

NY-VT Bi-State Intercity Passenger Rail Study

House Transportation
Committee

Costa Pappis, AICP
February 19, 2014



Track 3 Planning Study

- FRA-funded study for project to feed into pipeline of future High-Speed and Intercity Passenger Rail Program (HSIPR) projects.
- Undertaken jointly with the New York State Department of Transportation.
- Purpose is to provide intercity passenger rail service to unserved and underserved areas in western Vermont and east-central NY.



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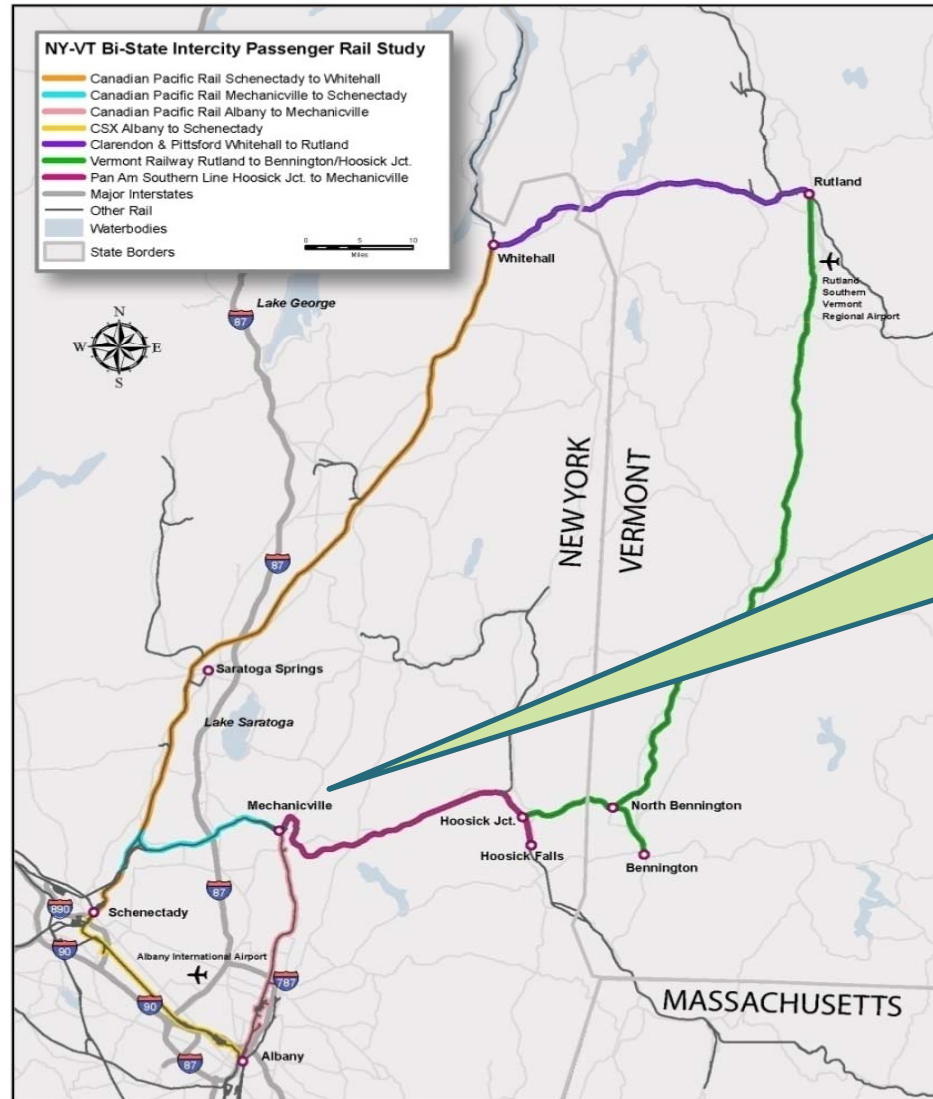
- Project Administrator – VTrans
- Project Management Team (PMT)
 - VTrans Representatives
 - NYSDOT Representatives
 - Rutland Regional Planning Commission
 - Bennington County Regional Commission



Track 3 Planning Study

- Consultants
 - VHB: Planning, Design
 - HNTB: Railroad Infrastructure Engineering
 - STV: Maintenance Facilities; Safety & Security, Environmental Justice
 - HMMH: Noise and Vibration
 - FHI: Public Outreach
 - Gallop: Ridership & Revenue Estimates

