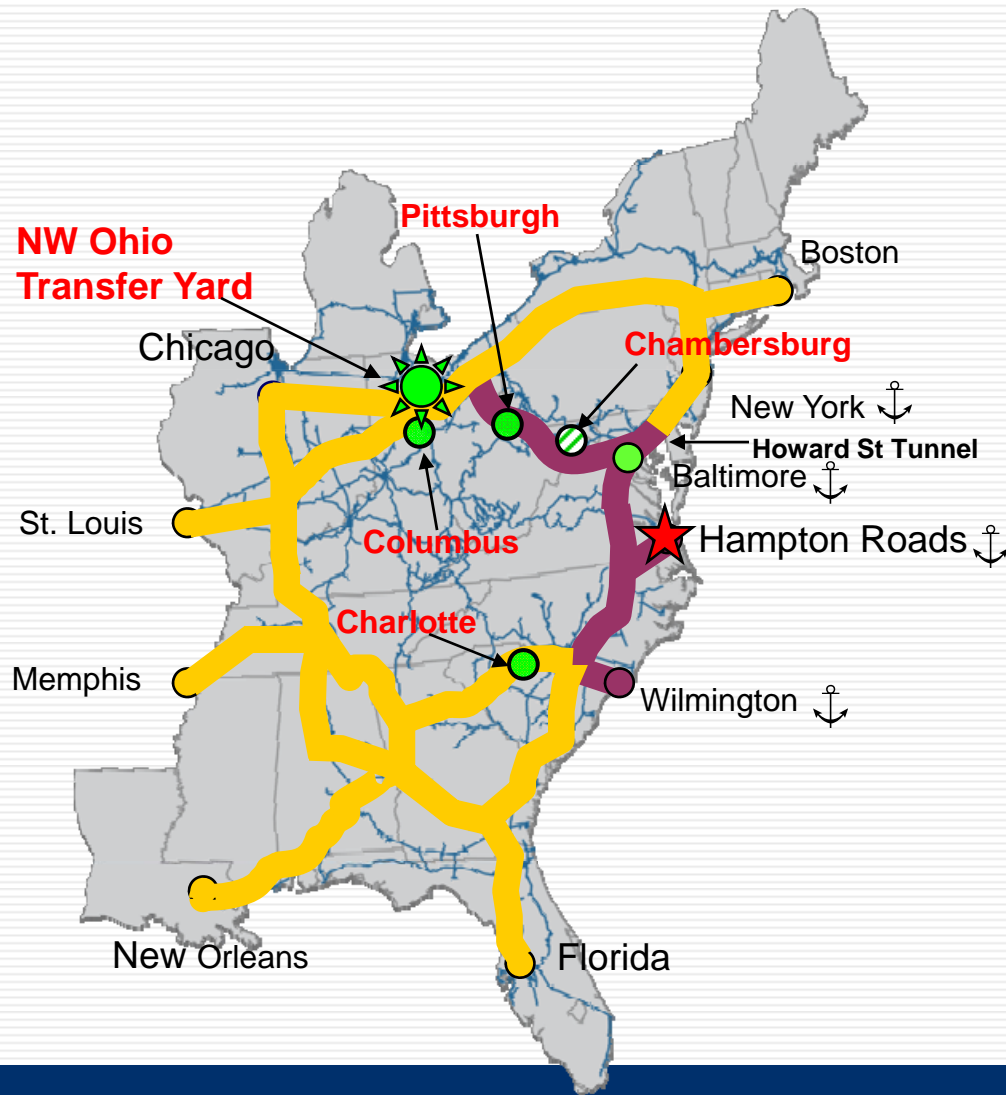


*How tomorrow moves* [CSX]



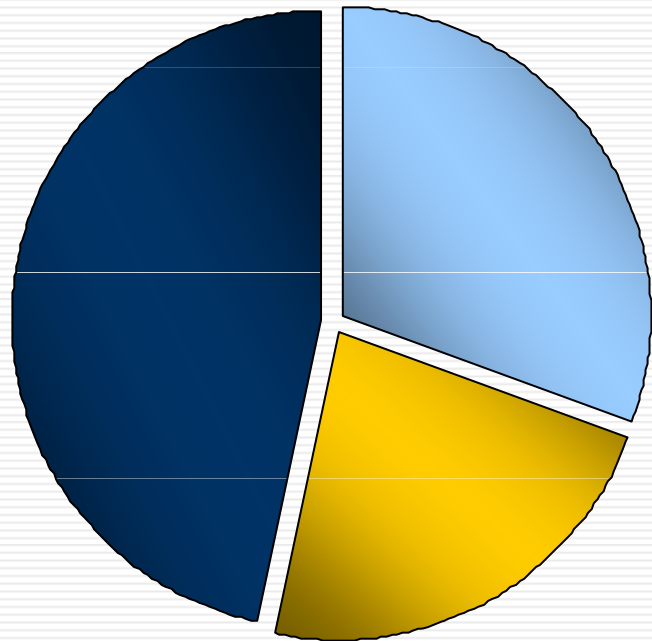
**The National Gateway**  
*Preparing for Tomorrow*  
September 2009

