



AmeriStarRail

Transportation Innovation

September 21, 2023

Honorable Wes Moore
Governor of Maryland
100 State Circle
Annapolis, Maryland 21401-1925

Dear Governor Moore,

AmeriStarRail (ASR) has developed a private sector initiative to improve Amtrak's Northeast Corridor services with expanded high speed, higher frequency, high performance service as detailed on our website www.AmeriStarRail.com.

Improving Northeast Corridor speeds, frequencies and operations reliability are important strategies for growing Amtrak's ridership. For this reason, AmeriStarRail has been studying solutions to increase speeds of Amtrak trains and reduce operating conflicts between Amtrak trains, MARC trains and Norfolk Southern (NS) freight trains with the new Susquehanna River Bridge between Perryville and Havre de Grace. The current twin bridge proposal by Amtrak creates three major operating conflicts, requires demolition of two historic railroad bridge structures and impacts Maryland residents and the river habitat with demolition and construction activities until the Year 2036.

In collaboration with Kleinfelder, Inc., a national engineering firm with offices in Maryland and Toole Design, the nation's leading planning and design firm for bicycle and pedestrian transportation, headquartered in Silver Spring, MD, we are pleased to propose an innovative solution to ultimately increase Amtrak's speeds up to 200 mph on this portion of the Northeast Corridor, eliminate a major operating bottleneck in Perryville and create a remarkable biking and walking trail across the Susquehanna River.

Called the Bicentennial Bridge of American Railroads, AmeriStarRail's solution is to build a single, bi-level bridge with two tracks on the lower level for MARC trains and NS freight trains and two tracks on the upper level, for Amtrak trains only, to operate at speeds up to 200 mph.

To be completed by May 2030 to commemorate the 200th anniversary of America's first railroad, the Baltimore & Ohio Railroad, the Bicentennial Bridge will create a number of benefits for Amtrak, MARC, Norfolk Southern, the residents of Havre de Grace and Perryville and tourists visiting Maryland now and well into the future. These benefits include:

- The potential for a future MARC Train Station in Havre de Grace
- Bi-level bridge eliminates operating conflicts between slow, heavy, freight trains that are nearly 2 miles long, frequent MARC trains and high-speed Amtrak trains
- Ability to extend all MARC trains from Perryville through Cecil County to Delaware and Philadelphia without operating conflicts with Amtrak trains
- Double tracks on the upper level of the bridge will allow Amtrak trains to operate up to 200 mph on future dedicated high-speed rail tracks between Wilmington and Baltimore
- Building a single bridge in just 36 - 60 months allows the project to be completed by 2030 without the complexities and environmental impacts of demolishing the current Amtrak bridge built in 1906 and the 1866 Philadelphia, Wilmington & Baltimore Railroad (PW&B) bridge piers
- Preserving the 1906 bridge as a rail trail will create a remarkable recreational, cultural, and historical asset for Maryland residents and tourists: the Trailway Across the Susquehanna

Page 2: Governor Wes Moore September 21, 2023

The Trailway Across the Susquehanna will close a major gap in the East Coast Greenway from Maine to Florida for bicyclists and hikers. It will also create an iconic destination for Maryland tourism as the only place in the United States to observe, in one location, the bridge engineering achievements of American railroads from three centuries: the 1866 P,W&B bridge piers, which played a vital role linking the North with the South after the Civil War, the current Amtrak bridge opened in 1906 and the bi-level Bicentennial Bridge of American Railroads. Trailway visitors will have a spectacular vantage point to observe operations of the MARC trains and NS freight trains on the lower level and high-speed Amtrak trains on the upper level of the Bicentennial Bridge.

Your vision to transform MARC train service from a local, commuter operation into a seamless regional rail service through Cecil County to Delaware and Philadelphia would be significantly restricted by Amtrak's current bridge plans because basic hourly MARC train service would create as many as 36 operating conflicts per day with Amtrak trains. This is because every northbound MARC train serving Perryville would need to cross high-speed Amtrak tracks TWICE under Amtrak's current designs for the new twin bridges and tracks.

