

# ***TRANSIT SYSTEM***

# ***VEHICLES***

***TRANSIT VEHICLE EXPANSION***

**PROJECT SCOPE/DESCRIPTION:** This project contains the following:

**Paratransit Buses** – Purchase eight buses in FY 2004, seven in FY 2005, seven in FY 2006, and 20 in FY 2007-2009. Requirements are based upon current rate of demand growth anticipated by the Delaware Transit Corporation (DTC) service plan.

***Paratransit Buses***

***TRANSIT VEHICLE EXPANSION (CONTINUED)***

**Trolley Buses** – The Wilmington Trolley replaces regular buses with a 31-1/2 foot long vehicle finished in shades of blue and gold and accented with wood grain paneling, seating up to 28 passengers with additional room for 21 standing riders and two ADA wheelchair accessible seats. This cooperative arrangement between DART First State and more than 40 downtown business partners to promote the Route 32 Trolley, provides a multi-fold Z-Pocket Map featuring a downtown Wilmington map and city guide, with trips costing only 25 cents per trip and carrying passengers to eating, shopping, and work destinations along all the stops between Rodney Square and the Riverfront.

**US301 Major Investment Study** – Purchase the necessary combination of 30' and 35' buses to meet the increasing transit demand in New Castle County in an efficient manner.

**30' Low Floor Buses** - Purchase 11 low floor buses in FY 2005.

**35' Commuter Configured Buses** – Purchase ten commuter configured buses in FY 2005.

**PROJECT JUSTIFICATION:** The investment in transit vehicle expansion is necessary to meet projected transit service demand based on census information.

***30' Low Floor Bus***

**County:** New Castle  
**Municipality:**  
**Funding Program:** Transit System – Vehicles  
**Functional Category:** Expansion  
**Representative District:**  
**Senatorial District:**



*TRANSIT VEHICLE EXPANSION (CONTINUED)***PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
Transit Vehicle Expansion		\$ 35,993.8						
Prior Years	State			\$ 18,761.9	\$ 0.0	\$ 0.0	\$ 0.0	\$ 18,761.9
	Federal			\$ 2,680.4	\$ 0.0	\$ 0.0	\$ 0.0	\$ 2,680.4
	Other			\$ 193.2	\$ 0.0	\$ 0.0	\$ 0.0	\$ 193.2
FY 2003	State		\$ 35,992.8	\$ 268.7	\$ 0.0	\$ 0.0	\$ 0.0	\$ 19,030.6
	Federal			\$ 1,275.4	\$ 0.0	\$ 0.0	\$ 0.0	\$ 3,955.8
	Other			\$ 265.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 458.2
FY 2004 Authorized	State			\$ 153.9				\$ 19,184.5
	Federal			\$ 615.4				\$ 4,571.2
	Other			\$ 0.0				\$ 458.2
FY 2005 Projected	State			\$ 1,787.1				\$ 20,971.6
	Federal			\$ 7,148.3				\$ 11,719.5
	Other			\$ 0.0				\$ 458.2
FY 2006 Projected	State			\$ 142.8				\$ 21,114.4
	Federal			\$ 571.3				\$ 12,290.8
	Other			\$ 0.0				\$ 458.2
FY 2007-2009 Projected	State			\$ 425.9				\$ 21,540.3
	Federal			\$ 1,703.5				\$ 13,994.3
	Other			\$ 0.0				\$ 458.2
Total Projected	State			\$ 21,540.3	\$ 0.0			\$ 21,540.3
	Federal			\$ 13,994.3	\$ 0.0			\$ 13,994.3
	Other			\$ 458.2	\$ 0.0			\$ 458.2
Total All Funds		\$ 35,993.8	\$ 35,992.8	\$ 35,992.8	\$ 0.0	\$ 0.0	\$ 0.0	\$ 35,992.8

