1.2 Key Findings

The overall capital improvement costs of the six future ACRL scenarios evaluated in the study are detailed in Table 1. The associated costs for Administration, Design, and Construction Management have been added to each of the respective Scenarios. The costs of the two potential new ACRL stations – Woodcrest and AC Airport – are broken out separately as these can be viewed as optional elements of each Scenario (except that Scenario A2 cannot support a new Woodcrest Station due to single track operating constraints). The capital cost for Woodcrest Station is based on the Option 2 configuration that uses Melrose Avenue as the pedestrian connection between a new ACRL platform and parking; this option does not provide a direct transfer at Woodcrest between PATCO and the ACRL (refer to Section 6.3.1). Additionally, the required additional rolling stock (locomotives and coaches) have been added to support the projected equipment needs for operation of each Scenario.

Table 1 – ACRL Infrastructure Improvements – Summary of Overall Capital Costs

Improvement Element	Element Cost (Includes 15% Conting.)	Estimated Cost					
		Scenario A1	Scenario A2	Scenario B1	Scenario B2	Scenario C	Scenario D
SAUK to NORTH RACE	*$43.5 M*	$43.5 M	$43.5 M	$43.5 M	$43.5 M	$43.5 M	$43.5 M
LINDEN to NORTH LUCAS (Option 1)	*$32.5 M*	-	-	-	-	$32.5 M	-
LINDEN to NORTH LUCAS (Option 2)	*$28.5 M*	-	-	-	-	-	$28.5 M
SOUTH FISH to NORTH WINS	*$44.5 M*	-	-	-	-	-	$44.5 M
SOUTH POMO to GRIFF	*$78.0 M*	-	$78.0 M	-	$78.0 M	-	$78.0 M
Track and Signal Cost		$43.5 M	$121.5 M	$43.5 M	$121.5 M	$76.0 M	$194.5 M
Woodcrest Station	*$7.5 M*	$7.5 M	-	$7.5 M	$7.5 M	$7.5 M	$7.5 M
Atlantic City Airport Station	*$28.0 M*	$28.0 M	$28.0 M	$28.0 M	$28.0 M	$28.0 M	$28.0 M
Stations Cost		$35.5 M	$28.0 M	$35.5 M	$35.5 M	$35.5 M	$35.5 M
Beach Thorofare Linear Yard	*$7.0 M*	$7.0 M	$7.0 M	$7.0 M	$7.0 M	$7.0 M	-
Beach Thorofare Yard/S&I Fac.	$95.0 M	-	-	-	-	-	$95.0 M
Yard/Service & Inspection Cost		$7.0 M	$7.0 M	$7.0 M	$7.0 M	$7.0 M	$95.0 M
Subtotal		$86.0 M	$156.5 M	$86.0 M	$164.0 M	$118.5 M	$325.0 M
Project Management Cost							
Design & Engineering	8.0%	$6.9 M	$12.5 M	$6.9 M	$13.1 M	$9.5 M	$26.0 M
Construction Management	5.0%	$4.3 M	$7.8 M	$4.3 M	$8.2 M	$5.9 M	$16.3 M
Project Administration	1.0%	$0.9 M	$1.6 M	$0.9 M	$1.6 M	$1.2 M	$3.3 M
Subtotal		$12.0 M	$21.9 M	$12.0 M	$23.0 M	$16.6 M	$45.5 M
Total Scenario Infrastructure Cost		**$98.0 M**	**$178.4 M**	**$98.0 M**	**$187.0 M**	**$135.1 M**	**$370.5 M**
Rolling Stock							
Locomotives	*$7.0 M*	$14.0 M	$14.0 M	$28.0 M	$35.0 M	$42.0 M	$63.0 M
Coaches	*$3.9 M*	$31.2 M	$31.2 M	$62.4 M	$78.0 M	$93.6 M	$140.4 M
Incremental Scenario Rolling Stock Cost		**$45.2 M**	**$45.2 M**	**$90.4 M**	**$113.0 M**	**$135.6 M**	**$203.4 M**
Total Scenario Capital Cost		**$143.2 M**	**$223.6 M**	**$188.4 M**	**$300.0 M**	**$270.7 M**	**$573.9 M**
SAY		**$145.0 M**	**$225.0 M**	**$190.0 M**	**$300.0 M**	**$270.0 M**	**$575.0 M**

Capital costs range from $145 million (Scenario A1) to $575 million (Scenario D) including infrastructure, rolling stock and contingencies. It should be noted that NJ TRANSIT presently has a surplus of single level coaches of the types used on the ACRL; the actual scenario capital costs may be subject to downward adjustment depending on the year of scenario implementation and potential synergies with the overall NJ TRANSIT Fleet Plan.

