



# Emerging California Passenger Rail Corridors

A Comparative Look at the Future For Enhanced  
Passenger Rail in Coachella Valley/Banning Pass and  
the Delmarva Delaware Passenger Rail Study

# Purpose and Need to Support Passenger Rail For the Coachella Valley/Banning Pass Area

- Create a rail transportation alternative to private automobile travel for Coachella Valley residents and visitors.
- Promote connectivity with other transportation modes, including transit, other intercity and long distance rail services, intercity bus services and airports.
- Support economic growth by serving as the impetus for public/private development opportunities near stations.

# Rationale for A Passenger Rail Service Study

## Why study the subject?

- Year round population growing in resort areas
- Off-season visitation growing
- Growing congestion in/out of urban areas and lack of transportation alternatives

## What should the study include?

- Is there a market for the service?
- Can the service compete with the automobile?
- What are the Capital and Operational Costs?
- What infrastructure and transportation improvements will be required to support rail service?
- How/who will pay the subsidy?
- What are the environmental impacts?

# Delmarva Delaware Rail Study

- Study was conducted in 2011/2013 by a partnership that included:
  - Delaware Department of Transportation
  - Maryland Department of Transportation
  - Delaware Transit Corporation
  - Parsons Brinckerhoff
  - RK&K
  - S. L. Bassford and Associates
- The purpose of the study was to determine the feasibility of a passenger rail service connecting the North East Corridor to two popular beach locations in Delaware and Maryland.
  - Rehoboth/Dewey Beach Delaware
  - Ocean City Maryland

# Delmarva Service Alignment

Current Amtrak's services that are similar to proposed Delmarva Service

- – *Vermont*
- – *Ethan Allen*
- – *Pennsylvanian*
- – *Piedmont*

Proposed alignment already in use by Norfolk Southern (NS) and Maryland/Delaware Railroad (MDDE) to Berlin





# Understanding the Market for Service

## Delaware Resort Area

- 6 million visitors travel to coastal Delaware each year

### Emerging Trends:\*

Many visitors opt for mini-vacations, i.e. four days

Off-season visitation is growing

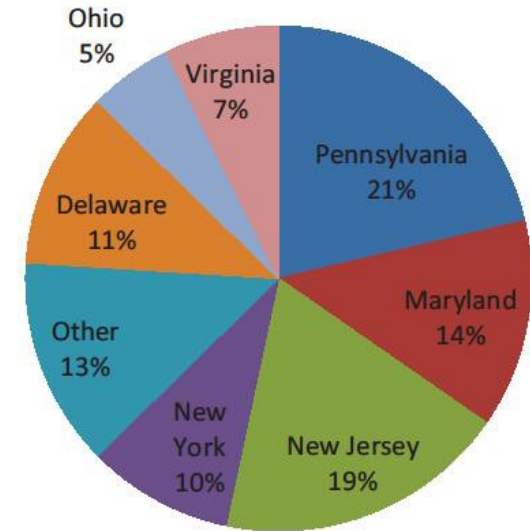
\*Source: Carol Everhart – Rehoboth/Dewey Beach Chamber of Commerce

## Ocean City Resort Area

- 8 million visitors travel to Ocean City each year

Estimated that 30 percent of the visitors are from Maryland, 30 percent from Pennsylvania, and the remainder from other origins

Where Traveling From



Source: Southern Delaware – 2010 Visitor Survey Report

# Competing with the Automobile

- Wide range of costs per mile
- Intercity one-way bus fares to Ocean City range from \$39.00 – \$85.00 depending on company and time of day.
  - Important to note that cost is per vehicle not per person.
  - \* AAA 2012 Composite Average Costs Per Mile

To/From Cities	Miles	Drive Time	Estimated Cost *
Philadelphia to Georgetown, DE	113	2 hr 6 min	\$67.35
Philadelphia to Berlin, MD	142	2 hr 40 min	\$84.63
New York to Georgetown, DE	199	3 hr 53 min	\$118.60
New York to Berlin, MD	228	4 hr 16 min	\$135.89
Washington D.C. to Georgetown, DE	106	2 hr 30 min	\$63.18
Washington D.C. to Berlin, MD	141	2 hr 51 min	\$84.04

# Delmarva Study

## Capital and Operational Costs

### Infrastructure Needs

- Track Improvements (\$740K per track mile)
- Upgrade to FRA Class 4 standards (60 mph freight, 80 mph passenger)
- Passing Sidings (\$5M each) -- Four assumed
- Stations (\$2.5M each) Four new stations (Middletown, Dover, Georgetown, Berlin OR West Ocean City) – “Basic” Station
- Facilities (\$15M)
  - No crewbase
  - “Barebones” Maintenance Facility (Only for options originating/terminating in DE/MD)
- Grade Crossings (\$100K per track mile)

### Equipment Needs

- One Consist
  - One locomotive @ \$6.5 million
  - Three coaches @ \$4.25 million
  - One food service car @ \$4.25 million
  - One cab-control car @ \$4.25 million
- One trainset per round trip
  - \$27.8 million per set, or
  - \$1.2 million per year (lease)



# Projected Rail Study Outcomes

- Rationale for passenger rail service
  - Travel statistics
  - Traffic conditions
  - Cost comparison – auto/bus
  - Ridership models – min/max
  - Costs – capital/operational
  - Subsidy responsibility
  - Leadership/public support
  - Cheerleader



• YES

• NO