c Proposed Schedule

Table 1, below, shows the proposed schedule for the Southern New Hampshire Rail Shuttle service. The schedule is oriented to commuters with three southbound morning trips and three northbound evening trips during peak commute hours. One mid-day round trip is proposed to serve non-commute riders needs. Project sponsors will seek to coordinate the proposed rail shuttle with existing commuter bus service from Nashua and Manchester. This will increase the frequency of trips and provide additional schedule options for riders. Schedules have not yet been developed for the feeder service between Wilton and Nashua on the Hillsborough Branch.

Table 1 – Proposed Schedule

Southbound

Station	Train 3304	Train 3308	Train 3310	Train 3320
Manchester Downtown	5:20 am	6:20 am	6:50 am	11:07 am
Manchester Airport	5:32 am	6:32 am	7:02 am	11:19 am
South Nashua	5:55 am	6:55 am	7:25 am	11:42 am
Lowell	6:10 am	7:10 am	7:40 am	11:57 am
Connecting MBTA Train	6:20 am	7:22 am	7:50 am	12:07 pm

Northbound

Station	Train 3317	Train 3327	Train 3331	Train 3335
Connecting MBTA Train	11:54 am	4:58 pm	5:59 pm	7:12 pm
Lowell	12:07 pm	5:08 pm	6:09 pm	7:22 pm
South Nashua	12:22 pm	5:25 pm	6:26 pm	7:37 pm
Manchester Airport	12:45 pm	5:48 pm	6:49 pm	8:00 pm
Manchester Downtown	12:57 pm	6:00 pm	7:01 pm	8:12 pm

d Proposed Fares

The fares for the proposed shuttle are shown in Table 2 on the following page. These fares have been estimated by calculating the per mile cost from Boston North Station to Nashua from the Lowell-Nashua Commuter Rail proposal and then calculating the fare for Manchester Airport and Manchester downtown. Fares for Boston North Station are based on existing MBTA fare for a single, one-way ride from Lowell to Boston. Likewise, fares for all other stops on the Lowell line (North Billerica, Alewife, Wedgemere, Winchester, Wilmington, Mishawum, Anderson RTC) are held to MBTA current fares. Parking is proposed to be free at all three stations for the Southern New Hampshire Rail Shuttle. Fares have not yet been developed for the feeder service on the Hillsborough Branch.