

Phoenixville Passenger Rail Demonstration Project

Task Force Meeting No. 2

Preliminary Findings

July 26, 2018

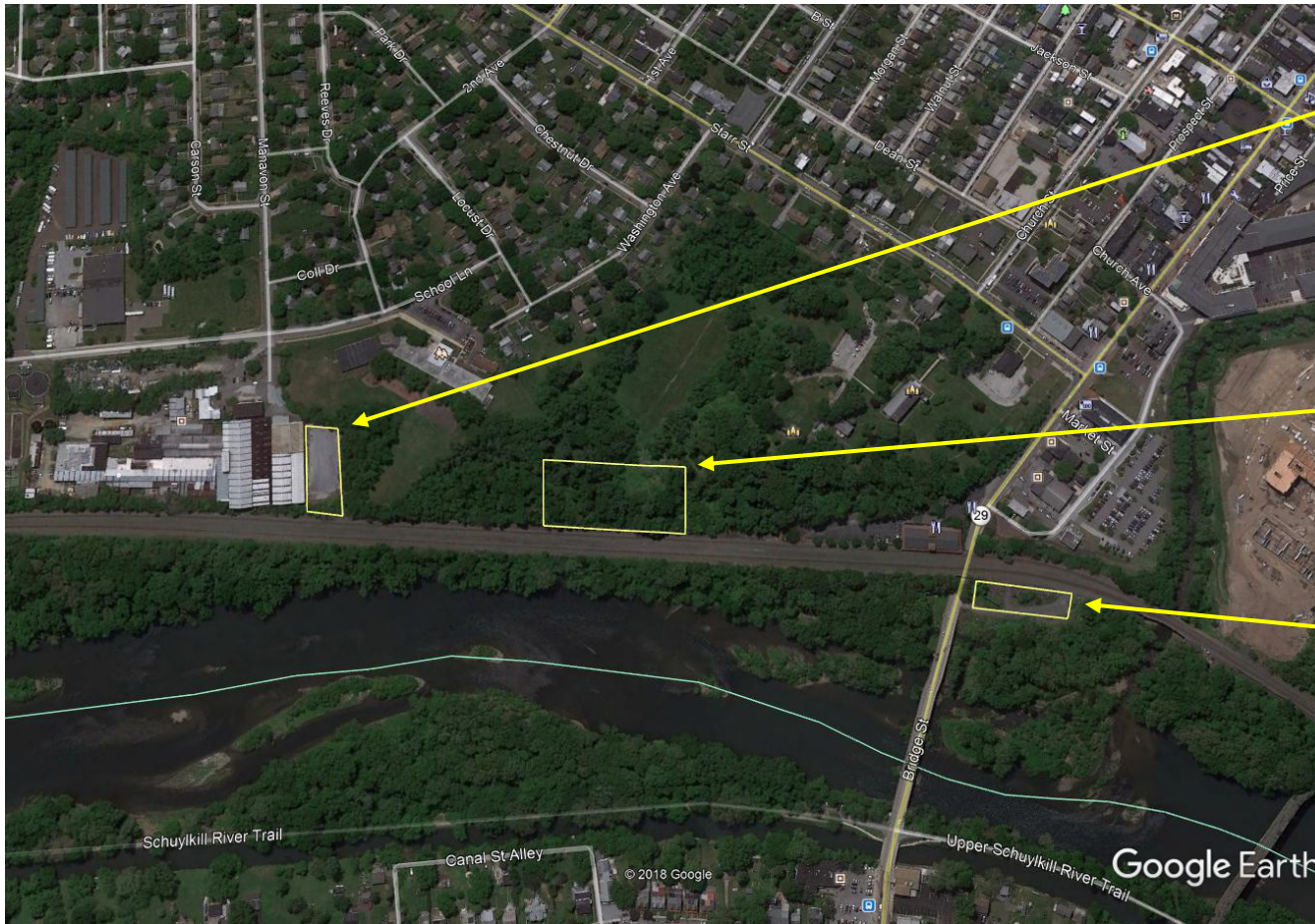
AGENDA

- Feasibility
- Stations
- Operating Assumptions and Issues
- Ridership Estimate
- Capital Improvements
- Capital Costs
- Operating & Maintenance Costs
- Conclusions and Next Steps