# National Gateway: Critical to Meeting Future Freight Demands



- Freight growth is coming
- New intermodal facility in BWI reduces logistics costs and helps manage freight movement
- More freight with fewer trains
  - increases efficiency
  - reduces rail and highway congestion
  - lowers maintenance costs
  - lessens emissions and saves fuel

## National Gateway costs and funding



■ Federal   ■ State   ■ CSX

Federal = \$258 Million

State = \$191 Million

CSX = \$393 Million

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Total = \$842 Million

***\$6 in public benefits for every  
\$1 of public funds invested***

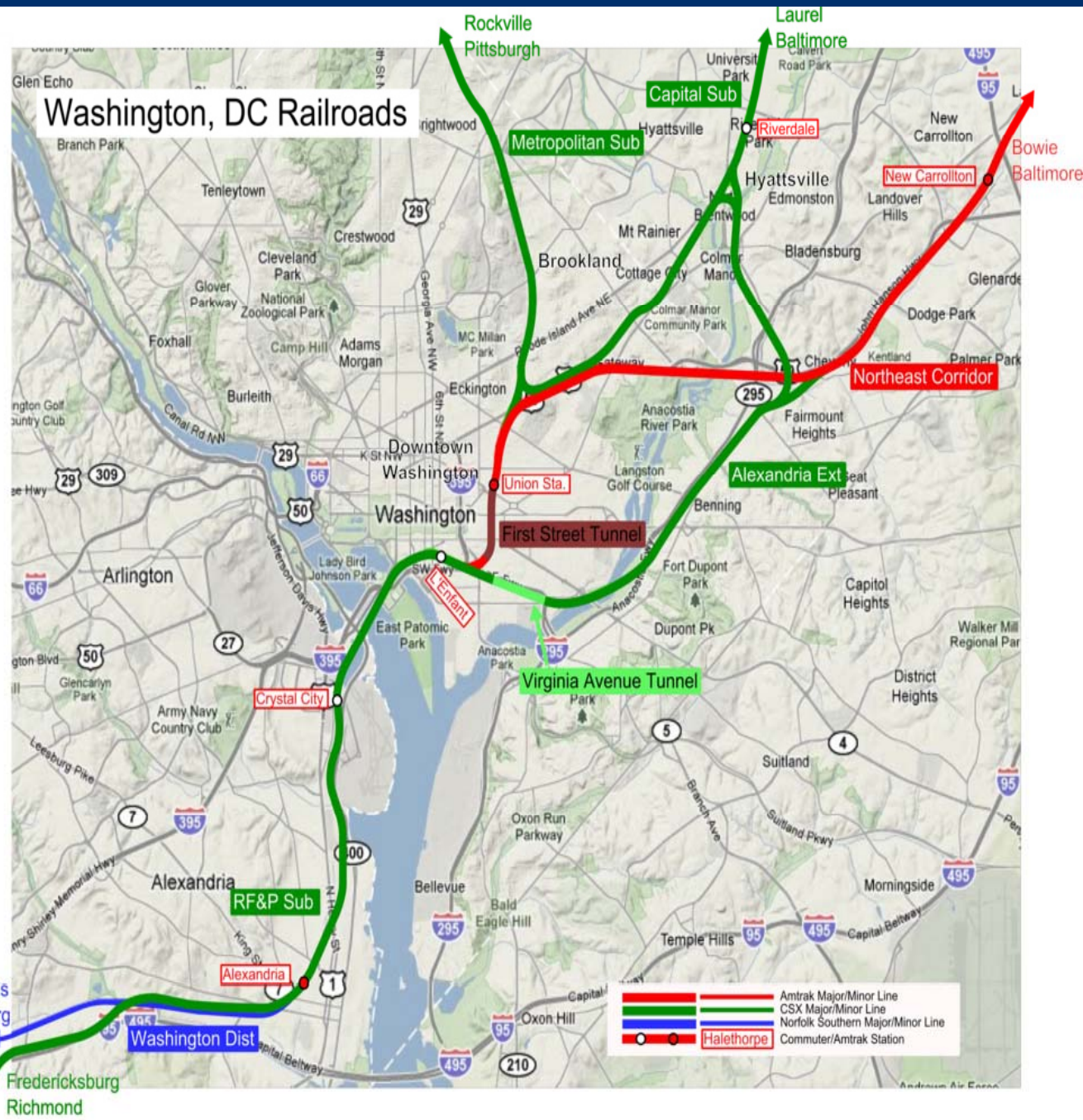
# Combined Benefits for Washington Region\*