Present ("Current 2011 Service") and future ridership on the ACRL is shown in Table 2. NJ TRANSIT developed the ridership forecasts presented in this report based on South Jersey Transportation Planning Organization (SJTPO) and Delaware Valley Regional Planning Commission (DVRPC) demographic projections. NJ TRANSIT's forecast for 2011 operations (but with the restoration of two round trips per day eliminated in 2009) is 3,040 weekday trips. With background economic growth along the Corridor, this increases by about 50% to 4,600 in 2035 (without the addition of Woodcrest and the Atlantic City Airport Rail Stations). These updated forecasts include projected Pennsauken Station ridership based on work performed for that project's environmental analysis.

The two major ACRL markets are the line's endpoints – Atlantic City and Philadelphia. The Atlantic City market accounts for 45% of current ridership. NJ TRANSIT used SJTPO demographic forecasts of employment, population, households, and summer population, organized by ACRL station area. The SJTPO forecast of 2010-2035 Atlantic City employment growth showed only a 12.5% growth in Atlantic City employment over the 2010-2035 period. This is an increase of 11,000 jobs from 56,000 jobs in 2010 to 67,000 jobs in 2035. This implies a growth of 4,400 casino jobs, or about one new casino.

Based on plans already announced by the Revele Casino, which opened in May, 2012, as well as two "boutique" casinos, an increase of about 5,000 to 7,000 casino jobs is projected. NJ TRANSIT modified the SJTPO forecast to add an additional 3,000 to 5,000 casino jobs. Thus NJT assumed an increase of 10,000 casino jobs from 2010 to 2035, increasing from 36,000 to 46,000 casino jobs over this 25 year period. Overall, NJ TRANSIT assumed that Atlantic City employment, using current ratios of casino to total jobs, would be 72,800 jobs in 2035, compared to 56,000 in 2010. This represents a growth of 27.7% in Atlantic City jobs over this 25 year period.

Similarly, NJ TRANSIT used 2000 and 2006-2008 American Community Survey (ACS) census data to establish base work trips to Center City Philadelphia, and the area around 30th Street. DVRPC growth rates projections for employment for these different areas were used. Overall Philadelphia work growth rates were in the 10% to 20% range from 2010 to 2035.

NJ TRANSIT used data on non-work Philadelphia ridership in 2006 and 2010, organized by ACRL station area. Future ridership in this market was based on growth in population in the ACRL station market areas, using 2006 rail survey data with growth to 2010. Overall, Philadelphia non-work travel is estimated to increase by 15% to 30% depending on the station.

NJ TRANSIT's projections show that adding the AC Airport Rail Station (including three associated shuttle bus services) increases daily trips by almost 900. The addition of Woodcrest increases daily trips by 400 more.

Table 2 – Summary of Atlantic City Line 2035 Ridership Forecasts by Scenario (Weekday One-Way Trips with Pennsauken)

Round Trip Trains/ Day	Scenario (Service Level)	Weekday 2035 One-Way Trips Non-Summer		
		Current Stations (No AC Airport, No Woodcrest)	Current Plus AC Airport	Current Plus AC Airport & Woodcrest
14	**Base** - Enhanced Current, every 1-2 Hours	4,600	5,480	5,880
20	**Scenario A1 -** Hourly Philly-AC	6,760	8,780	9,540
20	**Scenario A2 -** Hourly Philly-AC – Enhanced Operational Efficiency	6,760(1)	8,780(1)	N.A. (2)
26	**Scenario B1 -** Bi-hourly Philly-AC, plus hourly Egg Harbor to AC	7,000(1)	9,120(1)	9,880(1)
33	**Scenario B2 -** Hourly Philly-AC, plus hourly Egg Harbor to AC	7,240(1)	9,460	10,220
27	**Scenario C -** Hourly Philly-AC, Added service 27 trains each way	7,640	9,980	10,860
36	**Scenario D -** Hourly Philly-AC, Hourly AC- Lindenwold, for 30 Min. AC-Lindenwold	7,900	10,560	11,300
14	**Current 2011 w/Restored 2009 service levels**	3,040		
12	**Current 2011 Service**	**2,800**	**3,340**	

