

South County Commuter Rail

Providence, Rhode Island

(November 2009)

The Rhode Island Department of Transportation (RIDOT) is proposing to extend commuter rail service 20 miles along the Northeast Corridor from Providence to Wickford Junction/North Kingston to the South County region of the State. This section of the Northeast Corridor is currently used only for Amtrak and freight operations; therefore, the extension of commuter rail service represents a new passenger service in the corridor.

RIDOT has identified the need to extend commuter rail service to meet demand for travel in the South County area. More specifically, the locally stated goals of the transit improvement are to reduce congestion, improve safety, and provide intermodal connections in the Interstate 95 and Route 1/Route 4 corridors; provide needed intermodal connections to T.F. Green Airport via RIDOT's Warwick Intermodal Station; support RIDOT's ongoing commitment to maintain and improve the existing highway and rail infrastructure rather than invest in additional roadway capacity; and support the State's objectives of using transportation to attain regional economic development goals by providing opportunities to attract new commercial development, including the Warwick Station Redevelopment District at T.F. Green Airport.

The proposed project includes a new station, a new 1,000-car parking garage, and a mainline interlocking at Wickford Junction. The proposed eight round-trip commuter rail trains daily (Monday through Friday) would augment the 15 trains operating between Providence and Boston today. The Massachusetts Bay Transportation Authority (MBTA) has been identified as the service operator for this commuter rail service extension.

The total capital cost for this commuter rail extension project is estimated at \$49.15 million, with a proposed Section 5309 New Starts share of \$24.90 million. *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 U.S.C 5309(e)(1)(B)).*

Summary Description	
Proposed Project:	Commuter Rail Extension 20 Miles, 1 Station
Total Capital Cost (\$YOE):	\$49.15 Million
Section 5309 New Starts Share (\$YOE):	\$24.90 Million (50.7%)
Ridership Forecast (2020):	2,300 Average Weekday Boardings

Project Development History and Current Status

In an effort to increase mobility in southeastern New England, the State of Rhode Island, in cooperation with the Commonwealth of Massachusetts, entered into a cooperative agreement in 1989 known as the Pilgrim Partnership Agreement. The central tenet of the Pilgrim Partnership Agreement is that RIDOT will sub-allocate Federal formula funding to MBTA in exchange for commuter rail service to Providence. The South County Commuter Rail (SCCR) Project is a continuation of a bi-state goal to improve mobility within a shared corridor.

FTA approved the SCCR project into preliminary engineering in March 2004. Since then, five commuter rail coaches with independent utility were taken out of the project scope to support the existing

Providence to Boston service. FTA approved the project into final design in August 2007. Revenue operation is anticipated in mid-2011.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 New Starts	\$24.90	50.7%
FHWA Flexible Funds (CMAQ)	\$3.00	6.1%
FHWA FY 2006 Approp. for SCRR	\$3.96	8.1%
Section 5309 Fixed Guideway Modernization	\$7.45	15.1%
State:		
Commuter Rail Bonds	\$7.00	14.2%
Highway Bonds to Match CMAQ	\$2.84	5.8%
Total:	\$49.15	100.0%

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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