Although Amtrak's current twin bridge proposal has advanced to the design stage, AmeriStarRail believes it is important to evaluate the compelling economic and operational benefits of our proposal. The cost, operating conflicts, construction and environmental complexities of building two bridges and demolishing the current bridge and the historic PW&B bridge piers was never compared by Amtrak with the many advantages for constructing just a single bi-level bridge and creating a flyover for high-speed trains over the junction of Norfolk Southern's Port Road freight line at the Perryville station. This would restore the operating efficiency of a flyover for passenger trains to avoid delays with freight trains as was originally built when the Pennsylvania Railroad opened the current Susquehanna River bridge in 1906. That flyover capability was removed from service at Perryville in the 1980s.

The attached Bicentennial Bridge site map and track configuration diagrams illustrate the features that will benefit Amtrak, MARC trains, NS freight trains and Maryland residents and tourists for the next 100 - 200 years. The cost and completion schedule of the Bicentennial Bridge and the Trailway Across the Susquehanna are subject to design and engineering evaluation.

The Bicentennial Bridge of American Railroads bi-level solution is the result of significant time, effort and resources and are the intellectual property of AmeriStarRail. ASR, Kleinfelder, Inc. and Toole Design are available to serve as technical advisors for MDOT and MARC in connection with the development and completion of the Bicentennial Bridge/Trailway Across the Susquehanna on terms to be discussed and agreed upon.

This letter is simply an introduction to AmeriStarRail's Susquehanna River bridge solution. We recognize that this proposal contemplates a complex, forward-thinking infrastructure project that will take time to analyze and consider. In that regard, we are available to discuss it in greater detail with you and your staff, MDOT, MARC and Amtrak. We look forward to hearing from you and working with all stakeholders to implement this innovative solution for rails and trails.

Sincerely,



Scott R. Spencer
Chief Operating Officer

Cc:

Members of Congress
Paul J. Wiedefeld, Secretary, MDOT
Holly Arnold, Administrator, MDOT/MTA
Mayor William T. Martin, Havre de Grace, MD
Mayor Matt Roath, Perryville, MD
Amtrak Susquehanna River Bridge Project Team