(1) Estimated by LTK Team.
(2) Woodcrest Station incompatible with scenario.

The six future scenarios (with Woodcrest and the AC Airport Rail Station) have projected weekday ridership of 9,540 to 11,300 trips (Scenario A2, which is operationally incompatible with the proposed Woodcrest Station, has projected 2035 weekday ridership of 8,780 trips). This is an increase of 3,700 to 5,500 daily trips versus the 2035 baseline with the same two new stations. Scenarios A1 and A2, which increase the number of daily ACRL round trips by six to provide hourly "clockface" service show the greatest ridership growth (47%) attributable to a single service plan change. Ridership growth associated with the introduction of Egg Harbor shuttles and associated with half-hourly service on the ACRL are relatively more modest. Other scenarios show ridership growth over the base of 52% to 72%, including the initial 47% growth associated with the six additional daily round trips.

The results of a comprehensive ACRL operations analysis show that all six potential future scenarios are operationally feasible, though Scenario A2 cannot support a Woodcrest station stop. Table 3 shows simulated on-time performance; all six scenarios produce 100% On-Time Performance, even when measured using a stringent zero second lateness threshold. The six scenarios operate with virtually no signal delay (train congestion) on the line.

The comparison of the simulation results shows no scenario is clearly superior in terms of schedule reliability and On-Time-Performance. While Scenario D does reflect the lowest per train and per 10,000 mile level of delay, it also has the most ambitious service increase and associated operating subsidy. The changes in average train operating (dispatching) delay between Scenarios A1 and B1 and B2 are mainly due to the inclusion of the shuttle trains which are able to run without dispatching delay and help to bring down the overall averages, as can be seen from comparing the averages against the total delay numbers. Scenario A2,

with the same number of weekday trains (all of them through trips between Atlantic City and Philadelphia) as Scenario A1 shows superior simulation results in terms of lower train operating (dispatching) delay.

Table 3 – Predicted On-Time Performance by ACRL Scenario

		On-Time Performance		
Scenario	**Group**	**0:00**	**2:59**	**5:59**
FNB	**PHL**	48.3%	62.1%	96.6%
	ACES	100.0%	100.0%	100.0%
	Total	**53.1%**	**65.6%**	**96.9%**
A1	**PHL**	**100.0%**	**100.0%**	**100.0%**
A2	**PHL**	**100.0%**	**100.0%**	**100.0%**
B1	**PHL**	100.0%	100.0%	100.0%
	EGG	100.0%	100.0%	100.0%
	Total	**100.0%**	**100.0%**	**100.0%**
B2	**PHL**	100.0%	100.0%	100.0%
	EGG	100.0%	100.0%	100.0%
	Total	**100.0%**	**100.0%**	**100.0%**
C	**PHL**	100.0%	100.0%	100.0%
	LIN	100.0%	100.0%	100.0%
	PSK	100.0%	100.0%	100.0%
	Total	**100.0%**	**100.0%**	**100.0%**
D	**PHL**	100.0%	100.0%	100.0%
	LIN	100.0%	100.0%	100.0%
	PSK	100.0%	100.0%	100.0%
	Total	**100.0%**	**100.0%**	**100.0%**

Table 4 – Changes in Level of Service (LOS) and Queue Length at Selected Crossings Between Closely-Spaced Gate Down Time Events