**TRANSIT VEHICLE EXPANSION (CONTINUED)****PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	<b>Transit Vehicle Expansion</b>									
	<b>Program</b>	PRO	100% ST	\$ 16,659.1	\$ 16,659.1	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
		PRO	80% FTA	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	<b>Paratransit</b>									
	Paratransit (10)	PRO	80% FTA	1,021.0	1,021.0	0.0	0.0	0.0	0.0	0.0
	Paratransit (6)	PRO	80% FTA	682.0	0.0	682.0	0.0	0.0	0.0	0.0
	Paratransit (8)	PRO	80% FTA	769.3	0.0	0.0	769.3	0.0	0.0	0.0
	Paratransit (7)	PRO	80% FTA	693.3	0.0	0.0	0.0	693.3	0.0	0.0
	Paratransit (7)	PRO	80% FTA	714.1	0.0	0.0	0.0	0.0	714.1	0.0
	Paratransit (20)	PRO	80% FTA	2,129.4	0.0	0.0	0.0	0.0	0.0	2,129.4
	<b>US301 MIS</b>									
	30' Low Floor (11)	PRO	80% FTA	3,999.2	0.0	0.0	0.0	3,999.2	0.0	0.0
	35' Commuter Configured (10)	PRO	80% FTA	4,242.9	0.0	0.0	0.0	4,242.9	0.0	0.0
	<b>Blue Ball Properties - SR141/US202 Area Transit Improvements</b>									
	Route 28 Expansion, 30' Medium Duty Low Floor (2)	PRO	80% FTA	644.0	644.0	0.0	0.0	0.0	0.0	0.0
	Neighborhood Circulator Expansion, 30' Medium Duty Low Floor, (1)	PRO	80% FTA	322.0	322.0	0.0	0.0	0.0	0.0	0.0
	Rail Shuttle, 30' Medium Duty Low Floor (1)	PRO	80% FTA	354.2	354.2	0.0	0.0	0.0	0.0	0.0
	Traffic Mitigation (2) PA/PNR/ZA Shuttle 35' Over the Rroad (2)	PRO	80% FTA	1,009.2	1,009.2	0.0	0.0	0.0	0.0	0.0
	<b>Fixed Route 25' Cutaways (8)</b>	PRO	100% ST	234.0	234.0	0.0	0.0	0.0	0.0	0.0
	<b>Newark Loop / Unicity</b>	PRO	100% CITY	96.6	96.6	0.0	0.0	0.0	0.0	0.0
		PRO	100% PRIVATE	96.6	96.6	0.0	0.0	0.0	0.0	0.0
		PRO	100% ST	772.8	772.8	0.0	0.0	0.0	0.0	0.0
	<b>Support Vehicles</b>	PRO	100% ST	426.0	426.0	0.0	0.0	0.0	0.0	0.0
	<b>Trolley Buses</b>	PRO	100% CITY	132.5	0.0	132.5	0.0	0.0	0.0	0.0
		PRO	100% County	132.5	0.0	132.5	0.0	0.0	0.0	0.0
		PRO	100% ST	132.5	0.0	132.5	0.0	0.0	0.0	0.0
		PRO	100% DISC FTA	729.8	0.0	729.8	0.0	0.0	0.0	0.0
	Total All Funds			\$ 35,992.8	\$ 21,635.5	\$ 1,809.2	\$ 769.3	\$ 8,935.4	\$ 714.1	\$ 2,129.4

***TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT***

**PROJECT SCOPE/DESCRIPTION:** This project contains the following:

- A. **Paratransit Buses** - Purchase 15 buses in FY 2003, 15 in FY 2004, 10 buses in FY 2005, 35 buses in FY 2006, and 69 buses in FY 2007-2009 to be used in accordance with the DelDOT/DTC approved service plan and supporting vehicle replacement schedule.
- B. **Support Vehicles** – Purchase one vehicle in FY 2004, three in FY 2005, three in FY 2006, maintenance related vehicles, and 21 in FY 2007-2009 to be used in accordance with the DelDOT/DTC approved vehicle replacement schedule.
- C. **Unicity Buses** – Purchase one replacement bus bi-annually (City of Newark).
- D. **25' Cut-a-way Buses** – Purchase five buses in FY 2004.

