



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

Attachment C2

Comments Received During Public Comment Period

C2A - Through individual comment I-124

This file contains images of the comments received. The comments are included as searchable text in Appendix C, Attachment C1, Comment and Response Matrix.

Appendix C – Agency and Public Comments

Agency Comments



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10

1200 Sixth Avenue, Suite 155
Seattle, WA 98101-3123

OFFICE OF
ENVIRONMENTAL REVIEW
AND ASSESSMENT

December 14, 2018

Ms. Lydia Kachadoorian
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Comment A-1

Ms. Jennifer Sellers
Passenger Rail Program Manager
Rail and Public Transit Division
Oregon Department of Transportation
555 13th Street NE, Suite 3
Salem, Oregon 97301-4179

Dear Ms. Kachadoorian and Ms. Sellers:

The U.S. Environmental Protection Agency has reviewed the Tier 1 Draft Environmental Impact Statement for the Oregon Passenger Rail - Eugene to Portland Project (CEQ Number 20180245; Region 10 EPA project number 12-0043-FRA) pursuant to Section 309 of the Clean Air Act and the National Environmental Policy Act.

The Federal Railroad Administration and Oregon Department of Transportation propose to improve Amtrak Cascades intercity passenger rail service for the 125-mile segment of the federally-designated Pacific Northwest Rail Corridor from Eugene-Springfield to Portland, Oregon.¹ In addition to a No Action Alternative, three action options (two alternatives) are proposed. The alternatives include infrastructure improvements to existing rail corridors as well as building new sections, to meet future demand, improve facilities, reduce journey times and improve connections with regional public transit services. Alternative 1, the Preferred Alternative, would be constructed within and parallel to the existing Union Pacific Railroad alignment and would continue use of existing stations. Alternative 2 would parallel I-5 and I-205, requiring new track along the full alignment and four new stations. Alternative 2 with Central Albany Option would use the existing Albany station.

We have the following comments for your consideration in preparing the Final Tier 1 EIS:

Preferred alternative

We support the selection of Alternative 1 as the Preferred Alternative because it would maximize the use of existing infrastructure and stations as well as avoid "greenfield" development that would result from constructing a new rail corridor with four new stations. While the scale of analysis for the Tier 1 EIS does not provide an exact assessment of resource impacts, it does indicate that fewer direct, indirect, and

¹ The PNWRC is one of 11 Federally designated high-speed rail corridors in the United States.

cumulative environmental impacts within the defined study areas would be expected with Alternative 1.² Alternative 1 would have fewer potential impacts to wetlands, waterways, floodplains, and biological resources.

Water quality

We appreciate that the DEIS lists all Clean Water Act Section 303(d) impaired waterbodies that would be affected by the project. We recommend that all potential impacts to waterbodies within the project area be identified and analyzed in the EIS, including those waterbodies that are not currently water quality impaired. This will help with analyzing potential mitigation measures. We note that the antidegradation provisions of the Clean Water Act apply to water bodies within the project area that meet water quality standards.

Wetlands

The DEIS estimates that, based on the Oregon Department of State Lands typical compensatory mitigation ratios ranging from 1:1 for restoration to 3:1 for enhancement, the impacted wetland acres requiring mitigation could span from 16 (Alternative 1) to 618 acres (Alternative 2 with Central Albany Option).

We note that the state is currently finalizing a new approach to compensatory mitigation, called the Aquatic Resources Mitigation Framework. This new approach will revise mitigation standards in Oregon to move from acreage to function-based mitigation, through the replacement of lost wetland and stream functions and values. Function-based wetland mitigation has been shown to create more successful and sustainable results. The new approach supports implementation of, and aims to align with, the federal rule (2008 Mitigation Rule) on compensatory mitigation and provide sustainable environmental benefits. The new approach to compensating for wetland and stream losses will be collaboratively implemented by the ODSL, U.S. Army Corps of Engineers-Portland District and the EPA, possibly as early as February 2019. Future projects requiring permits from the ODSL or the Corps will be expected to conform to the state's new mitigation standards.

Wildlife linkages

We agree, as stated on page 4-125, that a helpful strategy to avoid direct impacts to biological resources would be to build stream crossings as full-span bridges. We recommend that this strategy be considered and applied within wildlife linkage areas and other locations where sensitive aquatic or terrestrial resources are crossed. We also recommend consideration of existing rail corridor infrastructure that could be retrofitted to provide hydrological and ecological connectivity, i.e., using oversized bottomless culverts, underpasses, overpasses, or specific smaller structures allowing for connectivity and species passage.

Climate Adaptation

The EPA recommends that the Final EIS include a discussion of reasonably foreseeable effects that changes in the climate may have on the proposed project and the project area, including its long-term infrastructure. This could help inform the development of measures to improve the resilience of the proposed project. If projected changes could notably exacerbate the environmental impacts of the project, the EPA recommends these impacts also be considered as part of the NEPA analysis.

² The Tier 1 analysis has been conducted remotely using existing data and GIS maps. Project-specific site assessments will occur during the Tier 2 NEPA process.

Tier 2 NEPA process

Because any build alternative would likely be implemented incrementally (p. 4-144), we request that the FRA and ODOT send the subsequent Tier 2 NEPA analyses to the EPA Region 10 Office to ensure opportunity for review and comment.

We appreciate the opportunity to review the Draft EIS for the Oregon Passenger Rail Project. Please note that, effective October 22, 2018, the EPA no longer includes ratings in our comment letters. Information about this change and the EPA's continued roles and responsibilities in the review of federal actions can be found on our website at: <https://www.epa.gov/nepa/epa-review-process-under-section-309-clean-air-act>.

If you have questions regarding our comments, please contact Elaine Somers of my staff at 206-553-2966 or at somers.elaine@epa.gov, or you may contact me at 206-553-1841 or at nogi.jill@epa.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jill A. Nogi".

Jill A. Nogi, Manager

Environmental Review and Sediment Management Unit

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 17, 2018 10:19 AM
To: Hannah Mills
Subject: FW: contact info for Oregon rail project

Can you capture this in the DEIS log?

From: Kachadoorian, Lydia (FRA) [<mailto:lydia.kachadoorian@dot.gov>]
Sent: Monday, December 17, 2018 9:20 AM
To: Nogi, Jill
Cc: Somers, Elaine; info@oregonpassengerrail.org
Subject: RE: contact info for Oregon rail project

Jill,

We thank you and Elaine for the timely comments and find them very helpful. We will be in touch if we need clarification on any of the items.

Many thanks and happy holidays.

Sincerely,

Lydia Kachadoorian, Registered Professional Archaeologist 15668
Environmental Protection Specialist – Northeastern & Western Regions

*U.S. Department of Transportation, Federal Railroad Administration
Office of Railroad Policy and Development (RPD-1), Office of Program Delivery (RPD-10)
Environmental and Corridor Planning Division (RPD-13)*

Volpe National Transportation Systems Center
Federal Railroad Administration, 10th Floor
55 Broadway, Room 1064-A
Cambridge, MA 02142

Desk: (617) 494-3989//Cell: (781) 227-0778
Email: Lydia.Kachadoorian@dot.gov

Rail – Moving America Forward

The mission of the Federal Railroad Administration is to enable the safe, reliable and efficient movement of people and goods for a strong America, now and in the future.

Follow FRA on [Facebook](#) and [Twitter](#)

From: Nogi, Jill [<mailto:nogi.jill@epa.gov>]
Sent: Friday, December 14, 2018 5:45 PM
To: Kachadoorian, Lydia (FRA) <lydia.kachadoorian@dot.gov>; info@oregonpassengerrail.org
Cc: Somers, Elaine <somers.elaine@epa.gov>
Subject: FW: contact info for Oregon rail project

Dear Ms. Kachadoorian and Ms. Sellers,

Attached please find the EPA comments on the Oregon Passenger Rail DEIS. We appreciate the opportunity to review and comment, in accordance with our responsibilities under NEPA and Section 309 of the Clean Air Act. If you have any questions or wish to speak with us about our comments, please feel free to contact Elaine Somers at 206-553-2966, or you may contact me at 206-553-1841.

Jill

Jill A. Nogi, MPH | Manager

Environmental Review and Sediment Management Unit

EPA Region 10 | Office of Environmental Review and Assessment

(206) 553-1841



United States Department of the Interior
OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
 620 SW Main Street, Suite 201
 Portland, Oregon 97205-3026

IN REPLY REFER TO:
 9043.1
 ER18/0489

Electronically Filed

December 18, 2018

Jennifer Sellers, DOT Passenger Rail Program Manager
 Oregon Passenger Rail
 1110 SE Alder St. Suite 301
 Portland, OR 97241

Subject: Tier 1 Draft EIS for Oregon Passenger Rail, Eugene to Portland, Oregon

Dear Ms. Sellers,

The U.S. Department of the Interior (Department) has reviewed the subject draft Environmental Impact Statement (EIS). The Department provides the following comments for use in the development of the final EIS for this project. These comments are preliminary and can be more closely focused and expanded upon once a final route is selected for analysis.

Threatened and Endangered Species

The Federal Railroad Administration (FRA) and Oregon Department of Transportation have proposed a 125-mile segment of a high speed rail route between Eugene/Springfield, Oregon, and Portland, Oregon. The two proposed routes have the potential to affect several species of plants, invertebrates, fish and birds listed as threatened or endangered under the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et seq.). These species include the bull trout (*Salvelinus confluentus*), yellow-billed cuckoo (*Coccyzus americanus*), streaked-horned lark (*Eremophila alpestris strigata*), Taylor's checkerspot butterfly (*Euphydryas editha taylori*), Fender's blue butterfly (*Icaricia icarioides fenderi*), Willamette daisy (*Erigeron decumbens* var. *decumbens*), Kincaid's lupine (*Lupinus sulphureus* ssp. *Kincaidii*), Bradshaw's desert parsley (*Lomatium bradshawii*), Nelson's checker-mallow (*Sidalcea nelsoniana*), Golden paintbrush (*Castilleja levisecta*), Water howellia (*Howellia aquatilis*) and their designated critical habitat. Both proposed routes and their construction may also affect migratory bird habitat and require the filling of wetland habitats.

Section 7 of the ESA requires that all Federal agencies consult with the U.S. Fish and Wildlife Service (Service) to ensure that the actions authorized, funded, or carried out by such agencies do not jeopardize the continued existence of any threatened or endangered species or adversely modify or destroy designated critical habitat of such species. To determine the need for future consultation and, if necessary, to conduct the consultation, the Department recommends that:

1) the final route for the Project be surveyed by qualified biologists for listed species and TRS to determine occupancy of habitats being affected by construction and future maintenance of the infrastructure; and

2) measures to avoid, minimize and, as appropriate, mitigate unavoidable effects to listed/TRS species and their habitats be developed by FRA in cooperation with the Service.

