

PUBLIC COMMENTS FOR IBR PROGRAM COMMUNITY ADVISORY GROUP– AUGUST 5, 2021 MEETING

Received between June 29 – August 3, 2021

David Rowe

7/2/21

The IBR appears to be focused on only Light Rail and Buses to solve transit travel between Vancouver and Portland. I would hope intercity passenger rail should also be added to the discussion and studied. I am attaching one reasonable concept to reduce the dependence of the I-5 bridge and avoid the traffic bottle neck near the Rose Quarter. Dave Rowe. I hope to be able to join the zoom CAG discussion July 1.

Attachment Included*

** ADA compliant versions of the attachments can be made available upon request*

C-TRAN could use Battery

Powered Passenger Rail Cars In Clark County

To move Clark residents and help I-5 Bridge Congestion

Highway users need alternate and equitable transportation options. I would like to advocate using the existing 24 mile Railroad Right of Way as an inter-city rail passenger corridor between Battle Ground and Portland. Using the existing Rail Rights of Way would avoid the environmental obstacles and land acquisitions generally found when building a new system. This rail system could be operated by C-TRAN. TEX-Rail and SMART are examples what is possible in Clark County.

Battery powered passenger trains would be able to travel at high speeds to move passengers quickly and safely through out the county. The new inter-city line would be built with Positive Train Control (PTC) for the safest movement of all trains.

Climate impact from transportation in our region can be reduced by introducing Electric battery powered passenger trains such as the Stadler FLIRT. This vehicle could move up to 310 passengers from Vancouver to Portland in less than 15 minutes. This transportation system could be in addition to Light Rail to and from Vancouver and much faster. I-5 travelers would find passenger trains convenient.

Crossing the Columbia River by battery powered passenger rail cars would reduce traffic on I-5 Bridge and Rose Quarter area. And be environmentally friendly. Ridgefield, Camas, Milwaukie, Lake Oswego and Tualatin, Salem and Eugene could be future electric passenger railcar destinations.

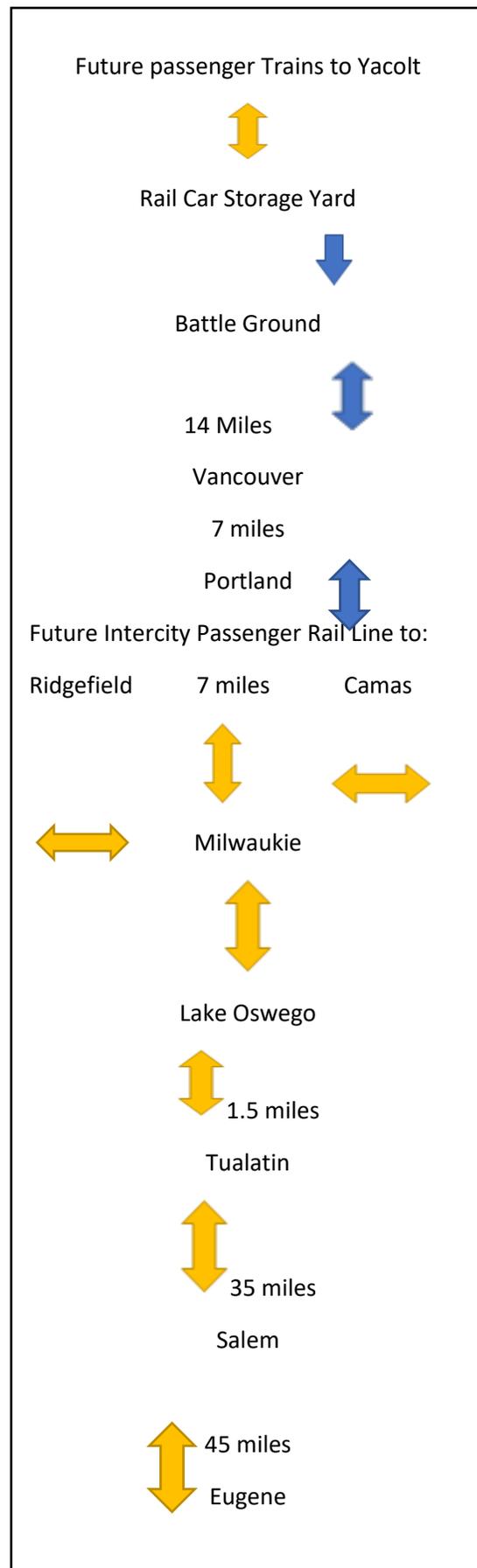
Bicycle users, pedestrians as well as bus riders could access this system to and from this corridor.

Using the current railroad bridge structures would save start-up cost. And are much more resilient to major earthquakes compared with highway structures.

The Maintenance and Storage Facility could be built in Battle Ground. It is operational cost saving to store and maintain vehicles at the end of a rail line.

This concept is a reasonable alternative which deserves a feasibility study by the IBR to enhance auto, truck, light rail and bus travel on I-5 Bridge and Rose Quarter. An Engineering Consulting team such as Hatch-LTK could assist in a feasibility study.