*Paratransit Bus*



*25' Cut-a-way Bus*



***TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT (CONTINUED)***

- E. **30' Low Floor Buses** – Purchase three low floor buses in FY 2005, and eight in FY 2007-2009.
- F. **30' Medium Duty Fixed Route Buses** – Purchase five buses in FY 2003 to be used in accordance with the DelDOT/DTC approved service plan and supporting vehicle replacement schedule.
- G. **40' Transit Buses** – Purchase 68 buses in FY 2006, as a combination of low floor and standard floor buses to be used in accordance with the DelDOT/DTC approved service plan and supporting vehicle replacement schedule.
- H. **5310 Program** – Program provides funds for organizations to provide transportation for the elderly and disabled in New Castle County.

***30' Low Floor Bus***

**PROJECT JUSTIFICATION:** The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

**County:** New Castle  
**Municipality:**  
**New Funding Program:** Transit System – Vehicles  
**Functional Category:** Preservation  
**Representative District:**  
**Senatorial District:**

***40' Transit Bus***

**TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT (CONTINUED)****PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
Transit Vehicle Replacement and Refurbishment		\$ 0.0						
Prior Years	State			\$ 448.4	\$ 0.0	\$ 0.0	\$ 0.0	\$ 448.4
	Federal			\$ 828.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 828.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 54,367.2	\$ 1,932.3	\$ 0.0	\$ 0.0	\$ 0.0	\$ 2,380.7
	Federal			\$ 1,047.2	\$ 0.0	\$ 0.0	\$ 0.0	\$ 1,875.2
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 1,215.1				\$ 3,595.8
	Federal			\$ 980.5				\$ 2,855.7
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 1,549.8				\$ 5,145.6
	Federal			\$ 961.7				\$ 3,817.4
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 9,413.6				\$ 14,559.2
	Federal			\$ 24,576.0				\$ 28,393.4
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 4,156.0				\$ 18,715.2
	Federal			\$ 7,258.6				\$ 35,652.0
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 18,715.2	\$ 0.0			\$ 18,715.2
	Federal			\$ 35,652.0	\$ 0.0			\$ 35,652.0
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 0.0	\$ 54,367.2	\$ 54,367.2	\$ 0.0	\$ 0.0	\$ 0.0	\$ 54,367.2



**TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT (CONTINUED)****PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	<b>Transit Vehicle Replacement and Refurbishment</b>									
	Paratransit (15)	PRO	80% FTA	\$ 1,090.5	\$ 0.0	\$ 1,090.5	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Paratransit (15)	PRO	80% FTA	1,114.6	0.0	0.0	1,114.6	0.0	0.0	0.0
	Paratransit (10)	PRO	100% ST	765.3	0.0	0.0	0.0	765.3	0.0	0.0
	Paratransit (35)	PRO	100% ST	2,759.1	0.0	0.0	0.0	0.0	2,759.1	0.0
	Paratransit (69)	PRO	80% FTA	5,526.2	0.0	0.0	0.0	0.0	0.0	5,526.2
	Support Vehicles = (4+1+3+3+21)	PRO	100% ST	1,720.1	0.0	107.5	41.6	143.1	109.5	1,318.4
	Support Vehicles (FY 2003 Only)	PRO	80% FTA	107.5	0.0	107.5	0.0	0.0	0.0	0.0
		PRO	100% ST	40.4	40.4	0.0	0.0	0.0	0.0	0.0
	Unicity	PRO	100% ST	360.0	90.0	0.0	0.0	90.0	90.0	90.0
	30' Medium Duty Fixed Route (5)	PRO	1.0 ST	1,869.4	0.0	1,252.0	617.4	0.0	0.0	0.0
		PRO	80% FTA	924.0	924.0	0.0	0.0	0.0	0.0	0.0
	30' Low Flo or (3)	PRO	80% FTA	1,090.7	0.0	0.0	0.0	1,090.7	0.0	0.0
	30' Low Floor (8)	PRO	80% FTA	3,214.0	0.0	0.0	0.0	0.0	0.0	3,214.0
	40' Heavy Duty (68)	PRO	0.8 FTA	3,664.7	0.0	0.0	0.0	0.0	3,664.7	0.0
		PRO	80% DISC FTA	26,944.4	0.0	0.0	0.0	0.0	26,944.4	0.0
23-504-02	5310 Vans for Elderly and Handicapped	PRO	80% FTA	888.3	111.0	111.0	111.0	111.3	111.0	333.0
		PRO	100% FTA	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		PRO	100% ST	2,288.0	111.0	311.0	311.0	311.0	311.0	933.0
	Total All Funds			\$ 54,367.2	\$ 1,276.4	\$ 2,979.5	\$ 2,195.6	\$ 2,511.4	\$ 33,989.7	\$ 11,414.6