Land and Water Conservation Fund

This project has the potential to impact parks that have been funded with the Land and Water Conservation Fund (LWCF) state and local assistance program, Public Law 88-578; currently codified at 54 U.S.C. §2003 et seq. These parks cannot be converted to other than public outdoor recreation use unless approved by the Secretary of the Interior, delegated to the National Park Service (NPS) as further explained in 36 C.F.R. 59. The Department notes that table 4.6-1 contains incorrect information on which parks have/have not received LWCF funding. For example, Armitage Park has received four LWCF grants, but it is listed as having received zero. Washington/Jefferson Park, Fish Eddy Landing (aka Willamette Wayside Natural Area), and Eastmoreland Golf Course, were also funded with LWCF. The Department recommends that ODOT consult with the Oregon Department of Parks and Recreation, who administers the LWCF program in Oregon. Further, the Department recommends that ODOT consult with NPS until an alternative has been selected and it can be determined conclusively by NPS whether or not there will be impacts to parks that fall within NPS regulatory jurisdiction. At that point, NPS may request to serve as a cooperating agency in an attempt to avoid duplicative processes in complying with the National Environmental Policy Act.

Any questions regarding ESA listed species may be directed to Mr. Kevin Maurice at (503) 231-6974 or kevin_maurice@fws.gov. Please contact Ms. Heather Ramsay at (206) 220-4123 or Heather.Ramsay@nps.gov with questions related to LWCF issues. If you have any other questions, please do not hesitate to contact me at (503) 326-2489.

We appreciate the opportunity to comment.

Sincerely,



Allison O'Brien
Regional Environmental Officer

From: Borrego, Jeremy (FTA) [<mailto:jeremy.borrego@dot.gov>]

Sent: Monday, December 17, 2018 1:21 PM

To: SELLERS Jennifer

Cc: Assam, Mark (FTA); Witmer, John (FTA); Changchien, Amy (FTA); OKEEFE Andrew S; Borrego, Jeremy (FTA)

Subject: FTA Comment on Oregon Passenger Rail DEIS

Jennifer,

Thank you for the opportunity to comment on the Oregon Passenger Rail DEIS.

Our office has worked with ODOT to determine that FTA has investments along the Cascade Passenger Rail Corridor. Generally speaking, FTA funding was used by ODOT to purchase Cascade Corridor train cars and to improve the Salem Depot station. As this project develops, please keep FTA apprised of potential impacts to these and other FTA-funded improvements.

If you would like to discuss the project with FTA in the future, please contact me directly.

Thank you,

Jeremy Borrego, AICP

Transportation Program Specialist

Federal Transit Administration

Region 10 - Seattle, WA

Phone: 206.220.7956

From: SELLERS Jennifer [<mailto:Jennifer.SELLERS@odot.state.or.us>]
Sent: Thursday, November 15, 2018 1:10 PM
To: KLASSEN Russ
Cc: Jessica Pickul; Jessica Bull
Subject: RE: Comments Regarding Oregon Passenger Rail Project

Hi Russ,
Thank you for your comments. We will log them.

Thanks for letting me know about the email address too.

Hope you are well!
Jennifer

Jennifer Sellers
Passenger Rail Program Manager
ODOT Rail and Public Transit Division
(503) 480-5556
Jennifer.sellers@odot.state.or.us

From: KLASSEN Russ [<mailto:russ.klassen@state.or.us>]
Sent: Thursday, November 15, 2018 12:58 PM
To: SELLERS Jennifer
Subject: FW: Comments Regarding Oregon Passenger Rail Project

I apologize for sending this to you directly but the e-mail address at the link provided in your 10/11/18 e-mail was not deliverable. Hopefully it does not cause too much inconvenience to your process.

Russ Klassen
Department of State Lands
Aquatic Resource Coordinator
PHONE: 503-986-5244

From: KLASSEN Russ
Sent: Thursday, November 15, 2018 12:46 PM
To: 'email@oregonpassengerrail.org' <email@oregonpassengerrail.org>
Subject: Comments Regarding Oregon Passenger Rail Project

Jennifer,

Department of State Lands comments: During project planning and development and prior to the beginning of construction **w**etlands and **w**ater**w**ays should be delineated and evaluated. Impacts to **w**aters of the state should be avoided and minimized as much as possible, especially any rare resources or resources **w**ith high functions and values. Mitigation should occur **w**here impacts cannot be avoided.

Thank you for the opportunity to comment.

Russ Klassen
Department of State Lands
Aquatic Resource Coordinator
PHONE: 503-986-5244

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: SARA

Last Name: MORRISSEY

Zip Code: 97212

Email: saram@traveloregon.com

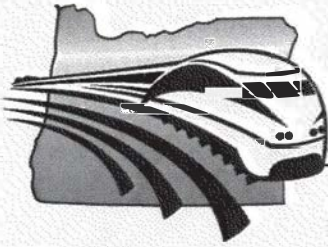
● How did you hear about this open house & public hearing?

- ☐ Email from the project team
- ☐ My employer
- ☐ News article
- ☐ Word of mouth
- ☒ Project mailer
- ☐ Community Newsletter
- ☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

Comments from Travel Oregon

① visitors expect reliable train service. We urge ODOT / Amtrak to invest in improvements that improve reliable + ontime ~~service~~ service

② We defer to ODOT + the local communities regarding the preferred route

③ We support all car-free travel alternatives ~~for~~ for residents + travelers. We encourage continued investment in these transportation projects!

(See reverse)

#44

COMPLETE

Comment A-6

Collector: Online Open House (Web Link)
Started: Monday, December 10, 2018 3:31:09 PM
Last Modified: Monday, December 10, 2018 3:36:06 PM
Time Spent: 00:04:56
IP Address: 198.238.213.152

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

Comment from the Washington State Department of Transportation Rail, Freight, and Ports Division:

WSDOT recommends that the DEIS include discussion of a potential passenger rail equipment maintenance facility in Eugene, Oregon. This facility could serve as a location where many of the various equipment maintenance activities that occur in Seattle could also be performed, providing more equipment maintenance options that are currently unavailable on the Amtrak Cascades route.

This potential maintenance facility could also give the state of Oregon more flexibility developing train schedules between Portland and Eugene, support better on-time performance in Oregon, create more equipment maintenance jobs in Oregon, and give decision-makers more flexibility selecting types of passenger rail equipment that best meet the needs of the state.

Q2 First Name

Kirk

Q3 Last Name

Fredrickson

Q4 Zip Code (Primary Residence)

98104

Q5 How did you hear about this online open house?
(Check all that apply.)

**My
employer**

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Male

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 4:32 PM
To: Hannah Mills
Subject: FW: OPR DEIS Online Open House Comment

DEIS comment

From: Fredrickson, Kirk [<mailto:Fredrik@wsdot.wa.gov>]
Sent: Monday, December 10, 2018 2:36 PM
To: info@oregonpassengerrail.org
Cc: Jennifer Sellers; A-SRMD Document Control; Biggs, Jason R.; Beloso, Jason
Subject: OPR DEIS Online Open House Comment

Comment from the Washington State Department of Transportation Rail, Freight, and Ports Division:

WSDOT recommends that the DEIS include discussion of a potential passenger rail equipment maintenance facility in Eugene, Oregon. This facility could serve as a location where many of the various equipment maintenance activities that occur in Seattle could also be performed, providing more equipment maintenance options that are currently unavailable on the Amtrak Cascades route.

This potential maintenance facility could also give the state of Oregon more flexibility developing train schedules between Portland and Eugene, support better on-time performance in Oregon, create more equipment maintenance jobs in Oregon, and give decision-makers more flexibility selecting types of passenger rail equipment that best meet the needs of the state.

Kirk Fredrickson
Passenger Rail Services Manager
WSDOT Rail, Freight and Ports Division
310 Maple Park Ave SE, Box 47407
Olympia, WA 98504-7407
W: 360.705.7939
C: 360.890.9210

From: THOMPSON Paul E [<mailto:PTHOMPSON@lcog.org>]
Sent: Saturday, November 10, 2018 5:35 PM
To: Oregon Passenger Rail
Cc: SELLERS Jennifer
Subject: Re: Oregon Passenger Rail: Draft Environmental Impact Statement Now Available

Hello -

I am reaching out on behalf of the Central Lane Metropolitan Planning Organization (MPO) Policy Board. The MPO Board is very interested in the Passenger Rail DEIS, having kept up to date on the process throughout its entirety, especially since a former member of the Board was Mayor Piercy, and the MPO area serves as the southern terminus.

We have noted that there will be an Open House and Public Hearing on the DEIS on December 6th in Eugene. That very day also happens to be the regular monthly meeting date of the MPO Policy Board, gathering elected and appointed leaders, staff, interested parties, and others, from the cities of Eugene, Springfield, and Coburg, Lane County, Lane Transit District, and ODOT.

The MPO Policy Board is wondering if it would be possible to schedule a presentation and discussion on the DEIS at the MPO meeting. The meeting is scheduled for 11:30 AM - 1:30 PM on December 6th in the Springfield Justice Center. The elected and appointed officials on the MPO Policy Board would very much appreciate the opportunity to engage with the DEIS staff in-depth at this meeting. It presents an excellent opportunity to engage, and the meeting is also broadcast live on public access TV and the internet (and available for replay), furthering the reach that this opportunity presents.

Please let me know if this is possible, and, if so, how I can assist with any questions or arrangements.

Paul

Paul E. Thompson
Program Manager, LCOG/Central Lane MPO
Lane Council of Governments
859 Willamette, Suite 500
Eugene, OR 97401-2910
pthompson@lcog.org
541.682.4405

From: Recker, Joseph D [<mailto:ReckerJ@trimet.org>]
Sent: Wednesday, January 02, 2019 4:04 PM
To: 'info@oregonpassengerrail.org'
Subject: OPR DEIS Questions

Hi,
On behalf of TriMet I have a couple initial questions about the OPR project DEIS that I'm hoping you can clarify.

1. Appendix B, Section 3.2.2 ROW Assumptions per Alignment – a 30' wide acquisition is assumed along the existing UPRR mainline, except central eastside where a ½ block is assumed. Do these assumptions require modifications to both an existing and proposed overcrossing at both SE Lafayette St and SE 14th to Gideon, respectively? Or is there enough room in the existing RR ROW to accommodate the additional passenger rail track? This is important because the second of those two bridges is currently being designed and intended for construction later this year. Are there anticipated ROW acquisition maps available?
2. I didn't see any mention of the Southwest Corridor Light Rail Project which would extend from downtown Portland to Bridgeport Village in Tualatin, roughly in the I-5 corridor. The project has been adopted into the fiscally constrained RTP as of last month. Is that because it's not anticipated to impact inter-city travel along either alternative route in the Portland Metro area?

I look forward to hearing back. Please feel free to give me a call to discuss further.

Kind Regards,

Joe Recker

Environmental Permits Coordinator
TriMet Project Development and Permitting
p: 503.962.2893
f: 503.962.2281

From: INERFELD Rob [<mailto:RInerfeld@eugene-or.gov>]
Sent: Tuesday, December 18, 2018 11:14 PM
To: Jennifer Sellers (Jennifer.sellers@odot.state.or.us); info@oregonpassengerrail.org
Subject: City of Eugene public comment in support of Alternative 1

Dear Jennifer,

As you are aware, the City of Eugene has been actively engaged in the Oregon Passenger Rail Study since its inception. Providing frequent, more reliable and higher speed passenger rail in the Willamette Valley is an important tool in reducing the amount of intercity driving in our region. There are numerous City of Eugene policies that support better passenger rail along the Cascades corridor including Rail Policy #4 from the Eugene 2035 Transportation System Plan: "Support higher-speed and higher frequency passenger rail service and use of the historic Eugene Depot in downtown Eugene as a passenger rail station."

