

From: [Jenna Kay](#)
To: [Cnty 2025 Comp Plan](#); [Sonja Wisser](#)
Subject: 4/24 comment
Date: Thursday, April 25, 2024 8:48:35 AM
Attachments: [2024-0425 Dave Rowe.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Hi Sonja,

Attached is a hard copy comment submitted at the 4/24 Climate Project-Community Advisory Group meeting.

Thanks,
Jenna



Jenna Kay she/her/hers
Planner III
COMMUNITY PLANNING

564.397.4968



Received 4/24/24 From
Dave Rowe

Washington State Department of Transportation should include passenger rail service in the SR 503 Corridor Study Plan in. Rail travel is safer and provides equity to all citizens. To comment on SR-503: engage.wsdot.wa.gov/sr-503-corridor-study.

The Chelatchie Prairie Railroad parallels SR 503 from Vancouver to Yacolt. WSDOT is currently welcoming public comments for a study to improve transportation opportunities for SR 503 in Clark County. This concept study could use federal IIJA funding for a cost-benefit analysis and economic analysis. Regional Rail could greatly reduce the 143,000 autos crossing the Columbia River. Plus reduce travel time to Portland by 50% compared to MAX light rail. The current **Cascades/AMTRAK** trains travel from Vancouver to Portland in fifteen minutes. The planned MAX light Rail from Vancouver to Portland would take 35 minutes. To combat global warming SW Washington needs Regional Passenger Rail service. More info: contact *Dave Rowe* Email DLRowe1910@icloud.com

Clark County RR

State Highway 503

Chelatchie Prairie



Yacolt



Battle Ground



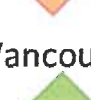
Brush Prairie



Hazel Dell



Vancouver



Portland

Yacolt



Vancouver

Regional Passenger Rail Service could help Climate Change

ODOT and WASHDOT needs to plan for passenger rail development. I-5 congestion could be reduced by developing regional electric passenger rail service on the existing rail lines from SW Washington through the Willamette Valley. Climate change can be reduced by regional electric passenger rail development in Oregon and Washington. A bus goes about one mile on a fifth of a gallon of diesel, costing over one dollar to move **40** passengers. The San Francisco BART passenger rail car uses about 3.5 Kilowatt/Hour per mile costing about 35 cents to move **150** passengers. A fleet of Stadler Battery powered Passenger Cars (FLIRT) are in service in Germany which has proved to reduce carbon emissions. Battery or Hydrogen powered Rail cars could be used in the Northwest to reduce greenhouse gases. Regional Rail travel is faster than automobiles. Rail commuters would avoid tolls, bypass I-5 Bridge and the congested Rose Quarter as currently proposed by the Interstate Bridge Replacement Program. Tolling does little to reduce carbon emissions, while electric powered passenger rail cars have tremendous emission reduction.

The following map shows existing rail systems. If developed, they could move as many passengers per hour as a four-lane freeway and much cheaper to build than a freeway. Passenger trains could travel during the day, Freight trains could use the same rails at night.

