



GROWTH & INVESTMENT PLAN

September, 2007

What is MARC Train Service?

- ▶ Penn, Camden, and Brunswick lines serve a daily ridership in excess of 30,000 in eight counties. Recent growth has been at over 6% per year during past decade. Capacity constraints threaten the ability of the MARC system to meet this demand with acceptable level and quality of service. Investment will need to comprehensively address system capacity needs in multiple areas (parking, trains, spare equipment, tracks, storage, maintenance shops).
- ▶ Predominant destination is Washington, with additional market in Baltimore. Other major stations include Penn, Halethorpe, Odenton, Dorsey, Laurel, Silver Spring, Rockville, Germantown, and Frederick.
- ▶ State of Maryland owns rolling stock and some stations, but does not own or control the railroad lines. Service is provided by Amtrak and CSX under contract to MTA.

Benefits of Investment in MARC

- ▶ Better service for current riders. Ridership exceeds capacity on peak period trains. On time performance is below 90%.
- ▶ Framework for mobility in Central Maryland. MARC can make a significant contribution to mobility in the I-95 and Potomac Valley corridors if capacity is provided. Serves BRAC-related travel markets and provides increased connectivity.

Plan Objectives

- ▶ Increase passenger-carrying capacity threefold and increase share of trips by MARC during peak travel periods.
- ▶ Provide infrastructure to support 15-minute peak headways on Penn Line; 20-minute headways on the Camden and Brunswick lines.
- ▶ Provide express and limited stop service.
- ▶ Provide mid-day, late evening and weekend service.
- ▶ Improve reliability to 95% on-time or better

Immediate Improvements (initiated or completed within 9 months)

- ▶ Rail Service
 - Add one PM peak train on Penn Line
 - Add late evening train on Penn Line
 - Initiate weekend service on Penn Line
 - Add mid-day train on Camden Line
 - Purchase additional seating capacity on Amtrak off-peak trains for MARC passengers
- ▶ Customer Service Initiatives
 - fast track existing program to upgrade P.A. system and signage
 - aesthetic improvements at stations
 - replace seats in MARC bi-level coaches
 - initiate acquisition of new environmentally-friendly diesel locomotives
 - complete parking expansion at Point of Rocks, Brunswick; initiate Aberdeen
 - increased car cleaning
- ▶ Adds capacity equivalent to approx. 1,500 daily seats. Capital cost is approximately \$10m; annual O&M cost is \$6m.

Phased Improvements

Penn Plan

	2010	2015	2020	2035
Additional Daily Seats	3,400	12,000	16,000	13,000
Rail Service Improvements	<ul style="list-style-type: none"> ▶ Lengthen trains ▶ Additional peak and reverse peak trains ▶ Late evening and weekend service 	<ul style="list-style-type: none"> ▶ Additional peak and reverse peak trains ▶ Increase frequencies to Aberdeen ▶ Peak service to Elkton and Newark ▶ Connectivity to Baltimore Core services 	<ul style="list-style-type: none"> ▶ Introduction of limited stop trains at 30-minute intervals ▶ Additional peak express service ▶ N. VA extension 	<ul style="list-style-type: none"> ▶ Full 4-track railroad with “transit-like” service through Baltimore ▶ Connectivity to Baltimore Subway

Camden Plan

	2010	2015	2020	2035
Additional Daily Seats	400	2,200	6,600	4,000
Rail Service Improvements	<ul style="list-style-type: none"> ▶ Lengthen trains ▶ Additional mid-day train 	<ul style="list-style-type: none"> ▶ Additional peak, reverse peak trains ▶ Connecting BRAC buses 	<ul style="list-style-type: none"> ▶ Peak headways reduced to 20 min. ▶ Limited mid-day service ▶ Northern VA extension 	<ul style="list-style-type: none"> ▶ Increased peak and off peak trains ▶ Weekend service ▶ Bayview extension

Brunswick Plan

	2010	2015	2020	2035
Additional Daily Seats	200	3,800	8,400	7,000
Rail Service Improvements	<ul style="list-style-type: none"> ▶ Lengthen trains 	<ul style="list-style-type: none"> ▶ Increase Frederick trains from 3 to 6 ▶ Increase limited stop and express trains 	<ul style="list-style-type: none"> ▶ Reduce peak headways to 15-20 minutes ▶ Introduce limited reverse-peak ▶ Expansion of off-peak ▶ Northern VA extension 	<ul style="list-style-type: none"> ▶ Increased peak and off-peak ▶ Expanded reverse-peak ▶ Weekend service

Implementation Action Plan

Immediate

- Negotiate near term service improvements with Amtrak (additional peak trains, weekend service)
- Negotiate mid-day Camden Line train with CSX
- Identify funding for additional operating costs associated with near term improvements
- Seek temporary source for immediate expansion of rail car fleet
- Expedite delivery of projects and initiatives in progress (e.g., passenger info systems, parking expansion)

Within 9 months

- Initiate seat replacement on MARC bi-level coaches
- Develop spec for new rail car procurement
- Acquire rail cars from temporary source
- Identify low-cost aesthetic improvements at existing stations
- Identify near-term improvements at Washington Union Station
- Review parking expansion plans with Counties
- Design near-term Baltimore train storage improvements
- Develop plan to improve car cleaning capability
- Establish magnitude and source of required funding

Within 15 months

- Place order for new rail car procurement
- Initiate design of 2010 rail infrastructure improvements
- Initiate planning & design of 2015 improvements with long lead times (e.g., track capacity improvements, station parking expansion entailing property acquisition)
- Implement low-cost aesthetic improvements at existing stations, car cleaning improvements
- Augment MTA resource capacity as necessary to implement program