I am writing to express the City of Eugene's strong support for Alternative 1 in the DEIS. Oregon has historically not invested large amounts of funding in passenger rail capital projects. We support Alternative 1 because it has the potential to be constructed incrementally over time, because it is more affordable to our state, has a more realistic chance of being implemented and promises to deliver real benefits to rail passengers.

The City of Eugene stands ready to help implement Alternative 1. We have worked with ODOT Rail and Amtrak to develop plans, environmental documentation and construction documents for the Eugene Depot, the southern terminus of the existing Cascades service and the proposed southern end of Alternative 1. This project is listed as #MM-23 in our TSP: "Improve passenger platform and construct new rail sidings to enhance passenger rail service and separate passenger rail from freight rail at the Eugene Depot."

Please let me know if you have any questions regarding the City of Eugene's position on this important project.

Rob

Rob Inerfeld, AICP
 Transportation Planning Manager
 City of Eugene – Public Works Engineering
 99 E. Broadway, Suite 400
 desk: (541) 682-5343
 cell: (541) 556-6124
www.eugene-or.gov/transportation
<https://www.facebook.com/eugenetransportation/>

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Wednesday, November 21, 2018 10:21 AM
To: Oregon Passenger Rail
Subject: OPR Comment #547 (Georgia Edwards)

There has been a submission made through the OPR Comment Form 2:

ID	547
FirstName	Georgia
LastName	Edwards
Title	City Manager
Organization	City of Tangent
Comment	<p>These remarks are from the City Council. They do not feel high speed train will solve the issue of congestion on I-5. They feel money would be better spent on adding a lane on I-5. They are concerned that technology is changing so fast that this idea doesn't keep up with the new technology. If high speed train is to go forward, they feel the I-5, or alternative 2 makes more sense. They question how this will be paid for? How are they going to attract people to the train, as unless it is convenient people will not use it. They question how people are going to get to the train and then what do they do once they reach their designation, how will they get around? How will this be self sustaining? Thank you for the opportunity to submit comments.</p>
Email Options	Response Requested
Email	georgia@cityoftangent.org
Last modified	2018-11-21 12:21 PM
IP Address	75.150.45.138

Submission made: 2018-11-21 12:21 PM

Hannah Mills

From: Jessica Pickul
Sent: Thursday, November 15, 2018 9:50 AM
To: Hannah Mills
Subject: FW: OPR Comment #545 (Alex Polikoff)

DEIS Comment

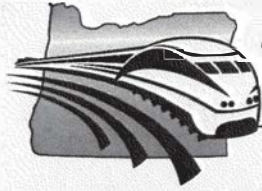
From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Thursday, November 15, 2018 9:46 AM
To: Oregon Passenger Rail
Subject: OPR Comment #545 (Alex Polikoff)

There has been a submission made through the OPR Comment Form 2:

ID	545
FirstName	Alex
LastName	Polikoff
Title	Director
Organization	Corvallis Rural Fire Protection District
Comment	I support Alternative 2 with the Albany Option. This plan is the most forward thinking in providing efficient rail service to the Willamette Valley and takes into account the population centers of Corvallis and Albany while minimizing disruption to existing services.
Email	alex.polikoff@corvallisrfd.com
Last modified	2018-11-15 11:45 AM
IP Address	70.56.19.218

Submission made: 2018-11-15 11:45 AM

Organization Comments



Oregon Passenger Rail Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

I very much endorse
Alternative 1, as does
AORTA (Assoc. of Ore.
Rail + Transit Advocates)
higher speed rail is much
more feasible and
realistic before we
go for HSR (if ever).

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: Jon Nuxoll

Last Name: Nuxoll

Zip Code: 97401

Email: johnnuxoll@usa.net

● How did you hear about this open house & public hearing?

☐ Email from the project team

☐ My employer

☐ News article

☐ Word of mouth

☒ Project mailer

☐ Community Newsletter

☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

OREGON PASSENGER RAIL

Comment O-2

OPEN HOUSE**PUBLIC COMMENT MEETING****THURSDAY, NOVEMBER 29, 2018****4:30 P.M.**

THE REPORTER: Start by stating your name and spelling it for me, please.

MR. LEAP: My name is Donald Leap, L-E-A-P. I'm the Government Affairs Director for the Association of Oregon Rail and Transit Advocates. I've been obliquely involved and interested in this project for a long time. And I'm pleased to have this moment to make a couple of remarks.

The preferred alternative continuing on the existing route of the Cascade service, owned by the Union Pacific Railroad is, I think, of particular importance, and we need to proceed on this as quickly, and continuingly as quickly as possible. This route is well established. It services station stops that are known to the public. It is understood and it serves a wide portion of the Willamette Valley.

There are other parts of the western Willamette Valley that may be perhaps better

1 accessible through other means, and I think that we
2 need to be just considering expanding our service at
3 some point, and not trying to choose one or the
4 other. The population growth and congestion on
5 primarily I-5, but also 99E and 99W, has reached the
6 point where we have to be providing alternative
7 means, plural, of north/south transportation through
8 the valley. And the ultimate development of the
9 existing rail service that we have now, plus other
10 service possibilities in the future, I think will
11 begin to make this possible.

12 The Governor has issued a budget which
13 includes maintaining the service that we have now.
14 This came out yesterday, I believe. And I think
15 that it is fine, but we need to consider that there
16 needs to be money in there for growth and expansion,
17 and ways to be exploring expansion, not only to the
18 south but also to the east. But for the time being,
19 I know that this meeting here is to pick and support
20 the choice of the line that runs essentially on the
21 Union Pacific. And as a result, I wanted to,
22 through my voice personally, and also it is the
23 opinion of the board of directors and the membership
24 of the Association of Oregon Rail and Transit
25 Advocates, AORTA, to maintain this service where it

1 is now.

2 Thank you very much. Brevity is the soul
3 of wit.

4 **THE REPORTER:** State your name is spell it
5 for me, please. **Greyed out comment included elsewhere in record**

6 **DR. SMITH:** It's Randall Smith, R-A-N-D-A-
7 L-L, Smith. It's Dr. Smith, PhD.

8 So I am affiliated with Portland State
9 University Department of Geology but my testimony is
10 not related to Portland State University or the
11 Department of Geology.

12 I had a concern that the limited scope of
13 the DEIS -- and I know it's related to the
14 alternative plans, but there are several adjacent
15 freight lines which could, say in an emergency, be
16 used as either alternative lines or areas of growth
17 for the rail system. So at present everything is
18 sort of aligned on the high speed rail, the standard
19 line with improvements and stuff, but there's very
20 little said about relations with adjacent freight
21 and other rail. And I think that's a general
22 weakness to the plan because the gap in rail traffic
23 is so large. People are just unfamiliar with using
24 rails, you know, in a routine way, and so it limits
25 the ability to grow.

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 17, 2018 10:17 AM
To: Hannah Mills
Subject: FW: OPR Comment #593 (J. Michael Morrison)

Comment O-3

DEIS

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Sunday, December 16, 2018 6:41 PM
To: Oregon Passenger Rail
Subject: OPR Comment #593 (J. Michael Morrison)

There has been a submission made through the OPR Comment Form 2:

ID 593
FirstName J. Michael
LastName Morrison
Title Member, Board of Directors
Organization Assn of Oregon Rail & Transit Advocates (AORTA)
Comment Alternative 1 offers a reasonable and attainable path toward improved passenger rail transportation in the Willamette Valley. The ability to use existing center-city stations along with the economic development possibilities which these stations represent are among the most compelling features of Alternative 1. The Union Pacific right of way is mostly wide enough to permit adding a second track without extensive land acquisition costs. Longer term, if a dedicated high-speed corridor is someday achieved, the Union Pacific line will still be necessary to serve smaller, more closely spaced stations.
Email aortarail@centurylink.net
Last modified 2018-12-16 8:41 PM
IP Address 97.115.225.4

Submission made: 2018-12-16 8:41 PM

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 17, 2018 10:17 AM
To: Hannah Mills
Subject: FW: comments from OEC on Amtrak Cascades Draft Environmental Impact Statement

DEIS

From: Chris Hagerbaumer [<mailto:chrish@oeconline.org>]
Sent: Sunday, December 16, 2018 7:58 PM
To: info@oregonpassengerrail.org
Subject: comments from OEC on Amtrak Cascades Draft Environmental Impact Statement

December 16, 2018

Comments submitted by the Oregon Environmental Council regarding Oregon Passenger Rail DRAFT Tier 1 Environmental Impact Statement

Friends,

Oregon Environmental Council (OEC) agrees with the conclusions of the Draft EIS. We support Alternative 1 as the preferred alternative for advancing Oregon's passenger rail initiative.

OEC has followed ODOT's passenger rail program for many years and believes that robust passenger rail is an essential part of Oregon's intercity transportation system. The preferred alternative appears to best address the need to improve train service in a reasonable, realistic and achievable manner.

Climate change is no longer a theory: the ramifications are happening before our eyes. Transportation is a key contributor of greenhouse gas emissions, so it is imperative that Oregon put serious effort in providing viable alternatives to highway driving. Passenger rail in the Willamette Valley must be a part of that effort.

We know from surveys, as well as actual ridership, that rail passengers want convenient and frequent trains, reliable service, and a travel time competitive with highway travel. Alternative 1 meets these criteria.

OEC supports the preferred Alternative 1 for the following reasons:

1. By maintaining the current alignment on the UPRR and BNSF railroads, the improvements and additional trains will have little environmental impact. This is a rail corridor that has existed for 100 years with few current environmental consequences. We know that if passenger trains were to operate on a new alignment, the current alignment would still continue to exist as a corridor for freight rail.
2. Alternative 1 preserves existing stations in Eugene, Albany, Salem, Oregon City and Portland. One of the advantages of passenger rail in Oregon is that stations are within city centers. Moving stations to 1-5 locations could exacerbate already challenging traffic problems. In the future, it is important for local transit systems to better incorporate the train stations into their schedules.
3. The current alignment allows ODOT to add trains incrementally. It is obvious that the current schedule of trains, excluding buses, is hurting ridership. At least one round trip should be added as soon as feasible.

In conclusion, OEC supports the conclusions of the DEIS and encourages ODOT to be more assertive in developing Oregon's passenger rail system.