FEASIBILITY

- No technological obstacles to demonstration project or permanent service
- SEPTA and Norfolk Southern requirements will determine whether demonstration project is operationally feasible
- Details of funding plan remain to be developed and will be critical to determining affordability

STATIONS – Sites in Phoenixville

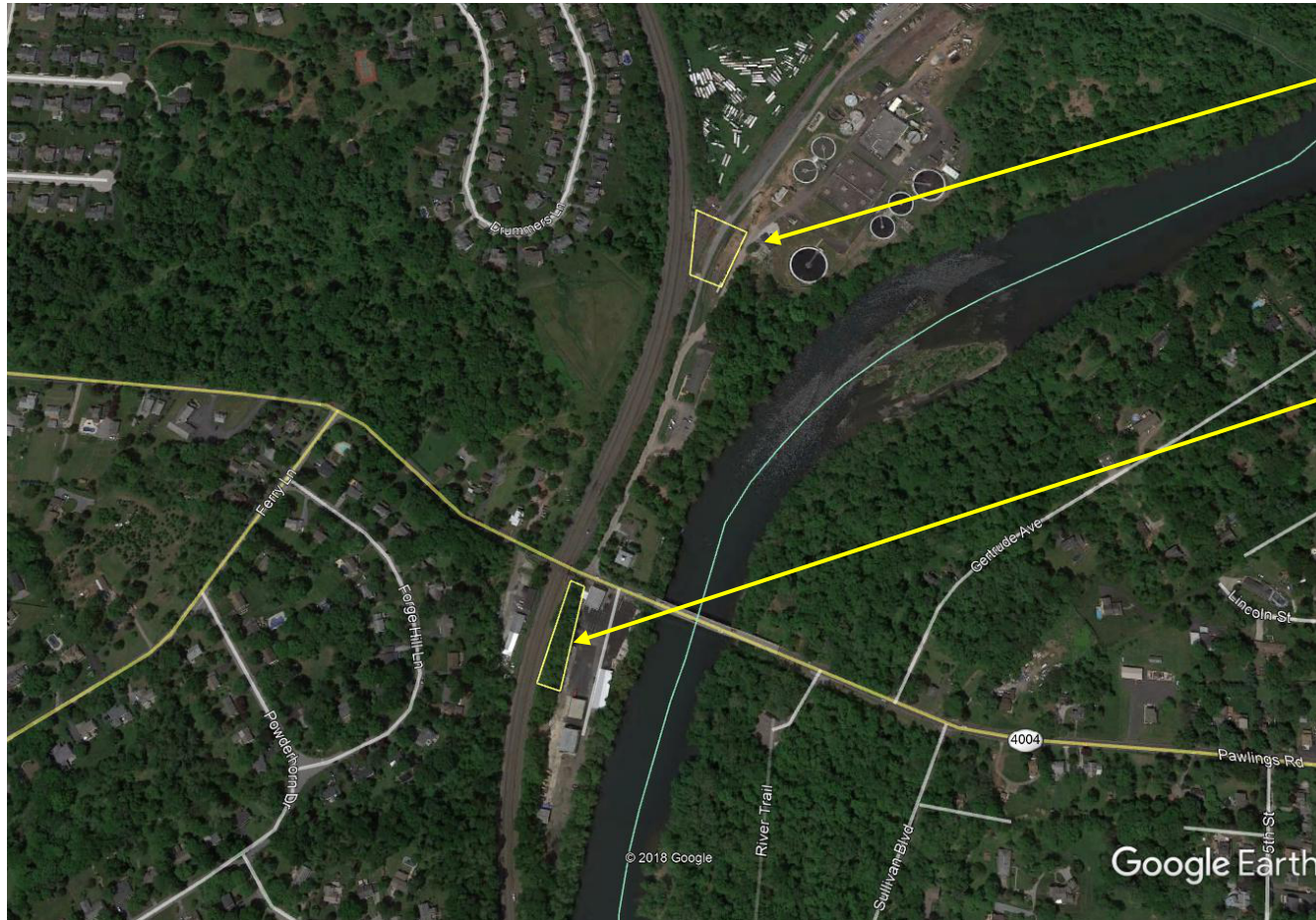


- Phoenix Industrial Complex 41 South 2nd Avenue

- Holy Ghost Orthodox Catholic Church

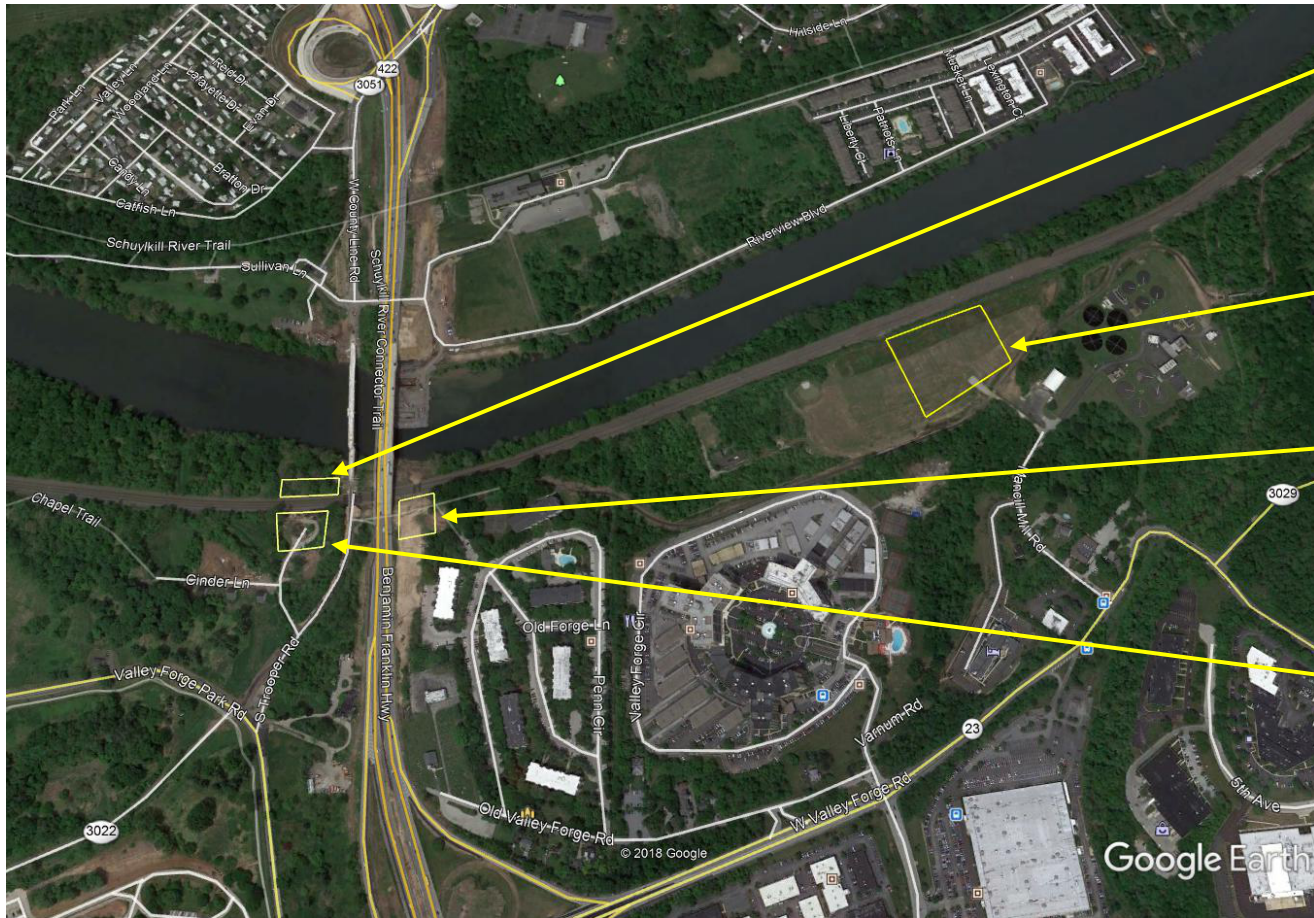
- Railroad Property at Bridge Street

STATIONS – Sites in Schuylkill Township



- Valley Forge Sewer Authority / Railroad Property
- Railroad Property

STATIONS – Sites in King of Prussia



- Port Kennedy (North Side of Railroad)
- Mancill Mill Site
- Bridge Construction Staging Site
- Historic Port Kennedy Station

STATIONS - ISSUES

- Which side of tracks? Affects NS operations and station capital costs
- Parking capacity is very important at all stations
- Pedestrian and bicycle access is particularly important at Phoenixville
- Must strike balance between meeting expectations and requirements (e.g., lighting, safety and security, ADA compliance) and limiting capital cost for a temporary facility