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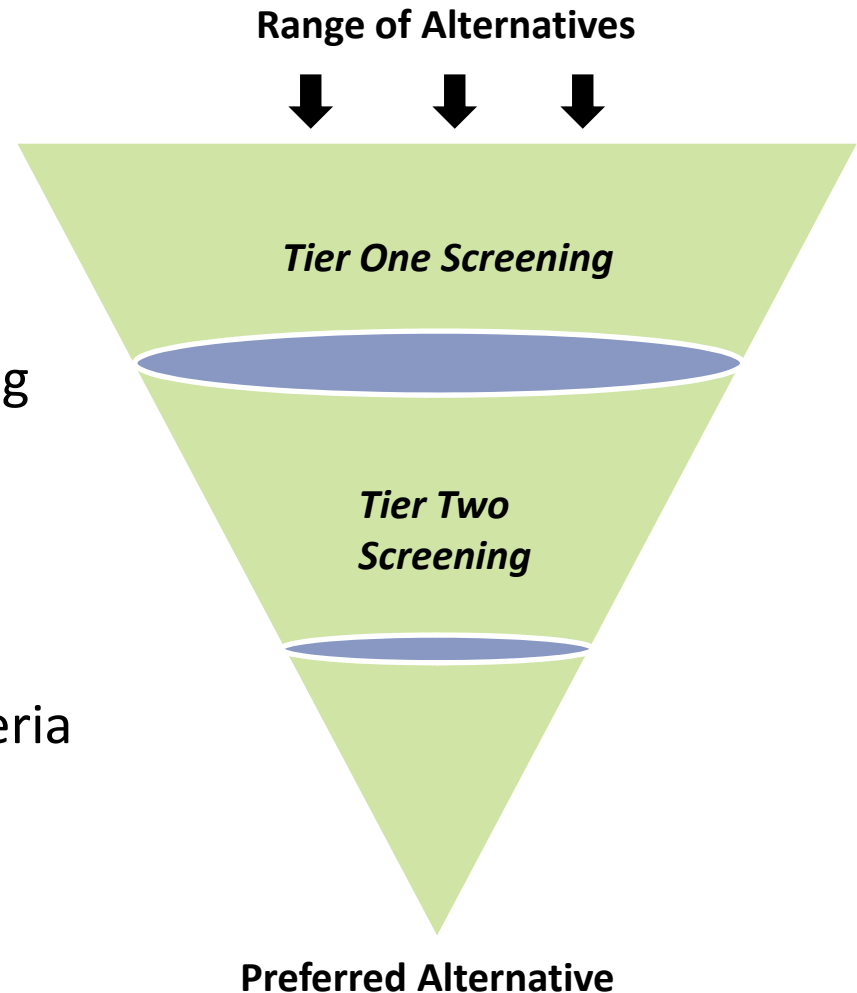


Multiple Railroads
in New York

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Evaluation Methodology

- Tier One Screening
 - Qualitative Criteria
 - Positive/Negative/Neutral scoring
 - Two best alternatives progress
- Tier Two Screening
 - Qualitative and quantitative criteria
 - Scoring range: -2, -1, 0, +1, +2
 - Weighting of criteria