Chris Hagerbaumer, Deputy Director
Oregon Environmental Council
222 NW Davis Street, Suite 309 | Portland, OR 97209-3900
503.222.1963 x102

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 17, 2018 9:59 AM
To: Hannah Mills
Subject: FW: Passenger rail DEIS - Submission of University of Oregon comments
Attachments: Sellers_RailService_121718R.pdf

DEIS

Comment O-5

From: Betsy Boyd [<mailto:eaboyd@uoregon.edu>]
Sent: Friday, December 14, 2018 12:27 PM
To: info@oregonpassengerrail.org
Cc: President Michael Schill; Libby Batlan; Karen Hyatt
Subject: Passenger rail DEIS - Submission of University of Oregon comments

Greetings –

I am writing on behalf of University of Oregon President Michael H. Schill to submit the university's comments about the DEIS on passenger rail service in Oregon. The comments are also being sent by regular mail.

Thank you for the opportunity to comment. –Betsy

Betsy Boyd, Associate VP, Federal Affairs
University of Oregon
541-513-1746

December 17, 2018

Jennifer Sellers, Passenger Rail Program Manager
Oregon Department of Transportation
1110 SE Alder St. Suite 301
Portland, OR 97241

Dear Ms. Sellers:

On behalf of the University of Oregon, I am writing to express the university's strong support for improved passenger rail service along the Cascadia corridor, especially between the Portland metropolitan area and the Eugene/Springfield area. We applaud the planning now underway and support the track, signal, and communication improvements in Alternative 1.

Passenger rail service through this corridor helps to connect the state's research universities in the southern Willamette Valley with our economic and population hubs in Portland-Vancouver, WA. Better passenger rail service will also support the success of the new Knight Campus for Accelerating Scientific Impact and the scientific innovations that will occur there. The UO's growing partnership with Oregon Health & Science University requires faster and more reliable access between Eugene and Portland for both researchers and students. Passenger rail provides a vital mode of transportation to the UO's more than 30,000 students, faculty, and staff as well as many visitors.

Passenger rail service has been important to the UO since our founding, but the designation of the Cascadia corridor in 1992 for high-speed rail and improved passenger service is an opportunity that must be realized. With more than 5,000 UO students from the Portland area and numerous graduate program offerings at UO Portland, students, faculty, and visitors frequently travel to and from the Portland region to do business on campus or with UO-affiliated companies and research institutions including OHSU and the new Knight Campus as well as Oregon State University and Portland State University. The popularity of Amtrak service with the UO community is illustrated by the frequently used Amtrak bus service that originates on the UO campus as well as the ridership on Cascades.

The University of Oregon supports efforts to ensure reliable and frequent service along the designated high-speed rail corridor, even if the approach is incremental, with an ultimate goal of achieving high-speed service. The continued sharing of rail lines by freight and passenger rail leads to unpredictable delays that prove costly to riders and discourage passenger rail use. The preferred alternative will result in faster times, the construction of sidings, and plans to ease freight and passenger rail line competition. The improved passenger rail will provide an efficient, safe, equitable, and affordable travel alternative for UO affiliates and the greater Oregon community. It will support the efforts of research universities throughout the corridor to spur economic activity through our innovation and outreach efforts.

Office of the President

1226 University of Oregon, Eugene, OR 97403-1226
541-346-3036 uoregon.edu

Thank you for the opportunity to comment on this important development. Please let me know if I can provide any additional information that will be of help. We look forward to working with you as ODOT's passenger rail project moves forward.

Sincerely,



Michael H. Schill
President and Professor of Law

Office of the President

1226 University of Oregon, Eugene, OR 97403-1226
541-346-3036 uoregon.edu

From: OPR Website [mailto:info@oregonpassengerrail.org]
Sent: Friday, November 02, 2018 9:28 AM
To: Oregon Passenger Rail
Subject: OPR Comment #540 (David Aschenbrenner)

There has been a submission made through the OPR Comment Form 2:

ID	540
FirstName	David
LastName	Aschenbrenner
Title	Chair
Organization	Hector Campbell Neighborhood Assn. Milwaukie OR
	Will there be a sound or retaining wall along the stretch of Railroad Ave in Milwaukie?
	How much present north side right of way is needed and will it affect the present Railroad Ave. street layout?
Comment	What will be the affect on the current Quite Zone in Milwaukie?
	What are the impacts to the rail crossing at 37th Ave. in Milwaukie?
	Thank You
	David
Email Options	Response Requested
Email	2dasch@gmail.com
Last modified	2018-11-02 11:28 AM
IP Address	24.21.251.241

Submission made: 2018-11-02 11:28 AM

Jessica Pickul

From: OPR Website <info@oregonpassengerrail.org>
Sent: Tuesday, November 06, 2018 4:51 PM
To: Oregon Passenger Rail
Subject: OPR Comment #542 (Garlynn Woodsong)

There has been a submission made through the OPR Comment Form 2:

ID 542
FirstName Garlynn
LastName Woodsong
Title Land Use Chair
Organization Concordia Neighborhood Association

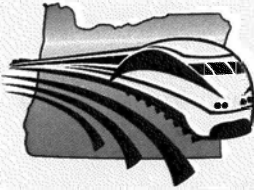
Comment These **two** alignments represent a huge missed opportunity. Oregon should be seeking to connect Portland to Salem, Corvallis, Eugene and the Rogue Valley via dedicated HSR tracks. The old Oregon Electric alignment represents one **way** to do so, but **new** alignments could also be created using condemnation. It **would** be a huge mistake to attempt to battle UP for control of their tracks, or to seek to place the alignment along the **freeway**. HSR should be seen as an economic development tool, and a **way** to help battle climate change **by** providing a realistic alternative to driving for as many trips as possible in this corridor. The current **two** alternatives **will** not maximize either opportunity, and represent a short-sighted attempt at compromise that **will** not meet our common goals for this corridor.

Further, it's alarming that this process has taken so long to produce so little.

Email Options Response Requested
Email garlynn@gmail.com
Last modified 2018-11-06 6:50 PM
IP Address 75.164.225.57

Submission made: 2018-11-06 6:50 PM

Individual Comments



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

#1 sounds best

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● **Please provide the following information:**

First Name: Jer.

Last Name: Adams

Zip Code: _____

Email: _____

● **How did you hear about this open house & public hearing?**

☐ Email from the project team

☐ My employer

☒ News article

☐ Word of mouth

☐ Project mailer

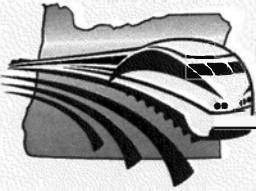
☐ Community Newsletter

☒ Other (please specify): library signage

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

Alternative 1 is the obvious choice due to cost-effectiveness, ability to scale, or implement incrementally, and it doesn't leave a stranded asset if we eventually build true high speed rail in the Willamette Valley.

Please add the following to the FEIS:
 What are costs and what is possible once we reach the 6+1 level? (in terms of even greater service)

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● **Please provide the following information:**

First Name: Douglas

Last Name: Allen

Zip Code: 97215

Email: dougallen@centurylink.net

● **How did you hear about this open house & public hearing?**

- ☒ Email from the project team
- ☐ My employer
- ☒ News article
- ☒ Word of mouth
- ☐ Project mailer
- ☐ Community Newsletter
- ☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

1 those things, is there something hiding out there
2 that they're going to say, oh, we can't -- we can't
3 do this. It's an Oregon state law.

Comment I-3

4 The other one is is there any mode of
5 power that might be more appropriate for Oregon. We
6 have looked at this with DMUs, diesel multiple
7 units. And the nice thing about that we can come
8 out of Portland with three cars, get to Albany and
9 have the last car go to Corvallis, which the rest of
10 the train goes to Eugene. In fact, we had a Danish
11 train here which is exactly -- it's exactly what we
12 did was drop the car at Albany and went over -- this
13 isn't just -- we really did it and people really
14 rode on it. So you can have this outline.

15 **THE REPORTER:** Thank you. And do you live
16 here in Eugene?

17 **MR. IMMEL:** No, I live in Portland.

18 **THE REPORTER:** Thank you.

19 //

20 **THE REPORTER:** I just need your name and
21 if you can spell it for me, too.

22 **MR. ARMSTRONG:** It is Justus Armstrong, J-
23 U-T-U-S, A-R-M-S-T-R-O-N-G.

24 **THE REPORTER:** Okay. Great. Go ahead.
25 Please speak clearly and loudly so I can get

1 everything.

2 **MR. ARMSTRONG:** One of the stated goals of
3 the passenger rail project is to implement a cost-
4 effective project, but so far Amtrak has been less
5 than cost effective. In fact, in a 2017 legislative
6 report on passenger rail and performance, ODOT
7 reported that "The gap between revenue and cost
8 continues to increase. It is likely the cost to
9 operate the service will increase in the coming
10 years."

11 So based on ODOT's own testimony, it
12 appears that Amtrak is becoming less cost effective,
13 not more cost effective. Oregon has already been
14 subsidizing each one-way Amtrak ride to the tune of
15 about \$118. And the proposed passenger rail plan is
16 likely to only raise these costs. Currently, ODOT
17 pays Amtrak about \$17.75 million annually to support
18 the existing service. In comparison, the EIS
19 estimates that the recommended preferred
20 alternative, Alternative 1, would cost around \$48
21 million in operations and maintenance costs. The
22 EIS also admits that this is a conservative
23 estimation based on the assumption that Amtrak
24 payments will triple as the number of round-trips
25 triples.

1 The next stage for the EIS for this
2 project should include more thorough data on actual
3 cost effectivity, and specifically lay out how much
4 Oregon taxpayers would be expected to provide per
5 passenger rail rider under this plan. The ridership
6 projections seem to be based on the hope that the
7 population increase in the Willamette Valley will
8 allow for a tripling of Amtrak ridership. But
9 unless fare recovery is also significantly improved,
10 ODOT may have to foot an even greater percentage of
11 the annual bill for rail passengers.

12 What Oregonians need more than costly rail
13 projects are solutions to highway congestion.
14 However, the EIS for the passenger rail project
15 admits that neither build alternative would
16 alleviate this problem. And that the potential
17 reduction in the number of vehicles on I-5 between
18 Eugene and Portland would not be significant enough
19 to affect or improve congestion on I-5. In fact,
20 the EIS states that the project may actually
21 exacerbate congestion by increasing vehicle activity
22 on surface streets near Amtrak stations. Spending
23 this much money on a project that will not improve
24 congestion is not what Oregon needs.

25 Instead of investing taxpayer resources in

1 a project that would cost around a billion dollars
2 to build and upwards of \$48 million dollars to
3 operate and maintain, ODOT could plan on gradually
4 increasing the frequency of thruway bus service over
5 the next 20 years. The no-action alternative already
6 includes plans to increase bus service between
7 Eugene and Portland to seven round trips per day.
8 So why not focus on further increasing bus service
9 frequency rather than investing in what amounts to
10 an exorbitantly priced mode shift. That way
11 transportation service can be more flexibly adjusted
12 to the actual demand of the Willamette Valley as the
13 population increases without demanding the same
14 level of capital investment and heavy subsidies that
15 expanding passenger rail would require.

16 **THE REPORTER:** Thank you. And are you a
17 resident of Eugene?

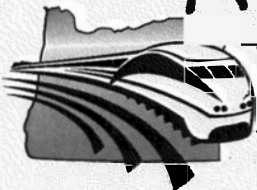
18 **MR. ARMSTRONG:** Yes.

