inter-state commuter rail project
Less existing CMAQ Allocation	\$0	\$975,800	\$975,800	\$780,640	\$195,160	Prior 2001 CMAQ Award
Less Phase 2 Site Assessment Costs	\$0	\$100,000	\$100,000	\$0	\$20,000	RPC Brownfields program
<b>Project Total</b>	<b>\$975,800</b>	<b>\$7,445,200</b>	<b>\$7,426,220</b>	<b>\$5,940,976</b>	<b>\$1,485,244</b>	

\*Original Total for Original Application incorrect (\$7,382,657)

# PLAISTOW 2010 CMAQ APPLICATION

## (OPERATING COSTS)

Estimated train operation cost:	\$65/mile
Originating train round trip mileage (to/from layover):	0.2 miles
Midday train round trip mileage (to/from Haverhill station):	9.2 miles
Weekday total mileage (5 originating + 8 midday trains):	74.6 miles
Weekend total mileage (1 originating + 5 midday trains):	46.2 miles



Annual cost for 254 weekdays:	\$1,231,646
Annual cost for 111 weekend days/holidays:	\$333,333

## Total annual cost:

**\$1,564,979**



# PLAISTOW 2010 CMAQ APPLICATION

## (OPERATING REVENUES)

MBTA Zone 8 round trip fare:	\$15.50
MBTA Zone 8 monthly pass fare:	\$250
Weekday ridership – round trip fares:	255
Weekday ridership – monthly passes:	255
Weekend ridership – round trip passes:	125



Assumptions: 1/2 weekday riders have monthly passes, weekend ridership is 1/2 the weekday ridership, monthly passes cover weekend fares

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Annual revenues for 254 weekdays:	\$1,768,935
Annual revenues for 111 weekend days/holidays:	\$215,063

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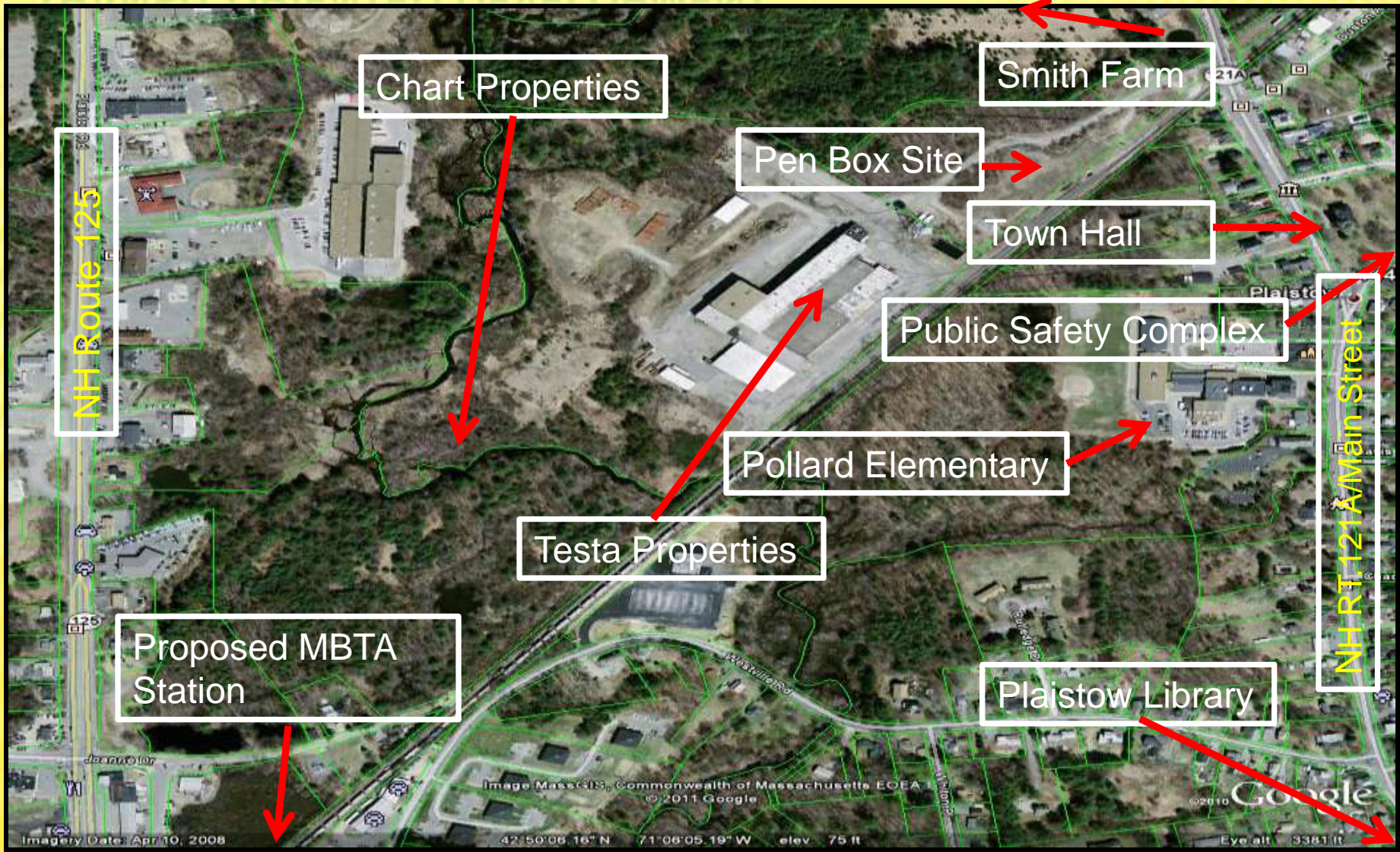
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**Total Annual Ticket Revenue: \$1,983,998**

