

PRESENTATION TO HOUSE TRANSPORTATION – January 20, 2016

STUDY OF MONTPELIER TO ST. ALBANS COMMUTER RAIL SERVICE, ALBANY TO BENNINGTON TO MANCHESTER BUS SERVICE [H.488 (2015) Sec. 11.]

- (a) The Agency, in consultation with the Joint Fiscal Office, shall study the financial and operational feasibility of a commuter rail service in the corridor between St. Albans, Essex Junction, and Montpelier, with connecting service to Burlington, and shall report its findings and any recommendations to the House and Senate Committees on Transportation on or before January 15, 2017.

We will be presenting what it would take to run a service on these corridors, what it would cost (high level planning estimate), what level of ridership would it take to for commuter rail to make sense, and importantly what institutional issues would need to be addresses to run a service.

Commuter Rail Characteristics

- Serves the central business district
- Connects with city metro and/or bus services
- Self-propelled by diesel multiple units (DMU) or Bi-directional/push-pull with Locomotive and control cab
- Runs on a fixed schedule
- Usually on shared trackage with Amtrak and/or freight

Approach:

- Prepared with Consultant (HDR, Inc.) assistance.
- Stakeholder involvement/Study Advisory Committees
 - Vermont Rail Council
 - Chittenden County Transit Authority, Green Mountain Transit Agency, New England Central Railroad, Vermont Rail Systems, Communities in corridor, Regional Planning Commissions, Regional Development Corporations, and Chambers of commerce
 - Internal working group: Scott Bascom, Costa Pappis, Rail Section
 - Public Involvement

General Outline/Scope of work:

- Corridor/existing conditions
- Transit demand needed to support commuter rail
- Commuter rail operations
- Cost estimates and funding
- Implementation issues
- Implementation framework
- Stakeholder involvement & Final report of Study & Findings