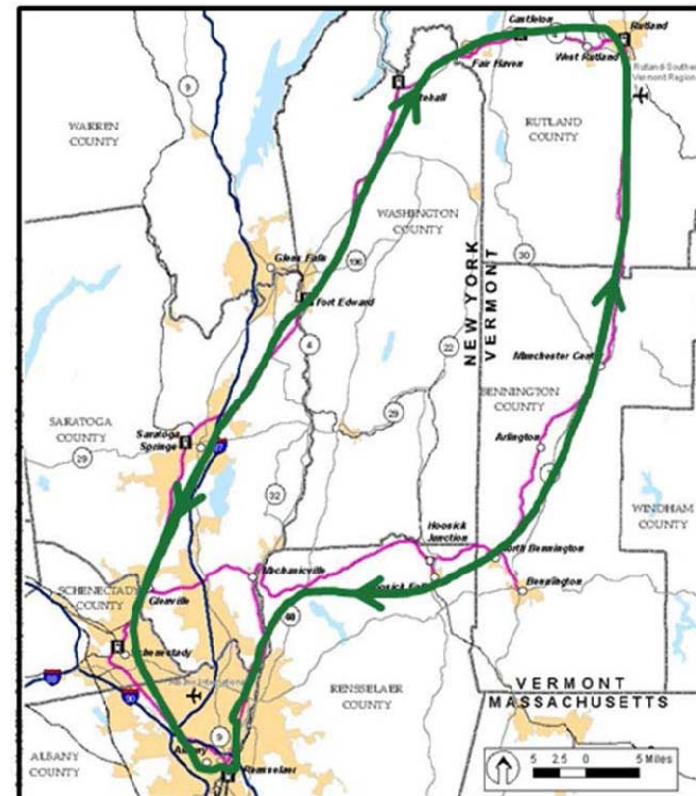


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Alternative 1, No-Build

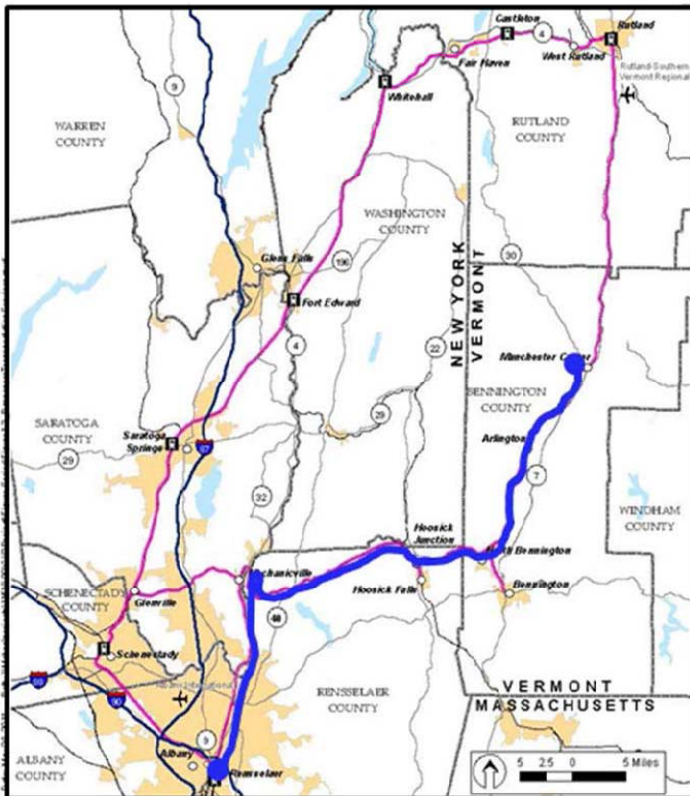
No Project

Alternative 2, Loop Service

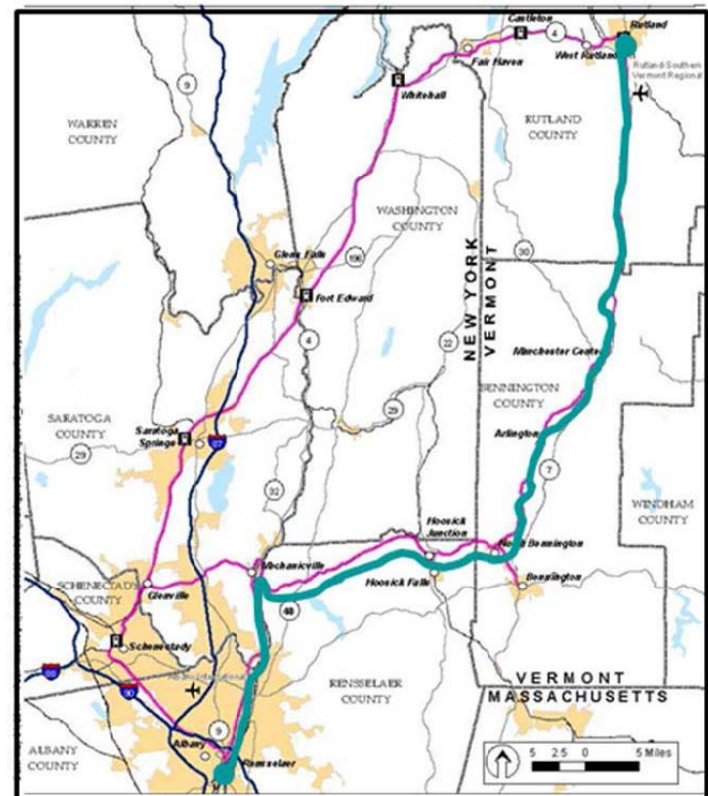


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**Alternative 3, New Service to SW Vermont –
Terminus in Manchester**

