Montpelier to St. Albans Commuter Rail Feasibility Study Scope of Work

Task 1 – Introduction of Commuter Rail Services –

A description of commuter rail service

Task 2 – Corridor Existing Conditions

A description of the existing railroad corridor

The description of the railroad components will include:

- track alignment, configuration, ownership and operating condition;
- train signal system
- railyard facilities
- station locations and platforms
- parking facilities

A description of the existing highway/roadway network that provides key connections along the corridor will include:

- identification of primary highway routes and connections;
- estimates of typical travel times between primary points.

A description of the existing transit services along the corridor will include:

- routes, service plans and ridership of existing corridor services;
- routes, service plans and ridership of existing services that could provide connections and feeder services.

Task 3 – Transit Demand

The goal of this task is to identify the level of transit demand that would be considered feasible to initiate commuter rail service.

A. Peer Review
B. Existing Corridor Transit Trends
C. Corridor Travel Demand
D. Task 4 – Commuter Rail Operations

A range of two to three potential commuter rail Operating Plans will be developed to identify the potential levels of service and associated infrastructure requirements, and

695 Atlantic Ave, Boston MA 02111
T 617.357.7700 **F** 617.357.7759

capital/operating costs. Accompanying each operating plan will be estimates of the following:

1. Number of daily trips
2. Service capacity (peak period and daily)
3. Commuter rail fleet requirements
4. Layover facility requirements / potential locations
5. Track improvements
6. Station improvements
7. Signal requirements (including Positive Train Control)

Task 5 – Cost Estimates and Funding

Order of magnitude cost estimates will be developed for the each operating Costs estimates will include:

1. Capital costs:
    a. train sets
    b. track improvements
    c. signal improvements
    d. feeder bus transit services
    e. station improvements (including ADA and parking)
2. Operating costs
    a. access rights
    b. personnel/operator
    c. train operations & maintenance
    d. stations, ticketing, marketing

The funding opportunities section will include discussion of the following:

    a. Potential funding sources for capital costs; including flexible FHWA funds
    b. Potential funding sources for operating costs; including CMAQ funds

Task 6 – Implementation Issues

Implementation issues include:

1. Labor requirements - Prevailing Wages & Employee Protective Arrangements
2. Positive train control requirements
3. Potential impacts to traffic at 5-corners, Essex Junction
4. Potential for service to IBM/Global Foundries (including security issues)
5. Potential for noise impacts and quiet zones
6. Feasibility Criteria – including capital costs, subsidy requirements and ridership demand.
7. FTA funding and implications for current transit programs statewide

Task 7 – Implementation Framework

A summary of actions necessary to implement a commuter rail service.

The implementation framework and schedule will include:

1. Prepare a comprehensive feasibility study
2. Develop an operating plan including: detailed ridership estimates, revenue, capital and operating costs, schedules; fare structure, dispatching, dedicated feeder bus services (last mile issues), positive train control.
3. Meet FTA funding requirements (NEPA / Small Starts)
4. Meet state environmental/resource requirements and permits.
5. Conduct engineering and construction of the rail line and structures, at grade crossings, stations, parking, layover/maintenance facilities, and signal systems which would include the installation of positive train control on all rail services operating on the affected rail lines.
6. Receive required approvals: public service board/t-board; legislature; railroads; federal railroad administration
7. Create Finance plan for capital, operating and start-up costs.
8. Establish a management entity and related requirements (personnel, liability insurance, etc.)
9. Acquire access rights /operating agreements with the affected railroads including liability insurance.
10. Procure an operator for the service (who will provide the rolling stock or plan that procurement separately, meeting FTA procurement regulations.)

Task 8 – Study Outreach and Draft and Final Findings

With the goal of the study being to provide a clear understanding of the level of feasibly of commuter rail service, it will be important include substantive input from key stakeholders.

1. Internal Steering Committee/Working Group
2. Study Advisory Committee - Chittenden County Transit Authority, Green Mountain Transit Agency, New England Central Railroad, Vermont Rail Systems, Communities in corridor, Regional Planning Commissions, Regional Development Corporations, Chambers of commerce, and Legislators.
3. Rail Advisory Council – 1 meeting
4. Public Outreach - 1 meeting

Findings of the study will be included in a Study Report that documents the above work tasks.