

Chesapeake Connector: Freight and Passenger Rail Benefits Advisory Committee Kick-Off Meeting

March 16, 2011

Elkton, MD

Is the Do-Nothing Scenario Sustainable?

- Who is it impacting?
- What are the implications for future development
- How much is it costing the region?

What is the Best Use of the Investment

- Freight?
- Passenger?
- Are design options mutually exclusive?

Key Questions - Economic Benefits

- What is the economic benefit to freight railroads and regional industries?
- What are the benefits to passenger rail operations (intercity and commuter)?
- What are the economic benefits to the region if this track is a high speed passenger line, as opposed to a reliever track for freight and commuter operations?

Key Questions - Grade Separation

- What is the cost/benefit difference between a grade separated crossing to the third track and an at-grade crossing?
- Where should the grade separation be located?
- Would the grade separation provide an expanded freight operating window on the NEC to justify the cost?
- Is the third track worth pursuing without a grade separated crossing?

Key Questions – Design Issues

- Should the third track be conventional design or constructed to provide for high speed passenger rail in the future?
- Does construction to high speed standards preclude use for freight and commuter traffic?
- What are the impacts on passenger operation at Newark, DE and other potential stations in Cecil County Maryland? How can those impacts be addressed in the design?
- What will be the impacts to the Perryville Station, and what infrastructure investments may be triggered to bring the station to full ADA compliance? Will increased passenger service trigger the need for a new, fully ADA compliant train station in Elkton?

Key Questions - Freight Impacts

- Would double-stacking through this area offer a competitive advantage to the Port of Wilmington over the Port of Baltimore?
- What impact will proposed track improvements here have on the Susquehanna Bridge (double-tracked) and freight operations south of Perryville?

