

COMMITTEE ON INFRASTRUCTURE

JANUARY 23, 2019

A meeting of the Committee on Infrastructure was held Wednesday, January 23, 2019, at 7:01 p.m. in the Aldermanic Chamber.

Alderman-at-Large Michael B. O'Brien, Sr., Chair, presided.

Members of Infrastructure Committee present:      Alderman Tom Lopez, Vice Chair  
Alderman Jan Schmidt  
Alderman Ernest A. Jette  
Alderman Ken Gidge

Also in Attendance:                                      Alderwoman Melizzi-Golja  
Alderman Patricia Klee  
Alderman Richard A. Dowd  
Alderman-at-Large Lori Wilshire  
Tim Cummings, Director of Economic Development  
Steve Michon, Nashua Rail Transit Committee

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PUBLIC COMMENT - None

COMMUNICATIONS

From: Tim Cummings, Economic Development Director  
Re: Nashua Rail Transit Committee Report

**MOTION BY ALDERMAN SCHMIDT TO ACCEPT, PLACE ON FILE AND RECOMMEND THAT THE NASHUA RAIL TRANSIT COMMITTEE CONTINUE WITH ITS RESPONSIBILITIES OUTLINED IN RESOLUTION R-17-123, NAMELY, MAKING RECOMMENDATIONS AND DEVELOPMENT OF A STRATEGY TO THE MAYOR AND THE BOARD OF ALDERMEN FOR BRINGING PASSENGER RAIL TO NASHUA AND TO FURTHERMORE REQUEST THAT A RESOLUTION BE FILED TO REAUTHORIZE R-17-123 TO INCREASE THE MEMBERSHIP BY TWO MEMBERS OF THE NASHUA LEGISLATIVE DELEGATION.**

ON THE QUESTION

Chairman O'Brien

I am now going to invite Mr. Cummings to come up since the question has been posed to do a presentation on said motion.

Tim Cummings, Director of Economic Development

I think Mr. Chair and if I could also ask that the Chair of the Nashua Rail Transit Committee, Steve Michon, join me I would greatly appreciate it. Good evening, for the record my name is Tim Cummings, I am the Director of Economic Development for the City. I am here before you to essentially provide a status update relative to the initiative that was undertaken a little while back through Resolution R-17-123. As you do have a motion before you, essentially what we are looking for is approval and acceptance of the report that you are going to hear this evening; direction and reauthorization for us to essentially submit legislation re-authorizing R-17-123 with an addition of 2 members from the Nashua Legislative Delegation. The reason being is two of our current members who would like to stay on were part of the Delegation and we would like to have representation with our legislative members as we continue along with this project.

With that being said, I just want to help orientate everyone this evening to help kick it off before I had it off to the Chair of the Rail Transit Committee for his presentation. This group has been meeting regularly in earnest over the last 6 to 8 months having a discussion about how to advance passenger rail here in Nashua and obviously within Southern New Hampshire. This group has worked tirelessly to develop some strategies and recommendations and this is just the start of a conversation that will be a lengthy and on-going one. One that I am very happy that we have been able to move forward.

So with that being said, I would recommend that you re-authorize R-17-123 as the amendment articulates and I will hand it off to Chairman Steve Michon for his presentation this evening. What you have up before you on your screen is what was in your Board of Aldermen packets and it basically the Resolution and then an Executive Committee Report and then a full Committee Report which I will in a minute make sure I rotate so we can all see it appropriately. Thank you.

Steve Michon, Rail Transit Committee Chairman

Thank you Aldermen and women. For the record my name is Stephen Michon, resident of Nashua, 20+ year resident and I am the Chair of the Rail Transit Committee. So here is what I want to do, let me see if I can do this. Is there a better way to move this? I am going to focus on the bigger slide, there are 2 decks in your package; one is an executive summary – really high level review. I thought it might be good to go through the deeper deck but skip over a bunch of slides, ok? So if you are following along I will try to keep us in coordination. I want to answer questions that you guys have too.

Chairman O'Brien

I was just going to ask you that, will you allow questions during the presentation while you're on topic

Mr. Michon

I'll allow whatever you want, yes, of course. Really this is for your purposes, so I don't want to talk more than I need to. So if you feel like – Hey Steve get to the recommendations.

Chairman O'Brien

It will probably be appropriate while you have the slide up to hit it right there.

Mr. Michon

I'll mention so we actually have a committee that you see up in front of you and actually I just want to recognize the two other committee members including actually I think you are part of the committee Tim as well as Dan Kelly who is here behind us, is also on the committee. Dan has dug into a lot of the rail station and looking at some of the specs and what are my costs and how we might go about financing that part of the whole project here. So you might have questions for Dan at some point.

Alderman Lopez

Just for the makeup, has anyone taken over for the recently passed Alderman McCarthy, I was just wondering if there was another Aldermanic Representative but apparently Alderman Dowd.

Mr. Michon

Alderman Dowd has been appointed yes.

Chairman O'Brien

Yes with the death of Alderman McCarthy, Alderman Dowd has been reappointed and since the election of a change in some seats and Senator Bette Lasky and the Honorable Representative Carl Seidel who are no longer in their legislative duties, that is the opening that we talked about in that amendment that we have forward that the Mayor will appoint two other members of the Delegation.

Mr. Michon

The other person that I want to recognize is Jay Minkarah who is also part of the Committee. He is, as you know, the Executive Director of the Nashua Regional Planning Commission and he has particular technical expertise that is always useful. So if we have questions that he might be able to answer I might ask him to answer some questions too.

Tim mentioned our role and purpose, essentially kind of the way I saw it is that we are helping the City understand the paths forward around passenger rail and to help develop and understanding of how Nashua should be prepared. So when the opportunity does arise, that we are ready to take advantage of it. So we are helping the scope of the current status and if we need to be prepared, what should we be prepared for? Ok? So that is the scope and that is what we have spending our time on over the last, actually it is around 9 months I think – tirelessly might be a little bit of an exaggeration, but some of us have been working hard.

So Tim, this thing is not working for me. I might have you ... keep on going if you don't mind, I think we will skip over that. So here is what I thought we would do, there's three different chunks of information, one is just the why and the imperative for why rail? I am going to skip over mostly that, I think that is largely intuitive to that group. We can get into the details if you'd like but there is an economic reason, there is an environmental reason, a social reason as well as a mobility reason for why rail is really important to the City. Unless people want to have questions around that, I thought it would be helpful to talk about two things; one is the two sorts of paths that are the opportunities today for passenger rail. One is the National Capital – I am going to call it the National Capital Corridor Option or Path and that is the one that is a partnership with the State, actually the State of New Hampshire being the lead and partnering with actually the State of Massachusetts, the Department of Transportation MBTA to put together passenger rail that runs from Concord to Lowell.

