

No rail connectivity =

MIND THE GAP: PERRYVILLE TO NEWARK

more traffic congestion

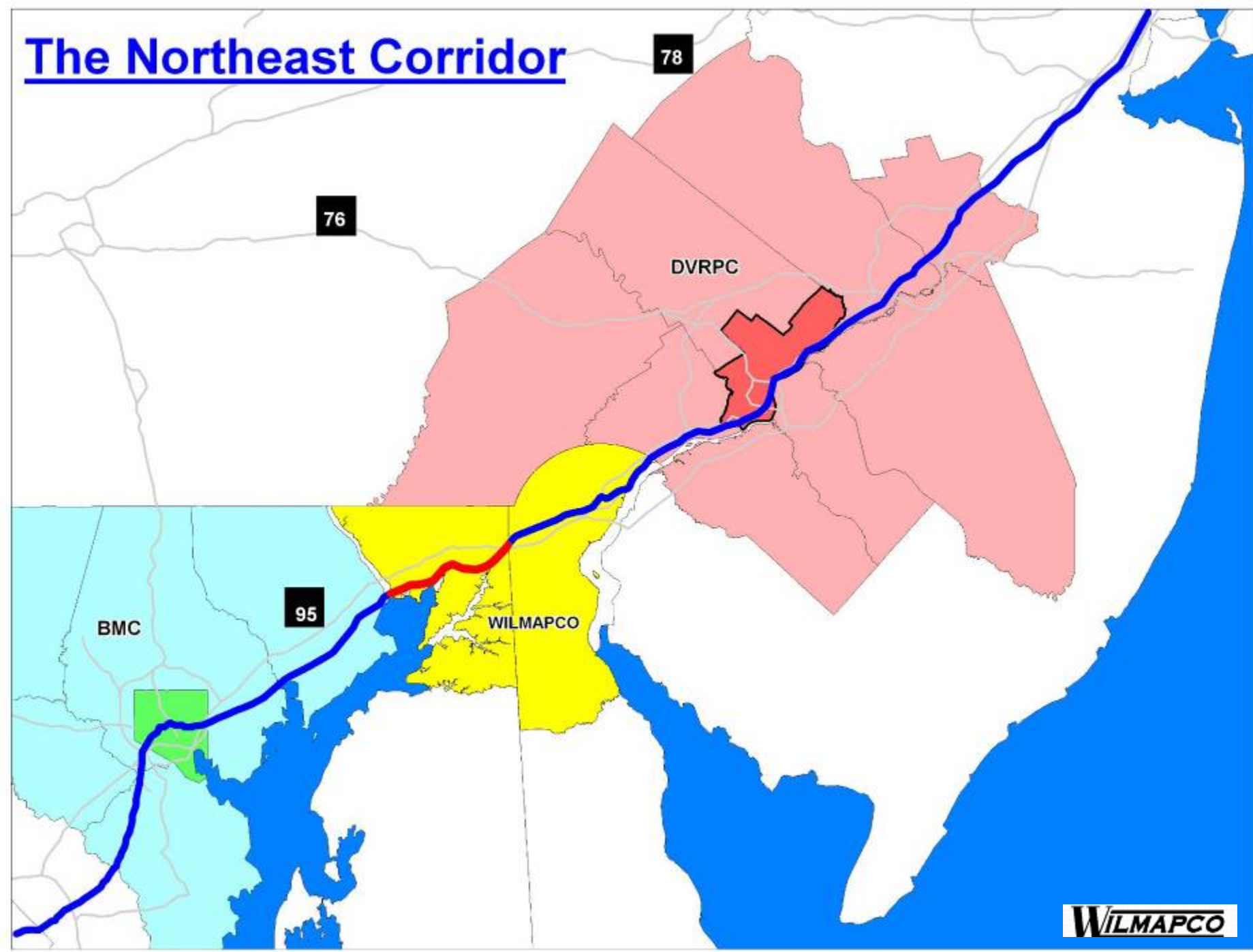
Presentation by WILMAPCO to New Castle County Civic League

