



HIGH SPEED RAIL UPDATE

TPAC June 10, 2010

- Provide background before ODOT open houses on HSR Goals.
- Slides are from other presentations.
- Commentary is combinations of others and mine.



Schedule

May 13, 2010 4:30-6:30 p.m.
ODOT Transportation Building
Conference Room 122
355 Capitol St NE
Salem, OR

May 18, 2010 4:30-6:30 p.m.
Campbell Center
155 High Street
Eugene, OR

May 19, 2010 4:30-6:30 p.m.
ODOT Region 1 Office
Conference Room A & B
123 NW Flanders
Portland, OR

May 20, 2010 4:30-6:30 p.m.
Wilsonville City Hall
City Council Chambers
29799 SW Town Center Loop
Wilsonville, OR

May 25, 2010 4:30-6:30 p.m.
Albany City Hall
333 Broadalbin Street SW
Albany, OR

May 26, 2010 4:30-6:30 p.m.
Oregon City City Hall
Commission Chambers
625 Center Street
Oregon City, OR

June 2, 2010 4:30-6:30 p.m.
Woodburn City Hall
270 Montgomery Street
Woodburn, OR

June 3, 2010 4:30-6:30 p.m.
Lake Oswego City Hall
Council Chambers
380 A Ave.
Lake Oswego, OR

June 9, 2010 4:30-6:30 p.m.
Junction City City Hall
680 Greenwood Street
Junction City, OR

June 16, 2010 4:30-6:30 p.m.
Tualatin Police Services
8650 SW Tualatin Road
Tualatin, OR

What is High-Speed?

Service reasonably expected to reach speeds of at least 110 mph.*

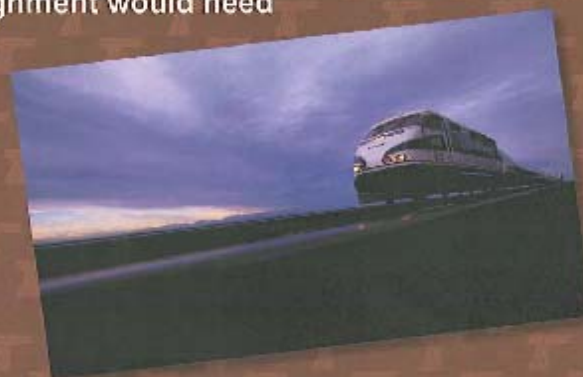
Why not faster?

It is possible, but not on existing routes. Trains traveling faster than 110 mph cannot intersect with roads at-grade.

A new grade-separated alignment would need to be built.

How fast would the train go through my town?

It depends on several variables like curvature, grade and station locations. On the existing rail routes between Eugene and Portland speeds of 110 mph are not feasible north of Aurora/Wilsonville area.