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Intercity Battery

Powered Passenger Rail Cars

would help Portland I-5 /Rose Quarter Traffic

Highway users need alternate and equitable transportation options. I would like to advocate using the existing 24 mile Railroad Right of Way as an inter-city rail passenger corridor between Battle Ground and Portland. Using the existing Rail Rights of Way would avoid the environmental obstacles and land acquisitions generally found when building a new system. This rail system could be a Public-Private partnership such as the Denver Eagle. Or like rail systems as TEXRail and SMART.

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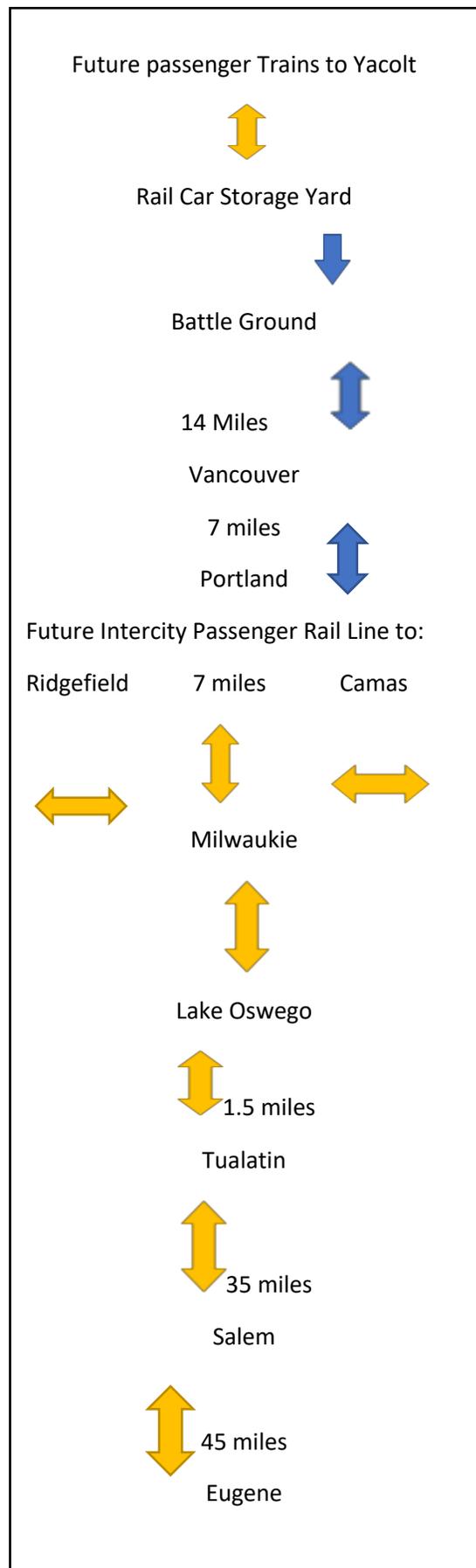
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Attention: Sarah Ogier

June 21,2021

I was on the Sustainability and Climate listening Session June 17. Thank you for having me on.

The United States has relied on personal automobiles for transportation for over a hundred years. Highways paved over vibrant neighborhoods and destroyed ancestral grounds across the country. The US has fought wars over the control of oil and asphalt to keep the highway system running. I believe this country needs to redesign our transportation system in order to sustain our planet. Europe has kept an energy efficient rail system over the years. To fight global warming the United States needs to make a similar transportation system that is more sustainable and energy efficient. Building a tall 10 to 12 lane I-5 bridge will only attract more rubber tired passenger vehicles.

I lived near the I-84 freeway in 1972. Each morning I would see a layer of rubber particles and exhaust soot on my car. Similar air pollution in downtown Vancouver will increase if the CRC design bridge is built.

Battery Powered Intercity Passenger Trains would have the least environmental impact and most efficient transportation choice to replace the I-5 Bridge. I am attaching a concept for battery powered inter-city passenger rail corridor which could remove thousands of passenger cars from I-5. This local rail service would augment the planned high speed rail line from Portland to Seattle.

I want to compare energy efficiency of rail freight vehicles to rubber tired trucks: A ton of freight can be moved by a gallon of diesel about 60 miles in a diesel rubber tired truck. While a ton of freight can be moved by a gallon of diesel over 400 miles by a diesel freight train. Rail movement is very efficient compared to rubber tired vehicles.

I work on the Willamette Shore Trolley that weighs 55,000 pounds and costs 60 cents per mile when powered by a diesel generator. With the battery power installation, the same vehicle cost 20 cents per mile to operate. This is one example of the efficiency of electric energy vs fossil fuel energy.

I am attaching an energy efficiency assessment report made by BART in 2007. The energy consumption for BART rail cars was between 3.37 to 3.61 Kilo-Watt-hours per mile. Clark PUD provides electricity at an estimated rate of under 10 cents per Kilo-watt-hour. That energy rate computes to moving over 150 passengers for about 36 cents per mile. This would be green energy if it came from solar power or wind power.

Dave Rowe