	Maryland	DC	Virginia
<b>Clearance Project Impacts</b>			
Additional Employment (Total)	458	1, 868	111
Gallons of Gasoline Avoided (Millions)	113.0	35.8	100.0
Reduced CO2 emissions (Tons)	1,345,596	426,568	1,190,896
<b>Monetized Benefits</b>			
Shipper Cost Savings – Existing Rail (Million, \$)	\$249.9	\$79.2	\$221.2
Shipper Cost Savings – Diverted Trucks (Million, \$)	\$131.0	\$41.5	\$115.9
Logistic Cost Savings – Existing Rail (Million, \$)	\$17.4	\$5.5	\$15.4
Pavement Maintenance Savings (Million, \$)	\$76.4	\$24.2	\$67.6
Accident Cost Savings (Million, \$)	\$71.2	\$22.6	\$63.0
Congestion Savings (Million, \$)	\$43.4	\$13.8	\$38.4
Emissions Savings (Million, \$)	\$23.9	\$7.6	\$21.2
Increased Employment (Million, \$)	\$23.7	\$90.5	\$21.0
Noise Savings (Million, \$)	\$0.4	\$0.1	\$0.4
<b>Benefit Cost Analysis Results</b>			
Total Discounted Benefits (Million, \$)	\$637.3	\$285.0	\$564.0

# Passenger Rail

- Virginia Avenue Tunnel is a bottleneck that when unlocked improves the freight efficiency and mitigates the expected freight growth in the region
- Today average 80-90 trains per day through DC Corridor
  - 28-32 CSX, 30 VRE trains, 18-20 Amtrak, and 38 MARC trains per day
  - MOU with MARC for 4 additional trains (2 Dorsey, 2 Camden)
  - Amtrak also has agreement to add 4 trains from VA to DC
  - MARC's 2035 vision increases from 11k daily seats to 43k
  - VRE's 2025 visions looks to add 44 daily commuter trainsy
  - HSR – Richmond to DC
- In combination with other projects – MD Avenue, Long Bridge, VA 3<sup>rd</sup> Main, Union Station – the region's overall rail system is enhanced and passenger visions complimented

# Washington, DC Railroads



# National Gateway Projects in the National Capital Region

#	State	Project Name	Description	City, County	Cost	County	Historic Designation	Historic Clearance Req.
1	Maryland	Germantown Pedestrian Bridge	Replace Bridge	Germantown, Montgomery	\$1,433,500	Montgomery	No	No
2	Maryland	Deer Park Drive	Raise or Replace Bridge	Washington Grove, Montgomery	\$3,749,200	Montgomery	Within Historic District, but not on Register	No
3	Maryland	Balt. Washington Parkway Rt. 295	Lower Track	Hyattsville, Prince George's	*	Prince Georges	No	No
4	Maryland	Kenilworth Ave.	Lower Track	Hyattsville, Prince George's	\$254,000*	Prince Georges	No	No
5	Maryland	Catoctin Tunnel	Total Arch Liner Removal	Catoctin, Frederick	\$2,757,000	Frederick	No	No
6	Maryland	Point of Rocks Tunnel	Total Arch Liner Removal	Point of Rocks, Frederick	\$4,522,000	Frederick	No	No
7	Virginia	Railroad Ave.	Replace Bridge	Woodbrige, Prince William	\$2,757,000	Woodbridge	No	No
8	District of Columbia	Virginia Ave. Tunnel	Raise/Replace Tunnel Roof, Double Track Double Stack	District of Columbia	\$140,000,000	District of Columbia	No	No
9	District of Columbia	New Jersey Ave.	Lower Track	District of Columbia	\$5,006,000	District of Columbia	No	No
10	District of Columbia	10th St.	Lower Track	District of Columbia	**	District of Columbia	No	No
11	District of Columbia	I-395 Ramp	Lower Track	District of Columbia	**	District of Columbia	No	No
12	District of Columbia	12th St. SW	Lower Track	District of Columbia	\$6,387,000**	District of Columbia	No	No
13	District of Columbia	Potomac River Swing Bridge	Bridge Modification	District of Columbia	\$415,000	District of Columbia	No	No

\* The cost for #4 includes the cost for #3

\*\* The cost for #12 includes the cost for #10 and #11