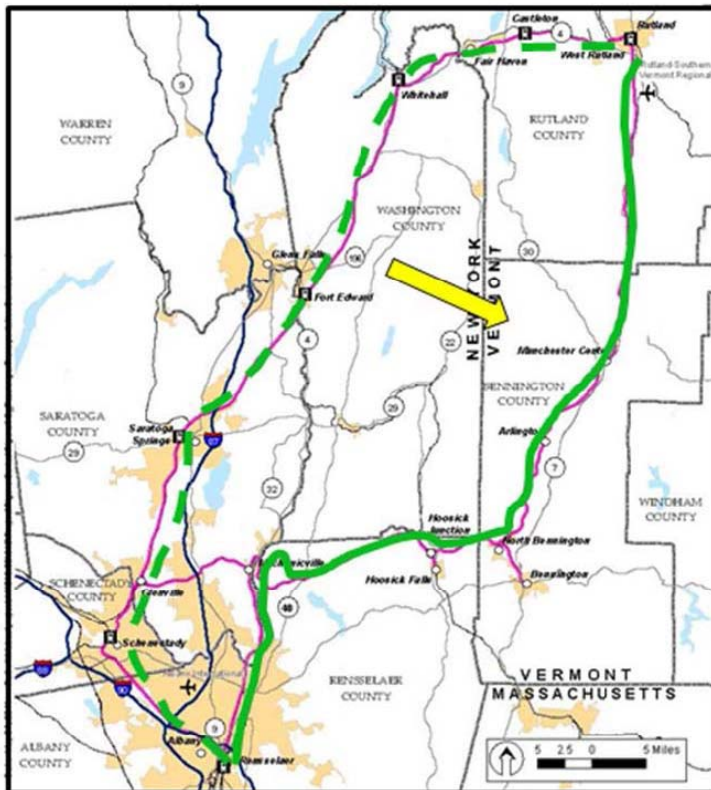


**Alternative 4, New Service to SW Vermont –
Terminus in Rutland**

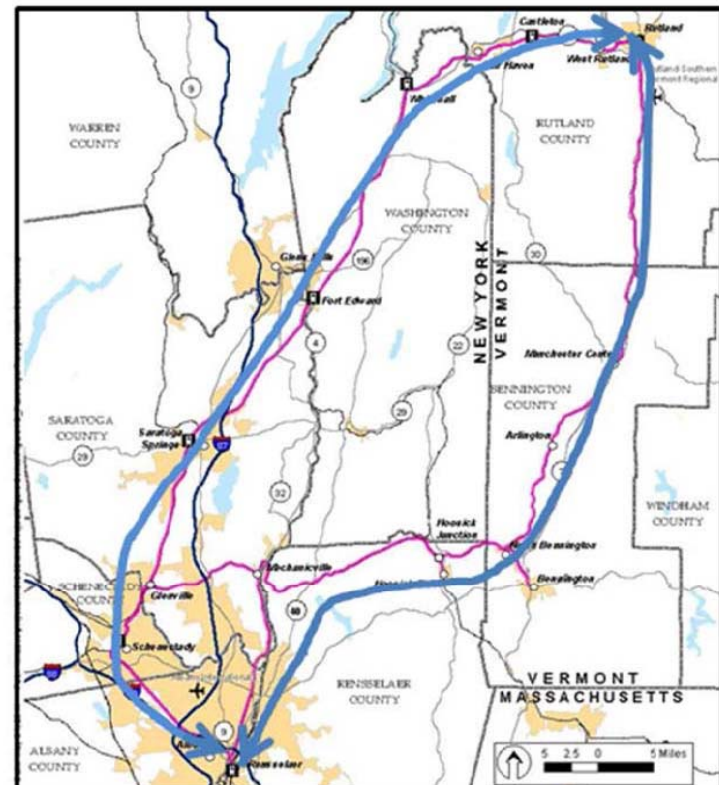


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Alternative 5, Reroute Ethan Allen Service



