HIGH SPEED RAIL UPDATE

Architectural Review Board

June 30, 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

* Federal Railroad Administration

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

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

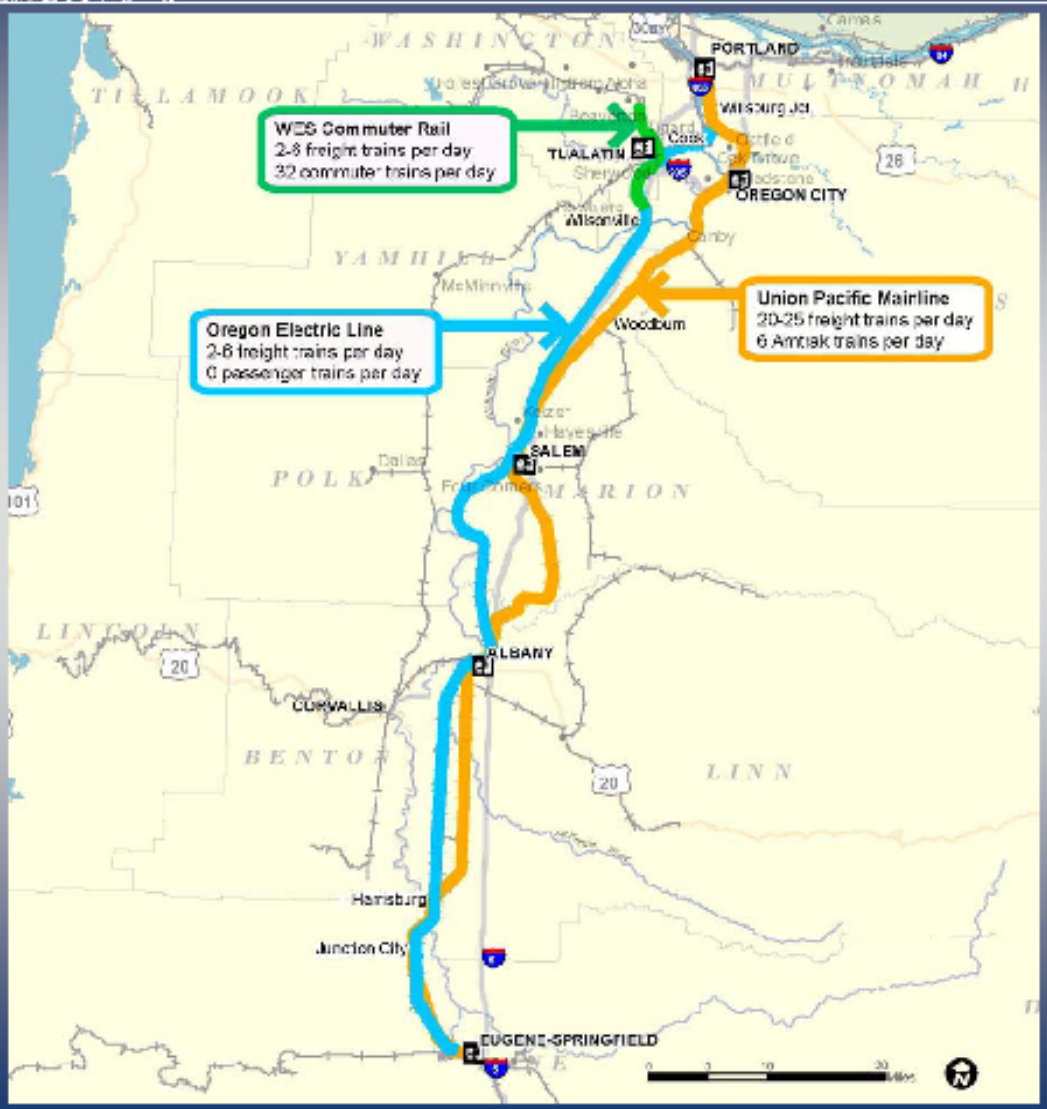
Increase on-time performance from 68% to 95%