The other is a newer option or path kind of opportunity that came before us in 2017 with Boston Surface Rail Company, I am going to call it BSRC for short, I'll reference that in the future and that is a public/private partnership. Essentially they are a private company that wants to partner with a number of cities to operate rail in not only running from Bedford, New Hampshire to Lowell, but also in other parts of Massachusetts and Rhode Island. And I'll talk a little about their whole system approach. So those are the two I want to start off with and then we will talk a little bit about what we see as some issues that the City should be aware of and then some recommendations for the role of the committee moving forward.

Here is where I am going to skip some slides and focus on some versus others. Alright so I don't think I need to through the history but I moved here in 1998, this was a topic in 1998, I'm sure it was a topic before that. I know my mother-in-law and her family took actually rail in the '50's from the Crown Hill area, not far from where the Crown Street Station, some people are proposing that we have rail there, a rail station. So it is a continuing conversation. Just a note here is that essentially in 2005 I was looking through some old notes when Steve Williams was the Executive Director of the Nashua Regional Planning Commission and Kathy Hirsch was the Community Development Director. There was concerted effort to restart the conversation and in 2007 under Mayor Streeter's leadership it was, there was some movement around conversations with the State of New Hampshire. There was a little bit of a lull period and then in 2015 we all know about this, or some of us know about this Capital Corridor Rail Analysis that the New Hampshire Department of Transportation took under, really to understand what it would cost and sort of what are the basic conditions of the rail line if the State wanted to move forward on a passenger rail option owned by or led by the State of New Hampshire in partnership with Massachusetts.

They outlined a bunch of scenarios, one of the scenarios was stops, two stops in Nashua; one scenario with one stop in Nashua, it is a detailed report, there's a link there if you want to get into that. So why don't we move forward to the next slide, actually skip this one. So the next step to move forward with the State option if the State wanted to pursue passenger rail, the next option would be to fund this \$4 million dollar project development phase. The project development phase is basically sort of taking the Capital Corridor to the next level, analysis to the next stage of build out, I'm sorry, pursuing funding, understanding the project costs, understanding what the engineering behind putting something together would take.

Basically it has been in the papers I am assuming folks have been following but to get that project development phase completed, it is a \$4 million dollar commitment with Federal funding that is already committed actually. As you all know, those dollars being appropriated to undergo this phase was stalled, however with some changes that have occurred over the last 6 months, there is new interest around how to reinsert that \$4 million dollars to allow for this project development phase to move forward. Senator Levesque has actually sponsored legislation to reinsert that \$4 million dollars into the 10-year transportation plan that the State of New Hampshire writes off on. So that is current and that will be up for discussion this legislative session as we go forward.

Essentially the New Hampshire partnership led off option is contingent at this point, it seems to be, on this \$4 million dollar project development phase, to activate sort of the next level of understanding, funds, etc. for passenger rail.

The other piece I want to talk about and we can go as deep as you want to go in this, but I'll kind of cover the basics and then you guys can ask questions if you need to. In 2017 BSRC, Boston Surface Rail Company, approached the City and said – would you be interested in doing this alternative approach of us operating rail by agreement with the folks who own passenger rights from Lowell to actually Bedford and Concord, New Hampshire. So their whole scenario is it is a private for profit company that would essentially enter into agreements with cities like ours and Lowell, Worcester, Woonsocket and Providence to build out an interstate system that would connect underutilized lines or unused lines for passenger rail. All of them actually have freight some sort of freight, but only the Providence/Worcester line actually has passenger.

They have a phased approach essentially to undertake this effort. This first phase if you look at this whole scenario runs from Worcester to Providence. That is sort of a chunk that they actually have some agreements with the current train entity, the entity that actually owns the passenger rights there. Genesee & Wyoming is the company and they have a current agreement to explore running passenger service on a more frequent level beginning actually in a couple of years. And so they are actually beginning to invest, Boston Surface, BSRC is beginning to invest some dollars in bringing the tracks up to call it the state of good repair. State of good repair allows, it meets the sort of federal requirements to run not just freight but actually passengers so the safety standards are much higher for passengers versus freight.

So they are in the process of doing some negotiating with Genesee & Wyoming, they've run some leisure trains as a way to test sort of what it would be like and they are putting some other technical specifications in place. There is positive train control, they are testing some different – it is very technical and actually some of the folks here can talk about some of the technical issues if we need to. But they are beginning to sort of build that partnership and their goal is to have by 2020, so another year, in the next 2 years have the Worcester/Providence line operating.

Their next plan is then to actually connect the Worcester to Lowell okay and then the third piece or chunk would be the piece that we are interested in of course, is the Bedford, New Hampshire to Lowell or actually the Concord, New Hampshire to Lowell portion. If you don't mind going forward to, skip a couple slides if you don't mind. This one, can you go that one? So, essentially they have done some ridership projections, again remember their model is a profit based model. They are going to make stops and they are going to go where the demand says they are going to make money. Their model would be different than a purely public model because they wouldn't necessarily stop where the public wants them to stop. Again, they are going to be sensitive to what people need, of course, but ultimately it comes down to where there is going to be ridership.

So right now they are talking and they are open to different scenarios, but right now they are talking about primarily a Bedford, New Hampshire stop that is towards the airport and then it would come to Nashua and we would be the next stop and then going straight to Lowell.

So they have said, that is when they approached us – would you guys be willing to operate a station in Nashua to accommodate us and to be partners with us. There are some other reasons why they want to partner with us. The reason why I mapped out that whole scenario with the 3 different states; there is certain federal funding, subsidies they'll get if they can connect underutilized tracks in cities that are not part of a sort of core Metro like Boston. If they can connect those cities across state lines so there is actually the funding formulas where they actually get more money if they can make those connections. So there are some reasons why they want to connect us because they will get some additional dollars.

Essentially they are looking to start, the best case scenario I think and there always things that move because this is a complex project, they are looking for a project start-up, they are hoping for a project start-up in Nashua that would go from – Concord would be a layover station essentially, but Bedford to Nashua by 2023 and that is subject to change. Because who holds the passenger rights to allow BSRC to run those trains right now for our portion, who holds those passenger rights is the MBTA. So they'd have to enter an agreement and it would have to be in MBTA's interest to enter into an agreement to allow BSRC to run that train.

Alderman Klee

I just have a question, working on the state project and so on the only way the MBTA was going to be part of it was if the airport was connected, is that still on the table as a must?

Mr. Michon

So honestly we don't know that, we don't know, the City of Nashua doesn't know that. I know previously there was deep interest in Mass DOT MBTA to have connecting the airports because they needed to show some relief to Logan. My sense is that has dissipated for some reason but we are not sure and that is just conjecture on my part. One of our, you'll see in our recommendations is to really understand sort of the interest of MBTA and Mass DOT because we don't understand those interests fully. Now let me say that BSRC has had conversations with them and so they you would think have some better understanding of that. But it is a private company so we are not allowed to have access to all those conversations on all that information. So that is sort of a different relationship in that way too.