Oregon Department of Transportation

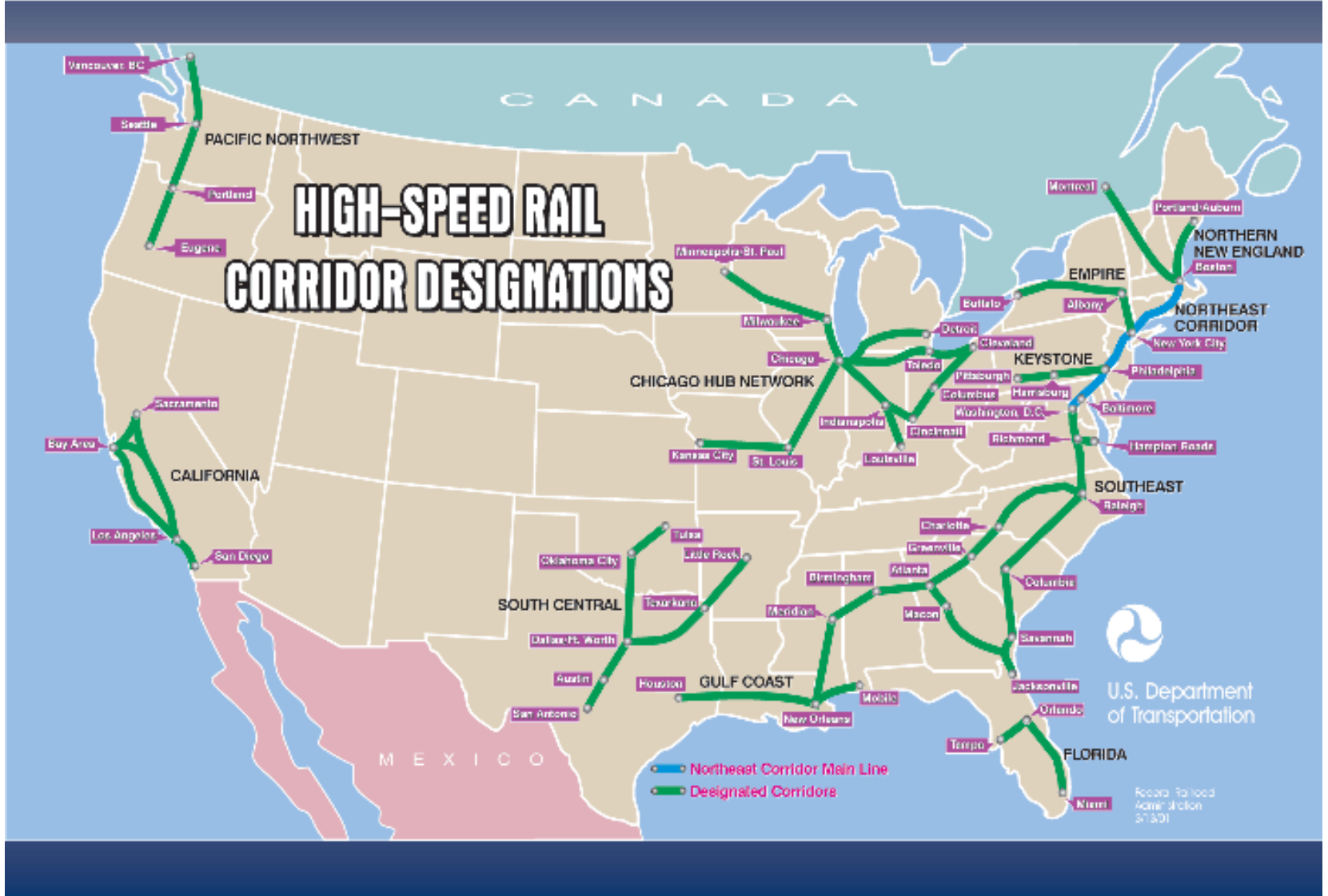


Passenger Rail in Oregon

Presented to
Northwest Corridor Rail Summit
March 9, 2010

Kelly Taylor
Rail Division Administrator
Oregon Department of Transportation







Passenger Rail

Pacific Northwest Rail Corridor, 1992

Amtrak Cascades & Coast Starlight Service

Oregon segment 124 miles



Draft Goals



Increase round trips from 2 to 6+

Increase average speed from 42 to 65 MPH

Increase maximum speed from 79 to 110 MPH

Increase on-time performance from 68% to 95%

Reduce carbon emissions

Avoid increased highway costs

Enhance intermodal connections

Eugene to Portland in 1 hour 55 minutes

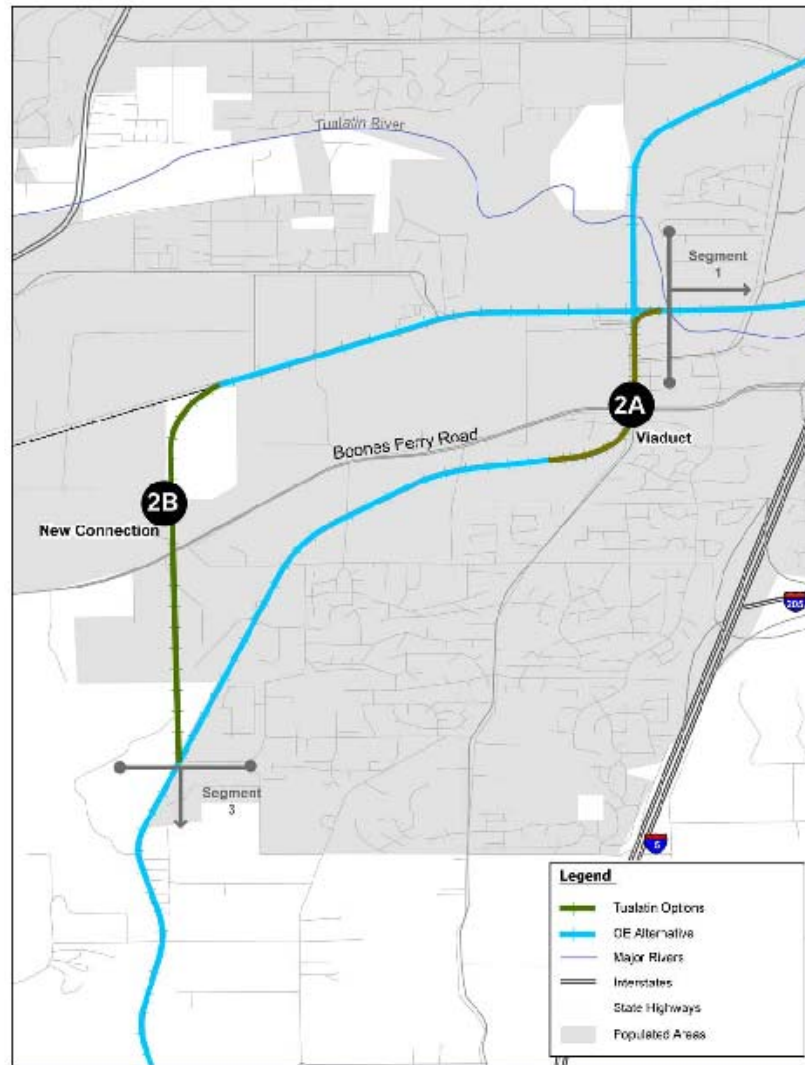


Where to Grow?