Reduce carbon emissions

Avoid increased highway costs

Enhance intermodal connections

Eugene to Portland in 1 hour 55 minutes



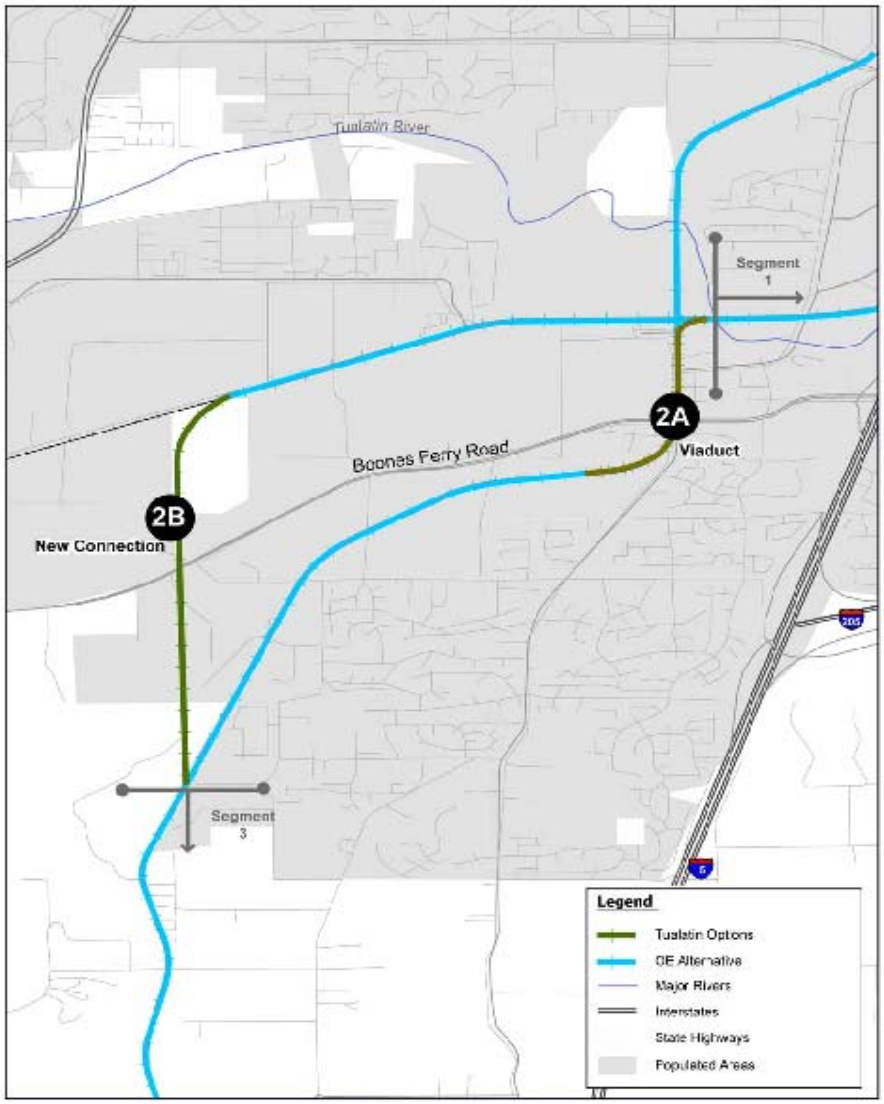
Where to Grow?