Alternative 6, Split Shuttle Service



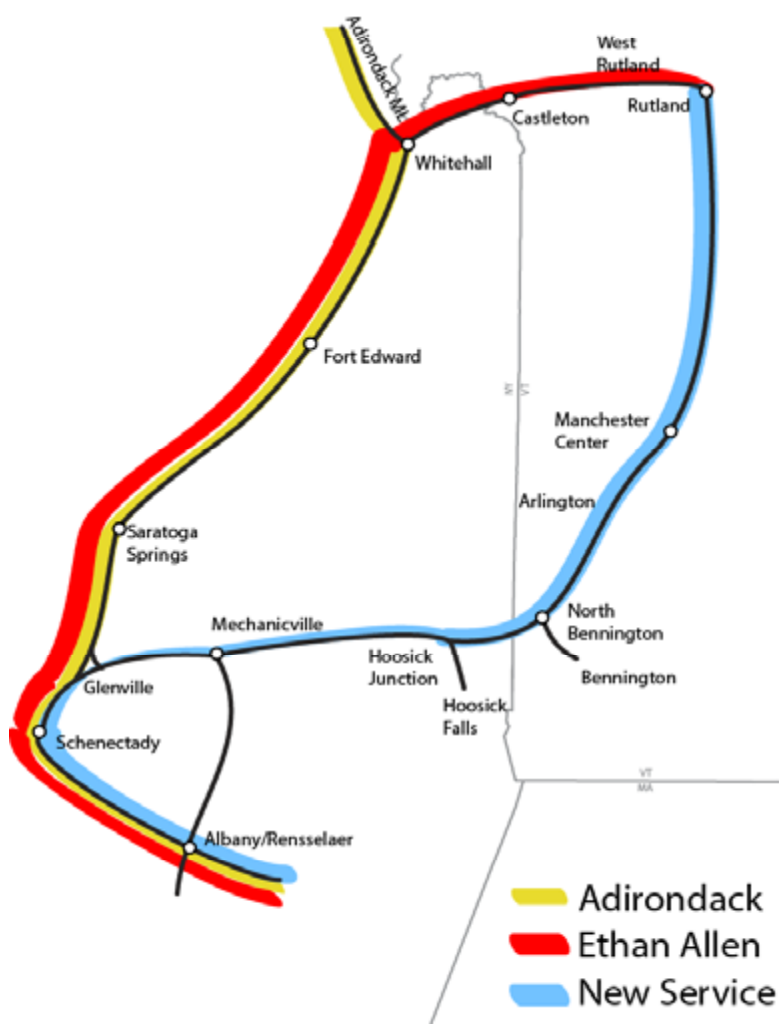
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Phase II Alternatives Analysis

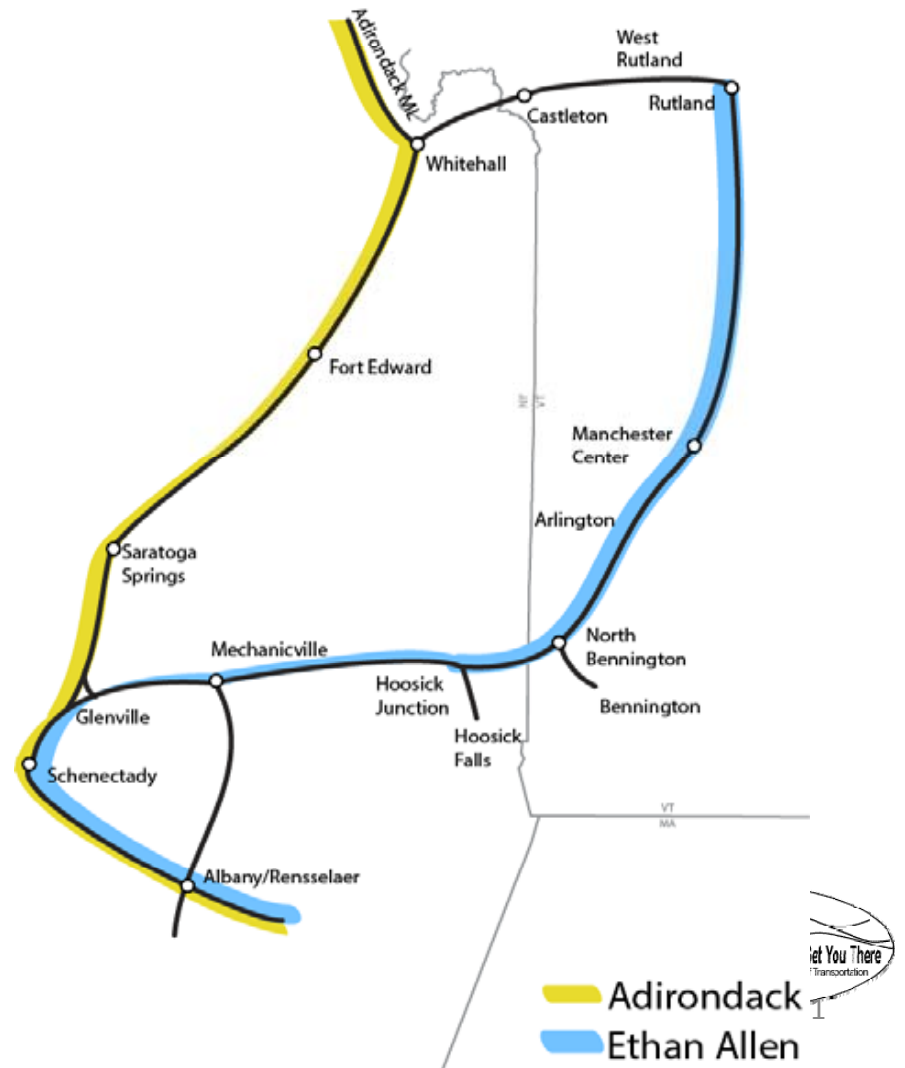
- Four categories were identified for use in evaluating the alternatives:
 1. Rail Access and Mobility - access to key destinations, travel time savings, adequate/appropriate frequency and routing
 2. Transportation Efficiencies - intermodal connections, costs, impacts to existing rail operations
 3. Economic/Sustainable Development – public benefits, capital and operating costs
 4. Environmental Quality - environmental benefits vs. impacts