	Scenario A1		**Scenario B1**		**Scenario B2**		**Scenario C**		**Scenario D**	
	Change in:		**Change in:**		**Change in:**		**Change in:**		**Change in:**	
Intersection	**LOS**	**95% Queue Length**	**LOS**	**95% Queue Length**	**LOS**	**95% Queue Length**	**LOS**	**95% Queue Length**	**LOS**	**95% Queue Length**
Westfield Avenue	No	21%	No	17%	No	14%	No	19%	No	23%
Milford Road	< or = to existing		< or = to existing		< or = to existing		< or = to existing		< or = to existing	
Atco Avenue	Yes (B)	-5%	Yes (B)	-4%	Yes (B)	-5%	Yes (B)	-8%	No	-24%
Fairview Avenue	No	-5%	No	-5%	No	-5%	No	-4%	No	3%
Bellevue Avenue (RT 54)	< or = to existing		< or = to existing		< or = to existing		< or = to existing		< or = to existing	
Park Avenue	No	18%	No	17%	No	17%	No	18%	No	18%
Philadelphia Avenue	No	-3%	< or = to existing		< or = to existing		< or = to existing		< or = to existing	
Cologne Avenue	< or = to existing		< or = to existing		No	5%	< or = to existing		< or = to existing	
Pomona Road	No	-1%	No	-4%	No	16%	No	-1%	Yes (C)	32%
Brigantine Connector (AC Expressway)	< or = to existing		Yes (B)	109%	Yes (B)	97%	Yes (B)	97%	Yes (B)	9%

Micro traffic simulation models were developed for the ten crossings as they are affected by the five potential future operating scenarios. In Scenarios A, B1, B2 and C, Level of Service (LOS) – computed during the short time frames between the closest gate down time events -- remains at “A” or “B” for all crossings, as shown in Table 4. Scenario D’s higher train volumes results in Pomona Road changing from LOS “B” to LOS “C”; the queue length will increase as well. The micro traffic simulation model also shows increasing queue lengths at the Brigantine Connector with Scenario D though the LOS remains at “B”. These two crossings merit additional analysis if Scenario D is advanced by NJ TRANSIT.