BICENTENNIAL BRIDGE OF AMERICAN RAILROADS and the ***TRAILWAY ACROSS THE SUSQUEHANNA***



INTELLECTUAL PROPERTY OF
AmeriStarRail, LLC

in collaboration with



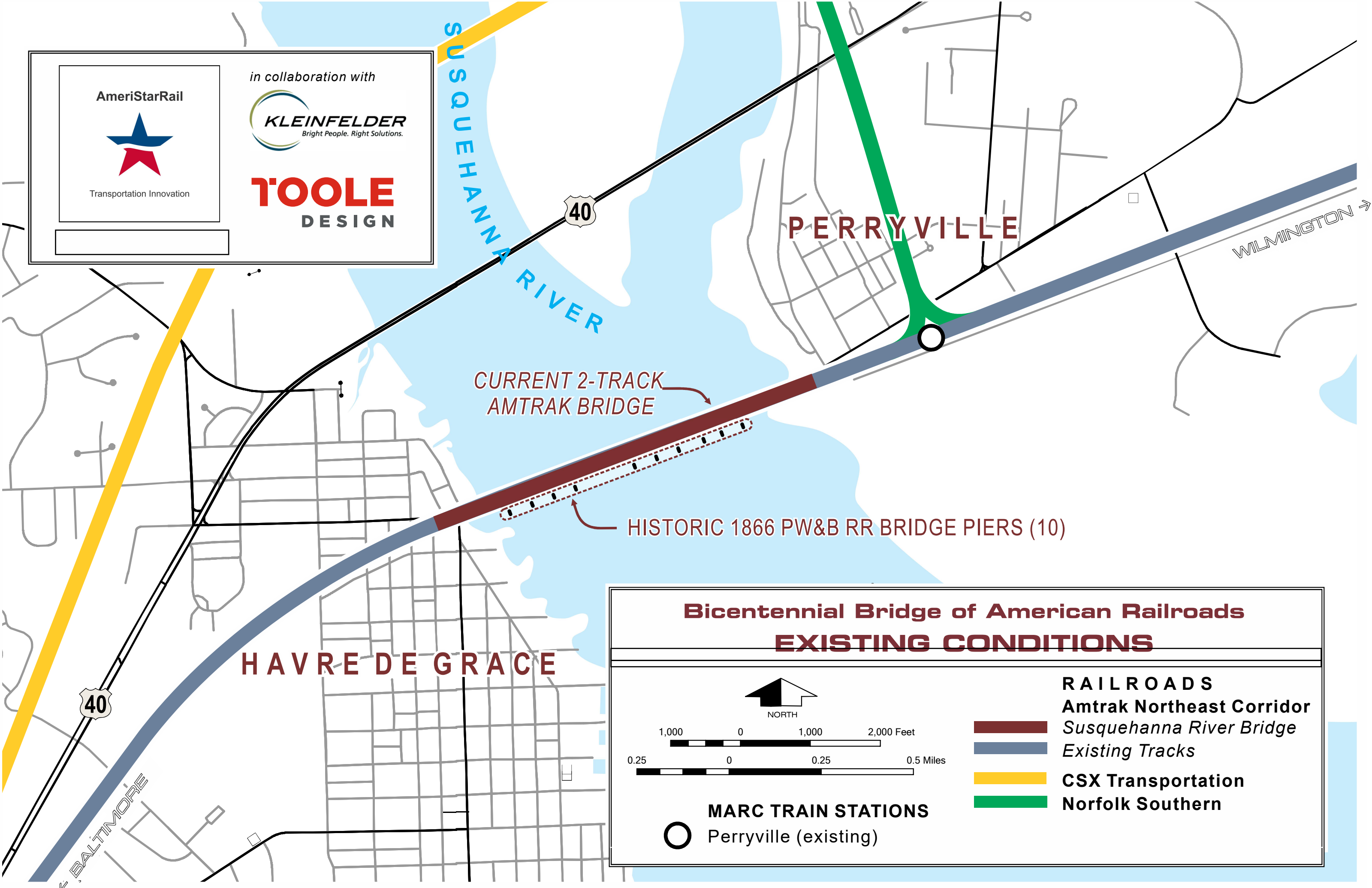
T'OOLE
DESIGN

AmeriStarRail


 Transportation Innovation


in collaboration with


TOOLE
 DESIGN







**Bicycennial Bridge of American Railroads
 EXISTING CONDITIONS**


 NORTH



 1,000 0 1,000 2,000 Feet


 0.25 0 0.25 0.5 Miles

RAILROADS

-  *Susquehanna River Bridge*
-  *Existing Tracks*
-  **CSX Transportation**
-  **Norfolk Southern**