UP
OE
Other



Figure 4. Options for Segment 2 (Tualatin Area) of the OE Alternative





Cascadia High-Speed Rail

Cascadia High-Speed Railvolution

The high performance electric-based program Rail

Designed and Produced by

Rudy Niederer and Brad Perkins

The Stations

Eugene – Franklin Blvd and Agate Street

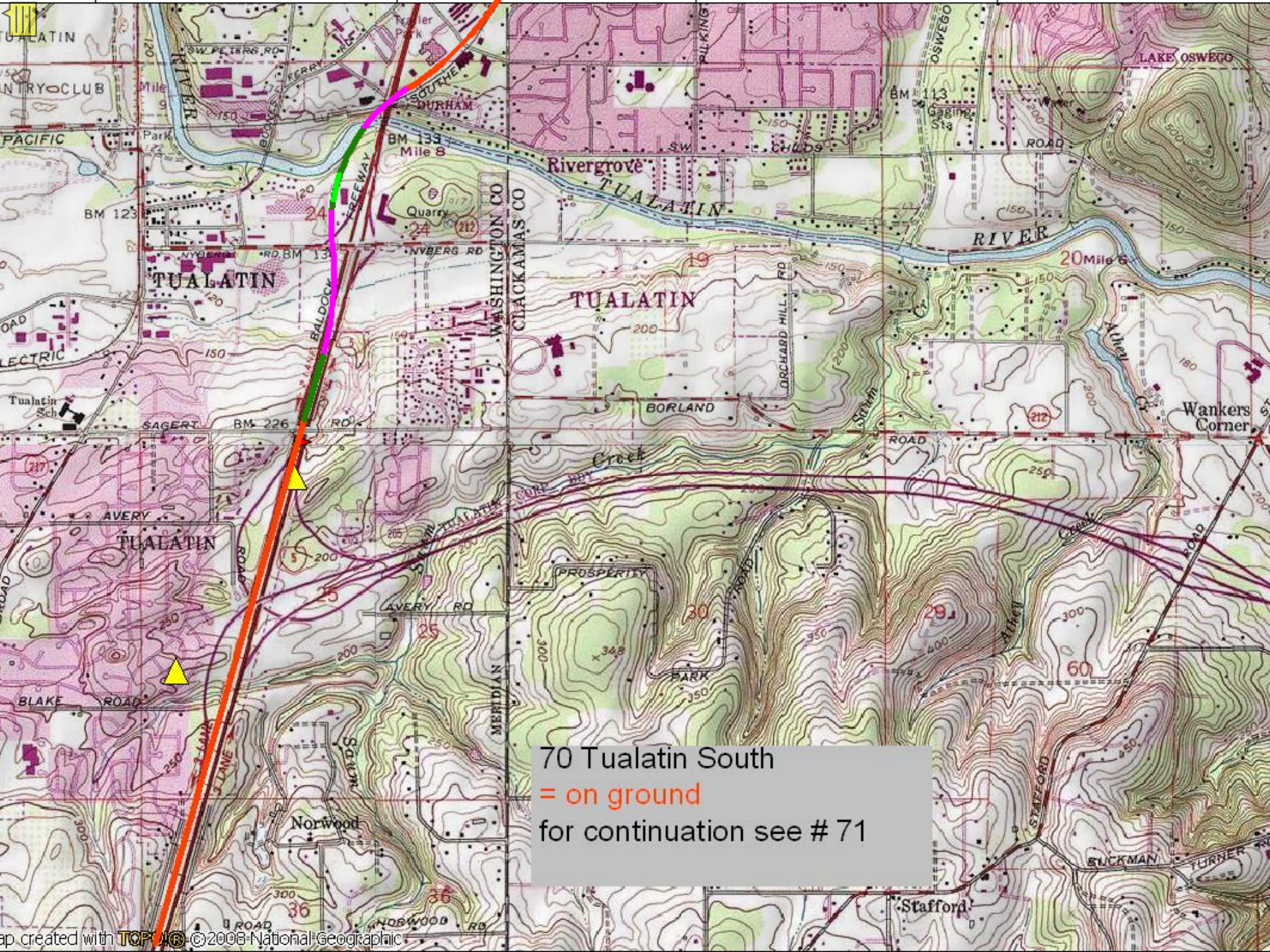
Albany – I-5 and Hwy 20

Salem – I-5 and State Street

Tualatin SW Nyberg Street and SW 75th Avenue

Portland – rose Quarter and Interstate Boulevard

Vancouver WA – 39th Street



70 Tualatin South
= on ground
for continuation see # 71

Passenger Rail Solutions – Balanced Approach

Northwest Corridor Rail Summit – March 9, 2010

Brock Nelson – Director of Public Affairs



BUILDING AMERICA[®]

Both Passenger & Freight Solutions Required

- **Communities want passenger rail transportation to . . .**