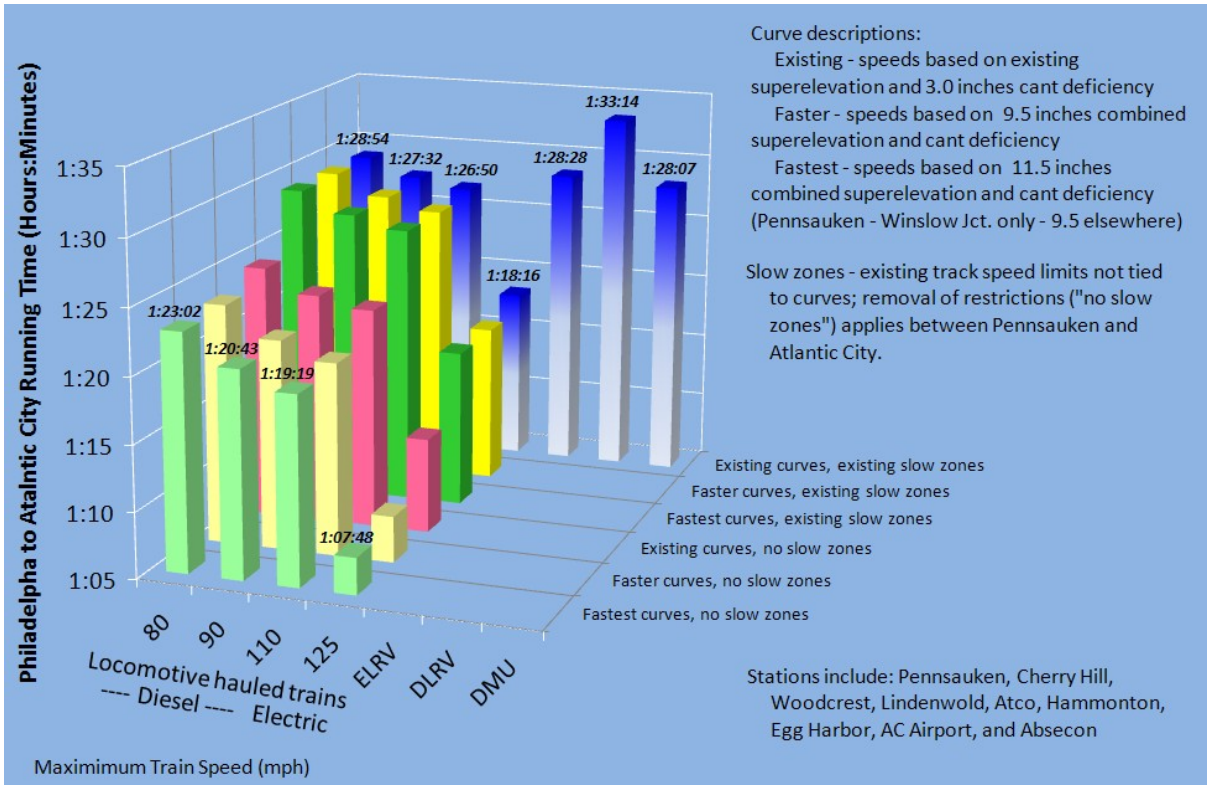

Figure 2 - Comparison of Travel Time Improvements for Various Speed Enhancements

The study’s comprehensive look at alternative vehicle technologies and alternative maximum speeds concluded that the current diesel push-pull technology is the appropriate modal choice, given the ACRL operational and ridership profile. Changing vehicle technologies offers little end-to-end time savings and requires significant capital outlays. Significant improvements to service are possible from enhancing the infrastructure to handle greater train frequencies and, potentially, higher operating speeds consistent with diesel locomotive performance.

As shown in Figure 2, the “Law of Diminishing Returns” applies to maximum authorized speed increases on the ACRL. The travel time gain from a maximum speed increase to 90 MPH (versus the current 80 MPH) shows a modest trip time benefit while additional travel time savings resulting from a maximum speed increase to 110 MPH are negligible. For example, increasing the ACRL top speed from 80 to 90 MPH with existing speed restrictions in place saves about 1.5% of baseline trip time; the additional savings from increasing the line to 110 MPH (from 90) are only 0.8%. Similarly, with an aggressive end-to-end program of curve improvements and slow zone removal, increasing the ACRL top speed from 80 to

90 MPH saves about 9.2% of baseline trip time; the additional savings from increasing the line to 110 MPH (from 90) are only 1.6%.

Table 5 displays the diesel push-pull technology results from Figure 2, in percentage savings terms. Eliminating all ACRL slow zones (speed restrictions unrelated to track geometry or Delair Bridge structure) produces a modest decrease in Philadelphia to Atlantic City travel time of 5.1 percent. The combination of the most aggressive set of improvements – 110 MPH operation, elimination of all slow zones, increasing curve super-elevation to maximum levels and increasing curve unbalance to maximum levels – yields an overall terminal to terminal trip time savings of about 9 ½ minutes, which is less than an 11 percent reduction from the Baseline trip time. The relatively modest trip time savings are not justified by the significant increase in fuel consumption and track maintenance expenditures that would be required. In addition to higher operating costs, significant capital investments in curve realignment and signal system modifications to support the higher speeds would be required.

Table 5 – Potential ACRL Terminal to Terminal Travel Time Savings with Maximum Speed Increases (Percent)

	Maximum Speed (MPH)		
	80 (Existing)	**90**	**110**
Existing Curves, Existing Slow Zones	0.0%	1.5%	2.3%
Existing Curves, No Slow Zones	5.1%	7.1%	7.9%
Faster Curves, No Slow Zones	6.4%	8.9%	10.4%
Fastest Curves, No Slow Zones	6.6%	9.2%	10.8%

1.3 Next Steps

There is no capital funding available for any of the ACRL improvements identified in this report in NJ TRANSIT's current five year capital plan. However, recent events have shown that "ready to go" projects (those with environmental clearance, permits in place and designs at any advanced stage) are more likely to be funded than those where these important steps have not yet been undertaken. In addition to the site-specific improvements identified in this report, an overall ACRL Investment Strategic Plan with funding priorities (when capital funding is available) should be developed. With proven ridership demand and market analysis as inputs, this strategic plan would identify the optimal balance of service, ridership, farebox revenue, operating and maintenance costs and required capital improvements for the line over the coming decades.