Elkton Rail History

- 1837 - Wilmington & Susquehanna Railroad begins service to Elkton
- 1938 - 18 passenger trains a day stop at Elkton
- 1963 - Only 3 trains a day stop at the depot and all service would soon stop
- 1978-1981 – The Chesapeake (or Chessie), an Amtrak train, runs between Philadelphia and Washington, D.C., stopping in Elkton.
- 1981- today – No commuter rail exists between Newark and Perryville, MD

Source: Historical Society of Cecil County

The Northeast Corridor



Elkton Station - then



Elkton Station - Now



Rail Feasibility Studies



- Track A Phase 1 - March 2003
 - Extension of SEPTA from Newark to Elkton
- Track A Phase 2 - - October 2005
 - Extension of MARC from Perryville to Elkton, Newark or Wilmington

Phase 1: Newark, DE to Elkton, MD

Alternatives:

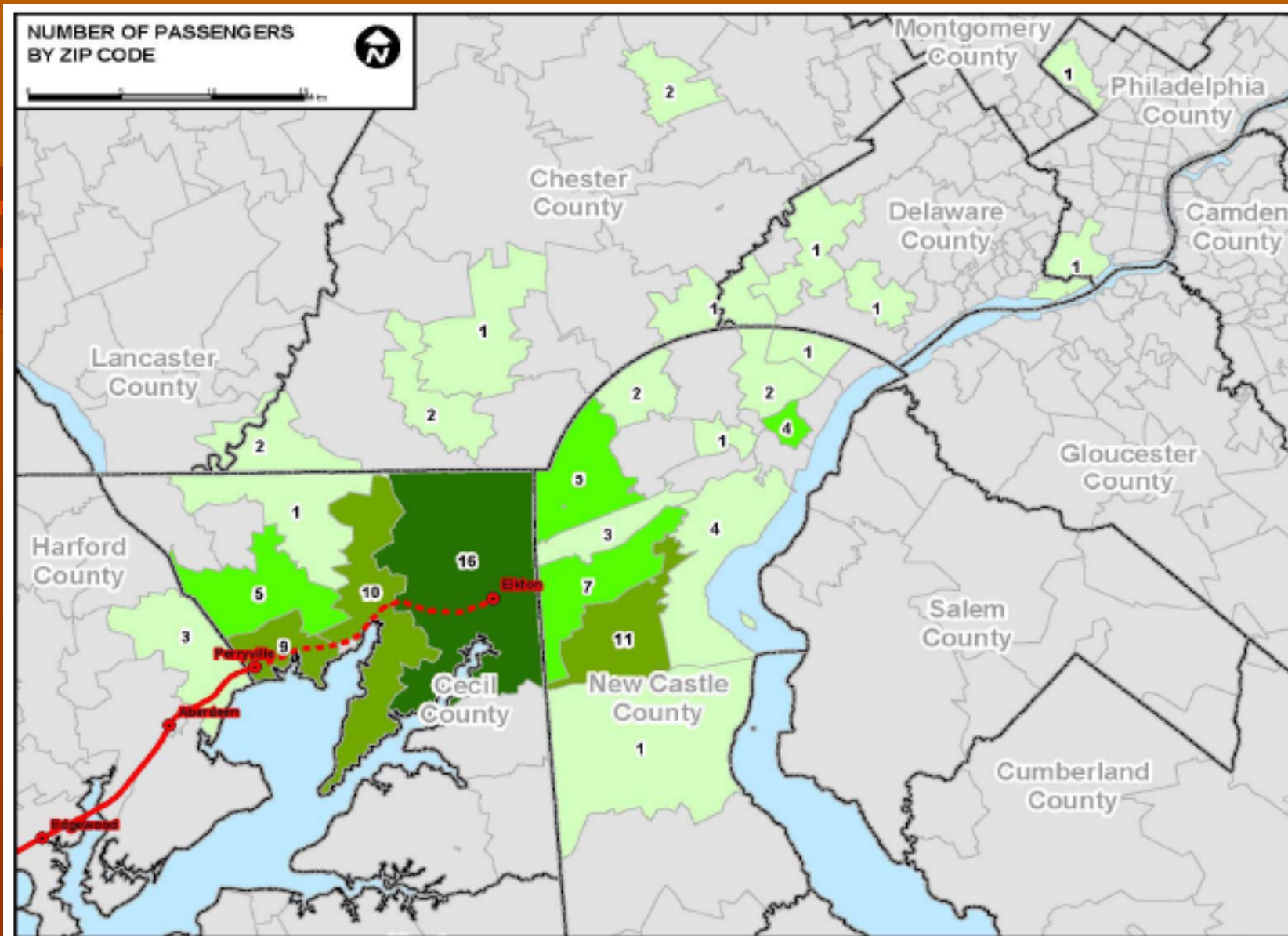
- Amtrak Regional service at Downtown Elkton Station - \$4.1 million
- SEPTA service to Downtown Elkton – \$20.6 million
 - Pocket Track, two side platforms at Downtown Elkton to serve Tracks 1 and Pocket
- SEPTA service to I-95 - \$44.5 million
 - Extend Track A to Muddy Lane, truncate Track 1 to form Pocket Track, one center platform at I-95 for Tracks 1 and “A”, construct 400+ space parking lot, connect Track “0” at Otts Chapel Road, install interlocking between Tracks 1 and “A”, and relocate Newark Station
- SEPTA service to Downtown Elkton - \$56.6 million
 - Extend Track “A” to Downtown Elkton Station to form Pocket Track, two side platforms at Downtown Elkton to serve Tracks 1 and “A”, connect Track “0” at Otts Chapel Road, install interlocking between Tracks 2, 1, and “A”, and relocate Newark Station
- SEPTA service to Downtown Elkton - \$63.1 million
 - Extend Track “A” south of Downtown Elkton station and connect to Track 1, one center platform at Downtown Elkton to serve Tracks 1 and “A”, connect Track “0” at Otts Chapel Road, install interlocking between Tracks 1 and “A”, reconstruct Newark platform as center platform to serve Tracks 1 and “A”, construct Track “0” from Chrysler Yard to Delmarva Secondary

