

**Jenna Kay**

---

**From:** David Rowe <vintagetrolley513@gmail.com>  
**Sent:** Tuesday, June 4, 2024 8:17 PM  
**To:** Jenna Kay  
**Subject:** Statement for CAG goals  
**Attachments:** Goals and Policy list from Rowe.docx

**EXTERNAL:** This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have attached a statement I wish to add to the Resilience Goal and Policy list.  
Dave Rowe

53% of Europe's passenger and freight railroads are electric powered creating environmentally friendly and very efficient transportation system. Only 2% of the United States railroads are electrified. Clark County has existing railroad tracks on western and southern borders and a public-owned railroad through the middle of the county. All three corridors could be upgraded to electric powered passenger and freight railroads to reduce climate change.

Electric grid transmission power lines must be added for the increased demand of electricity. The high voltage lines are planned to go through forest lands and indigenous peoples' land. Some power lines cause wildfires. It has been proposed to build high voltage transmission over railroad corridors which will keep lines from trees and vegetation. Also, the transmission lines would power the trains under the powerlines. This concept was used over 100 years ago along many rail lines.

The above information came from the book called "Solutionary Rail" written by Bill Moyer.

The Sierra Club published a "Rail Transportation Statement" in August 2023. The first sentence states, "Effective rail transportation is essential to avert the worst effects of human-caused climate change."

Dave Rowe

Community Advisory Group member on Climate Change

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. Plus, rail freight and passenger service is better for the environment.

The Chelatchie Prairie Railroad parallels SR 503 from Vancouver to Chelatchie. WSDOT is currently in a study to improve transportation opportunities for SR 503 in Clark County. This concept study could use federal IJA 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 compared to auto travel. 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.

**Clark County RR**

**State Highway 503**

Chelatchie Prairie



Yacolt



Battle Ground



Brush Prairie



Hazel Dell



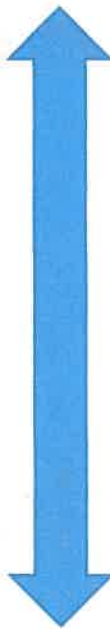
Vancouver



Portland

(Cascades Train  
15-minute ride)

Chelatchie



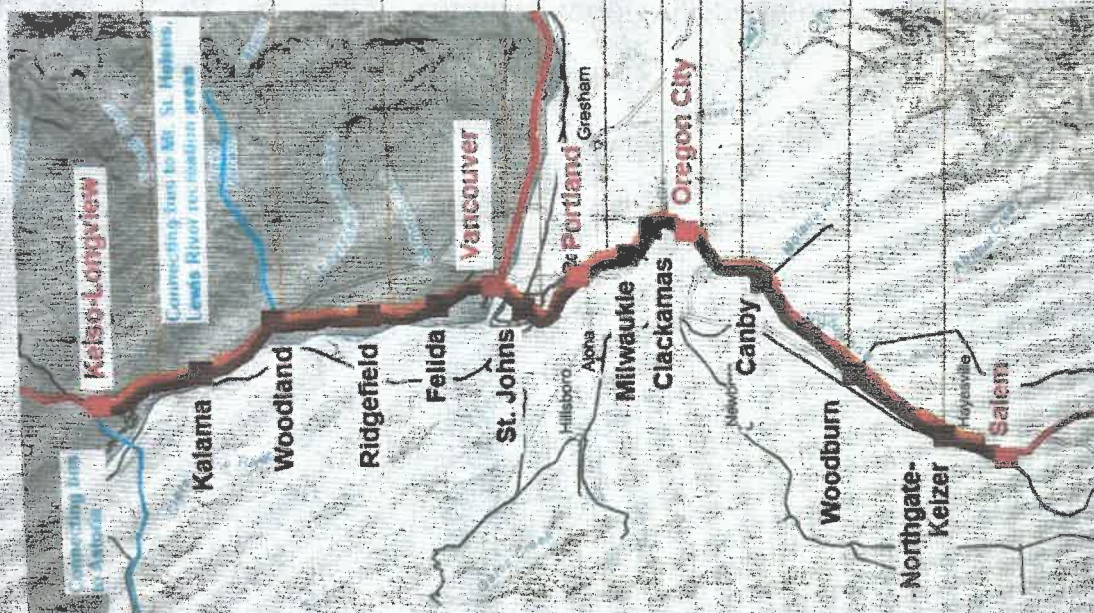
Vancouver



# Proposed Kelso-Portland-Salem Regional Passenger Rail Line

Brian Yarnly  
June 5, 2024

Rail capacity projects, listed in plans published by Oregon DOT and Washington DOT



Kelso-Martin's Sluff additional tracks

Woodland siding

Felida-MP 174 third main track (125 mph)

Columbia River crossing

North Portland-Menton additional tracks

E. St. Johns siding & main track relocation

Brooklyn yard new passing track

(East Portland-Milwaukie third main track)

Willburg Jct.-Clackamas second main track

Oregon City siding

Coates (Canby) siding extension (double track Canby-Puls)

Garveys siding extension (double track Garveys-Pubberd)

Labiah siding extension (double track Labiah-Brooks)

Proposed new line and stations

Existing Amtrak lines and stations

Electric-multiple unit operations would be zero-emissions, and have superior speed and overall performance. Battery-catenary hybrid operation would be preferred- with overhead catenary installed on track segments where it would be least expensive/have minimal obstructions.

The new regional passenger rail service would enhance the benefits of planned rail capacity projects planned for improving Amtrak Cascades and freight service. New short-haul, "light express" regional freight rail service could also operate on the shared, electrified line.