Mr. Cummings

Thank you. If I could I would just to want to further clarify to make sure it is explicit. Your question is relative to the MBTA being interested to having a connection to the airport and so that is when the operator was the MBTA. Under this model the Boston Surface Rail Company is the operator, they have a different business model, you know, they would obviously like to have that airport connection but they are running on differing models and business projections than what the MBTA would be as the operator.

Alderman Klee

I think perhaps I am mixing apples and oranges, I just remember when we talked about it on the State level it was that it had to connect to the airport to get MBTA funding and certain federal funding and so on. But we are not in that aspect of it?

Mr. Michon

Under that scenario, under the Boston Surface Rail Company you are not under that scenario.

Chairman O'Brien

If I may help the Alderman out, unfortunately when past legislators did not include the \$4 million dollars it kind of stalled what was the other participation that is into this. Now hopefully we can get the 10 year plan revisited and put introduce rail into it, then it is going back up to the front burner. So that is why it is very imperative to push for that.

Alderman Klee

How will that effect this, my question is how does that effect this if we can get the \$4 million dollars?

Chairman O'Brien

Well the best way to look at and correct me but these are two separate different proposals.

Alderman Klee

Right, that's what I said I was comparing apples to oranges.

Chairman O'Brien

Don't confuse the Boston Surface Rail to what is a duplicate, and it's not really completely duplicate, but what is going on at the State level.

Alderman Klee

We won't have two sets of rails.

Chairman O'Brien

We won't have two sets of rails. No. This is to keep options for something for the best.

Mr. Michon

So any other questions before I move forward on Boston Surface, BSRC?

Alderman Jette

I hate to jump the gun and maybe it is not the right time to ask this. But do you see these two proposals competing with each other? Is it possible that if we get the, if the MBTA comes in and does the corridor up to Concord with subsidized program you know running more trains, more passenger availability would Boston Surface Railroad be able to compete against that?

Mr. Cummings

So to answer your question, we don't know. And so that is why one of our recommendations is to continue exploring both strategies and also have a better understanding as to what the Commonwealth of Massachusetts's interest is. Let's have more of a conversation, get some of the details and data to your explicit questions that you are asking so we will position Nashua to be as successful as possible.

Chairman O'Brien

Correct me but again the MBTA will be an active participant in both modes. So there are going to be some people that have interests in one program and the same interest in the other, in particular the MBTA because they own all the passenger rights in New Hampshire.

Alderman Lopez

Probably to make an obvious observation, if Boston Surface Rail is interested in grants for areas that are underutilized rail it might make sense to start with them before the State because if we start an active corridor project that might change the Federal Government's interpretation of how we utilize our rail.

Alderman Dowd

I have ridden on the MBTA a number of times and knowing the BSRC Company proposes for their trains, it is two different scenarios. The MBTA is you sit and ride. The BSRC they are going to be for business people, they will have internet connectivity, they will have electricity for plugging in devices, they will have tables. So it will be for business people traveling, they can work while they are actually riding back and forth just like on Amtrak. So sort of a different animal and the costs will be different.

Mr. Michon

Alderman Dowd is exactly right it is in some ways a more passenger-friendly and it is for everybody, it is just a little updated, the quality will be a little higher in terms of the seats and the Wi-Fi, it won't be benches like it has currently right now, the commuter line. So if you think of Metro North, if anybody has ridden that from New Haven to New York City, it's more like that or Amtrak is also a good, I don't know if it will be Amtrak level but it will be something more commuter-friendly.

Alderman Dowd

Just one other antecedent, been one of the probably few people in the Chamber that has ever ridden on the old train system. There used to be two tracks from Boston all the way up to Concord so they had trains going in both directions. Back in the day, the trains were very successful because the road system was not very good. They built up the road system and now it is so jammed with cars it makes sense to go back to the railroad because you can get there a heck of a lot faster and more comfortable, less stress.

Mr. Michon

So I am going to move forward and we can talk more about BSRC if you'd like. We can go where you would like to go but maybe I'll talk a little bit of what we sort of thought the issues to be aware of and to plan for. One thing to note is again there are two paths, there's BSRC and there's with this, we know people have put forward legislation for \$4 million dollars to re-start the project development phase and for more of what I would call the Capital Corridor.

When BSRC approached us they asked us for three things because we actually did enter into an MOU with them. The three things were – one is to get the rail station repaired, we would need to operate and have a good functioning rail station. So that would be our responsibility; we would need to pay for it, make sure it is up to spec, make sure all the infrastructure around it taken care of.

Two – that we would explore being the recipient of some of those federal dollars. I mentioned because of the system the interstate system, there are some federal dollars and we would be a partner and receive some of those dollars and be prepared to execute on receiving those dollars. There are certain implications for that, that actually Tim and Sarah Marchant know, very detailed because they are dealing with these issues day-to-day.

But it changes sort of how we operate our transit system, it takes us to a higher level, there is actually potentially more dollars but also higher standards of how we report and all that sort of stuff. So they talked about us sort of being the designated recipient for at least this portion of the rail if not for more.

The third was to lend support to them politically meaning they are going to still need some sort of agreement with the State of New Hampshire, we are assuming. We don't know exactly what that would like, but they are obviously accessing federal dollars for potentially for some grant dollars to upgrade the rail line if they actually did it. So they will need our support and they will need us to sort of say to our Senators, Congress people, you know this is a good project. So those were the three things they asked of us and that is about it at this point that they are asking.

Chairman O'Brien

I just wonder if you could, because on the third bullet on this particular slide a new name has come up, as Pan Am, can you say who is Pan Am and what they have in this process as well too?

Mr. Michon

Yes Pan Am owns the tracks and they own also the freight rights. MBTA owns the passenger rights so there are three different things to remember. Somebody owns the tracks, Pan Am owns the tracks, they also own the freight rights and they run freight. They actually also own something that is called dispatch rights, so they actually are the ones charged with dispatching and coordinating the ebb and flow of trains on the line. And then MBTA owns the passenger rights. So anyways it gets complicated on whose rights trump which rights, but the point being it does get complicated and it is a multi-faceted partnership that needs to occur. It is not simple. We are not going to be the ones who have to negotiate that, that would be the State of New Hampshire, if it is BSRC they would have to do that with MBTA. My understanding at least is that we are not negotiating that and it is complicated and very complicated.

Chairman O'Brien

Thank you for doing that because I just want to point out the complications involved with this and dealing with the different entities that are involved.

Alderman Dowd

Just out of curiosity and I think I know the answer but I'll ask it anyway, does Pan Am own the entire right of the way or just the existing track?

Mr. Michon

They own the fee interest as I understand it along with some of the rights.