Phase 2: Perryville to Elkton

Scenarios:

- **Extend Existing MARC Perryville Trains to Elkton**
 - MARC service would be extended 14.7 miles to Elkton; would require extending another 7 miles to Newark Station to utilize Davis Interlocking to turn trains, or establish an overnight storage/crew yard in vicinity of Elkton
- **Extend Existing MARC Perryville Trains to Wilmington**
 - Three peak trains would be extended to utilize Amtrak's Wilmington Shops for overnight storage
- **Double Existing MARC Perryville Trains to Elkton**
 - Same operational plan as Scenario 2; would require Track 1 extension in addition to station improvements
- **Cost range \$44 – 50 million**

Perryville station origins (2005)



Ridership Projections



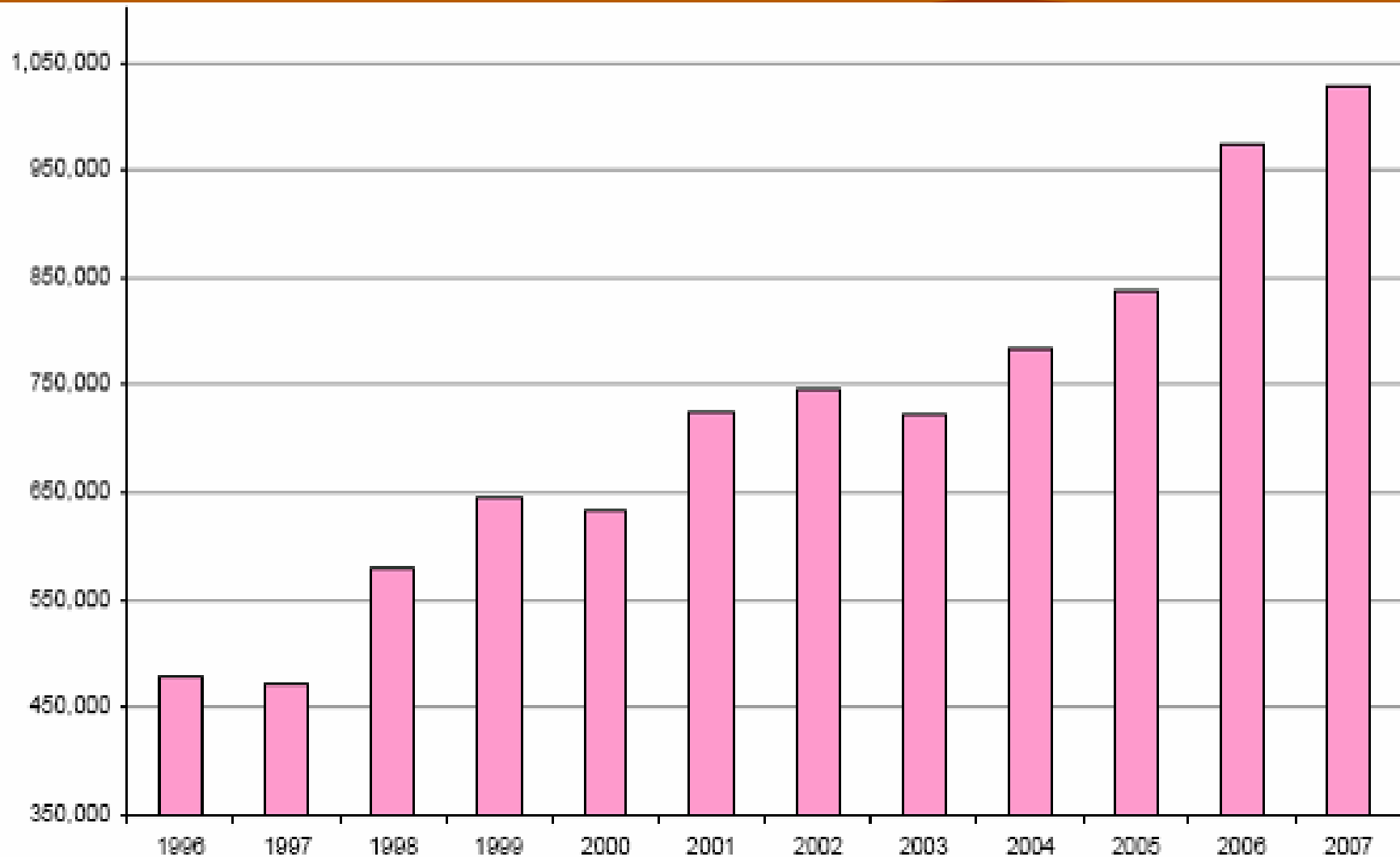
- Track A, Phase 1 - 2015 daily ridership

- Elkton 336
- I-95 station 136
- Newark 438

- Track A, Phase 2 – 2030 daily new ridership

- Perryville 210
- Elkton 138
- Newark 262
- Churchmans 269
- Wilmington 145

Annual SEPTA R2 Ridership



MARC Growth & Investment Plan



- Released September 2007
- Why:
 - Ridership is at an all-time record level: 30,000+ daily trips
 - Growth has been at over 6% per year during past decade
 - MARC Ridership exceeds peak period system capacity of 27,000 seats and is expected to grow
 - Parking lots at or near capacity in Perryville and other stations
 - Existing trains are crowded; standees on 60% of Penn Line trains in peak 2 hrs.

Proposed Regional Improvements



- 2010
 - Perryville parking expansion
 - Purchase equipment to lengthen existing trains to accommodate growing ridership demand
- 2015
 - New Elkton Station and associated track improvements
 - Newark service
 - Relocate Aberdeen Station
- 2035
 - New Susquehanna River crossing (total of 4 main tracks)
 - Extend 4 track railroad through Cecil Co.

Rail Service and BRAC



- Timing of proposed improvements does not meet expected need from BRAC
- Options
 - Pursue interim express bus service
 - Support local efforts that are working with congressional delegation to advance funding
- Next steps for WILMAPCO
 - Provide technical support to local coalition
 - Begin needed planning for station area and transportation to station

I-95 Improvements

- Also proposed for Cecil County: I-95 widening, Susquehanna River to DE Line
 - Add 1 lane in each direction plus bridge expansion
 - \$505 million (in 2005 dollars)
 - Expected to be in service by 2020



Questions

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