



## GLASSBORO-CAMDEN LINE

# FACT SHEET

### OVERVIEW

The Delaware River Port Authority (DRPA) and Port Authority Transit Corporation (PATCO) are pursuing new transit service between Glassboro and Camden in Southern New Jersey. The purpose of this project is to improve transit service along the Glassboro to Camden corridor with a focus on increasing mobility and improving links between the established communities and activity centers. An Alternatives Analysis (AA) study completed in 2009 recommended Light Rail from Glassboro to Camden as the preferred option for transit expansion in Southern New Jersey.

FTA and DRPA/PATCO, as joint lead agencies, have begun the preparation of an Environmental Impact Statement (EIS) for the GCL project. The EIS is required by the National Environmental Policy Act (NEPA) for a project to receive federal funding. The EIS process will take approximately 24 months, at which point the project can enter design and construction. The first phase of the EIS process is Public Scoping.

### Project Timeline

Spring 2010	Public Scoping Period
Fall 2011	Publication of Draft EIS
Spring 2012	Final EIS / FTA Approval
2012-2015	Design and Permitting
2014-2017	Construction
2016	Start of Operation

### WHAT IS AN EIS?

The EIS is a report that documents the environmental conditions, describes the potential social, economic, and environmental impacts and benefits of the project, and identifies proposed mitigation measures.

### WHAT IS SCOPING?

Scoping is an early and open process to determine the scope (breadth) of issues to be addressed and to identify the most significant issues related to a proposed project. It is an important part of the NEPA process and serves as an opportunity for the public and government agencies to provide timely input at the outset of the EIS phase.

### CORRIDOR

The 18-mile corridor stretches from Glassboro to Camden along the existing railroad right-of-way currently used by Conrail for freight service. Light rail along this corridor

was the Recommended Alternative selected at the end of the Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis study in 2009. The new line proposed under the Light Rail Alternative would traverse the communities of Glassboro, Pitman, Sewell, Mantua Township, Deptford Township, Wenonah, Woodbury Heights, Woodbury, Westville, Brooklawn, Gloucester City and Camden.

### CONNECTIONS

Travelers would be able to make transfers at Walter Rand Transportation Center in Camden to reach nearby and distant destinations. A transfer to the PATCO Speedline would provide connections to Center City Philadelphia and Camden County, as well as Atlantic City via NJ TRANSIT. A transfer to the NJ TRANSIT RiverLINE would provide connections to Trenton and to New York City via the Northeast Corridor.