# ***TRANSIT SYSTEM***

# ***RAIL***

**CHRISTINA RIVER, SHELLPOT RAIL BRIDGE IMPROVEMENTS**

**PROJECT SCOPE/DESCRIPTION:** This project will involve the replacement or rehabilitation of the Shellpot Creek Rail Crossing.

**PROJECT JUSTIFICATION:** The department has been authorized to enter into agreements with the appropriate railroads to rehabilitate or replace this crossing to facilitate the use of this rail line to address the demand of freight carriers in this area.

<b>County:</b>	New Castle
<b>Municipality:</b>	Wilmington
<b>Funding Program:</b>	Transit System – Rail
<b>Functional Category:</b>	Preservation
<b>Representative District:</b>	2, 16
<b>Senatorial District:</b>	2



*CHRISTINA RIVER, SHELLPOT RAIL BRIDGE IMPROVEMENTS (CONTINUED)*

*Christina River, Shellpot Rail Bridge Improvements*



**CHRISTINA RIVER, SHELLPOT RAIL BRIDGE IMPROVEMENTS (CONTINUED)****PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
Christina River, Shellpot Rail Bridge Improvements		\$ 13,500.0						
Prior Years	State			\$ 5,000.0	\$ 213.7	\$ 187.8	\$ 26.0	\$ 4,786.3
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 14,000.0	\$ 8,500.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 13,286.3
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 500.0				\$ 13,786.3
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 0.0				\$ 13,786.3
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 0.0				\$ 13,786.3
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 0.0				\$ 13,786.3
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 14,000.0	\$ 213.7			\$ 13,786.3
	Federal			\$ 0.0	\$ 0.0			\$ 0.0
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 13,500.0	\$ 14,000.0	\$ 14,000.0	\$ 213.7	\$ 187.8	\$ 26.0	\$ 13,786.3

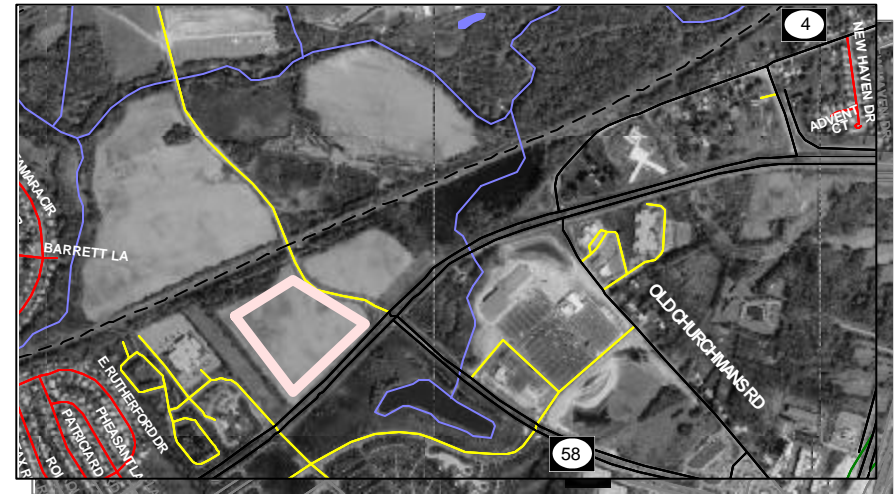
**CHRISTINA RIVER, SHELLPOT RAIL BRIDGE IMPROVEMENTS (CONTINUED)****PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
23-512-02	<b>Christina River, Shellpot Rail Bridge Improvements</b>	C	100% ST	\$ 14,000.0	\$ 5,000.0	\$ 8,500.0	\$ 500.0	\$ 0.0	\$ 0.0	\$ 0.0
	Total All Funds			\$ 14,000.0	\$ 5,000.0	\$ 8,500.0	\$ 500.0	\$ 0.0	\$ 0.0	\$ 0.0

***CHURCHMAN'S CROSSING RAIL FACILITIES***

**PROJECT SCOPE/DESCRIPTION:** June 29, 2000, saw the inauguration of commuter rail service to Wilmington and Philadelphia from Churchman's Crossing. The establishment of Fairplay Station at Churchman's Crossing is an important improvement towards enhancing transportation alternatives within the Churchman's Crossing area community along with integrated bus and shuttles providing connections adjacent to the new platform.