19 **THE REPORTER:** Thanks so much.

20 **(End of public comment.)**
21
22
23
24
25

Albany

Comment I-4



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

which will only increase.

BUILD FOR THE FUTURE!

Don't try to squeeze more rail
traffic onto the freight system.

Unplug passenger rail from the
constraints of freight traffic.

Oregon will double population in
30 years, which means more freight
traffic as well as more demand
for passenger rail to move between
cities in the Corridor. Engineer

the system, including connecting
transit to get people to stations
on I-5. So I am sure I will

not live to see this built, but
my kids and grandkids will.

*not sure I agree w/ assumptions about
(See reverse) Ridership and service to central
cities vs new stations on I-5. People
still have to drive or bus to the stations*

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: Bob

Last Name: Bailey

Zip Code: 97322

Email: robert.bailey5055@gmail.com

● How did you hear about this open house & public hearing?

☐ Email from the project team

☐ My employer

☐ News article

☐ Word of mouth

☒ Project mailer

☐ Community Newsletter

☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

#37

COMPLETE

Comment I-5

Collector: Online Open House (Web Link)
Started: Thursday, December 06, 2018 1:53:37 PM
Last Modified: Thursday, December 06, 2018 2:06:52 PM
Time Spent: 00:13:14
IP Address: 162.119.11.113

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I like Alternative 2! I'd like further information on reliability as the current situation where freight takes priority makes it hard to plan on your train being on time.

Q2 First Name

Holly

Q3 Last Name

Balcom

Q4 Zip Code (Primary Residence)

97232

Q5 How did you hear about this online open house?
(Check all that apply.)

Other (please
specify):
No More Freeways twitter

Q6 Will you answer some questions about your gender, age, and ethnicity? **Yes**

Page 2

Q7 Gender (Check one.)**Female****Q8** What is your age?

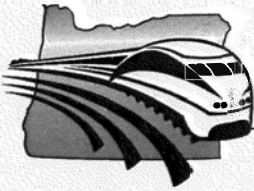
36

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

For the projected increase in ridership, going forward, Alternative 2 disrupts too much infrastructure including farmland and costs too much to implement.

Under the existing rail system, the cost of transporting a family of three by AMTRAK is prohibitive even compared to driving the family vehicle getting 15mpg -

(See reverse) The cost is too great!
D. Ballard

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name:

DAVID BALLARD

Last Name:

BALLARD

Zip Code:

97321

Email:

davidrowm@gmail.com

● How did you hear about this open house & public hearing?

- ☐ Email from the project team
- ☐ My employer
- ☐ News article
- ☐ Word of mouth
- ☐ Project mailer
- ☐ Community Newsletter

☒ Other (please specify):

HH Today

(Hasso Herring Blog)

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

From: [OPR Website](#)
To: [Oregon Passenger Rail](#)
Subject: OPR Comment #528 (Chase Ballew)
Date: Monday, October 22, 2018 5:03:59 PM

There has been a submission made through the OPR Comment Form 2:

ID 528
FirstName Chase
LastName Ballew

Comment Regarding the Oregon Passenger Rail DEIS, I'm somewhat disappointed not to see any obvious mention of joint operations with intercity and commuter rail as a strategic path forward. This was done quite successfully with the Point Defiance bypass, with commuter rail services implementing in phases that at full build-out also facilitate intercity rail. Given the congestion issues plaguing the Portland metropolitan area, and given the numerous rail-side towns along the valley, a joint phased approach would have seemed quite logical and cost-effective; installing additional tracks in Woodburn and Canby, for example, would be easy to justify if simultaneously installing commuter rail stations, and could open additional funding opportunities (e.g. FTA new starts). Similarly, I was disappointed not to see any real analysis of 'express' and 'local' services. Also, now that Washington is again studying HSR from Seattle to Portland, should HSR be added back into the Oregon study? The reason Oregon eliminated it from consideration was because it didn't match what Washington was planning, but if that's no longer a relevant concern, should that decision be revisited? Could Alternative 2 be designed to support HSR speeds and be easily upgraded? Further, I'm concerned that most of the improvements with Alternative 1 seem focused on train frequency, not speed, as the end-to-end travel time doesn't appear to change much. That's going to make it difficult to gather support for investment in the corridor. Finally, the lack of a Downtown Salem station on Alternative 2 is a serious flaw that should be revisited, as this significantly impacts ridership. Much like the Central Albany option, there needs to be an option for Alternative 2 to divert from I-5 into downtown Salem.

Email chase.m.ballew@gmail.com
Last modified 2018-10-22 7:03 PM
IP Address 192.234.56.2

Submission made: 2018-10-22 7:03 PM



duck7001 1 point · 8 months ago



Interesting, thanks for the heads up

Give Award **Share** **Report** **Save**

Comment 1-8



suffusion **The Fixer** 1 point · 8 months ago



Found an online version of the open house, if you can't make the meatspace one:

<http://openhouse.oregondot.org/oregon-passenger-rail-deis>

Give Award **Share** **Report** **Save**



Reggie_Barclay 1 point · 8 months ago



Trains on Pacific Coast are a joke. Ever try to book a train to Sacramento? 13 hours! 7 hours in a car. And it only leaves at 5pm, so you're in for an overnigher and need to find someone to pick you up at the crack of dawn the next day.

2.5 hours to Portland is a bit more reasonable until a freight train makes you sit on the tracks for an hour while it passes...

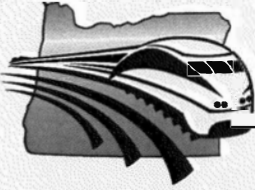
Give Award **Share** **Report** **Save**

From: [OPR Website](#)
To: [Oregon Passenger Rail](#)
Subject: OPR Comment #530 (Larry Bardell)
Date: Saturday, October 27, 2018 6:07:31 PM

There has been a submission made through the OPR Comment Form 2:

ID 530
FirstName Larry
LastName Bardell
Comment I'm glad this finally being explored. There has long been a need for reducing traffic and improving safety on the congested I-5 corridor between Portland and Eugene. Additional rail service could help a great deal. How will it be determined if the cost/benefit ratio is sufficient to move forward?
Email Options Response Requested
Email lbdesigns@comcast.net
Last modified 2018-10-27 8:07 PM
IP Address 24.21.70.185

Submission made: 2018-10-27 8:07 PM



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

I support Alt 1 because I think it can be built sooner (rather than later). So excited that passenger rail service can be improved in increments ~~and during the~~ during the process - every bit helps. I hope that the building process will result in improved relationships between passenger and freight service. We must be good friends!

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: Beverly

Last Name: Barr

Zip Code: 97404

Email: bkb@cpud.net

● How did you hear about this open house & public hearing?

- ☒ Email from the project team
- ☐ My employer
- ☐ News article
- ☐ Word of mouth
- ☐ Project mailer
- ☒ Community Newsletter
- ☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

#15

COMPLETE

Comment I-11

Collector: Online Open House (Web Link)
Started: Sunday, December 02, 2018 11:40:22 AM
Last Modified: Sunday, December 02, 2018 11:43:32 AM
Time Spent: 00:03:09
IP Address: 73.25.249.162

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I like the lower cost alternative, even though it would be nice to have a wider choice of stations/cities. As a Cascades rider, any and all improvements to efficiency and service are supported

Q2 First Name

Bonny

Q3 Last Name

Barr

Q4 Zip Code (Primary Residence)

97477

Q5 How did you hear about this online open house?
(Check all that apply.)

Other (please
specify):
ad in newspaper

Q6 Will you answer some questions about your gender, age, and ethnicity? **Yes**

Page 2

Q7 Gender (Check one.)**Female****Q8** What is your age?

61

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

Hannah Mills

From: Jessica Pickul
Sent: Monday, November 19, 2018 9:37 AM
To: Hannah Mills
Subject: FW: OPR Comment #546 (Chris Bates)

DEIS Comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Friday, November 16, 2018 4:08 PM
To: Oregon Passenger Rail
Subject: OPR Comment #546 (Chris Bates)

There has been a submission made through the OPR Comment Form 2:

ID	546
FirstName	Chris
LastName	Bates
Comment	The OPR DEIS supports that Alternative 1 is the preferred social, environmental, and economical option.
Last modified	2018-11-16 6:08 PM
IP Address	24.21.169.161

Submission made: 2018-11-16 6:08 PM

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 10:48 AM
To: Hannah Mills
Subject: FW: Amtrak

DEIS comment

From: bill becherer [<mailto:billbech@gmail.com>]
Sent: Friday, December 07, 2018 10:22 AM
To: info@oregonpassengerrail.org
Subject: Amtrak

Good morning,
 I work in Eugene and I'm able to witness the outbound train and inbound train. The trains are virtually empty. To spend one Billion dollars on a system that is not working is pouring taxpayers money down the drain. I've done some research on the budgets of local mass transit and Amtrak as well. As tax payers, we aren't impressed as how our money is being spent.

Thank you for your consideration,
 William

#43

COMPLETE

Collector: Online Open House (Web Link)
Started: Monday, December 10, 2018 8:47:56 AM
Last Modified: Monday, December 10, 2018 8:57:00 AM
Time Spent: 00:09:04
IP Address: 167.131.0.195

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

Lots of great study and evaluation to date.

Comment I-14

I ride and really love the train, as a commuter.

However, I posit a few ideas for consideration.

1. We should really consider whether or not this Alt 1 will really make the dent it supposedly will. With a shared freight line, it is hard to imagine it could really ever get much better.

2. As such, if we are going to invest heavily, we should really be pushing for something that could make a difference, much like the Interstate, in transportation. When we evaluated the Interstate in the 1950s, we considered/tried to think about improving/changing Highway 99. The ideas were the same. Keep transportation in the communities and not pull them away. However, as we know, it would unlikely have done much for traffic, and the change as we see is amazing.

3. If we are open to really high-speeds, and changing the patterns in a sense like the Interstate in people's living and commuting, we need to consider Alt 2. If we allow ourselves to be mired in the same route -- we won't really garner the ridership or speeds that would flip the script, as they say, on transportation choices.

In sum, I really REALLY suggest we revisit our choice of the least change/low cost route. I recognize it is notable cheaper -- but if the outcome is relatively similar, than we have wasted a lot of money on something that hasn't done much to shift the paradigm. I recognize the more expensive route may not have the initial numbers to seemingly justify the expense. They talk about how the Interstate was a ghost town for many, many years after construction. But I don't think anyone would argue that it hasn't fulfilled its utility over time, and that is my feeling, as an historian, of a new route that allows for the current and future speeds that would make this form of transportation widely appealing. Such is my heartfelt appeal.

Q2 First Name

Chris

Q3 Last Name

Bell

Q4 Zip Code (Primary Residence)

97403

Q5 How did you hear about this online open house?
(Check all that apply.)

My employer
Other (please specify):
Salem Depot 100th Anniversary

Q6 Will you answer some questions about your gender, age, and ethnicity?

Respondent skipped this question

Page 2

Q7 Gender (Check one.)

