- 14 mile long corridor
- Active Freight use
- Connects two major trail systems
• Snohomish County fully supports:
  1. Passenger Rail use
  2. Freight Rail use
  3. Trail use

• Active freight line serves businesses in South Snohomish county

• In discussion with Port of Seattle to acquire trail easement
1. Track currently excepted status = 10mph operating speed
2. Excursion or Passenger rail would require rail upgrade to class 1 or 2
3. Current cost estimates
   a) $6 m. -- rail class II upgrade (25 /30 mph operating speed)
   b) $15-$22 m – trail design & construction
2011 Study to examine potential uses of the Eastside rail corridor

- Freight
- Commuter Rail
- Excursion Rail
- Trail
- Utilities
• Divided into 6 segments

• Evaluation of alternative trail alignments

• Segment #1 & #2 are relatively easy to construct.
Snohomish County Eastside Rail Corridor

Segment #3 – Maltby to Cathcart

- Difficult and expensive to construct with 7 wall structures
- Broadway project to add shoulders for peds & cyclists.
Challenging design problems

Bridge Structures

Steep slopes into Snohomish river

Exploring Alternative alignments
Eastside Rail Corridor
Sections

Section 1

Section 2 - Fill
Section 5 - Bridge

25' WITHOUT FENCE
15' MINIMUM

TRAIL
12'

Eastside Rail Corridor
Section
1. Port of Seattle trail easement acquisition
2. Scoping environmental and design work for entire trail segment
3. Financing/Grants/multi-agency partnership to construct initial trail segment.
4. Support efforts to launch excursion train
Snohomish County Freight Service
Snohomish County Freight Service
Snohomish County Eastside Rail Corridor
Rail Upgrade Funding Options

• FRA funding (loans)
• WSDOT short line rail funding
• Legislative support
• Public funding = public contracting protocols
  a. Likely administered via WSDOT rail
• Private funding
Single Track Train in Thailand

http://www.wimp.com/vegetablemarket/