

EXHIBIT A-1 - MASTER COST ESTIMATE

WILMINGTON TO NEWARK, DE - DTC NEC RAIL IMPROVEMENTS PROJECT AMTRAK-DTC CONSTRUCTION AGREEMENT - DEC. 2008

		PROJECT USES AND SOURCES - SUMMARY		
Uses	Sources	Delaware Transit Corp.	Amtrak	Totals
Construction Agreement		\$34,272,000	\$15,170,900	\$49,442,900
Outside Constr. Agmt.		\$10,728,000	\$11,024,000	\$21,752,000
Total Project Costs		\$45,000,000	\$26,194,900	\$71,194,900

HC Jan. 3, 2011 updated 2-11-2011

PROJECT SEGMENTS	Costs funded by Amtrak ⁵			Costs funded by DTC ⁵					
	1-A-1	1-A-2	1-B-1	1-A-2	1-A-3	1-A-4	1-A-5	1-B-1	2
Segment Descriptions	RAGAN I/L -Phase II (includes 12& 32 Xovers)	RAGAN I/L -Phase I (excludes 12& 32 Xovers)	ORANGE ST BR. REPLACEMENT	RAGAN I/L -Phase I (excludes 12& 32 Xovers)	MILL CREEK BR. /TK 3 (Excludes RAGAN)	MILL CREEK BR. /TK 3 CIVIL / STRUCTURAL	RAGAN To BRANDY (Excludes RAGAN)	ORANGE ST BR. REPLACEMENT	NEW NEWARK STA (Schematic TBD)
Funding Source	AMTRAK - GCAP ¹	AMTRAK - GCAP ²	AMTRAK - GCAP ³	DTC Payable to Amtrak ²	DTC Payable to Amtrak	DTC Not Payable to Amtrak	DTC Payable to Amtrak	DTC Payable to Amtrak ³	DTC - Not Committed
Budget - FY	CAPITAL - TBD	CAPITAL - TBD	CAPITAL - TBD	Capital Reimbursable	Capital Reimbursable	DTC Funds	Capital Reimbursable	Capital Reimbursable	DTC CAPITAL - TBD
Scope	- 12 #20 Xover - 32 #20 Xover	- 21 #20 Xover - 19 #15 TO - 23 #20 Xover	- Replace Orange St. Br. - St. Reconstruction Support	See column 1-A-2	- Flagging Protection - Amtrak's Support of DTC's Contractor for Mill Creek Br./tk 3 bed	- DelDOT Contractor - DelDOT Inspection - Real Estate - Flagging: CSX & NS	- YARD I/L removal - #91 Xover replace - 12B TO replace @ BRANDY I/L	- Replace Orange St. Br. - Street Improvements under Orange St. Bridge	- New Newark Sta. - HL Platform, Pedestrian Bridge, New I/L, Mod. To DAVIS I/L
Design Status		100% - 2009 ⁴	100% - 2011 ⁴	100% - 2009 ⁴	100% - 2009 ⁴	100% - 2009 ⁴	100% - 2009 ⁴	100% - 2009 ⁴	0-15%
Construction Schedule		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Construction Estimate/File:	Amtrak (OME)	#Amtrak #11259 -11/5/2009	Amtrak OME - 6/25/2010	Amtrak #11259 -11/5/2009	Amtrak #A080 - 11/5/2009	DTC - RKK	Amtrak #A091 - 6/25/2010	Amtrak OME - 6/25/2010	DTC OME -11/13/2008
Engineering Support Services									
Contract Services									
Track			\$250,000		\$96,800		\$290,300		
C&S		\$6,781,700	\$1,000,000		\$320,000		\$960,000		
B&B		\$4,466,200	\$150,000		\$1,106,800		\$12,380,300		
ET			\$3,653,000		\$113,700		\$3,654,500		
Vehicles/Other		\$658,800	\$150,000		\$249,400				
Sub-total	10,600,000	\$11,906,700	\$6,113,000		\$398,900		\$3,463,400		
Contingency			\$10,000				\$73,700		
Escalation							\$20,822,200		
TOTAL COSTS		\$740,700	\$1,223,000		\$228,500	\$1,072,000	\$2,082,300		
Less Adjustments	\$424,000	\$740,700	\$293,500		\$91,500	\$0	\$2,915,200		
Adjusted TOTAL COSTS	\$11,024,000	\$13,388,100	\$7,629,500	\$3,217,200	\$2,605,600	\$10,728,000	\$25,819,700	\$2,629,500	\$30-50,000,000 (est.)
		\$3,217,200	\$2,629,500	\$0	\$0	\$0	\$0	\$0	\$0
	\$11,024,000	\$10,170,900	\$5,000,000	\$3,217,200 ⁸	\$2,605,600	\$10,728,000	\$25,819,700	\$2,629,500	TBD
Amtrak's estimated funding =>			\$26,194,900 ⁵	DTC's estimated funding =>					\$45,000,000 ⁶
				DTC's estimated costs payable to Amtrak==>=>					\$34,272,000

Notes

- Replacement of 12 and 32 Xovers to be incorporated into new RAGAN INRL design/construction under Amtrak Capital INRL Program.
- Replacement of 21 & 23 Xovers and 19 TO to be funded by: 1) DTC from DTC available cash using all grants (11/2010); and by 2) Amtrak from available FY Capital allocation.
- Amtrak to fund up to \$5 million in consideration for Amtrak's future use of DTC's new Newark Station and DTC to fund costs above \$5 million; Amtrak & DTC to enter into a new construction agreement for design/construction of a new station at Newark, DE.
- DTC to submit conformed drawings/specifications for Amtrak's review except for Amtrak V.E. Design for the Orange St. Bridge Replacement. V.E. Design (\$65K) not included in estimate.
- Additional project savings: elimination of new YARD I/L for BRANDY TO (SEPTA turnbacks); elimination of microlok processor from new RAGAN I/L (design & construction); reduction in overheads and elimination of G&A additives.
- Total DTC cash available for construction per DTC/Ken Potts, 1/3/2011.
- Estimate is based on a mid-year 2011 construction start and a mid-point of construction in 2013. A minimum of 4% escalation factor per year must be added for each year of construction delay.
- Available DTC funds is a mathematical calculation from DTC \$45 million available funds (1/3/2011)