Alderman Dowd

The reason I ask it is when they go replace the rail it could potentially interrupt freight traffic. As I said, there used to be two tracks, there is plenty of room to do the new tracks next to the existing tracks and not interfere with existing freight. They can tear them up later if they want to.

Mr. Michon

It gets complicated, they would have to figure out the agreements to work together, any of the entities would have to.

Alderman Jette

So if Gilford still an entity are they still involved?

Chairman O'Brien

Gilford is Pan Am.

Alderman Jette

Ok.

Mr. Michon

So in addition to sort of those complexities, in terms of the trackage rights and all that, our other charge is to understand the financing options and the tools that we can leverage to build a station. So that is the next slide is talking about the station. That is sort of something that we do have control over. We actually as a committee did some general scoping of what would it take and what would the specifications needed to meet the standards for passenger rail. Obviously there is no station right now and so actually Dan Kelly who is here, did a fair amount of work with some other members of the committee to understand sort of regional, or what magnitude it might cost to build a basic station. They sort of scoped out different types of stations that would be appropriate for this kind of commuter service.

To understand the estimates they looked to Exeter, New Hampshire and the Downeaster has a line that goes north but down to Boston so they look at different stations and sort of looked at this one as a starting point to figure out how much it might cost. And so they did some specs, there's a whole bunch, it gets very complicated we have other folks in the room who are technical experts on sort of different curvatures and the way the train approaches the station and how it saddles up to the passenger platform and what the parking requirements are. But essentially we did some scoping of that. Do you want to go to the next slide?

We kind of came down to some ballpark estimates and I don't know Dan if you want to comment on anything about sort of the ballpark estimates or anything about sort of how you came up with the estimates and just give some regional. Is that appropriate to ask somebody.

Chairman O'Brien

If you want to come up and if you are going to be brief use the mic, if not you may sit at one of the chairs.

Mr. Michon

If there's questions maybe and/or if you want to just give a general sense.

Chairman O'Brien

When you get to the mic, if you are coming to sit, please do, ok come on and sit. I am just going to say, have you introduce yourself for the record.

Dan Kelly, Nashua citizen. Exeter was a bare bones station, is has no lavatory, it has a platform, it has a roof, and that is about it. But that is the baseline we used to go forward. And we went out to Exeter and talked with the people who designed it and built it and then escalated by 2.5% per compounded to find out what the number would be if we were to replicate that station now – now being last year. And that is how we came up with the \$5.2 million dollars per station. The station would be located off the main line, it will be kind of like an off ramp so that Pan Am won't be upset, they can continue on with their freight movement, what little they have these days. It is pretty straight forward, the land is owned, we selected Crown Street, but since that time the

Dow Property has been sold and is a candidate also for having a train station there. But the basic design independent of where you put it will be about the same.

Mr. Michon

So these guys did a fair amount of leg work to come up with a rough ...

Mr. Kelly I'd like to say one other thing too, Jack Madden who is in the audience as well is far more an expert than I and was a great asset to helping put this number together.

Chairman O'Brien

Excuse me Alderman Lopez if you hold for one second. I did have a question from one of the other Aldermen that did say no bathrooms and I understand you just went with the baseline of a barebones, but that could be added if it is decided to be practical. Probably be at an increased cost obviously.

Mr. Kelly It will and it depends on what infrastructure is there to support it whatever the site might be. So it could be expensive if you wanted to add bathrooms, enclose it and all that sort of thing. This is a barebones approach and our baseline is Exeter, it is operational it works.

Chairman O'Brien

And I agree that is being an old railyard, where is your next connection to the sewer system.

Alderman Lopez

So that is Make It labs, can I assume you used that picture just because you needed a landmark that wasn't just an empty parking lot or there is a plan to try to occupy.

Mr. Kelly There was a picture of the Exeter Station.

Mr. Michon

There is another slide, yes. It is just a landmark.

Alderman Lopez

I figured, that would be an extremely large station but I just wanted to be clear.

Mr. Michon

That was just a locator.

Alderman Lopez

You didn't want to just do a parking lot with trees.

Mr. Kelly No the physical location doesn't take up much acreage but you have to have a parking lot and out there we are recommending 245 at Crown Street, because that is about what it will support. And Exeter was far less, I'm saying it is probably 40 cars, maybe less than that. And it still works fairly well.

Alderman Lopez

Is it comparable to our own bus stations, sorry for interrupting?

Mr. Kelly Your bus stations are castles, this is a bare bones platform with a roof. You could put heater elements in the ceiling but it is bare bones. There is no place to go to get out of the wind, or rain or snow or whatever you've got.

Alderwoman Melizzi-Golja

Yes thank you. Mr. Kelly I was happy to hear you mention the Dow Property and I was just in a – by chance discussion – earlier this evening about that property. Is that still an option? I know there is interest in South Nashua certainly in terms of the density of population there, the number of people who commute to south of the border as well as some of the businesses that are located there. So I don't know if anyone is comfortable?

Mr. Michon

I'll answer that, it is a privately owned property at this point. So we really can't comment on what their usage, there might be other options. I'm not sure what kind of land the City owns down there at this point.

Chairman O'Brien

And to follow up, correct me again, but it was originally proposed but that development option fell through and basically back to ground zero on it. So we would be talking to whoever is the new owner and trying to reconstitute if they so wish.

Alderwoman Melizzi-Golja

Yes if I may have a follow up? So I understand that it is privately owned now, would there be an option for some sort of public/private partnership to put a station in there and maybe as part of the future plans of the new owner to have something that might even have bathrooms and be covered? Is it something that would even be doable?

Mr. Cummings

Thank you. The answer to that is maybe relative to Southern Nashua site, there could be a potential of a station along that land. We would need to further explore that option with the new ownership of that land, there is approximately 44 acres, I know that the new ownership has expressed a desire to see some sort of train station in that area so we would have to figure out the details. But I also want to be explicitly clear on this point, the BSRC option only contemplates one station within the City of Nashua. So if we were to pursue the Boston Surface Rail, BSRC option, one station is all that we would be to optimize. Relative to the non-BSRC option I think it is just too early to actually understand whether Nashua would have one or two stations because we are not even sure what that "project" would be but if it is developed in a way that it could accommodate two stations, that is not necessarily off the table right now.

Alderman Lopez

What are the features of a station, couldn't we just consolidate a couple of our extra Dunkin Donuts and people can wait in there or do we have to have a formal sign and be owned by a municipality?

Chairman O'Brien

The world runs on Dunkin go right ahead.

Alderman Lopez

We have an abundance I am just saying.

Mr. Michon

Again this is Steve Michon, yes I think if the Crown Street site was an option, I think we'd want to pursue public/private partnerships on the site or around the site if we had land around the site. But we would want to pursue public/private partnership.

Alderman Lopez

I mean because there is a Dunkin Donuts a couple hundred feet away.