The proposed Atlantic City Airport Rail Station is projected to attract significant new ridership to the ACRL by providing access to major regional employment and education centers at the Airport, Stockton University, the Mainland Campus of AtlantiCare Regional Medical Center in Galloway, and the FAA Tech Center located adjacent to the airport. The AC Airport Rail Station is consistent with the Airport's January 2010 Master Plan, including its capital projects to expand passenger traffic (Runway 4-22 extension, terminal expansion, improved airport access). The proposed station, located at the approximate midpoint of the 10.1 mile segment between Egg Harbor City and Absecon stations, would enhance multimodal connections in southern New Jersey and provide convenient access to the airport from both Center City Philadelphia and Atlantic City. NJ TRANSIT should consider advancing this project to the environmental clearance phase in partnership with the airport operator. The

Port Authority of New York and New Jersey's recent investment in the AC Airport may be a first step in securing external funding of an AC Airport Rail Station which is estimated to cost $32 million (2012 dollars), including design, construction management and project administration.

Other important "Next Steps" are detailed below.

1.3.1 Delair Bridge Inspection

NJ TRANSIT should continue to perform and analyze the results of periodic Delair Bridge structural inspections. Despite the bridge's location between the 'forced" diverging moves of Shore Interlocking on the Northeast Corridor and the planned Pennsauken Station stop, upgrading passenger train speed on the bridge to 40, 50 or 60 MPH would provide meaningful ACRL trip time improvements. To be sustainable, this will clearly require greater capital investment in the bridge, which is owned by Conrail Shared Assets, than has been allocated in recent decades. At the same time, lack of Delair Bridge capital investment could lead to more severe structurally-related passenger train speed restrictions, discouraging ACRL ridership.

1.3.2 Woodcrest Transfer Station

The creation of an ACRL platform at the existing PATCO Woodcrest Station owned by the Delaware River Port Authority (DRPA) would attract additional riders to the ACRL, primarily by providing more convenient access for I-295 "park and ride" customers. A convenient ACRL/PATCO transfer already exists in nearby Lindenwold, so the Woodcrest Transfer Station does not significantly enhance multimodal opportunities (in fact, 39 to 56% of projected Woodcrest ridership, depending on the future scenario, are diversions from other ACRL stations rather than new ACRL riders).. The Woodcrest Transfer Station poses a number of institutional challenges, including potential use of a PATCO "paid" fare area for ACRL customers to access the NJ TRANSIT platform and additional parking demand at the Woodcrest facility. The placement of the ACRL platform within a single track portion of the NJ TRANSIT line (and with no feasible solution for double tracking on this curving, constrained right of way) poses operational concerns.

1.3.3 Optimize Scenario A2

Future Operating Scenario A2 brings hourly service to the ACRL while maintaining the current high operating efficiency of two round trips per crew per day. This operating scenario holds promise in terms of improving ACRL ridership and operational efficiency; it should be considered for advancement by NJ TRANSIT in the future.

It should be noted that the required train slots needed for efficient scheduled train "turns" at 30th Street Station in Philadelphia are fundamentally incompatible with the longer single track occupancy times in the Haddonfield Cut. Therefore, Scenario A2 is mutually exclusive with the potential Woodcrest Transfer Station improvement. Scenario A2 requires double track from Sauk to North Race Interlockings, along with a second platform at Cherry Hill Station at an estimated cost of $40 million (2012 dollars, including contingency).

Scenario A2 also requires double track from Pomo to Griff Interlockings (including a second platform edge and reconstructed station at Absecon) at a total estimate cost of $49 million, in order to support service to the proposed Atlantic City Airport station. It may be possible to develop a lower cost version of Scenario A2 (with service to the proposed AC Airport station) but this will require additional analysis using full network rail operations simulation,

which is beyond the scope of work for the ACRL. Possibilities, all of which would eliminate the $6 million Absecon station cost and much of the $43 million double tracking cost, include:

- Shorter section of double track from Pomo Siding south with #20 turnouts at each end,
- Shorter section of double track from Pomo Siding south with high speed #32.7 turnouts at each end,
- Maintaining the current limits of Pomo Siding but upgrading the mainline track speed north and south of Pomo Siding to Class 5 (90 MPH maximum passenger train speed) to support shorter single track occupancy times.