Fairplay Station is being planned to include both small-scale retail and service businesses on the ground floor and offices on the upper floors. A transportation sales outlet center will also be located there and provide transit service information and amenities, creating an attractive transit center to focus on serving and attracting rail patrons. A parking garage is also envisioned as a shared facility with the private development (office complex) to minimize land impacts and maximize open space. The installation of a speaker system on the platform has begun, as well as plans for further track upgrades.



Additionally, a third track of rail between Wilmington and Newark will be constructed to provide additional capacity for local commuter services in Amtrak's Northeast Corridor. This work will be coordinated between DelDOT and Amtrak. Amtrak will do the actual construction.

**PROJECT JUSTIFICATION:** Fairplay Station provides a viable alternative for riders who would otherwise travel to this area by car on I-95, helping mitigate congestion along the I-95 corridor. The Churchman's Study and discussions with area business leaders have identified these transportation improvements as important elements in trying to handle future travel demands in the face of rising traffic projections. The inclusion of a transit center into the design will provide the support services necessary to make this an even better transportation attraction and assist in producing increases in rail and bus ridership in the area. The addition of a third track of rail will allow smoother flow of the commuter rail and the Amtrak rail.



<b>County:</b>	New Castle
<b>Municipality:</b>	
<b>New Funding Program:</b>	Transit System – Rail
<b>Functional Category:</b>	Expansion
<b>Representative District:</b>	18
<b>Senatorial District:</b>	9



**CHURCHMAN'S CROSSING RAIL FACILITIES (CONTINUED)**

**PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
Churchman's Crossing Rail Facilities		\$ 16,866.6						
Prior Years	State			\$ 16,866.6	\$ 16,866.6	\$ 13,599.9	\$ 3,266.7	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 16,866.6	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 16,866.6	\$ 16,866.6			\$ 0.0
	Federal			\$ 0.0	\$ 0.0			\$ 0.0
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 16,866.6	\$ 16,866.6	\$ 16,866.6	\$ 16,866.6	\$ 13,599.9	\$ 3,266.7	\$ 0.0



**CHURCHMAN'S CROSSING RAIL FACILITIES (CONTINUED)****PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	<b>Churchman's Crossing Rail Facilities</b>									
99-512-01	Rail Station Parking	RW	100% ST	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
		C	100% ST	11,895.6	11,895.6	0.0	0.0	0.0	0.0	0.0
	Public Announcement System	C	100% ST	30.0	30.0	0.0	0.0	0.0	0.0	0.0
	Fairplay Station Slope Treatment	C	100% ST	80.0	80.0	0.0	0.0	0.0	0.0	0.0
	Track A Landscape Improvements	RW	100% ST	30.0	30.0	0.0	0.0	0.0	0.0	0.0
	Third Rail Track Expansion from Newark to Wilmington	C	100% ST	2,231.0	2,231.0	0.0	0.0	0.0	0.0	0.0
99-512-01	Concrete Tie Improvement on Track 1 from Newark to Wilmington	C	100% ST	2,600.0	2,600.0	0.0	0.0	0.0	0.0	0.0
	Total All Funds			\$ 16,866.6	\$ 16,866.6	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