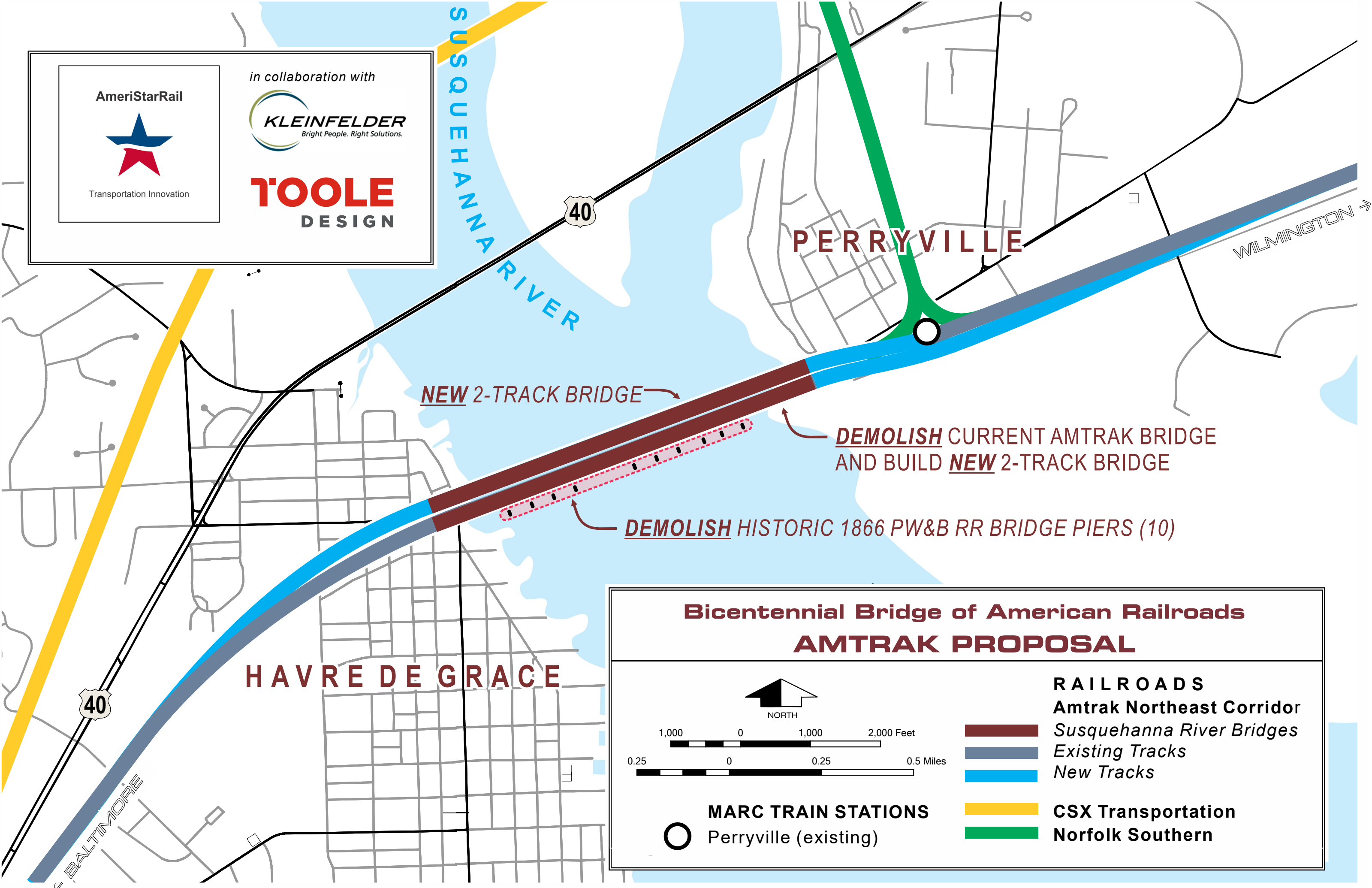
MARC TRAIN STATIONS

-  Perryville (existing)

AmeriStarRail
 Transportation Innovation

in collaboration with
 KLEINFELDER
 Bright People. Right Solutions.

TOOLE
 DESIGN



Bicentennial Bridge of American Railroads AMTRAK PROPOSAL

NORTH

1,000 0 1,000 2,000 Feet

0.25 0 0.25 0.5 Miles

MARC TRAIN STATIONS

○ Perryville (existing)

RAILROADS

- Susquehanna River Bridges
- Existing Tracks
- New Tracks
- CSX Transportation
- Norfolk Southern