Mr. Michon

I think we want to be creative and innovative as much as we could. And that is part of the financing that we want to understand; how a private business who has interest and might make money from selling coffee might also help build a station, help reduce some of the risk that we might otherwise have to take on by being a partner. Those are the options we want to pursue. Our first task was to kind of get a rough order of magnitude of what it might cost and we know that is probably really rough. It may be a lot less than that, I don't know if it would be more but again, and financing that would be sort of our challenge, one of our challenges or opportunities, you might say it is an opportunity for Nashua because overall the land value around there would increase. Which means taxes would increase.

Alderwoman Melizzi-Golja

Director Cummings if I could just follow up. So BSRC has clearly stated they are only interested in one station even if meant additional revenue by having two.

Mr. Cummings

That's correct and the reason why is because they are a private sector model and they know where their ridership comes from and their fear would be cannibalizing their market share if you put too many stations too close together.

Alderwoman Melizzi-Golja

And I understand that, I just wanted to make sure I was clear that they have said "one and done" in Nashua.

Mr. Cummings

Yes, yes.

Alderwoman Melizzi-Golja

Ok thank you.

Alderman O'Brien

And if I may, I'll recognize you in a second Alderman Lopez, in looking at the Crown Hill neighborhood I think it could really behoove, if we had to choose the one station option there the economic development that could go into that particular neighborhood I think will be a very healthy shot in the arm that the neighborhood itself would greatly appreciate at that particular time.

Alderman Lopez

I keep saying Dunkin Donuts will park itself across the street, it's the Market Basket model.

Alderman Klee

The man needs a coffee.

Alderman Dowd

The other thing to consider when you are looking at a station location is traffic flow and Daniel Webster Highway South is part of the gridlock we are trying to get away from by getting on a train. So trying to get to the station down there could be a real issue. The only problem you are going to have with Crown Street is if you are going to Hudson.

Chairman O'Brien

Well if I may too and I think as you build the City I think you do it like a puzzle, you add one piece at a particular time. And if I could remind members of the committee that Mr. Cummings did come before us and showed us the plans that are going to go on with the two bridges and particularly we have the Bridge Street, new housing that is down there. I think there was great latitude taken in looking at the futuristic of coming to that changing of traffic patterns, the bridges and layout and everything also had to do with rail at that time too. So it is the hope that all the pieces of the puzzle that we are going to be building will come together and we will have something very beautiful here, I hope so, it will be very good.

Alderwoman Melizzi-Golja

Yes if I may some of you know there have been ongoing conversations about traffic around Exit 1 and early on in this discussion part of the reason for contemplating a station in the south end of Nashua was there is a large population there that we all know commutes south and we see that. We also know there is a population that commutes north to work in South Nashua. One of the conversations was around what traffic in Nashua would be like if people in South Nashua were traveling north into Crown Street and as Alderman O'Brien has said, looking at the puzzle, looking at what needs to be done to improve access if the only station is located at Crown Street.

And we had that conversation about the neighborhood when we were talking about the bridges back and forth from Hudson and Bridge Street and East Hollis and I just think and I totally understand what is being said about one and done, but I think we have to take that bigger picture and say and recognize that there are a large number of people in South Nashua who may want to take advantage of rail. Or there are people in Boston traveling north who work up here, who would take advantage of rail and what kind of supports are we going to put in be it shuttle buses or whatever to manage the traffic.

Because DW Highway can't handle anymore, Exit 1 can't handle anymore, I can't imagine people getting off on Exit 5, 6 or 7 and all converging on Crown Street. If anyone was traveling last night, you saw what a nightmare it was over on East Hollis Street. So I agree with Alderman O'Brien, it is a big puzzle and I think we have to think of the puzzle boundaries as extending out to Hollis, over to Litchfield, to the far eastern edge of Hudson and even south into Tyngsboro, because it is not just Nashua. So I think we need to recognize the traffic impacts it will have.

Alderman Schmidt

The \$4 million dollars that we might be able to manage this time, people call it an engineering study, we want to stop calling it a study, can you give me a better name for that?

Mr. Michon

I've been told it is called a Project Development Phase.

Alderman Schmidt

Project Development Phase, that sounds really good.

Mr. Michon

That's what it is, it is a phase.

Alderman Schmidt

And is this still required even if the public/private ... will they need that kind of study done before they come in?

Mr. Cummings

My understanding is not that specific study, they will need to do some environmental impact and other studies, but they will have different parameters of what they need to do.

Alderman Schmidt

Thank you.

Mr. Kelly The Federal Government, they have certain milestones that have to be met as you are well aware and this is one of those before you can go to the next phase and get actual money to do things like build stuff. It is one of those milestones that has to be met, not true if you are private company you do what is necessary to make it safe.

Alderman Schmidt

Gotcha, thank you.

Mr. Michon

So good segway, again Steve Michon again for the record, good segway to our last slide, some of the conversation about what are role is next. What see our role of a rail committee could be, again at the pleasure of the Mayor and the Board of Aldermen is one is to continue to plan for next steps for BSRC or other options. And to continue to identify the roles and responsibilities for the operations and station development; so I think good point that if we are going to undertake a station and build a station, we need to know the financing. We need to think about the specs, we need to think about the particular advantages or challenges from different sites whether it is South Nashua, whether it is Crown Street or whether it is some other site. We need to think about the economic development opportunities, think about the opportunities to raise revenue, to have passenger access to the different communities and residents that we are interesting in serving.

And to the last point is we also recognizes one of the things that we recognize as a committee as we have worked on this for the last 9 plus months, is that this can't be a Nashua-only scenario. Just as the Aldermen were saying, Hudson should have interest, Hollis, Merrimack, Litchfield, would all be served by this. Their businesses would be served. At this point we feel like that is an area where we could help the City of Nashua is help understand the different interests, the different constituencies, and help build information around the benefits and the opportunities for partnership and with the business community, with neighboring town leadership, with neighboring legislative leadership. We feel like that is sort of an untapped opportunity.

So we have identified three roles if we are going to continue in this role as for the City of Nashua. One is to help plan for next steps with the BSRC partnership, to go to the next level for rail station development as well as all the different infrastructure and feeder routes and the implications for the current transit system. And how the bus system will link with that, all big questions, obviously a lot of the City staff will be doing that but we can help understand at least and explore options. And then finally do the public information and advocacy with the different constituencies that should be involved so it is a broader community effort. We also think even in the City of Nashua there untapped sort of constituencies that we need to share information with and make sure people understand the opportunity.

So that's our recommendations and that is what we have been doing for the past 9 months.

Alderman Jette

So your last point I think was well-taken and I fully subscribe to it. We have got to sell this, we've got to use our membership in the Nashua Regional Planning Commission to sell it to not only Hudson but the towns west of us, Milford, Wilton, those areas. All the towns that are served by Route 101, either to the west or the east would be able to take advantage of, if there was a station in Bedford. And so do you know, has Bedford signed a memorandum of understanding with Boston Surface? Have they agreed to build a station; where do things stand with them.