- Viability of king of Prussia station largely dependent on shuttle bus or circulator to mall and other employment centers

OPERATING ASSUMPTIONS & ISSUES

- SEPTA would be operator
- Schedule for demonstration project would be limited to weekday peak periods only – three round trips per day
- Operations on NS must comply with NS requirements; recent signal system improvements make feasible the assignment of all passenger trains to Track #2
- Storage overnight and on weekends at Cromby requires NS dispatching priority through single-tracked Black Rock Tunnel; alternative in Phoenixville requires modification of new NS signal improvements

RIDERSHIP

		TRIP ATTRACTIONS					
TRIP GENERATORS	Norristown	Suburban Station	Temple University	Jefferson Station (Note 4)	30th Street Station	King of Prussia (Note 5)	
Phoenixville	21	180	6	59	40	31	337
Perkiomen Junction	12	159	3	56	30	26	286
King of Prussia	21	120	10	114	29		294
	54	459	19	229	99	57	917

CAPITAL IMPROVEMENTS

- Three new stations
- New crossovers in Norristown and Bridgeport with corresponding signal system modifications
- Storage facility improvements
- No rolling stock capital cost; assumed to be leased
- No “state of good repair” infrastructure improvements; existing conditions assumed to be suitable
- All subject to refinement after next SEPTA and NS discussions

CAPITAL COST ESTIMATE

Grading and Trackwork	\$600,000
Signals and Communications	600,000
Station - Phoenixville	3,140,000
Station - Schuylkill Township (Perkiomen Junction)	3,220,000
Station - King of Prussia (Port Kennedy)	3,275,000
Overnight and Weekend Storage Facility (Cromby)	1,610,000
TOTAL	12,445,000
Contingency (20%)	2,500,000
TOTAL	14,945,000

OPERATIONS & MAINTENANCE COSTS

Train Operations	\$2,630,880
Norfolk Southern Charges	\$28,000
Stations	\$76,500
Storage Facility	\$35,000
TOTAL:	\$2,770,380

Costs to lease rolling stock and property for stations and storage facility are not included.

CONCLUSIONS AND NEXT STEPS

- If decision is made to proceed:
 - Meet again with SEPTA to develop more detailed plans
 - Meet with Norfolk Southern to jointly develop plans
 - Refine Cost Estimates based on SEPTA and NS requirements
 - Update survey of available rolling stock
 - Meet with Chester and Montgomery County planning and transportation officials to advance project cooperation
 - Meet with Federal Transit Administration and other agencies regarding grant applications for project funding