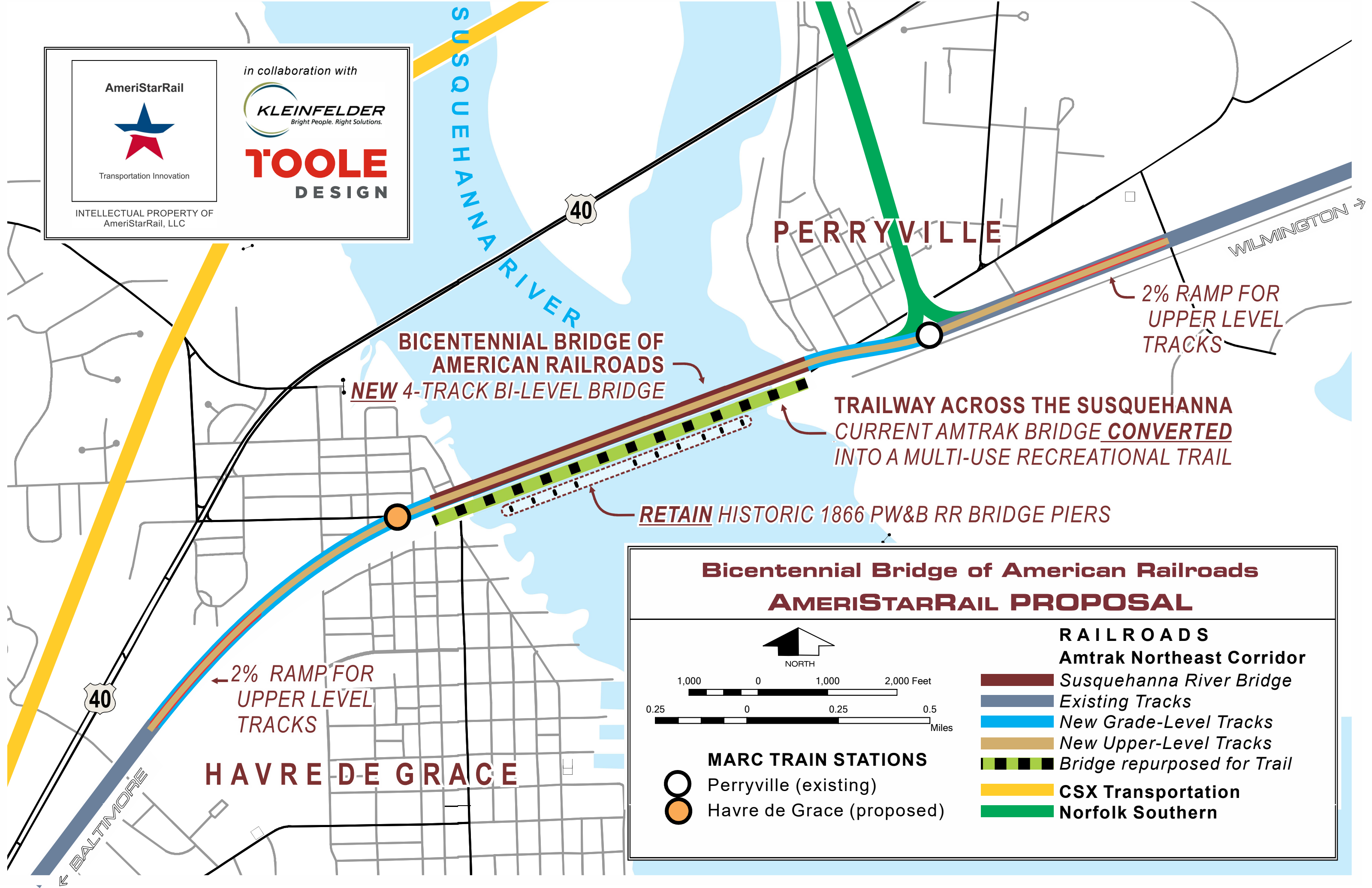
AmeriStarRail

 Transportation Innovation

in collaboration with

TOOLE
 DESIGN

INTELLECTUAL PROPERTY OF
 AmeriStarRail, LLC



BICENTENNIAL BRIDGE OF AMERICAN RAILROADS
NEW 4-TRACK BI-LEVEL BRIDGE

PERRYVILLE

2% RAMP FOR UPPER LEVEL TRACKS

TRAILWAY ACROSS THE SUSQUEHANNA
 CURRENT AMTRAK BRIDGE CONVERTED
 INTO A MULTI-USE RECREATIONAL TRAIL








RETAIN HISTORIC 1866 PW&B RR BRIDGE PIERS

2% RAMP FOR UPPER LEVEL TRACKS



HAVRE DE GRACE

Bicentennial Bridge of American Railroads
AMERISTARRAIL PROPOSAL

RAILROADS

-  Susquehanna River Bridge
-  Existing Tracks
-  New Grade-Level Tracks
-  New Upper-Level Tracks
-  Bridge repurposed for Trail
-  CSX Transportation
-  Norfolk Southern