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

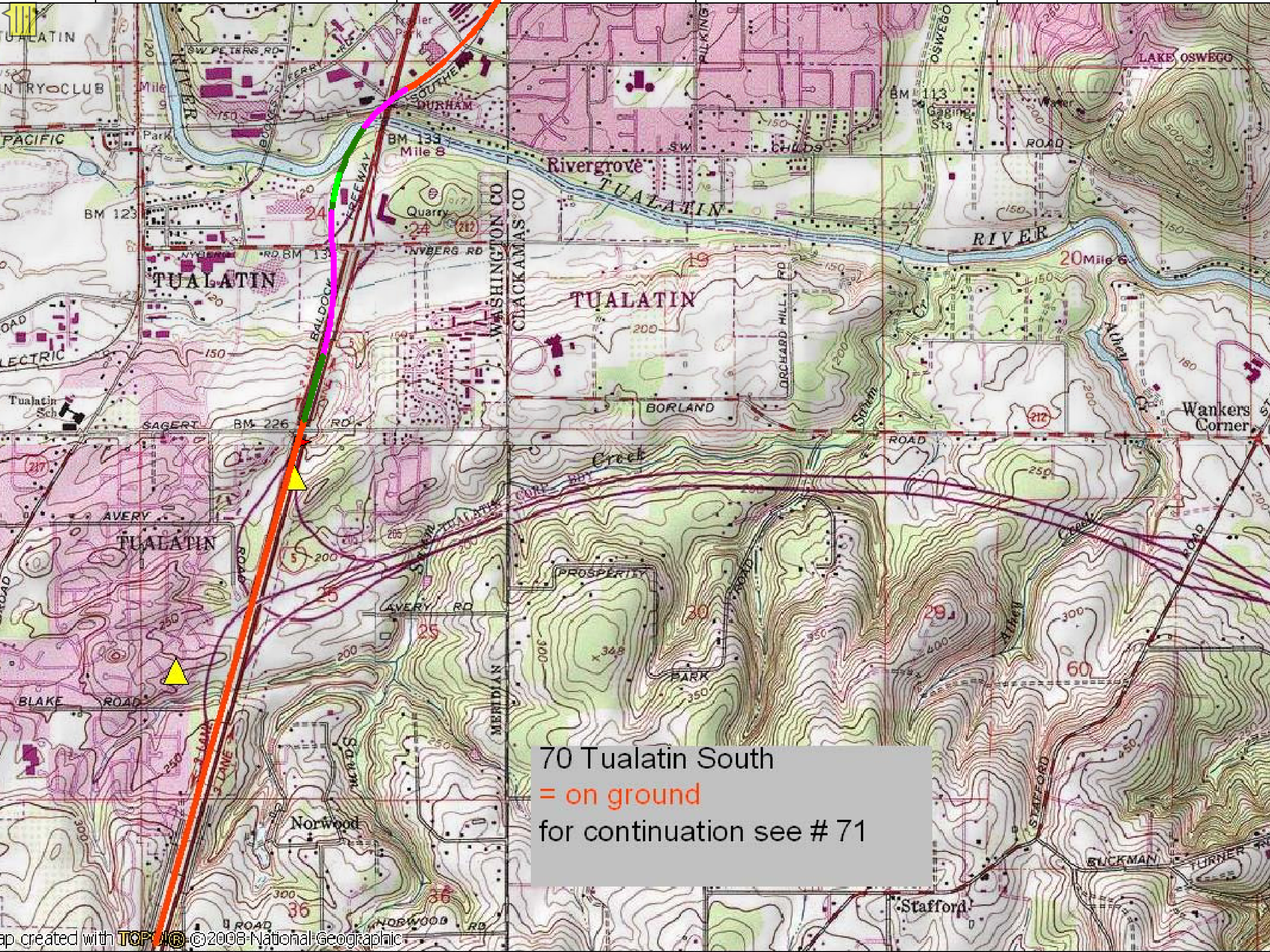
Albany – I-5 and Hwy 20

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
TUALATIN
RIVER
PACIFIC
DURHAM
BM 133
Mile 8
Rivergrove
TUALATIN
RIVER
LAKE OSWEGO
BM 113
ROAD
Quarry
NYBERG RD
WASHINGTON CO
CLACKAMAS CO
TUALATIN
TUALATIN
BALDOCK
FREEWAY
ELECTRIC
Tualatin Sch
SAGERT
BM 226
RD
BORLAND
ORCHARD HILL RD
Wankers Corner
ROAD
Creek
AVERY
TUALATIN
AVERY RD
PROSPERITY
PARK
BLAKE
ROAD
MERIDIAN
Norwood
NORWOOD RD
STAFFORD
BUCKMAN
TURNER
Stafford
SW PETERS RD
CHILDS
Map created with TOPO!® ©2008 National Geographic

Passenger Rail Solutions – Balanced Approach

Northwest Corridor Rail Summit – March 9, 2010

Brock Nelson – Director of Public Affairs

UNION PACIFIC

BUILDING AMERICA®

Both Passenger & Freight Solutions Required

- **Communities <u>want passenger</u> rail transportation to . . .**
  - **Reduce traffic congestion**
  - **Avoid/reduce road construction and maintenance**
  - **Provide answer to future capacity needs**

- **Communities <u>depend on freight</u> 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**

