

# Wilmington to Newark Commuter Rail Improvements

## Wilmington, Delaware

(November 2009)

The Delaware Transit Corporation (DTC) proposes to implement several commuter rail improvements in the segment of the Northeast Corridor between Wilmington and Newark. The proposed Wilmington to Newark Commuter Rail Improvements project consists of three improvements intended to significantly enhance existing Southeastern Pennsylvania Transportation Authority (SEPTA) commuter rail service along the Northeast Corridor in Delaware. The proposed improvements include: (1) construction of a third track along a 1.5-mile segment of Amtrak's Northeast Corridor, south of Wilmington, to increase track capacity for intercity, commuter and freight operations and allow additional commuter trains to service the Newark, DE, SEPTA Station; (2) relocation of the Newark rail station to a location one mile closer to Philadelphia, to eliminate commuter train conflicts with freight operations and provide a two track station which will allow more flexibility for trains that enter and exit the station; and (3) the purchase of two 2-car train sets, providing additional train capacity between the Wilmington and Newark stations and allowing for increased frequency and shorter headways. The changes are expected to increase ridership, improve schedule reliability, and reduce travel time.

The current estimated capital cost of the project is \$78.42 million, which includes \$24.99 million in Section 5309 New Starts funds. *Because the proposed New Starts share is less than \$25 million, the project is exempt from the New Starts criteria and is thus not subject to FTA's evaluation and rating (49 USC 5309(e)(1)(B)).*

### Summary Description

<b>Proposed Project:</b>	Commuter Rail Improvements 1.5 Miles, 1 Station Relocation, two 2-car trains
<b>Total Capital Cost (\$YOE):</b>	\$78.42 Million
<b>Section 5309 New Starts Share (\$YOE):</b>	\$24.99 Million (31.9%)
<b>Ridership Forecast (2020):</b>	5,000 Average Weekday Boardings

### Project Development History and Current Status

FTA approved DTC's request to enter preliminary engineering for the Wilmington to Newark Commuter Rail Improvements project in April 2004. FTA agreed the project qualified as a categorical exclusion in September 2006. FTA approved entry into final design in February 2007. Start-up of the enhanced service is anticipated in late 2012.

<b>Locally Proposed Financial Plan</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funds (\$million)</u></b>	<b><u>Percent of Total</u></b>
<b>Federal:</b>		
Section 5309 New Starts	\$24.99	31.9 %
FHWA Sec. 117	\$4.92	6.3%
FHWA Sec. 1702	\$5.00	6.4%
Section 5309 Fixed Guideway Modernization	\$3.98	5.1%
<b>State:</b>		
Delaware State Transportation Trust Fund	\$39.53	50.4%
<b>Total:</b>	<b>\$78.42</b>	<b>100.0%</b>

**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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