MARC TRAIN STATIONS

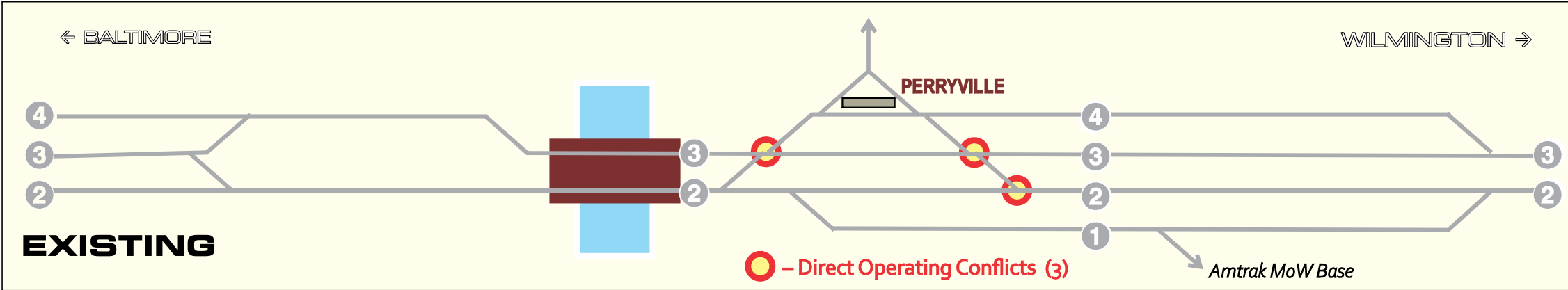
-  Perryville (existing)
-  Havre de Grace (proposed)