Male

Q8 What is your age?

43

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

#32

COMPLETE

Comment I-15

Collector: Online Open House (Web Link)
Started: Wednesday, December 05, 2018 3:24:51 PM
Last Modified: Wednesday, December 05, 2018 3:25:55 PM
Time Spent: 00:01:03
IP Address: 76.105.208.16

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I think we should definitely improve this railway! I am glad these options are being considered. I prefer Alternative 2 because it will result in faster service but I think both options are better than what we have now.

Q2 First Name

Megan

Q3 Last Name

Berry

Q4 Zip Code (Primary Residence)

97209

Q5 How did you hear about this online open house?
(Check all that apply.)

**Word of
mouth**

Q6 Will you answer some questions about your gender,
age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Female

Q8 What is your age?

31

Q9 Your Race/Ethnicity (Check all that apply.)

White,
Hispanic/Latino

Q10 Languages spoken at home (Check all that apply.)

English

Hannah Mills

From: Jessica Pickul
Sent: Tuesday, December 04, 2018 8:27 AM
To: Hannah Mills
Subject: FW: OPR Comment #561 (Aaron Blanton)

DEIS

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Monday, December 03, 2018 9:13 PM
To: Oregon Passenger Rail
Subject: OPR Comment #561 (Aaron Blanton)

There has been a submission made through the OPR Comment Form 2:

ID 561
FirstName Aaron
LastName Blanton
Comment My name is Aaron Blanton, I'm 27 and a business owner. I support option 2– building a dedicated Amtrak track. Having spent many of the past 5 years in the Northeast Corridor, I have to say that convenient rail travel is one of the only things the Northeast does substantially better than the Northwest, and I believe it has a significant positive impact not only on environmental friendliness, but also on business. I can say that whether Oregon dramatically improves its rail system will be a large factor on whether I ultimately bring my company back to the Pacific Northwest.
Last modified 2018-12-03 11:12 PM
IP Address 98.7.69.41

Submission made: 2018-12-03 11:12 PM

Hannah Mills

From: Jessica Pickul
Sent: Tuesday, December 04, 2018 5:42 PM
To: Hannah Mills
Subject: Fwd: OPR Comment #565 (Timothy Blood)

Does comment

Best,
 Jessica

Begin forwarded message:

From: OPR Website <info@oregonpassengerrail.org>
Date: December 4, 2018 at 3:13:50 PM PST
To: Oregon Passenger Rail <info@oregonpassengerrail.org>
Subject: OPR Comment #565 (Timothy Blood)
Reply-To: Timothy Blood <tb@timbl.net>

There has been a submission made through the OPR Comment Form 2:

ID	565
FirstName	Timothy
LastName	Blood
Comment	We need more frequent passenger train service between Eugene and Portland. The 9am weekday train Eugene to Portland was a good alternative to driving.
Email	tb@timbl.net
Last modified	2018-12-04 5:13 PM
IP Address	73.96.127.238

Submission made: 2018-12-04 5:13 PM

Jessica Pickul

From: OPR Website <info@oregonpassengerrail.org>
Sent: Wednesday, October 31, 2018 7:53 PM
To: Oregon Passenger Rail
Subject: OPR Comment #537 (Nathan Bofto)

There has been a submission made through the OPR Comment Form 2:

ID 537
FirstName Nathan
LastName Bofto

I'm so glad and relieved to see this finally out and moving. Oregon desperately needs some tangible, concrete plans now in order to secure federal funds and to keep Cascades service in Oregon moving. I haven't seen every page yet, but skipped ahead to what the actual plans are, and I'm wondering if some questions can be answered here:

1. What speed increases will we see? I know 79mph is the max Union Pacific will allow in this area, but there are only stretches between Eugene and Albany where this takes place. Are there any other speed increases along the route?

2. How much track will be added, and for what purpose? I've seen maps where track would be added, but is there a more detailed breakdown somewhere? I know more sidings, but roughly how long? Is there any double main sections of track?

Comment 3. If funds can be secured and approved, when realistically would we see the project begin and how long would the duration be?

4. How and when would additional equipment purchases be made? And from whom? Would more talgo sets be made? Or would ODOT look for another manufacturer like Siemens?

5. Are there any talks or plans about ODOT or Amtrak adding any stations? For instance, a platform in Junction City and Canby would be great additions to get more ridership along the route without much investment in staffing or infrastructure.

Thank you for your time. I will be looking forward to the Eugene open house coming up!

Nathan Bofto

Email Options Response Requested
Email nbofto@gmail.com
Last modified 2018-10-31 9:53 PM
IP Address 71.63.161.255

Submission made: 2018-10-31 9:53 PM

Tell us about yourself

This information helps us improve our outreach in the future.

● **Please provide the following information:**

First Name: Nathan

Last Name: Bofto

Zip Code: 97405

Email: nbofto@gmail.com

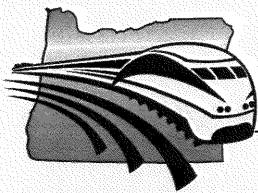
● **How did you hear about this open house & public hearing?**

- ☒ Email from the project team
- ☐ My employer
- ☐ News article
- ☐ Word of mouth
- ☐ Project mailer
- ☐ Community Newsletter
- ☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

Alternative 1 is the most tangible solution. Speed and reliability both have to be improved in order for ridership to truly grow. Too often there are 30-45 mph speed limits in towns like Jefferson, Woodburn, etc that need to be improved. I would like to see bottlenecks south of Portland to Oregon City to be improved as well. We need more trains and higher speeds now. Thank you for all your work and I look forward to the future!

(See reverse)

Hannah Mills

From: Jessica Pickul
Sent: Thursday, December 06, 2018 9:19 AM
To: Hannah Mills
Subject: FW: OPR Comment #571 (Heather Borgaro)

deis

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Wednesday, December 05, 2018 5:10 PM
To: Oregon Passenger Rail
Subject: OPR Comment #571 (Heather Borgaro)

There has been a submission made through the OPR Comment Form 2:

ID	571
FirstName	Heather
LastName	Borgaro
Title	Ms.
Organization	Retired
Comment	I support expansion of Amtrak service between Eugene and Portland. Increased commuter rail options make our area more attractive for economic growth. Mass transit is imperative in the battle against climate change. We are already behind the curve--lets do it!
Email	hborgaro@gmail.com
Last modified	2018-12-05 7:10 PM
IP Address	73.25.125.152

Submission made: 2018-12-05 7:10 PM

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 10:58 AM
To: Hannah Mills
Subject: FW: OPR Comment #580 (Debra Borton)

DEIS comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Saturday, December 08, 2018 12:33 AM
To: Oregon Passenger Rail
Subject: OPR Comment #580 (Debra Borton)

There has been a submission made through the OPR Comment Form 2:

ID	580
FirstName	Debra
LastName	Borton
Comment	Please put a stop in at Oakridge. Many bicyclists travel here from Portland. Many locals need an avenue to ride to and from Oakridge and the valley.
Last modified	2018-12-08 2:32 AM
IP Address	174.224.5.27

Submission made: 2018-12-08 2:32 AM

#14

COMPLETE

Comment I-21

Collector: Online Open House (Web Link)
Started: Friday, November 30, 2018 10:14:47 PM
Last Modified: Friday, November 30, 2018 10:16:34 PM
Time Spent: 00:01:47
IP Address: 67.169.218.210

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

Stations closer to town centers (where it's more possible to walk places from the station) are far more practical and attractive than far-flung stations where you need a car, and then you might as well drive the long trip.

Q2 First Name

Tab

Q3 Last Name

Boschetti

Q4 Zip Code (Primary Residence)

97215

Q5 How did you hear about this online open house?
(Check all that apply.)

Other (please specify):
an email about the earlier DEIS phase

Q6 Will you answer some questions about your gender, age, and ethnicity? **Yes**

Page 2

Q7 Gender (Check one.)

Respondent skipped this question

Q8 What is your age?

30

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

Hannah Mills

From: Jessica Pickul
Sent: Wednesday, November 21, 2018 12:06 PM
To: Hannah Mills
Subject: FW: Not just Eugene to Portland but interurban service in between.

Comment I-22

DEIS COMMENT

From: Дана Боткин [<mailto:dbotkin@mail.ru>]
Sent: Wednesday, November 21, 2018 6:47 AM
To: info@oregonpassengerrail.org
Subject: Not just Eugene to Portland but interurban service in between.

Good morning.

I was excited at the beginning of your project that I would be able to ride up to Portland or down to Eugene by rail, until I learned you were just going to go from Eugene to Portland with no stops in between, with maybe a stop at Albany.

To us who live in small communities along that corridor, this is unacceptable. Why not introduce an interurban service that existed before the tracks were ripped up and the freeway built? If you had a stop in Halsey, even a whistle stop with rolling stock similar to the old galloping goose trains, more people would get out of their cars and use the train to go shopping or commute to work.

I am a senior citizen in my late 70s and I no longer own a car. I have to walk or ride a bicycle wherever I go. Longer distances I have to hitch a ride with friends. I can't afford Uber nor do I want to use that service. But the train! Ahh, that would be nice but not if the nearest station will be in Eugene-Springfield!

I cannot see why my idea is unfeasible. If we had left the infrastructure alone in the first place back in the 50s, we would be miles ahead today.

Thank you for hearing me out.

Sincerely,

Dana R. Botkin
Brownsville, Oregon

#53

COMPLETE

Collector: Online Open House (Web Link)
Started: Saturday, December 15, 2018 10:10:50 AM
Last Modified: Saturday, December 15, 2018 10:14:26 AM
Time Spent: 00:03:36
IP Address: 71.193.181.233

Comment I-23

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

Alternative 1 seems to be the most sensible plan, carrying more riders, having a lower impact in environmental footprint and dollars. I did not see a timeline for each alternative, but I suspect that Alternative 1 will be done sooner. With the short timeline to mitigate GHG emissions and get more cars off the road, sooner is better than later.

However, if Alternative 2 is a stronger long-term investment considering opportunities to expand the network and if population density can be increased along the corridor, then it is a viable alternative also.

No Action is not a viable alternative. Oregon needs this route.

Q2 First Name

Christy

Q3 Last Name

Brekken

Q4 Zip Code (Primary Residence)

97330

Q5 How did you hear about this online open house?
(Check all that apply.)

Email from the project team

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Female

Q8 What is your age?

42

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

From: [OPR Website](#)
To: [Oregon Passenger Rail](#)
Subject: OPR Comment #543 (Frannie Brindle)
Date: Friday, November 09, 2018 1:43:24 PM

There has been a submission made through the OPR Comment Form 2:

ID 543
FirstName Frannie
LastName Brindle
Title ODOT Area Manager
Organization ODOT
Comment The passenger train should include compartments for bicycles to be stored so that passengers can roll on and roll their bicycles off of the train to use to ride to their destination from their departure city.
Email Frances.Brindle@odot.state.or.us
Last modified 2018-11-09 3:43 PM
IP Address 167.131.0.195

Submission made: 2018-11-09 3:43 PM

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: Debra

Last Name: Brush

Zip Code: 91389

Email: brushd20@gmail.com

● How did you hear about this open house & public hearing?