NJ TRANSIT should pursue a more detailed study of Scenario A2 to refine its required ACRL infrastructure, thereby producing a more reliable capital cost estimate.

1.3.4 Pursue Operating Efficiency Improvements

The ACRL has the lowest farebox recovery ratio (percentage of operating costs covered by ticket revenues) of NJ TRANSIT's commuter rail lines. The Study has identified a number of potential operating efficiency improvements that could improve the farebox recovery ratio and that should be the subject of more detailed analysis, including financial benefit/cost analysis:

- Construct a small scale Service and Inspection facility with car wash in the Atlantic City terminal area to reduce/eliminate four weekly non-revenue round trips between the ACRL and the Meadowlands Maintenance Complex,
- Expand the fueling flexibility within the Atlantic City terminal by completing the installation of fuel pads on Tracks 2 and 3, expanding flexibility over the current refueling, which is limited to Tracks 4 and 5. This would eliminate the current requirement of some non-revenue train movements solely to support refueling.
- Add a sand tower at the Atlantic City terminal, eliminating the current labor-intensive practice of sanding rolling stock by hand.

Table 6 summarizes the net operating subsidy required (in 2012 dollars) for each of the 2035 scenarios, including the costs of the Stockton and Atlantic City Medical Center bus shuttles to/from the proposed AC Airport Rail Station. All potential future scenarios require larger NJ TRANSIT operating subsidies than today (about $2 to $10 million subsidy increase annually). However, they all show improved financial performance as well, increasing the farebox recovery ratio (percent of operating costs covered by ticket revenue) above the 2035 Future Baseline scenario of 29.2%. The 2035 Future Baseline scenario shows an improved farebox recovery ratio when compared with today's 12 daily round trip operation, primarily because of the future scenarios' background ridership growth and higher ticket revenues. Scenario A2 (hourly bidirectional service with enhanced operational efficiency) has the lowest net operating subsidy increase and the highest farebox recovery ratio (at 37.7%). While the potential operating scenarios improve the farebox recovery ratio by 5 percentage points or more, none of the ACRL scenarios approach the overall NJ TRANSIT commuter rail farebox recovery ratio of 59.6% (FY 2013).

Table 6 - Summary of Net Operating Subsidy Required for 2035 ACRL Service Scenarios (Including AC Airport Rail Station Shuttle Bus Services)

Scenario	AC - PHL Round-trips/day	Additional Services Round-trips/day	Annual Rail O&M ($ millions)	Annual AC Airport Shuttle O&M ($ millions)	Projected Ticket Revenue ($ millions)	Net Operating Subsidy Required ($ millions)	Farebox Recovery Ratio (Percent)
Baseline	14	--	$ 22.4	$ 0.3	$ 6.6	$16.1	29.2%
A1	20	--	$ 33.0	$ 0.6	$12.1	$21.5	35.9%
A2	20	--	$ 28.8	$ 0.6	$11.1	$18.3	37.7%
B1	20	6 AC-Egg Harbor	$ 34.7	$ 0.6	$12.7	$22.7	36.0%
B2	20	13 AC-Egg Harbor	$ 37.1	$ 0.6	$12.9	$24.8	34.2%
C	25	1 AC-LIN, 1 AC-SAUK	$ 38.6	$ 0.6	$13.6	$25.7	34.6%
D	21	15 AC-Lindenwold	$ 38.5	$ 0.6	$13.4	$25.7	34.4%

The ridership forecasts and their predictions for AC Airport Rail Station ticket revenue are dependent on the operation of three separate shuttle services at this station – FAA Technical Center/AC Airport, Stockton and Atlanticare Hospital. The airport operator is assumed to operate the FAA/AC Airport shuttle. The other two shuttle services could be operated by NJ TRANSIT, a contract operator or the institutions themselves. Shuttle bus fares were assumed to be free for Airport passengers, and $1 one-way or an extra $28 monthly for rail riders for the other services. NJ TRANSIT's ridership forecasts indicate that only 25-30% of the AC Airport Rail Station riders are "local" passengers; the remaining 70-75% are attracted to the station because of the availability of shuttle service.