Scale:
 1,000 0 1,000 2,000 Feet
 0.25 0 0.25 0.5 Miles

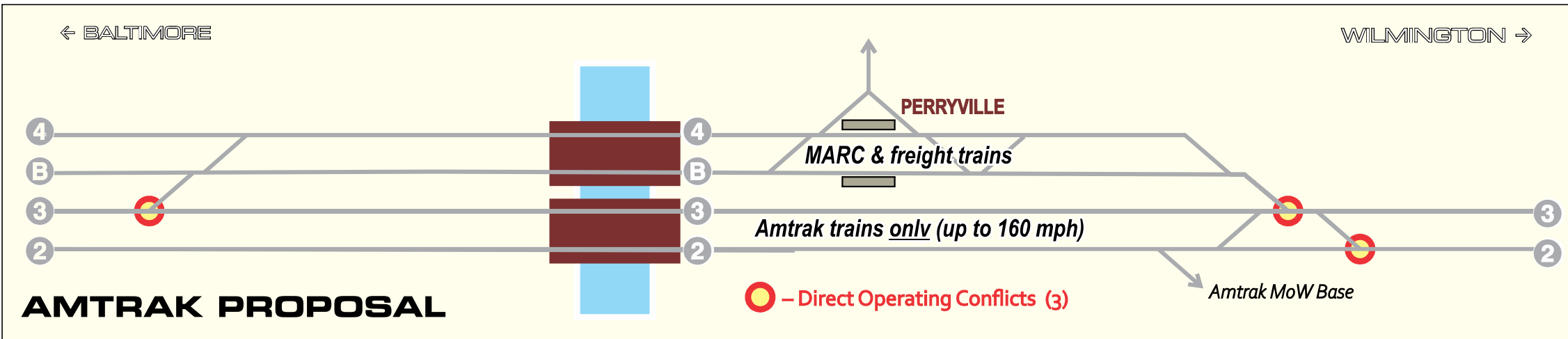
North Arrow: NORTH



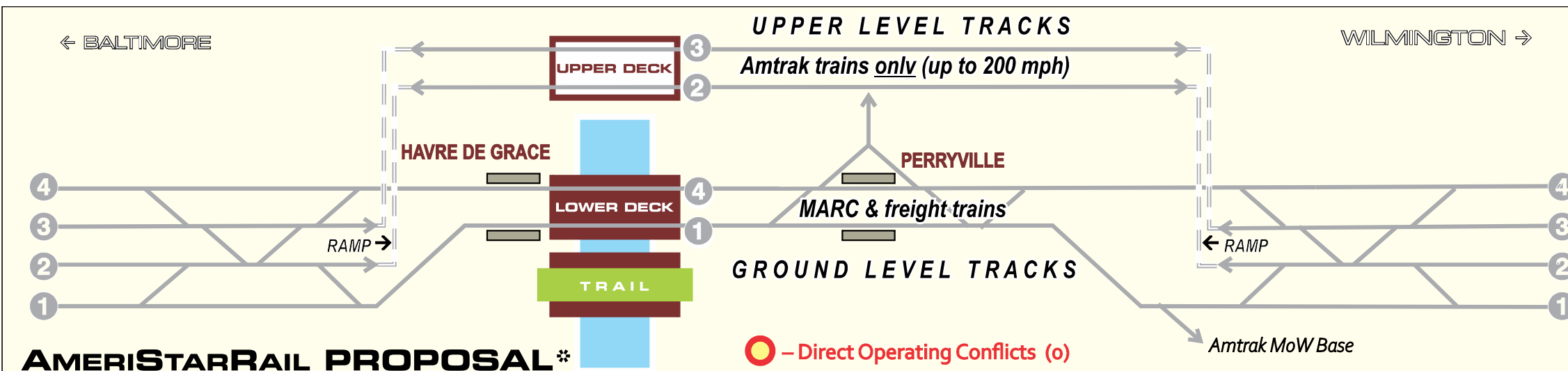
Bicentennial Bridge of American Railroads TRACK CONFIGURATION DIAGRAMS



Two tracks cross the Susquehanna River. Amtrak Acela, Regional, and Long-Distance train traffic mix with freight and MARC train service. **Three** *direct operating conflicts* between Amtrak, MARC, and freight trains.



Four tracks cross the Susquehanna River. **HORIZONTALLY** segregates Amtrak trains from other train traffic. Requires demolition of current railroad bridge **PLUS** construction of **two** new railroad bridges. After an investment of \$1.5 billion or more, **three** direct operating conflicts will remain between Amtrak, MARC, and freight trains. Historic 1866 PW&B RR bridge piers demolished.



Four tracks cross the Susquehanna River. **VERTICALLY** segregates Amtrak trains from other train traffic. Requires construction of only **one** new bridge. **No** direct operating conflicts. Full universal crossovers on either side of the bridge for maximum flexibility. New Havre de Grace MARC station proposed. Current bridge converted into a multi-use recreational trail. Historic 1866 PW&B RR bridge piers preserved.

* INTELLECTUAL PROPERTY OF AmeriStar Rail, LLC

**Bicentennial Bridge of American Railroads
TRAILWAY ACROSS THE SUSQUEHANNA**

REPURPOSING THE CURRENT AMTRAK BRIDGE AS A MULTI-USE RECREATIONAL TRAIL.
CONCEPTUAL RENDERING BY **TOOLE DESIGN**.

HAVRE DE GRACE

APPROXIMATE ALIGNMENT OF THE NEW BILEVEL AMTRAK BRIDGE

PERRYVILLE

 <p>AmeriStarRail Transportation Innovation</p>	<p>in collaboration with</p>  <p>TOOLE DESIGN</p>
<p>INTELLECTUAL PROPERTY OF AmeriStarRail, LLC</p>	