☐ Email from the project team

☐ My employer

☐ News article

☐ Word of mouth

☐ Project trailer

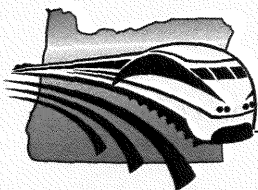
☐ Community Newsletter

☒ Other (please specify): Tangent City Notice

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

- What about connectivity ???
 - To neighboring cities (from Albany)
 - To adequate parking (Albany)
- What about crossings in the small towns between Albany & Eugene?
 - Tangent Dr & 99E, Tangent is a MAIN connector between Lebanon and Corvallis ALSO
 - an IMPORTANT farm equipment road to serve farms on East & West sides of 99E.
 - MOST IMPORTANTLY - FIRE DEPT IS ON EAST SIDE OF RR/99E AND MUST ~~MUST~~ HAVE INGRESS/EGRESS AT ALL CROSSINGS IN TANGENT!!

(See reverse)

Hannah Mills

From: Jessica Pickul
Sent: Monday, February 11, 2019 12:57 PM
To: Hannah Mills
Subject: FW: High Speed Rail Alternative 1

Comment I-25b

Can you track this in the comment log?

-----Original Message-----

From: SELLERS Jennifer [<mailto:Jennifer.SELLERS@odot.state.or.us>]

Sent: Monday, February 11, 2019 11:30 AM

To: 'debra brush'

Cc: Georgia@cityoftangent.org; Gregory Jones; Trina Henderson; Beth Timmons; Loel Trulove; Mara Krinke (mckr@deainc.com); Richman, Scott/PDX (Scott.Richman@jacobs.com); PEARSON Jill L; Jessica Pickul; Jessica Bull; Jonathan Bartsch <jbartsch@mediate.org> (jbartsch@mediate.org); MELBO Robert I; SNIDER Stacy E
Subject: RE: High Speed Rail Alternative 1

Good morning,

Thank you for your comment. This Tier 1 project, including the Project Purpose stated on p. 1-9 is focused on Intercity Passenger Rail and determining the optimal route location, service type and frequency, and general station areas. Oregon has a statewide Bicycle and Pedestrian Program, including an Advisory Committee: <https://www.oregon.gov/odot/programs/pages/bikeped.aspx> and it may be beneficial to offer your suggestion through this group.

Thank you,
Jennifer

Jennifer Sellers
Passenger Rail Program Manager
ODOT Rail and Public Transit Division
(503) 480-5556
Jennifer.sellers@odot.state.or.us

-----Original Message-----

From: debra brush <brushd20@gmail.com>

Sent: Wednesday, December 26, 2018 4:35 PM

To: info@oregonpassengerrail.org

Cc: Georgia@cityoftangent.org; Gregory Jones <gljonesibm@gmail.com>; Trina Henderson <THenderson@willamettecommunitybank.com>; Beth Timmons <beth.timmons@gmail.com>; Loel Trulove <ltrulove@cityoftangent.org>; Debra Brush <brushd20@gmail.com>

Subject: High Speed Rail Alternative 1

Dear Ms. Pearson,

I understand that the window is closed for public comment on the DEIS. Nevertheless, I will offer my comment for ODOT's consideration. Who knows, perhaps another window for public comment may open!

Since this entire project is tantamount to shooting for the sky, I propose ODOT SERIOUSLY consider the practicality and needfulness of including a pedestrian/bicycle pathway along the entire line from Eugene/Springfield to Portland with exits at every currently existing crossing.

I can see how the pathway could open doors for increased commerce and connectivity of the small communities along the entire line, which would be served well by such a pathway, not to mention the potential of attracting tourists. What an epic ride: by rail, bicycle, on foot.

Respectfully submitted,

Debra Brush

Tangent, OR

Hannah Mills

From: Jessica Pickul
Sent: Tuesday, February 19, 2019 2:02 PM
To: Hannah Mills
Subject: FW: Two Tracks

Can you capture this in the OPR Comment log??

Thank you!

Jessica Pickul
 Program Manager
jessica@jla.us.com



jla | public involvement

collaborative planning, decisions & communications

(503) 235-5881 :: fax (503) 230-4877 :: web www.jla.us.com

Portland: 1110 SE Alder Street, Suite 301 :: Portland, OR 97214

Vancouver: 512 NE 81st St., Suite F, #186 :: Vancouver, WA 98665 :: (360) 993-0025

Eugene: 44 West 7th Ave. :: Eugene, OR 97401 :: (541) 357-7864

From: SELLERS Jennifer [mailto:Jennifer.SELLERS@odot.state.or.us]
Sent: Tuesday, February 19, 2019 1:33 PM
To: 'Kelly Brooks'
Cc: MELBO Robert I; Mara Krinke (mckr@deainc.com); Richman, Scott/PDX (Scott.Richman@jacobs.com); Jessica Pickul; Jessica Bull; PEARSON Jill L; SNIDER Stacy E
Subject: RE: Two Tracks

Hi Kelly,

Apologies for the delay in response. Please see ODOT's response to the question below. I will be out of the office starting tomorrow and back on 2/28. Please feel free to reach out to Bob Melbo (cc'd) if you have additional questions while I am out.

Thank you,
 Jennifer

Two main tracks through Milwaukie, all the way to the present south end of Clackamas siding, have been identified for the past 15 years (at least) as one of the desired Portland Triangle bottleneck solutions. Several of the desired projects identified in the capacity study have been brought to fruition but not this one. The second main track may eventually will be built south from Willsburg Jct. to Clackamas, and that will make just over 11 miles of two main tracks from East Portland southward. From the description below it sounds like someone was contemplating a third main track in the vicinity of Brooklyn yard, as the narrative describes adding a new main track east of the yard. There already are two main tracks between East Portland and Willsburg Jct.

For decades there was a second track in Milwaukie, a siding 5,473 feet long on the north side of the main track that began just northwest of Oak Street and extended southeasterly along Railroad Avenue, ending before reaching the Harmony Road crossing. That portion of the right of way that used to be occupied by the siding would undoubtedly host the second main track when built.

Note that that the DEIS is Tier 1 and a more detailed analysis and engineering, plus funding, would be needed to (incrementally) advance the project.

Jennifer Sellers
Passenger Rail Program Manager
ODOT Rail and Public Transit Division
(503) 480-5556
Jennifer.sellers@odot.state.or.us

From: Kelly Brooks <BrooksK@milwaukieoregon.gov>
Sent: Friday, February 1, 2019 12:26 PM
To: SELLERS Jennifer <Jennifer.SELLERS@odot.state.or.us>
Subject: FW: Two Tracks

Hi Jennifer!

Long time no see. I hope things are going well for you and your family in Bend. I attempted to answer a question below about what's in the DEIS for Milwaukie but I'm not super confident that I'm right. Would you mind taking a look and either confirming or denying my assessment?

Thanks,

KELLY BROOKS
Assistant City Manager
503.786.7573
City of Milwaukie
10722 SE Main St • Milwaukie, OR 97222

From: Kelly Brooks
Sent: Friday, February 1, 2019 10:23 AM
To: Ann Ober <OberA@milwaukieoregon.gov>; Ray Bryan <ray1bryan2@gmail.com>
Cc: Lisa Batey <BateyL@milwaukieoregon.gov>; Justin Gericke <GerickeJ@milwaukieoregon.gov>
Subject: RE: Two Tracks

Hello Ray,

I just did a quick scan of the DEIS to see if I can address any of your questions. The Milwaukie segment appears to be in both the alternatives alignments within the preferred alternative. I'll send an email off to ODOT to see if I'm correct.

<http://www.oregonpassengerrail.org/files/library/documents/deis-publicdraft-cip-online.pdf>

From: Ann Ober
Sent: Friday, February 1, 2019 8:47 AM
To: Ray Bryan <ray1bryan2@gmail.com>

Cc: Lisa Batey <BateyL@milwaukieoregon.gov>; Kelly Brooks <BrooksK@milwaukieoregon.gov>; Justin Gericke <GerickeJ@milwaukieoregon.gov>

Subject: FW: Two Tracks

Hi Ray-

Thanks for sending this along. We will investigate and will be in touch. I appreciate you bringing it to my attention.

Ann

From: Ray Bryan <ray1bryan2@gmail.com>

Sent: Wednesday, January 30, 2019 9:31 PM

To: Ann Ober <OberA@milwaukieoregon.gov>

Cc: Lisa Batey <lisabatey@msn.com>

Subject: Two Tracks

Hi Ann,

Thank you for coming to the NDA leadership meeting tonight. As Lisa mentioned this issue has been quiet for a few years but it is still moving forward. I have attached a flyer from our November 2018 meeting. I reached out to Russ Stoll who briefed us on higher speed rail several months ago. He is the one who informed me that double tracks through Milwaukie were included in the preferred alternative.

I spent some time tonight rummaging through the DEIS, which is very detailed. I am very sure that alternative 1 is the preferred alternative. I copied the words below from the DEIS. This really all the time I have tonight. I you need any further information please let me know.

I would like to know if you can confirm that 2 tracks through Milwaukie is included in the preferred alternative. It seems very relevant considering the current single track's proximity to our public safety building and at least two opportunity sites identified in the moving forward process.

Thank you,
Ray

Two miles north of the Oregon City Station, Alternative 1 would add a new mainline track west of the existing UPRR mainline. This new mainline track would shift over to the east of the UPRR mainline near Milwaukie and run north to the Steel Bridge in Portland, adding almost 12.5 miles of new mainline track in this area. Just east of where the UPRR mainline goes under SE 82nd Avenue as it leaves Clackamas, Alternative 1 would add a new crossover to facilitate access to the industries south of I-205. A connection to local industries south of Milwaukie would be connected to the new mainline. CHAPTER 3 – ALTERNATIVES ADVANCED FOR FURTHER STUDY 3 - 1 2 Oregon Passenger Rail Project Tier 1 Draft Environmental Impact Statement OCTOBER 2018 In Milwaukie, the new mainline track that started north of the Oregon City Station would turn north, continuing to parallel the existing mainline track, and travel under several existing bridges – the Springwater Trail, SE Tacoma Street and Bybee Boulevard. The new mainline track would cross over Johnson Creek. Several new crossovers would be added in this area to facilitate movement in and out of existing industries and the UPRR Brooklyn Yard. The new mainline track would run along the east side of the UPRR Brooklyn Yard, crossing under Holgate

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Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: TED

Last Name: BOEHLER

Zip Code: 97212

Email: ted101@gmail.com

● How did you hear about this open house & public hearing?

☐ Email from the project team

☐ My employer

☐ News article

☐ Word of mouth

☐ Project mailer

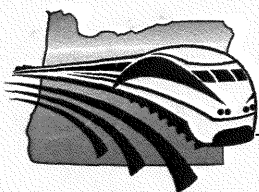
☐ Community Newsletter

☒ Other (please specify): SOCIAL MEDIA

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

I support alternative 1

please prioritize addition of new train equipment & basic track improvements to bring us up to 3 round trips per day.

