








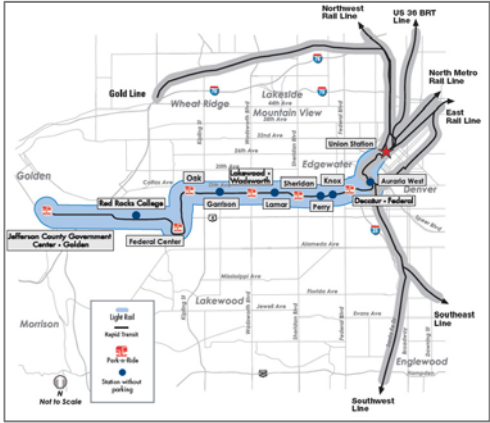
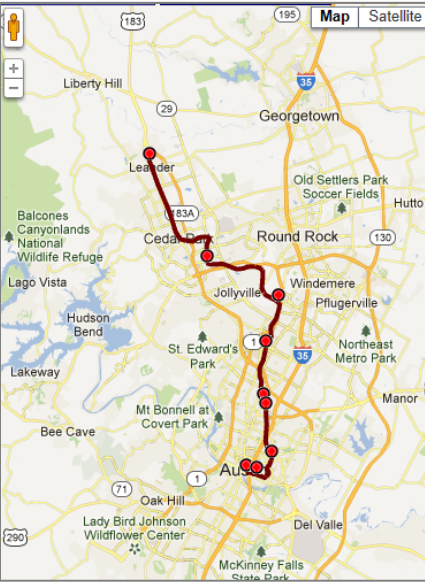
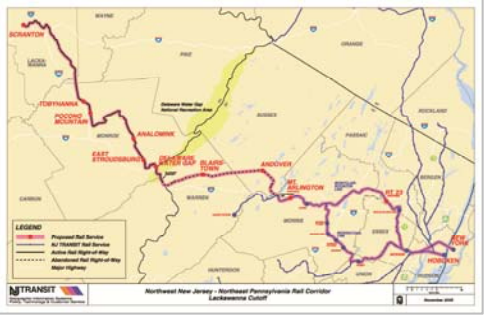


COMPARISON OF MULTI-USE CORRIDORS

	Eastside Rail Corridor King County, WA	West Rail Line (RTD FasTracks) Denver, CO	Capital MetroRail Red Line Austin, TX	Lackawanna Cutoff New Jersey Transit
Location				
Corridor Thumbnail				
Length of multi-use segment	<p>26.1 miles railbanked</p> <ul style="list-style-type: none"> Railbanked area extends from Renton to Woodinville with spur to Redmond Railbanked area is part of larger, multi-county rail corridor 	<p>12.1 miles total, Denver to Golden</p> <ul style="list-style-type: none"> Part of a 122-mile light rail, commuter rail, and bus rapid transit system “Ride West” includes 4 miles of bike/pedestrian paths, plus bike lanes on streets and widened sidewalks 	<p>32 miles from Austin to Leander</p> <ul style="list-style-type: none"> Uses existing, active freight tracks Connects downtown Austin with northern suburbs Connected to larger regional trail and transit network, but limited trail on corridor 	<p>133 miles from Midtown, NJ to Scranton, PA</p> <ul style="list-style-type: none"> Single track commuter rail Some parts of corridor already have active commuter service; 88 miles of new rail construction No trail component
Status	Regional planning underway	Opened April 2013	Opened in March 2010	7.3 miles to open in 2014 (Port Morris, NJ to Andover, NJ)
Types of uses	<p>Policy direction is for multiple uses, including:</p> <ul style="list-style-type: none"> Rail transit: portions of railbanked area will be used for East Link light rail (20 hours/day service) Recreational trail: including biking, hiking Utility uses 	<ul style="list-style-type: none"> Light rail trains serving 12 stations, with 20 at-grade crossings, 10 light rail bridges, two light rail tunnels (12.1 miles, 12 stations) Bike/pedestrian trail (4 miles, plus bike lanes on adjacent streets) Utilities (to serve stations, adjoining communities) 	<ul style="list-style-type: none"> Diesel multiple unit trains (DMUs) (32 miles, 9 stations) Bike/pedestrian trail (0.9 miles under construction, remainder is not on corridor – existing bike network) Freight (still in operation along the corridor) 	<ul style="list-style-type: none"> Commuter rail (goal is for 133 miles) rush hour service with 45-minute headway Freight (active freight service in PA portion, approx. 60 miles)
Relevance to ERC		<ul style="list-style-type: none"> Light rail line with adjacent trail Part of regional transit system Serves city center and suburban area 	<ul style="list-style-type: none"> Combines passenger rail and freight Pinch points along corridor have made trail development difficult and expensive Multiple votes needed to gain funding 	<ul style="list-style-type: none"> Development of passenger rail on abandoned freight line NOTE: No trail component to this project