Mr. Michon

Our understanding is that no they haven't. I know they have had discussions that's as far as I know. I understand from where the thinking of the station, there are a number of different options but it is private land that is adjacent to the tracks. So I don't know, honestly I don't know what the role of the Town of Bedford, just like our role, if they come through Nashua, all they are asking us it to build a station. So because it is a federal right of way, the Town of Nashua can't say you cannot come you cannot operate, in other words, we cannot refuse operation of a rail of a passenger rail through our City. So again, if it is private land and it is a public right of way, or federal right of way, I'm not sure there is a lot, I'm sure there are things the City of Nashua or the Town of Bedford could do. So anyways, the point being is I don't think they have entertained into the same type of MOU with Bedford. The advantages of our City and us being or entering the MOU to them is that we actually have some designation because of our urban zone area designation and we have certain passenger dollars that flow through us rather than flow through the State, so they can deal – so BSRC can deal directly with us rather than going through the State for access to some of those federal dollars. Does that make sense?

Alderman Jette

We've committed to building a station at a cost of over \$1 million dollars. Is Bedford getting the same service without the same commitment?

Mr. Michon

Good question I see where you are coming from. I don't know. I don't know who would build that station, I haven't asked that question, it's a great question. And we are not committing to anything, just to be clear, I know you didn't mean this, but we are not committing to anything at this point until we would have to sign some further agreement with BSRC. The first agreement was just a memorandum of understanding to pursue the partnership and pursue planning together. So that's why we are not, we are just scoping it out at this point what the potential costs could be. So we haven't made that commitment yet, but it is a good question because at some point we will have to make that commitment if we want to go forward with this partnership, if we want them to stop in Nashua.

Chairman O'Brien

We do have a question from Alderman Klee, but Alderman Klee I think Mr. Cummings wants to jump ahead to get into probably a rebuttal and then I will recognize you and then I also see that Alderman Lopez, you will be in the queue next. Okay? Thank you.

Mr. Cummings

I just wanted to say to the point of executing memorandum of agreements, even though Bedford may have not, we do know that the City of Woonsocket, Rhode Island; the City of Worcester, Massachusetts; and the City of Lowell, Massachusetts have executed this exact same memorandum of agreement with the City of Nashua. So we do have forward progress on that front. I just wanted you to have that additional information.

Alderman Klee

Thank you and this may be either way ahead of not within line of this but obviously we want them to build the station here. I see all the merits of it with them coming through, I know it being federal we have no say, yes or no you can do it, but do we not get some type of fee for travel through or any kind of ticket type of revenue so there's no revenue for them coming through, no revenue for the stop, so it's a build it and just hope that it enhances the neighborhood and so on from people coming into the area? Is that correct?

Mr. Cummings

Is the question would BSRC pay us? Or is the question that ...?

Alderman Klee

Is there anything that comes through, at one point I remember hearing some people talking about the fact of using the lines that there was automatic fees that comes to the area and so on. And that may have been with the older, the one coming from the State. And again, I may be mixing my ....

Mr. Cummings

So I would say to that very explicit question, we are not at that point yet in our conversation with BSRC, though I also wouldn't want to give any false hope, I think any type of revenue share from a ticketing is not going to be something that BSRC would be interested in with the municipality. However, what I would say in terms of some of the alternative financing and whatnot, you would have potentially a site where you could collect rent off of. You could have parking revenue, you could have outdoor advertisement revenue. So there may be, by making this capital infrastructure investment, maybe there would be some alternative types of revenue that would come in that you wouldn't traditionally think of. And again, that is site-specific and whether you control the land or not. But those would be some options, you know those are traditional public/private sector type of business models.

Alderman Klee

Thank you.

Alderman Lopez

That was actually why I kept bringing up the Dunkin Donuts model because basically you put a food court and then all the vendors in there are paying your upgrading and upkeep. But I was making a pretty practical observation actually. So when this was originally presented to us and we signed the MOU and went through all that process, basically we were in the situation of either this going to go through Nashua and it is not going to stop here; or it is going to stop here and we will benefit from that. I think the main benefit that we don't want

to lose sight of at all is the ability of our constituents to commute to and from Boston, bring the revenue that they are earning back into the City, do it in a more organized and manageable manner than we have right now. And then the reverse, people who might be coming north would stop in Nashua and we might have more opportunities for tourism or if we have major events, you know, the urban population has a way to get here that is a little more user friendly. So I think that is where the biggest opportunity for revenue is, is more in the economic development side; revitalizing that area and better using the space.

But I also wanted to, it was kind of brought up and discussed in kind of a circumspect way, Bedford would probably have a very willing partner with Manchester Airport, is that correct? Because I think that is why they want to be in Bedford is because it is so close to the airport. So while they might not have signed the MOU per say, they definitely have an interested party, because people could take the train to the doorstep of the airport.

#### Alderman Dowd

It is my understanding that when the BSRC came and spoke to us that they had to establish a relationship with cities in the 3 states in order to start any application for federal funding. And that is why they only came to Nashua because we said we'd do it. I think as times goes on, if they start getting more serious and developing the rail and going to put trains in, I think that is the time they will go to Bedford and say – ok, do you want a stop in Bedford, build a station. So they needed the memorandum of understanding to get started on their quest for developing this whole rail system and Nashua was the New Hampshire city that stepped up and took the initiative.

#### Alderwoman Melizzi-Golja

Thank you Alderman O'Brien. I just I was glad to hear Mr. Michon kind of clarify that we haven't made a commitment to build a station yet because I was sitting here listening to the conversation and I believe the memorandum of understanding that we signed said that if we chose to build the station it would be of our design and that BSRC would work with us to obtain funds and go through the process. But that is really up to us and it is not a 'must do' certain style, it is just if you choose to do this, we will work with you. And that was my memory, I don't know if that is correct or incorrect or partially correct.

#### Mr. Michon

This is Steve Michon, your memory is accurate and you said it better than I did, and that is exactly the relationship that I understand as well.

#### Alderwoman Melizzi-Golja

Ok, alright, thank you because I just, I'm sorry Director Cummings, I just can envision some people saying – Oh we are building a station, and we don't know yet. So I just want people to know your point that this is a projection and we are not there yet, thank you.

#### Mr. Cummings

I'll defer to Mr. Michon.

#### Mr. Michon

Yes and that's what our proposal is, to continue to understand what our options are and what the potential costs would be and the liabilities and the risks. Our Committee is really good about asking those, some of our Committee are really asking those questions, what are the risk and liabilities that we need to be aware of that we are not thinking of. So we are proposing that could be our role, at the pleasure of the Mayor and the Board of Aldermen moving forward to help understand those risks, liabilities; as well as the opportunities.