 - Reduce traffic congestion
 - Avoid/reduce road construction and maintenance
 - Provide answer to future capacity needs
- **Communities depend on freight rail transportation to . . .**
 - Supply the goods they use everyday (food, vehicles, energy)
 - Reduce dependency on foreign oil through its fuel efficiency
 - Lower emissions by two thirds
 - Reduce highway congestion
 - Make products affordable by means of cost-effective shipping
 - Support infrastructure with private funds – not taxpayer dollars



BUILDING AMERICA®

Principles for Achieving Appropriate Balance



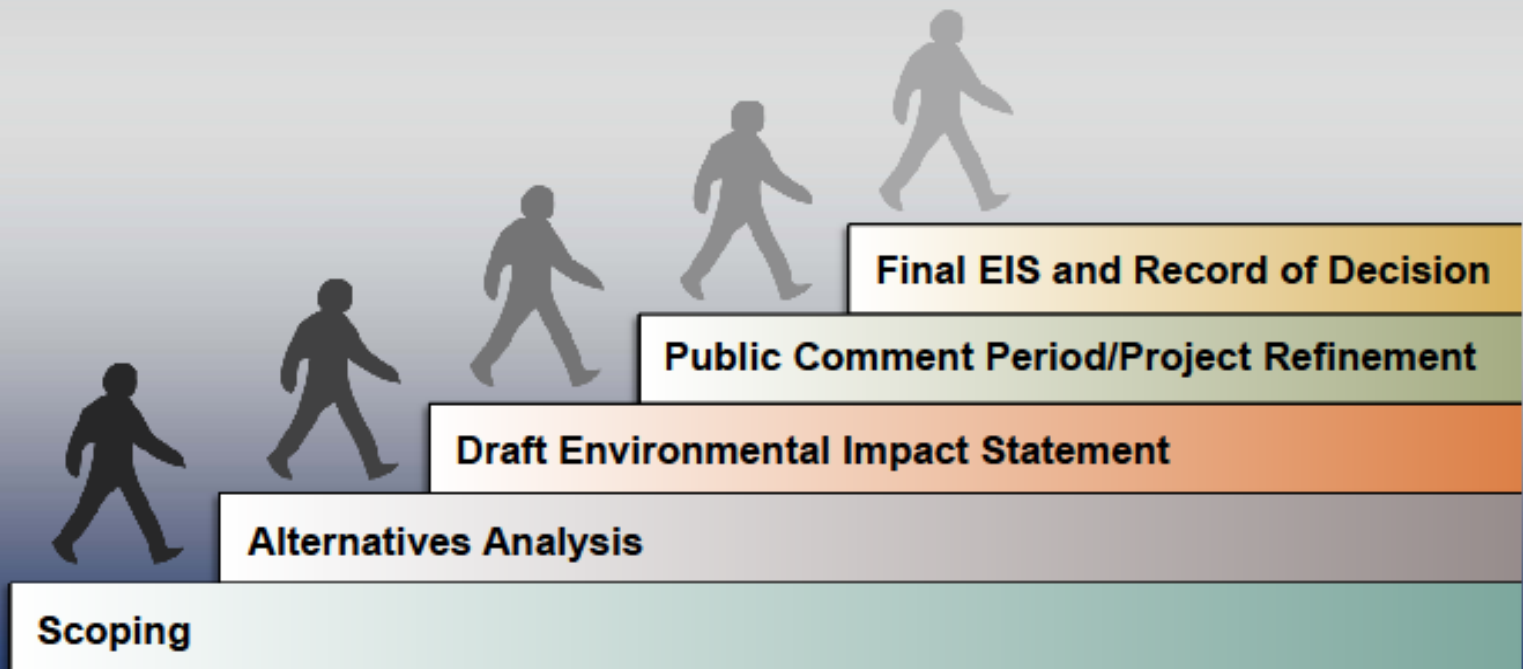
- **Safe commuter and freight operations**
- **Reliable service for passengers and freight customers**
- **Protect capacity to accommodate future freight traffic growth**
- **Market-based compensation and no additional exposure to liability**