# Next Steps

- ❖ **FTA acceptance of CMAQ funds to complete the Alternative Analysis, Environmental Studies, and updated ridership estimates.**
- ❖ **Plaistow Board of Selectmen acceptance of CMAQ grant money.**
- ❖ **Memorandum of Understanding between Plaistow and NHDOT to identify responsibilities during the study and construction phases of the project as well as long term operational responsibilities.**
- ❖ **Pentucket Partnership Agreement between MBTA, Plaistow, and NHDOT. (Similar to the Pilgrim Partnership between MBTA and RIDOT).**
- ❖ **Approval of NH Legislature to spend federal money (CMAQ funds) on any construction or operation of rail projects.**
- ❖ **FTA acceptance of CMAQ funds to complete the land purchase for the layover facility, project construction, and purchase of 1 bi-level rail car.**
- ❖ **Public hearings and information sessions throughout the entire process.**

# PLAISTOW'S VILLAGE: TRANSIT ORIENTED DEVELOPMENT



# COMMUNITY GROUPS WORKING TO ENHANCE PLAISTOW'S QUALITY OF LIFE

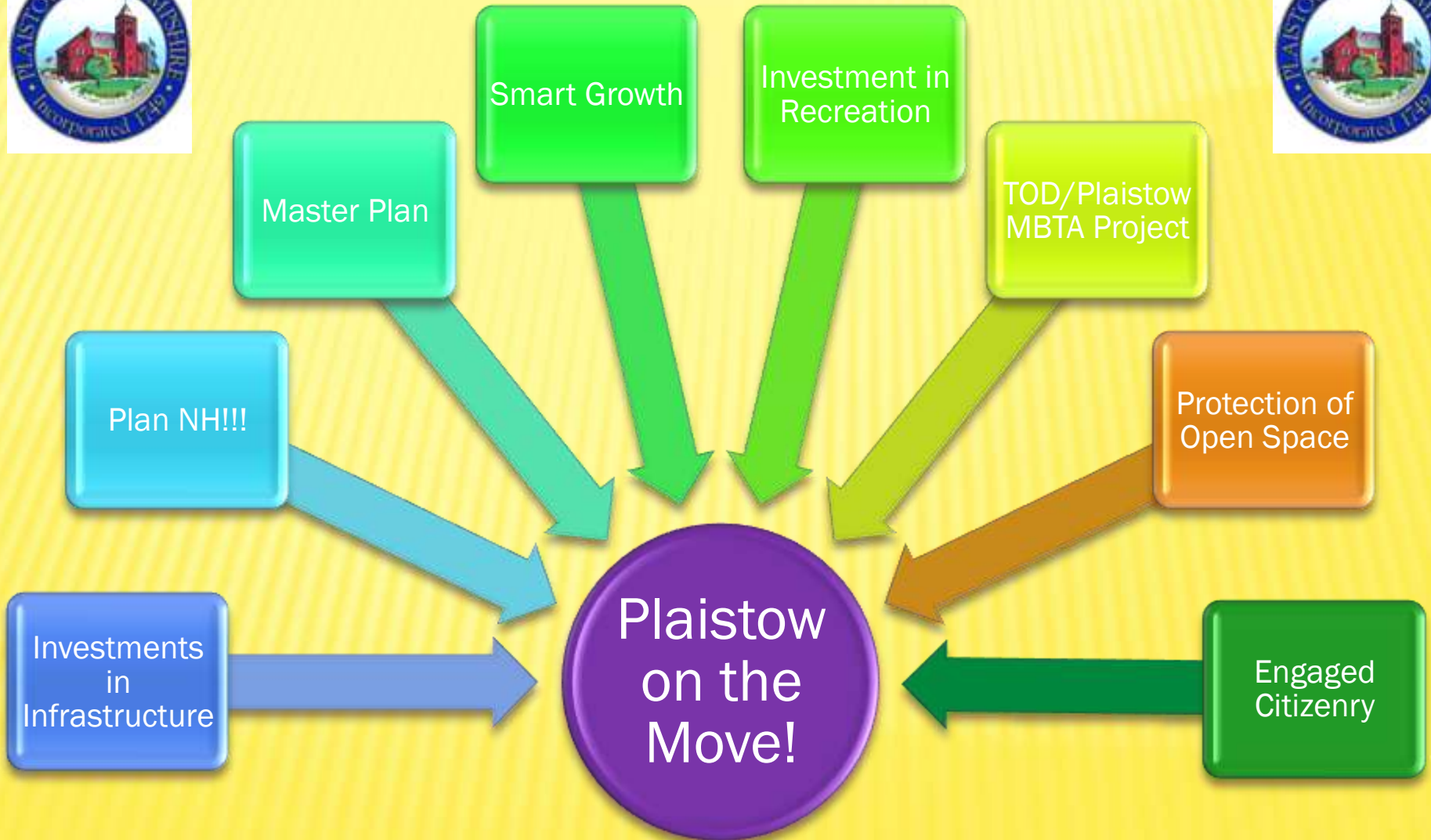
- ❖ Active Board of Selectmen
- ❖ Active Planning Board
- ❖ Active Conservation Commission
- ❖ Active Recreation Commission
- ❖ Active Plaistow First Committee
  - ❖ Water Committee (Subcommittee of Plaistow First Committee)
- ❖ Active Public Safety Complex Expansion Committee
- ❖ Active Highway Safety Committee
- ❖ Active Elderly Affairs Committee
- ❖ Active Old Home Day Committee