***RAIL IMPROVEMENTS, NEWARK TO WILMINGTON***

**PROJECT SCOPE/DESCRIPTION:** Currently, Southeast Pennsylvania Transit Authority (SEPTA) provides weekday trains between Marcus Hook and Philadelphia, Pennsylvania. DelDOT/DTC contracts with SEPTA to extend 37 of these trains to Wilmington. Eighteen trains serve Churchman’s Crossing and Newark, Delaware. In order to serve more riders, particularly between Newark and Wilmington, more frequencies need to be added. AMTRAK, owner of the Northeast Corridor, restricts DelDOT/DTC to the operation of 18 weekday trains (or 9 round-trips). Most of Delaware’s segment of the Northeast Rail Corridor has three or four track capacities, but there are only two tracks between the Ragan (Newport) and Yard (near 9th Street in Wilmington) Interlockings. The two-track constraint causes commuter trains to wait until inter-city trains pass through the area. In order to increase commuter rail capacity between Newark and Wilmington, a range of improvements will be necessary. These improvements include but are not limited to the following options:

- **Installation of a crossover from track 3 to track 2 immediately south of Wilmington Station** at the Brandy Interlocking, allowing commuter trains to sit in “a pocket” on track 2 while intercity trains clear on adjacent tracks; and/or
- **Extension of track 1 between Ragan and Yard**, providing an alternative route into and out of Wilmington Station other than Ragan interlocking; and/or
- **Addition of a crossover from track 1 to track 2 north of Churchman’s**, allowing northbound trains from Newark to crossover onto track 2, thus freeing a significant portion of track 1 for the primary use of southbound trains; and/or
- **Addition of a southbound platform on Track 3 and a pedestrian bridge at Churchman’s**, along with a pair of crossovers from tracks 1 to 2 and tracks 2 to 3 at Ruthby (SR273, east of Newark). This will allow southbound trains to use track 3 through Churchman’s freeing up track 1 from Ruthby to Davis (Newark) for the primary use of northbound commuters.
- **Modification of the Davis interlocking at Newark to permit a new track to be installed** between the Delmarva Secondary and the Northeast Corridor that would serve a relocated Newark Rail Station.

**PROJECT JUSTIFICATION:** The FTA discretionary funding that was originally “earmarked” from the U.S. Congress to be used on the Steel Wheel Trolley in Wilmington will be used to fund the needs study and concept plan for this project.

<b>County:</b>	New Castle
<b>Municipality:</b>	Wilmington, Newport, Newark
<b>New Funding Program:</b>	Transit System – Rail
<b>Functional Category:</b>	Expansion
<b>Representative District:</b>	
<b>Senatorial District:</b>	

**RAIL IMPROVEMENTS, NEWARK TO WILMINGTON (CONTINUED)**

**PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
<b>Rail Improvements, Newark to Wilmington</b>								
		\$ 6,000.0						
<b>Prior Years</b>	State			\$ 300.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 300.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
<b>FY 2003</b>	State		\$ 6,000.0	\$ 900.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 1,200.0
	Federal			\$ 4,800.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 4,800.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
<b>FY 2004 Authorized</b>	State			\$ 0.0				\$ 1,200.0
	Federal			\$ 0.0				\$ 4,800.0
	Other			\$ 0.0				\$ 0.0
<b>FY 2005 Projected</b>	State			\$ 0.0				\$ 1,200.0
	Federal			\$ 0.0				\$ 4,800.0
	Other			\$ 0.0				\$ 0.0
<b>FY 2006 Projected</b>	State			\$ 0.0				\$ 1,200.0
	Federal			\$ 0.0				\$ 4,800.0
	Other			\$ 0.0				\$ 0.0
<b>FY 2007-2009 Projected</b>	State			\$ 0.0				\$ 1,200.0
	Federal			\$ 0.0				\$ 4,800.0
	Other			\$ 0.0				\$ 0.0
<b>Total Projected</b>	State			\$ 1,200.0	\$ 0.0			\$ 1,200.0
	Federal			\$ 4,800.0	\$ 0.0			\$ 4,800.0
	Other			\$ 0.0	\$ 0.0			\$ 0.0
<b>Total All Funds</b>		\$ 6,000.0	\$ 6,000.0	\$ 6,000.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 6,000.0

***RAIL IMPROVEMENTS, NEWARK TO WILMINGTON (CONTINUED)*****PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	<b>Rail Improvements, Newark to Wilmington</b>	PLAN	80% Disc FTA	\$ 6,000.0	\$ 0.0	\$ 6,000.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Total All Funds			\$ 6,000.0	\$ 0.0	\$ 6,000.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0