Mr. Cummings

Thank you I also wanted to just take a moment and also put out there for the group because we have been focusing a lot on BSRC, that you know we are not in a mutually exclusive type of scenario. There is also the alternative path of what I would call the public option solely approach. And in the new political climate that we are in if that really has momentum, I would not dissuade the City of Nashua to continue looking at that option as well in addition or in tandem or in a parallel course as the BSRC option. I know we mentioned that earlier this evening in the presentation. I felt it important to highlight that again now because I know that there are conversations happening in Concord and I also wouldn't want to close off any opportunity for the City of Nashua. Our goal is to bring passenger rail here and I just wanted to make sure that was clear. So if the Capital Corridor Approach with two stations gains momentum, we should be open to that as well. Thank you.

Alderman Lopez

I would just say that whatever form this takes before we do have any consideration of any capital building, we should have a clear understanding of how it is going to be paid for before we ask tax payers to support anything; an engineering study because that kind of burned us with the Performing Arts Center, let's make sure we have all of our plans presented first.

Chairman O'Brien

Very good, any other questions by members of the Board? I would like to personally thank the members of the Nashua Rail Transit Committee for submitting this report, for the work they have done. It has been a yeoman job. It has kept with one issue going on, looking at the BSRC, it has also sparked new interest in the State coming forward, so it seems to be, if the citizens in Nashua are wondering – are we trying to keep rail going forward? The answer is “yes” on both tracks, not to make a pun here. But if somebody can comment Dunkin Donuts, I can use the track theory. But to keep both lines open and I think that will best serve to what Alderman Lopez has said, probably look at what is the best option to the tax payer on this. So I thank you and to the other point out to the Aldermen, some of the people in the audience are members of the Committee and they too meet regularly and I have with them as well. It is a pleasure to serve with them on that Committee and thank you gentlemen for keeping it going. So we look forward to come to the solution. So thank you so much for your presentation.

**The motion in front of us by Alderman Schmidt to accept, place on file and to recommend the Nashua Rail Transit Committee continue with its responsibilities outlined in the Resolution R-17-123, namely making the recommendation and development of a strategy to the Mayor and the Board of Aldermen for bringing passenger rail to Nashua and to furthermore request that a resolution be filed to reauthorize R-17-123 to increase the membership by two members of the Nashua Legislative Delegation.**

Alderwoman Melizzi-Golja

I just have a question, when the original legislation was up there the two members of the delegation were listed as Mayoral Residents appointments, so that is how they were listed up there. So are we changing, are we going to keep two representatives in that category and add a new category?

Chairman O'Brien

Right what we've had is since the election we had the two legislative members no longer hold the office and that is the Honorable Senator Lasky and the Honorable Representative Carl Seidel. Both of those particular members have done yeomen work on this particular committee and it was the feeling of the committee that they should remain on the committee because of the good job that they have done.

But that opens up now nobody from the legislative, so this is was the confusion in the beginning, but we can kind of wrote it as such, the intention here solely is to give the Mayor the right to appoint two members from the current delegation to serve upon this Board.

Alderwoman Melizzi-Golja

Ok thank you for that and I think that is totally appropriate, thank you for the explanation.

Alderman Lopez

Can I ask what the expected life span of this committee is and if we are adding more, I mean it is a scary question, but if we are adding two more positions that the Mayor can designate, I mean does that change the way that the representation is on the Board? Right now we have people that are familiar and active with the Board but we just opened up two spaces, so the next time elections turn over, do two more people need to come in?

Chairman O'Brien

The answer is no and I'll tell you why, but it is a good question. It is my interpretation of R-17-123 that if I can read it: The appointed members shall serve at the pleasure of the appointing authority and promulgate said recommendations and strategy documents no later than 120 days after the passing of this resolution. So I think by reconfirming R-17-123 we are extending R-17-123. And so to give it another life for another 120 days and at that particular time, I assuming that through this, what is written in R-17-123 another report will come out from this Committee

Alderman Lopez

So you are basically saying that after 120 days this committee should offer its report and at that point the committee has done its job?

Chairman O'Brien

I assume you are correct, yes. Any other discussion on the motion?

**MOTION CARRIED**

Chairman O'Brien

Mr. Cummings can you stay for R-18-098, I don't know if you are prepared, but just in case somebody had a question? Thank you.

UNFINISHED BUSINESS – None

NEW BUSINESS – RESOLUTIONS

**R-18-098**

Endorsers: Mayor Jim Donchess  
Aldерwoman Mary Ann Melizzi-Golja  
Alderman Tom Lopez  
Alderman-at-Large Brandon Michael Laws  
Alderman Patricia Klee

**AUTHORIZING THE SALE OF TAX DEEDED PROPERTY LOCATED AT 38 ½ WEST HOLLIS STREET TO MANCHESTER HOUSING SERVICES, INC. D/B/A NEIGHBORWORKS SOUTHERN NEW HAMPSHIRE**

**MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE**

ON THE QUESTION

Chairman O'Brien

I asked Mr. Cummings to stay because the primary sponsor is the Mayor and if any of the members have any questions on this motion.

Alderman Lopez

I just want to express support for it. Neighborworks they have a very important role in revitalizing neighborhoods and promoting owner-occupied dwellings. And particularly in the Tree Streets there are a lot of areas that underutilized or under maintained because there isn't owner occupation. So I am excited that Neighborworks is taking this project on. It has been tax deeded and somewhat neglected then I am sure they will make it good again.

Alderman Schmidt

Tax deeded, could you explain that please?

Mr. Cummings

Yes. If I may Mr. Chair. Tim Cummings, Director of Economic Development. What we did in this particular instance and it wasn't just this property but there were a few properties, a handful not many, that were delinquent in their past taxes owed. This particular property had a considerable delinquency and so the decision was made a year or so ago, a year and a half or so ago, after giving the former owner ample notice that it was time to take possession of the property due to the taxes that were delinquent and owed. Following the proper RSA's that allow us to do it, we did take the property back; now in typical order of process you try to rehabilitation the property as best you can and put it back into productive service. Again there is a codified RSA that it makes it explicit in how you do that to be fair to all parties. So this is just one of many steps that needs to occur.

Alderman Jette

Could you describe for us where the property is located, what is there now, what kind of a building is it and what plans does Neighborworks Southern New Hampshire for it?

Mr. Cummings

So if I may Mr. Chair I am going to pull up on the computer the exact site so you can see it and I am going to answer the question in a couple ways. So first and foremost I would professionally say it is a blighted property, it is definitely not adding any benefit or value to the neighborhood.

Alderman Lopez

It has underutilized potential.