- ❖ Supportive and involved Local, State, and Federal legislative Delegation:



Congressman Guinta  
Plaistow Town Hall 3/24/11

Senator Jean Shaheen, Senator Kelly Ayotte; Congressman Frank Guinta; Senator Chuck Morse; Representative Norm Major; Representative Ken Wyler

# PLAISTOW ON THE MOVE...



# PLAISTOW RAIL INFRASTRUCTURE INVESTMENTS...

## Good for Plaistow, Good for the Region

- ❖ Needed to relieve traffic congestion on Rt. 125 from Westville Road south to I-495.
- ❖ Needed to sustain economic viability. Commercial & Industrial area along Rt. 125 has been designated as an Economic Revitalization Zone (ERZ).
- ❖ Needed to allow skilled workers from Massachusetts and New Hampshire access to jobs in both states.
- ❖ Needed to attract younger population to live and work in southern New Hampshire.
- ❖ Needed to support an increasing population in the region that has brought and will continue to bring additional economic investments to Plaistow and southern New Hampshire.
- ❖ Needed to improve access for the region to educational facilities, **medical facilities**, sporting events, shopping, and civic and cultural programs.
- ❖ Needed to improve safety and mobility for citizens with limited access to personal vehicles.



**Plaistow, New Hampshire**

*Incorporated 1749*

*“Never doubt that a small group of thoughtful, committed citizens can change the world: indeed, it's the only thing that ever has.” -*

*Margaret Mead.*