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New Service Along the Western Corridor



Reroute Existing Ethan Allen



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	No-Build	Alt. 1	Alt. 2
GOAL 1 – Extend Intercity Passenger Rail Access and Improve Mobility			
Directness to Key Regional Destinations	0	+2	+1
Transfers Required	0	+2	+1
Cumulative Travel Time	0	0	0
Availability of Intermodal Connections	0	+2	+1
Frequency/Ridership/Population	0	+2	+1
<i>Goal 1 Total:</i>	<i>0</i>	<i>+8</i>	<i>+4</i>
Best Fit Alternative:		X	
GOAL 2 – Support Economic Development and Sustainable Development			
Accessibility/Connections	0	+2	+2
Smart Growth	0	+2	+1
<i>Goal 3 Total:</i>	<i>0</i>	<i>+4</i>	<i>+3</i>
Best Fit Alternative:		X	
GOAL 3 – Maximize Transportation Efficiencies			
Cost Evaluation	0	-2	+2
Construction Impacts on Operations	0	-1	-1
Sustainability/Funding Opportunities	0	-1	0
Additional Capacity	0	+2	+1
Reliability/Flexibility	0	+2	+1
Impacts to Rail and Bus Operations	0	+2	+1
<i>Goal 2 Total:</i>	<i>0</i>	<i>+2</i>	<i>+6</i>
Best Fit Alternative:			X
GOAL 4 – Protect Environmental Quality			
Environmental Impacts	0	-1	-1
<i>Goal 4 Total:</i>	<i>0</i>	<i>-1</i>	<i>-1</i>
Best Fit Alternative:	Alternatives 1 & 2 tie		
TOTAL	0	+13	+10
Best Fit Alternative:		X	

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Table 12 – Revised Ridership Forecasts

Station	2010 Base	2030 No-Build	2030 Alt. 1 New	2030 Alt. 2 New
Montreal - Fort Ticonderoga	5,200	5,700	5,700	5,700
Rutland	8,300	10,800	14,900	12,500
Castleton	1,100	1,800	1,900	--
Whitehall	900	1,000	1,000	1,000
Fort Edward	4,300	4,600	4,500	3,100
Saratoga Springs	15,100	16,600	16,500	11,300
Schenectady	8,100	8,400	10,300	9,200
Manchester	--	--	4,400	4,400
North Bennington	--	--	6,400	6,400
Mechanicville	--	--	4,600	4,600
Albany/Rensselaer	3,200	3,400	3,700	3,300
Hudson - NY Penn	32,400	35,900	52,100	42,600
Total	78,600	88,200	126,000	104,100