Commuter/Intercity Passenger Rail

- **UP is willing to discuss passenger rail proposals**
- **Safety must be priority**
 - **Separate track/right-of-way preferable**
 - **Positive Train Control systems must be present**
 - **Commuter agencies must meet all UP and FRA safety standards and fund all incremental safety requirements**
- **Freight service must not be compromised**
 - **Including UP's ability to expand, operate on demand, service existing customers and locate new customers**
- **Commuter growth capacity must be funded by commuter agency and freight growth capacity must be protected**
- **Commuter agencies must indemnify/protect UP against all liability**
- **Commuter agencies must pay all costs: developing proposals, return on UP assets/property, UP tax liability, etc.**

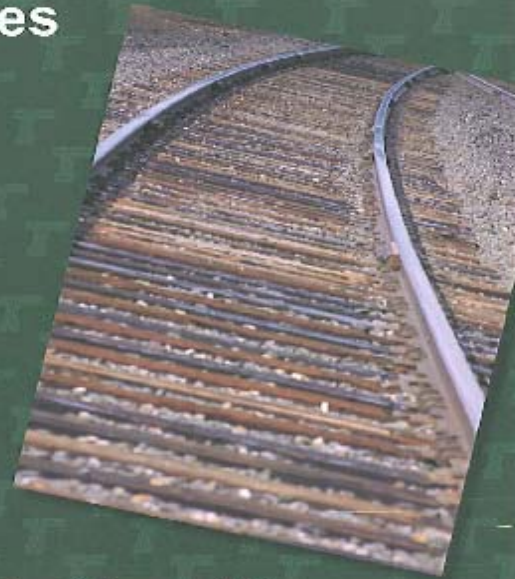


NEPA / PE Process Steps



Next Steps

- Alternative Routes Analysis
- State Rail Plan Update
- Find Funding
- Preliminary Engineering
- Construction



How Much Do We Need?

To Reach Draft Goals	\$ 2 billion
Federal Funding Potential	\$ 1.6 billion
State Funding Required	\$ 400 million
State Funding Available	\$ 0 (any ideas?)



BENEFITS / IMPACTS / OPPORTUNITIES

- Benefits
 - Quicker access to Eugene, Seattle, Vancouver B.C.
 - Attract businesses that do world wide work
 - Remove some vehicles from I-5
 - Provides options for Portland-Eugene travel

- Impacts
 - Noise
 - Traffic
 - Parking, if a station in Tualatin

- Opportunities
 - More Quiet Zones ~ 1 mile outside the City of Tualatin
 - Park improvements
 - SW 124th Avenue right-of-way
 - Pedestrian river crossing in Community Park

HOW TO KEEP INVOLVED



City of Tualatin webpage



RSS

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Any others?



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QUESTIONS