Mr. Cummings

It was permitted I think for one or two maybe three at the most bedrooms. Unfortunately I think illegal apartments were placed at the time and I think there were as many as six units in here illegally and to give you an orientation, you just saw the front of the building. This is West Hollis Street right here, there's the tire, here's the City Hall parking lot, this is the Heritage Rail Trail right here. So it is in the Tree Streets neighborhood. I want to say this is Walnut Street so you have the cross section and the site is pretty far gone. So what Neighborworks would plan to do, we haven't had design level conversation in any real detail. They have sketched out some possibilities; I think they are looking at putting as many units as appropriately as they can on to the site, somewhere between 3 and 6 units if possible.

Alderman Jette

I'm sorry, three and what?

Mr. Cummings

Three to six units if possible is what they would be looking for. But it really depends on whether they can and I think, actually I don't think I'll be speaking out of turn, I think they have done enough due diligence that they know that this structure can't stay. So they will be tearing it down and then putting in a completely new structure. Obviously that is somewhat sad because we always try to preserve houses, especially older ones as much as possible and try to rehabilitate them. But unfortunately this one is too far gone.

**MOTION CARRIED**NEW BUSINESS – ORDINANCES**O-18-032**

Endorsers: Alderman Jan Schmidt  
Alderman Richard A. Dowd  
Alderman Mary Ann Melizzi-Golja  
Alderman Tom Lopez  
Alderman-at-Large Lori Wilshire

**AUTHORIZING STOP SIGNS AND RIGHT AND LEFT TURN ONLY LANES AT THE INTERSECTION OF PINE HILL ROAD AND CHARRON AVENUE**

**MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE**ON THE QUESTIONChairman O'Brien

Would you like to speak to your motion?

Alderman Schmidt

I would love to speak to my motion. I have had more calls about this section than anything, even more than potholes. It is only recently gotten much, much busier between the fact that the Broad Street Parkway was completed and is very popular that Sharon Avenue has been completed and it is wonderful and Amherst Street, with our own turn lane has been completed and it is very successful. This is extremely busy now and because of the way one of the houses way on the left side, as you are making your turn on to Pine, it is quite close to the road and it is very hard for people stopping to make a left turn there. So I have had people, many people request the stop signs.

I think it is much better than a stop light, it certainly is a lot less expensive and I think it would save, there has probably been an accident maybe one every other week there, people not being patient enough with folks turning. So I would really, really love to see stop signs there.

Alderman Jette

Could I ask what lane of traffic would the stop sign stop?

Alderman Schmidt

It'll be a three-way stop, Pine Hill and Sharon come together in a T and each will have a stop.

Chairman O'Brien

And if I may interject there is also a fire station down the street. At least having people stop at that time, depending on the track of that fire apparatus going through may assist them as well.

Alderman Schmidt

It would.

Chairman O'Brien

It is a calming device for the traffic sort to speak.

Alderman Schmidt

Yes

Alderman Jette

So I am just, forgive me, but I am just thinking about this, so traffic going south I guess it would be on Pine Hill Road, so coming from the airport going south and staying south, that right lane, that right-most lane is there reason to stop them?

Alderman Schmidt

People turning left from Sharon would have an opportunity when they are stopped to make that turn.

Alderman Jette

So south of the Sharon Avenue area, Pine Hill Road south of there, that's just one lane, that's not two lanes.

Alderman Schmidt

As of this moment, that is just a simple two lane road, Pine Hill. However, that is due for refurbishment, the street is in terrible condition and I think it is on record for next year. So they will make accommodations for better turn lanes at that point. And I don't think that the stop signs are going in until summer so we have some time.

**MOTION CARRIED****O-18-034**

Endorsers: Alderwoman Mary Ann Melizzi-Golja  
 Alderman-at-Large Michael B. O'Brien, Sr.  
 Alderman-at-Large Brandon Michael Laws  
 Alderman Tom Lopez  
 Alderman Jan Schmidt  
 Alderwoman-at-Large Shoshanna Kelly

**DESIGNATING PARKING ON CHESTNUT STREET FOR FIRE DEPARTMENT EMPLOYEES****MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE**ON THE QUESTIONChairman O'Brien

Alderwoman Melizzi-Golja would you like to speak to this motion?

Alderwoman Melizzi-Golja

I would thank you. As the primary sponsor thank you for providing me the opportunity to speak. As some of you may remember from budget season, the Fire Department for the last quarter will be hiring two additional dispatchers who will be housed over at Chestnut Street. And because of the size of the parking lot there and the overlap of staff during the changing of shifts, they are not able to accommodate all of the vehicles that need to be there to facilitate that change of shift. So they are asking for these additional parking spaces on the Chestnut Street side of the station so our employees are able to come and go and not create a problem in the parking lot there and also know that they will be able to find parking to get in and out and to facilitate that shift change.

Chairman O'Brien

I do have one question Alderwoman Melizzi-Golja. Mr. Cummings and I went down there to take a look because when we first came across and looked at the linear footage and everything else we had a discussion with Superintendent Jeremy Gaudette. Is that the same footage that has been designated; was it accurate or was somebody wearing too big of shoes that day or something? Probably to Mr. Cummings, could you answer that please?

Mr. Cummings

I can, so to answer your question it is, there is a little clarification necessary as to where you start the 80 feet in terms of the point of I guess it would be I am trying to remember the cross street, Lake, so where you start on counting the 80 feet but it is understood reasonable to be basically the frontage of the fire station to allow for the vehicles and it would stop right before the rear access driveway. So engineering went out and looked at it, RJIS team went out and looked at it and that is the intention. I think our engineering team understands the intent and so they will be able to appropriately mark off the spaces.

Chairman O'Brien

Makes perfect sense, after serving at that station I'll have you historically know that instead of being completely perpendicular to the street it was kicked to the side so that the apparatus could respond to the most important place in the City. It is not City Hall; but it was the mill. So it was kicked in that direction to go there.

Alderwoman Melizzi-Golja

I'm sorry I wasn't able to provide any information, I didn't realize there had been a concern about this, this is the first time I've heard about it. But I trusted what the Fire Department told me in terms of their request.

Chairman O'Brien

No lack of due diligence on you Alderwoman Melizzi-Golja, it just so happens that Director Cummings and I occasionally take little road trips to go around and do other business with the Infrastructure Committee and that was on our docket for the day. So that was, we were in the neighborhood so we do our due diligence as well to, so thank you. Thank you.

**MOTION CARRIED**

Alderwoman Melizzi-Golja

Thank you and I am sure the new employees will be happy to have a parking space.

Chairman O'Brien

Mr. Cummings, thank you for staying a little extra there, appreciate it.

GENERAL DISCUSSION - None

PUBLIC COMMENT - None

REMARKS BY THE ALDERMEN - None

POSSIBLE NON-PUBLIC SESSION - None

ADJOURNMENT

**MOTION BY ALDERMAN LOPEZ TO ADJOURN  
MOTION CARRIED**

The meeting was declared closed at 8:30 p.m.

Alderman Jan Schmidt  
Committee Clerk