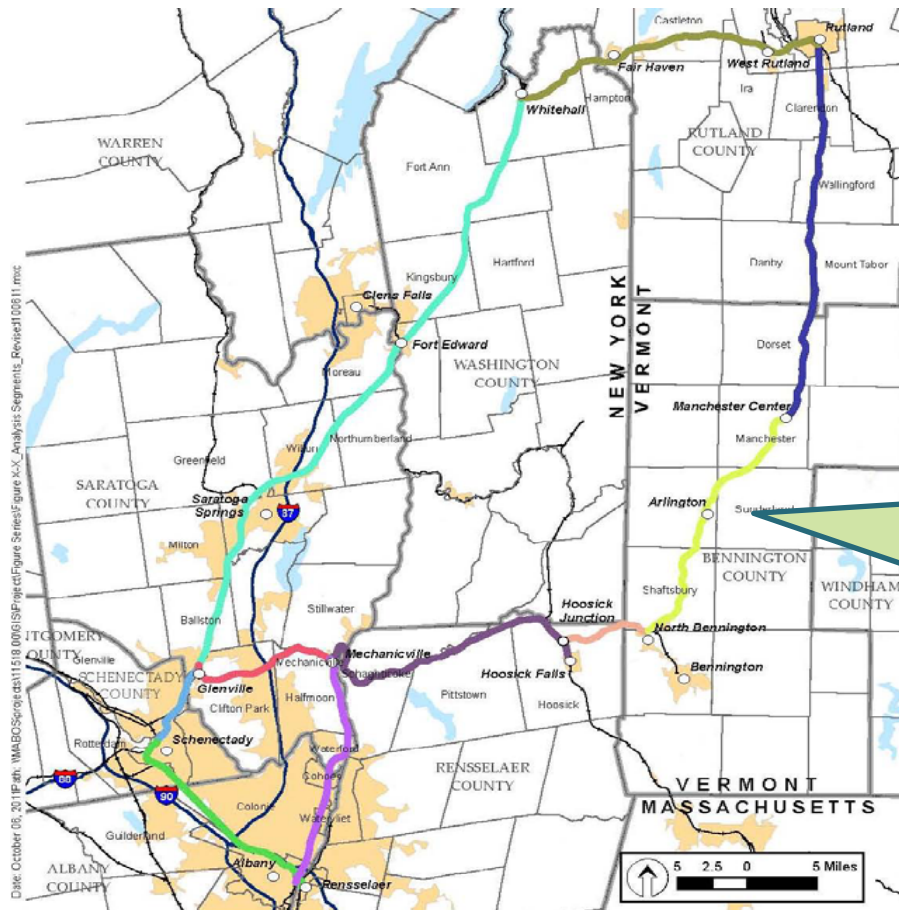
Note: Ridership numbers reflect one-way boardings.

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Table 10 – Total Investment

	Quantity	Unit	Unit Price	Total
New Siding Track	54,868	TF	\$200.00	\$10,973,600
Upgrade Mainline Track	283,800	TF	\$52.66	\$14,945,600
Installation of CWR	36	MI	\$750,000.00	\$27,225,000
Shift Mainline Track	17,239	TF	\$150.00	\$2,585,850
Signal System	4	EA	\$4,000,000.00	\$16,000,000
Grade Crossing - Public	3,600	TF	\$3,000.00	\$10,800,000
Grade Crossing - Private	130	EA	\$5,000.00	\$650,000
Grade Crossing - Warning System	72	EA	\$150,000.00	\$ 10,800,000
Grade Crossing Signage - All	172	EA	\$5,000.00	\$860,000
Undergrade Bridges	9	EA	\$500,000.00	\$4,500,000
Turnouts	25	EA	\$230,200.00	\$5,755,000
Turnout Removal	4	LS	\$70,000.00	\$280,000
Clearing & Filling	1	LS	\$1,529,060.00	\$1,529,060
Culvert Extension	2	EA	\$25,000.00	\$50,000
Mechanicville Station	1	LS	\$1,550,000.00	\$1,550,000
No. Bennington Station	1	LS	\$2,290,000.00	\$2,290,000
Manchester Station	1	LS	\$1,450,000.00	\$1,450,000
Construction Cost				\$112,244,110
Preliminary Engineering (10%)				\$11,224,000
Administration				\$300,000
Construction Engineering (6%)				\$6,735,000
Subtotal				\$130,503,000
Contingency (6%)				\$7,830,000
TOTAL				\$138,333,000