COMPARISON OF MULTI-USE CORRIDORS, Cont'd.

	Eastside Rail Corridor King County, WA	West Rail Line (RTD FasTracks) Denver, CO	Capital MetroRail Red Line Austin, TX	Lackawanna Cutoff New Jersey Transit
Physical description and constraints	<ul style="list-style-type: none"> North/south corridor through major suburban downtowns and employment centers Mostly 100 feet wide, but many pinch points, where corridor is 30 feet wide or less Several bridges and trestles, including the Wilburton Trestle(975 feet), missing link in area of former Wilburton Tunnel Approximately 60 on-grade road crossings 	<ul style="list-style-type: none"> Land uses are residential, commercial, industrial, major stadium. Connects Denver city center to Golden. 20 at-grade crossings 16 bridges (3 for pedestrians) and 3 tunnels (1 for pedestrians) Terrain is rolling, with a number of creek and gulches (ephemeral water bodies) Rail line is single-tracked in 3-mile pinch point area (and to cut costs) 	<ul style="list-style-type: none"> Corridor stretches from urban center through suburban area Single-tracked except in four areas with passing sidings (totaling 3.6 miles) Capital Metro contracts with private freight operator to transport freight through the corridor Corridor width is as narrow as 50 feet in places, includes 42 bridges within the 32-mile passenger corridor 	<ul style="list-style-type: none"> Significant topographic challenges (Delaware Water Gap, Pocono Mountains) addressed with multiple bridges and trestles The corridor is generally composed of rural land, low-density residential development and farmland, with one urban center (Scranton) and several small towns
Owners & Operators	<ul style="list-style-type: none"> King County Sound Transit City of Kirkland City of Redmond Puget Sound Energy 	<ul style="list-style-type: none"> Regional Transportation District purchased right-of-way in the 1980s and operates the system 	<ul style="list-style-type: none"> Capital Metropolitan Transportation Authority and City of Austin purchased 162 miles of right-of-way in 1986 (currently used for freight) City of Austin will own the new bike trail. (City is also planning an electric in-city urban rail system) 	<ul style="list-style-type: none"> State of New Jersey (New Jersey Transit) acquired corridor in 2001. It was abandoned by Conrail in 1983. Partners include Federal Transit Administration, U.S. Army Corps of Engineers, PA Dep't of Transportation (PennDOT), the Counties of Morris, Sussex and Warren in NJ, and the Counties of Monroe and Lackawanna in PA
Map Thumbnails				
Cost and funding sources	<p>Development costs to be determined</p>	<ul style="list-style-type: none"> 4/10 cent voter-approved sales tax in 2004 West Line construction cost: \$700 million 	<ul style="list-style-type: none"> 1% sales tax ratified in 2004 for Red Line Red Line construction cost: \$100 million 	<ul style="list-style-type: none"> \$37 million for 7.3 miles (funded through state and federal funds) Estimated \$551 million for full project (not yet funded)