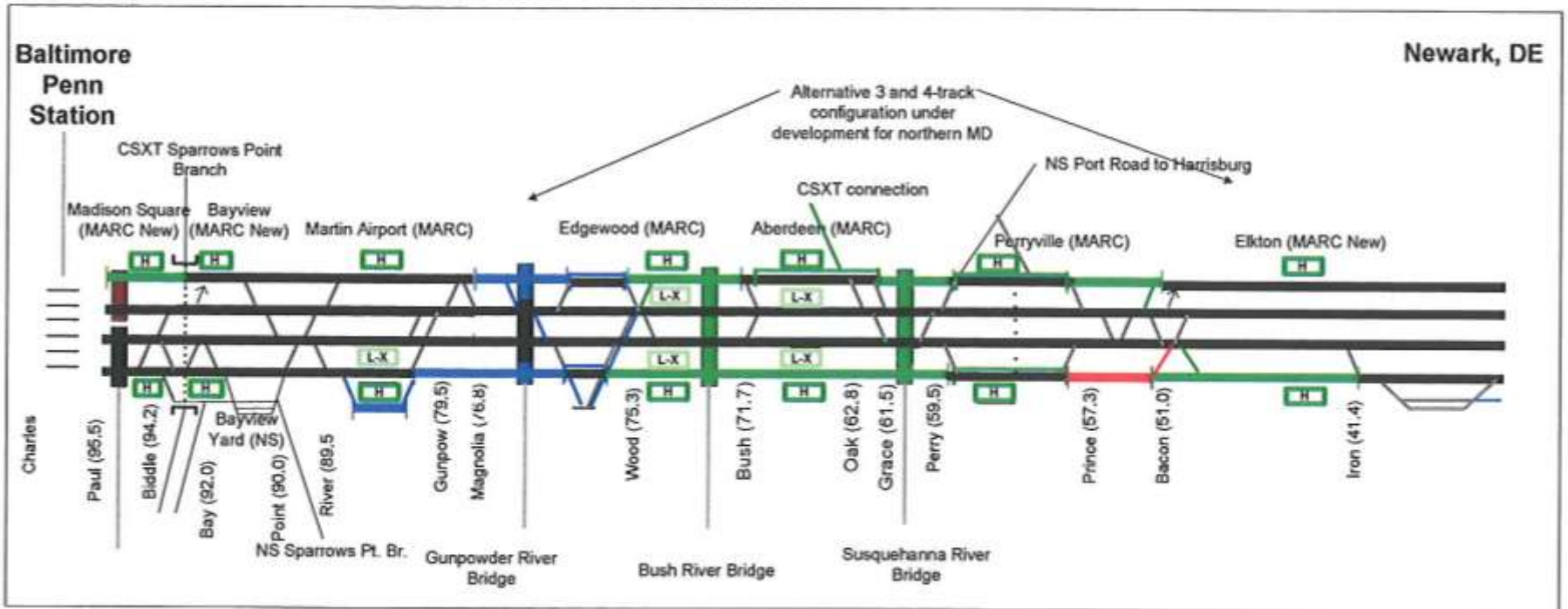
Sources of Uncertainty

- Plans for High Speed Rail
- Commuter rail service options (2005 study found it to be difficult to justify extension of MARC or SEPTA Commuter service to Cecil County)
- Impact of canal widening on ports
- BRAC and resulting development patterns and forecasts
- Outlook for freight rail users in the region

Project Location

Track Schematics

Newark, Delaware to Baltimore Penn Station



Source: Amtrak Master Plan

Black color illustrates current conditions; red illustrates near-term priorities; blue illustrates medium-term projects; and, green illustrates long-term projects.

Truck Freight Flows in the Delmarva Peninsula



- Most truck traffic serves local markets
- Most traffic is oriented North/South
- Significant levels of port traffic
- Collectively suggests local development opportunities

Number of Weekday Passengers Boarding MARC Services

Station	2003 Riders	2025 No Build Riders	2025 Riders with Elkton Station	2025 Riders with Extension to Wilmington	2025 Riders with Extension to Wilmington and increased Frequency ¹
Perryville, MD	105	135	32-38	36	54
Northeast, MD	N/A	N/A	N/A	101	151
Elkton, MD	N/A	N/A	139-155	166	249
Newark, DE	N/A	N/A		165	247
Churchmans' Crossing, DE	N/A	N/A	N/A	231	347
Wilmington, DE	N/A	N/A	N/A	125	188
Total	105	135	171-193	824	1,236

Source: Parsons Brinckerhoff. Track A Extension Feasibility Study Phase II. October 2005.

¹Frequency increased to twice the existing service to Perryville and north

Number of Weekday Passengers Boarding MARC Services - Updated For BRAC Growth

Station	2003 "Track A Feasibility Study" Results (H-1 model with old demographics)*	H-1 Model (updated demographics)	2005-Developed Model (updated demographics)
Perryville	36	210	123
North East	101	143	104
Elkton	166	138	145
Newark	165	262	251
Churchman's Crossing	231	269	159
Wilmington	125	145	275
Total	824	1167	1057

* - Figures are actually based on 2025 ridership estimates.

Source: Parsons Brinckerhoff. Track A Extension Feasibility Study Phase II. MARC PENN LINE EXTENSION RIDERSHIP ESTIMATION July 28, 2006

Project Schedule

Task	Task Description	March 2011	April 2011	May 2011	June 2011	July 2011	August 2011	September 2011	October 2011	November 2011	December 2011	January 2011	
B	Data Collection and Analysis	★			★								
C	Development of Recommendation						★		★				
D	Report Preparation					★ ¹				★	★ ²	★ ³	★ ⁴

- Progress of Task
 - Deliverables
 - Meetings at WILMAPCO
 - Final Report Submission

Deliverables:

- 1 - Interim Technical Report on Data Collected for Analysis
- 2 - Draft Final Report - One high-quality copy and one electronic MS Word document
- 3 - 3 to 4 poster boards for presentation purposes
- 4 - Final Report - One high-quality copy and one electronic MS Word document, GIS layers for proposed improvements