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- Legend**
- Seg. 1 - CSX (Schenectady-Albany)
 - Seg. 2 - CPR (CPF 400-Schenectady)
 - Seg. 3 - CFR (Whitehall-CPF 400)
 - Seg. 4 - CL² (Rutland-Whitehall)
 - Seg. 5 - CPR (Mechanicville-Albany)
 - Seg. 6 - CPR (Mechanicville-CPF 400)
 - Seg. 7 - PAR (Hoosick-Mechanicville)
 - Seg. 8 - VTR (No. Bennington-Hoosick)
 - Seg. 9 - VTR (Manchester-No. Bennington)
 - Seg. 10 - VTR (Rutland-Manchester)
- Other Railroad
 - County boundary
 - Waterbody
 - Urbanized Area
 - City/Town
 - Interstate Highway

NY-VT Bi-State Intercity Passenger Rail Study

Figure X-X
Analysis Segments

Source: New York State GIS Clearinghouse (NYGIS); Vermont Center for Geographic Information (VCGI); The United States Geological Survey National Map; and Environmental Systems Research Institute (ESRI) Data

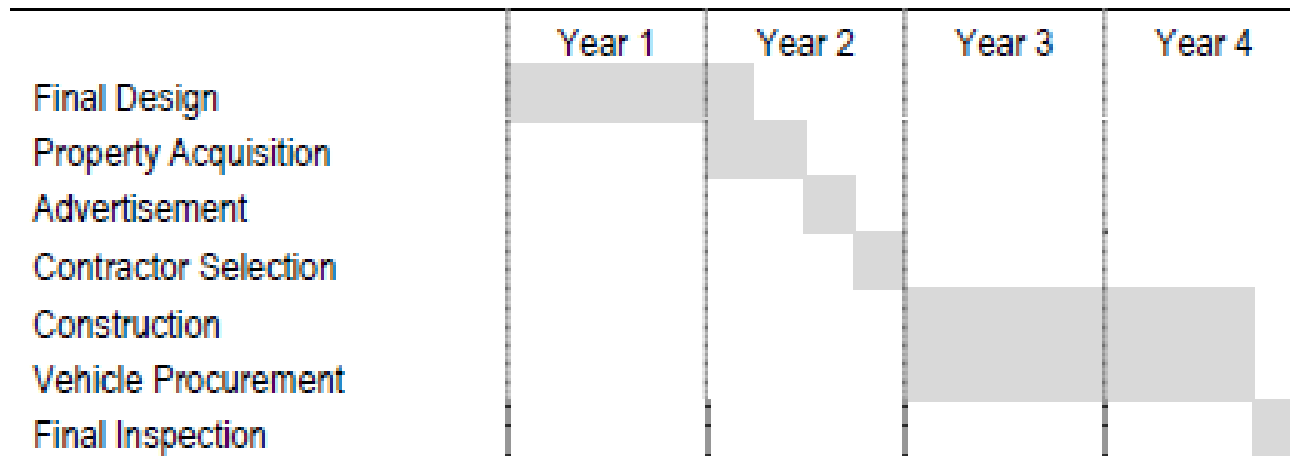


Cost estimates developed for discrete segments to allow for phased implementation if needed



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Proposed Implementation Schedule



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Table 7 – Annual O&M Cost-Sharing

	No Build	Alternative 1	Alternative 2
VTrans Subsidy	\$1,473,000	\$4,235,000	\$3,175,000
NYSDOT Subsidy	\$1,874,000	\$3,083,000	\$0
Total Subsidy	\$3,347,000	\$7,318,000	\$3,175,000

Alternative 1: Cost-sharing NY-VT split operating subsidy for both trains based on the cost-sharing methodology currently in use for the Ethan Allen Express.

Alternative 2: VT pays the operating subsidy for the re-routed service.

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Implementation Challenges

1. No HSIPR funding currently available – only realistic funding source for a project of this size.
2. PRIIA s.209 – Significant increases state funding needed for operations.
3. Railroad and political interest in NY – unclear on the priority of this project.

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Next Steps

1. Need for Legislative Delegations to work NY counterparts to secure commitments (joint grant application, matching funds).
2. Need for rail advocacy organizations to work with railroads (not all railroads excited about passenger rail).

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Questions / Comments?

Costa Pappis
Vermont Agency of Transportation
802-828-5790
Costa.pappis@state.vt.us

<http://www.ny-vt-passengerrail.org/documents.html>