Principles for Achieving Appropriate Balance

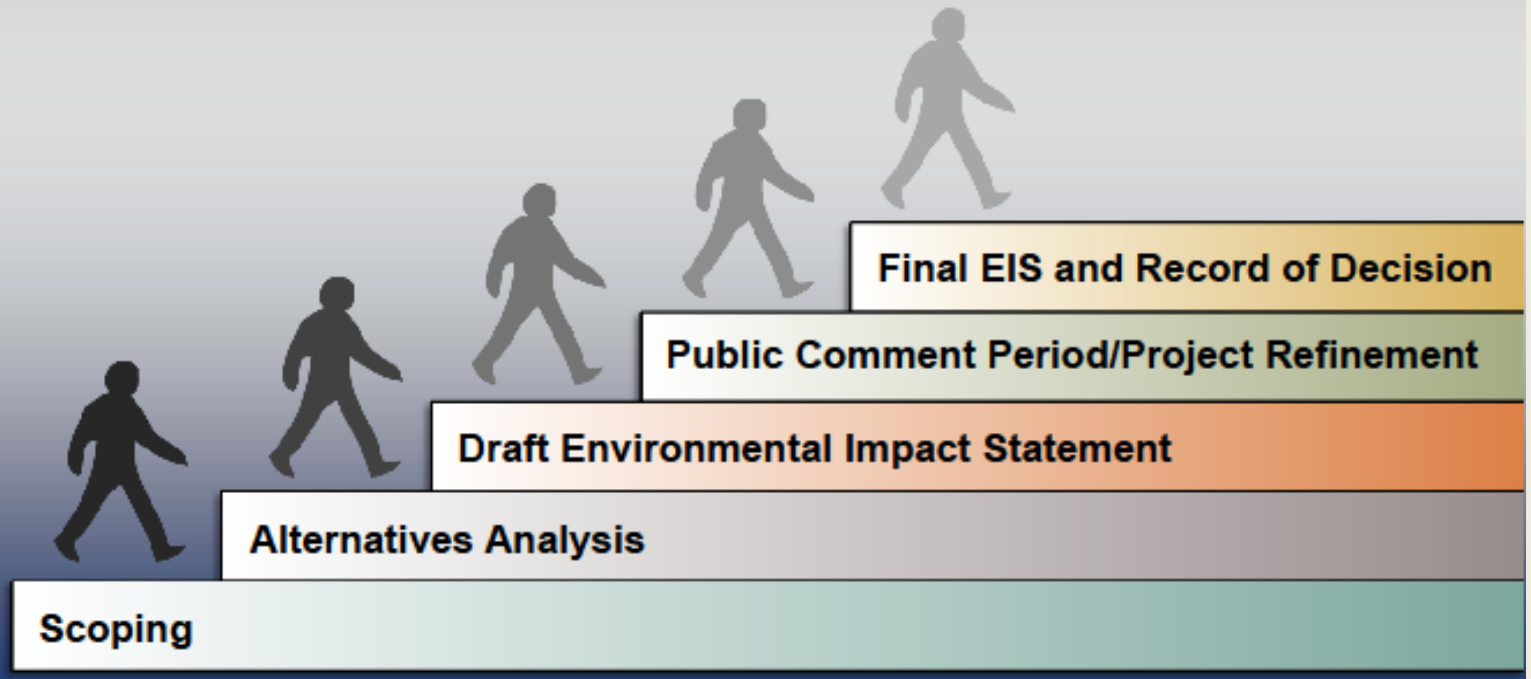
- Safe commuter and freight operations
- Reliable service for passengers and freight customers
- Protect capacity to accommodate future freight traffic growth
- Market-based compensation and no additional exposure to liability

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.

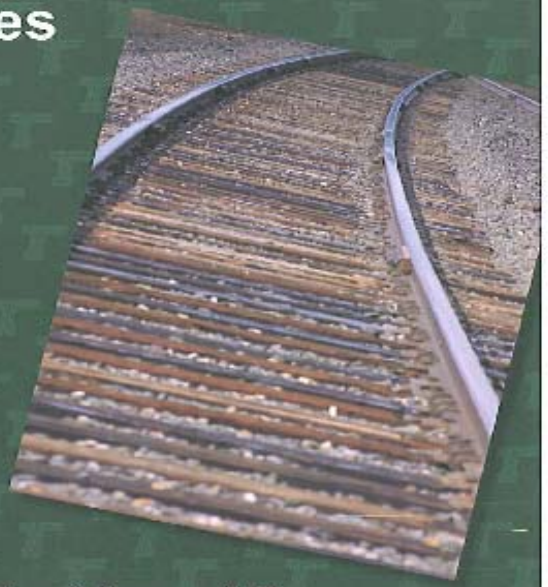
Oregon Department of Transportation

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?)

Oregon Department of Transportation

BENEFITS

- **Benefits**
  - Quicker access Portland 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
  - Viaduct eliminates three at-grade rail crossings in the Town Center, eliminates wayside horns, and improves safety
  - Rerouting eliminates three at-grade rail crossing in the Town Center, eliminates wayside horns, and improves safety

IMPACTS

- **Impacts**
  - Noise
    - More trains
  - Traffic
    - If on current alignment
  - Parking
    - If a station in Tualatin Town Center

OPPORTUNITIES

- Opportunities
  - More Quiet Zones ~ 1 mile outside the City of Tualatin
  - Park improvements
  - SW 124th Avenue right-of-way / construction
  - Pedestrian river crossing in Community Park with path to Boones Ferry Road on the north
  - Southern arterial
  - Impacts to Community Park, maybe leverages to new ballfield complex
  - Develop train station at Historic Tonquin Station
  - Downtown parking garage across from the station
  - Complete the Tualatin River path on the south side of the river

OPPORTUNITIES ***(cont.)***

- Complete the Tualatin River path on the south side of the river
- Oregon Electric Line - Koller Pond trails - Tonquin Road to Koller Street
- Oregon Electric Line - Blake Street railroad overcrossing
- I-5 Line - Station provides east anchor for Krandle Arambula "Main Street"

HOW TO KEEP INVOLVED

City of Tualatin webpage

RSS

Twitter

Facebook

YouTube

? Any others

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QUESTIONS

- Krandle Arambula - Anchor east end of Main Street