

Commuter Rail Feasibility Analysis

February 1, 2011

Origin

January 12, 2010 Committee of the Whole, item #3 Council Focus Areas.

MOVED BY Councillor Outhit, seconded by Councillor Dalrymple, that Halifax Regional Council request a staff report on the feasibility of a commuter train service for HRM, extending beyond HRM boundaries as required. During the discussion Council indicated that the report also needs to address, future transportation requirements and day liner approach.

MOTION PUT AND PASSED.

Study Background

- Has been studied/discussed previously, most recently 2003
- Discussions with CN were limited
- Information provided in the report is a review and analysis of previous work, with modifications made for factors that have changed in the subsequent years

Rolling Stock

- Remanufactured Budd Rail Diesel Cars (RDC's), "Dayliners"



Corridor Selection

- Two options:
 - CN: Halifax – Truro
 - WHRC: Windsor Junction – Windsor/Hantsport
- CN route to Truro more suitable for passenger operations
- Station locations chosen along the selected corridor

Ridership

- Judgemental (modal split) analysis used
- Data from the census and HRM Electoral Boundary Review were used
- Ridership was initially estimated to Truro

Ridership Estimate

Station	Daily One-Way Boardings
Truro	18
Stewiacke	9
Enfield	2
Wellington	14
Windsor Junction	31
Duke Street	42
Mill Cove	273
Rockingham	381
Armdale/Mumford	Destination Only
VIA Rail Station	Destination Only
Total	769

Service/Ridership Refinement

- Ridership beyond Windsor Junction is projected to be low
- There are Regional Plan impacts to providing transit service beyond HRM
- Further analysis conducted only to Windsor Junction

Revised Ridership Estimate

Station	Daily One-Way Boardings
Windsor Junction	45
Duke Street	42
Mill Cove	273
Rockingham	381
Armdale/Mumford	Destination Only
VIA Rail Station	Destination Only
Total	741

Proposed Route and Stations



Preliminary Schedules

Morning Peak Schedules

Station	1	2	3	4	5	6
Windsor Junction	607	637	707	737	807	837
Sackville/Duke	612	642	712	742	812	842
Mill Cove	615	645	715	745	815	845
Rockingham	622	652	722	752	822	852
Mumford	626	656	726	756	826	856
VIA Station	635	705	735	805	835	905

Afternoon Peak Schedules

Station	1	2	3	4	5	6
VIA Station	1530	1600	1630	1700	1730	1800
Mumford	1539	1609	1639	1709	1739	1809
Rockingham	1543	1613	1643	1713	1743	1813
Mill Cove	1550	1620	1650	1720	1750	1820
Sackville/Duke	1553	1623	1653	1723	1753	1823
Windsor Junction	1558	1628	1658	1728	1758	1828

Costs

Capital Costs

CN Track Infrastructure	\$9,900,000
Stations (5)	\$2,000,000
Park & Ride Lots (2)	\$600,000
Rolling Stock	\$15,000,000
Shuttle Buses	\$3,200,000
Other Start-Up Costs	\$250,000
Total	\$30,950,000

Annual Operating Costs

Train Operations, Track Rent & Maintenance	\$5,686,200
Station Management and Other Services	\$660,000
Park & Ride Lots (2)	\$253,800
Total	\$6,600,000

Next Steps

- Report is provided as high-level information to Regional Council
- If there were a decision to move any further with commuter rail, additional study using external resources would be required.
- In CN's past experience, the cost of a full study would be ~\$250,000