& to allow for enough trainsets for a Eugene → Vancouver BC through train.

Please add additional bike storage on new train equipment.

Thanks much for advancing passenger

(See reverse)

rail in Oregon, I prefer riding the train over driving, but often it doesn't work with my schedule. So

run more trains!

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 17, 2018 10:15 AM
To: Hannah Mills
Subject: FW: OPR Comment #591 (Janet Calvert)

Comment I-28

DEIS

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Saturday, December 15, 2018 12:34 PM
To: Oregon Passenger Rail
Subject: OPR Comment #591 (Janet Calvert)

There has been a submission made through the OPR Comment Form 2:

ID 591
FirstName Janet
LastName Calvert
Title Citizen
Comment Train is the preferred mode of transportation as my husband and I visit our Seattle sons and Portland son. If the train ran more frequently, we would increase our ridership. Although I would favor building a separate line for passenger trains, the cost at this time is prohibitive. Improving and existing line AND adding more departure and return trips would be a great leap forward. IS there a way to reduce the number of times the passenger train must pull over to accommodate freight? Is there a way to finance a new route along I5 without taking it to the legislature? That should be the goal.,
Email Options Response Requested
Email jankcalvert@comcast.net
Last modified 2018-12-15 2:33 PM
IP Address 73.157.231.119

Submission made: 2018-12-15 2:33 PM

#24

COMPLETE

Comment I-29

Collector: Online Open House (Web Link)
Started: Tuesday, December 04, 2018 9:54:01 AM
Last Modified: Tuesday, December 04, 2018 10:10:22 AM
Time Spent: 00:16:21
IP Address: 140.211.84.124

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

Full Disclosure – I'm a transit planner with LTD in Eugene. My feeling is that Alternative 2 is a far better option than the "preferred" alternative for a variety of reasons. Primarily, the idea of induced demand and exclusivity. In the same way that we "improve" highways by adding lanes, you simply make a busy highway even busier by inviting more users to utilize it. The same would happen with freight. If you make improvements to the existing line, via speed, crossing, etc., freight will opt to increase its own traffic and passenger rail is back to sharing an even busier line with more traffic. A new line, exclusive to "passenger only" rail, is far preferred over mixed use or shared rail. Here in Eugene, our BRT ridership continues to grow – not because it's prettier – but because we have exclusivity in our BRT lanes, even with our BAT lanes. These exclusive lanes, with farther stop spacing, out of mixed traffic, allow high frequency as needed for demand. This same exclusivity allows us to add more frequency at the same speed. It seems to me that it would be the same with rail. You're only as fast as the slowest freight line in a mixed use situation. I've watched many an Amtrak leave Eugene, only to stop ½ mile down the track to wait for a freight line SLOWLY move through town. Having an exclusive and faster passenger only line would allow for more frequency and faster service in the future. I also have some doubts regarding your minimal 18 minutes of travel saving between the two options for the above reasons. I don't use rail now because the schedule is inconvenient and it is painfully slow and expensive. People will pay a premium for faster service – I know I would. Yes, it's expensive – but a worthy investment.

Q2 First Name

Jeramy

Q3 Last Name

Card

Q4 Zip Code (Primary Residence)

97477

**Q5 How did you hear about this online open house?
(Check all that apply.)**News
articleOther (please
specify):

KLCC

Q6 Will you answer some questions about your gender, age, and ethnicity? **Yes**

Page 2

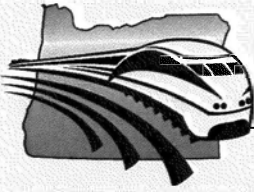
Q7 Gender (Check one.) **Male**

Q8 What is your age?

41

Q9 Your Race/Ethnicity (Check all that apply.) **White**

Q10 Languages spoken at home (Check all that apply.) **English**



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

- Not having to share with freight traffic
- a fast track
- someday a super fast train (preferably up the middle of I-5 at 200 MPH so all the cars can see)
- If Alternative 1 make sure we have priority over freight

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● **Please provide the following information:**

First Name: Les

Last Name: Castle

Zip Code: 97405

Email: lescastle1@aol.com

● **How did you hear about this open house & public hearing?**

☐ Email from the project team

☐ My employer

☐ News article

☒ Word of mouth

☐ Project mailer

☐ Community Newsletter

☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

Hannah Mills

From: Jessica Pickul
Sent: Wednesday, November 28, 2018 10:28 AM
To: Hannah Mills
Subject: FW: rail connections between Portland and the rest of Oregon

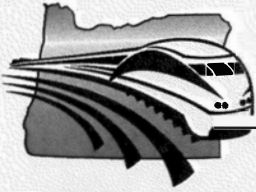
DEIS comments

From: Julie Chapman [<mailto:bugthewonderdog@gmail.com>]
Sent: Tuesday, November 27, 2018 8:38 PM
To: info@oregonpassengerrail.org
Subject: rail connections between Portland and the rest of Oregon

It would be great to have half-hourly trains traveling north and south, allowing for more flexible transportation/commuting up and down the I-5 corridor.

Thanks,

Julie Chapman



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

I regularly ride Amtrak
between Eugene & PORTLAND
NORTH. 2-4 ~~TIMES~~ ROUND TRIP
A YEAR.

I SUPPORT ALTERNATIVE 1.
~~ADDITIONAL~~ TRACK ~~CAPACITY~~ CAPACITY
IMPROVEMENTS WOULD IMPROVE
RELIABILITY OF BOTH PASSENGER
& FREIGHT TRAINS.

MY PREFERENCE IS FOR
ADDITION OF ANOTHER ROUND
TRIP, PERHAPS ADDITIONAL TRIPS AS
RIDERSHIP GROWS.

(See reverse) REDUCED TRAVEL TIME
TIME WOULD BE A PLUS BUT
CURRENT TRAVEL TIME IS ACCEPTABLE TIME

Tell us about yourself

This information helps us improve our outreach in the future.

● **Please provide the following information:**

First Name: RICHARD E

Last Name: CHIZINSKI

Zip Code: 97404

Email: _____

● ***How did you hear about this open house & public hearing?***

☐ Email from the project team

☐ My employer

☐ News article

☐ Word of mouth

☒ Project mailer

☐ Community Newsletter

☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

#10

COMPLETE

Collector: Online Open House (Web Link)
Started: Friday, November 30, 2018 9:33:00 AM
Last Modified: Friday, November 30, 2018 9:36:05 AM
Time Spent: 00:03:04
IP Address: 198.236.86.3

Page 1

Comment I-33

Q1 Do you have any comments on the Alternatives presented in the DEIS?

If HSR doesn't provide access to downtown Salem, don't even bother. We need to address congestion on the Boone Bridge and that won't happen by building a HSR station in East Salem (Alt 2).

The Portland Eastside tunnel is not ambitious enough. Given all of the congestion because of the rail lines at SE 12th and Division, grade separation there should also be a priority.

I think this proposal is not ambitious enough. Oregon should be aspiring for 90-minute one-way trips from Portland to Eugene.

Q2 First Name

Nick

Q3 Last Name

Christensen

Q4 Zip Code (Primary Residence)

97266

Q5 How did you hear about this online open house?
(Check all that apply.)

**News
article**

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Male

Q8 What is your age?

37

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

#17

COMPLETE

Collector: Online Open House (Web Link)
Started: Monday, December 03, 2018 1:14:34 PM
Last Modified: Monday, December 03, 2018 1:20:24 PM
Time Spent: 00:05:50
IP Address: 208.85.234.131

Comment I-34

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I favor Alternative 1, but with two additional features:

1. extend the route to Springfield, while still including Eugene Station
2. facilitate an arrangement between TriMet, LTD, and other transit districts to honor each other's bus passes on days when the bus rider has taken the train, or is between train trips taken within the same week, and has Amtrak ticket receipts to prove it.

Q2 First Name

Bill

Q3 Last Name

Clingman

Q4 Zip Code (Primary Residence)

97452

Q5 How did you hear about this online open house?
(Check all that apply.)

**Community
newsletter**

Q6 Will you answer some questions about your gender,
age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Male

Q8 What is your age?

61

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

Hannah Mills

From: Jessica Pickul
Sent: Thursday, December 06, 2018 9:20 AM
To: Hannah Mills
Subject: FW: OPR Comment #572 (Eliot Cole)

Comment I-35

deis

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Wednesday, December 05, 2018 11:31 PM
To: Oregon Passenger Rail
Subject: OPR Comment #572 (Eliot Cole)

There has been a submission made through the OPR Comment Form 2:

ID 572
FirstName Eliot
LastName Cole

Comment As someone who often travels between Portland and Eugene and who does not own a car, I cannot stress enough how much a new rail line is needed between the closely connected communities. I generally take the bus between the two cities because my experience with the train in the past has been that it is incredibly slow, over-priced, unreliable and does not run often enough. Building a new, modern, affordable rail link would be a life line for people throughout the Willamette Valley and provide a viable faster and cleaner alternative to car/bus travel on the congested I-5 corridor. An electric high-speed rail line that wouldn't have to compete with freight traffic could even provide a convenient and less polluting alternative to air travel when extended along the entire route to Vancouver, BC. I fully support the Cascadia HSR corridor concept because it would greatly improve mobility, making the trip faster, greener and more pleasant while bringing the entire region even closer together.

Last modified 2018-12-06 1:31 AM
IP Address 146.185.157.250

Submission made: 2018-12-06 1:31 AM

Hannah Mills

From: Jessica Pickul
Sent: Tuesday, December 04, 2018 8:27 AM
To: Hannah Mills
Subject: FW: OPR Comment #560 (Heidi Coleman)

Comment I-36

comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Monday, December 03, 2018 7:38 PM
To: Oregon Passenger Rail
Subject: OPR Comment #560 (Heidi Coleman)

There has been a submission made through the OPR Comment Form 2:

ID 560
FirstName Heidi
LastName Coleman
Title RN
Organization Legacy Health

Comment

I lived in Salem and commuted to NW Portland for one year using Amtrak. I appreciated the comfortable seating, free wi-fi, kind staff and reduction of environmental impact. However, I had to stop using Amtrak as the delays became increasingly worse. When commuting home, it could take anywhere from 1 to 2 additional hours due to stops and slow downs in response to passing freight trains. Also, I was unable to attend morning meetings at work as the train arrived at 0800 in Portland leaving me with a 20 to 30 minute walk to my office. The commute times were not accommodating for my work schedule and forced me to move closer to Portland. I am now commuting in one of the busiest areas of I-5. If I had better commuting options I would move back to Salem and take advantage of rail services. Please improve rail services through alternative 1 so that people can reduce environmental impacts, improve community health and increase economic growth through reduced car commuting. Thank you for your consideration, Heidi Coleman, RN

Email Options Response Requested
Email heidicolemanrn@gmail.com
Last modified 2018-12-03 9:38 PM
IP Address 71.193.238.188

Submission made: 2018-12-03 9:38 PM

Comment I-37

RECEIVED

OCT 23 2010

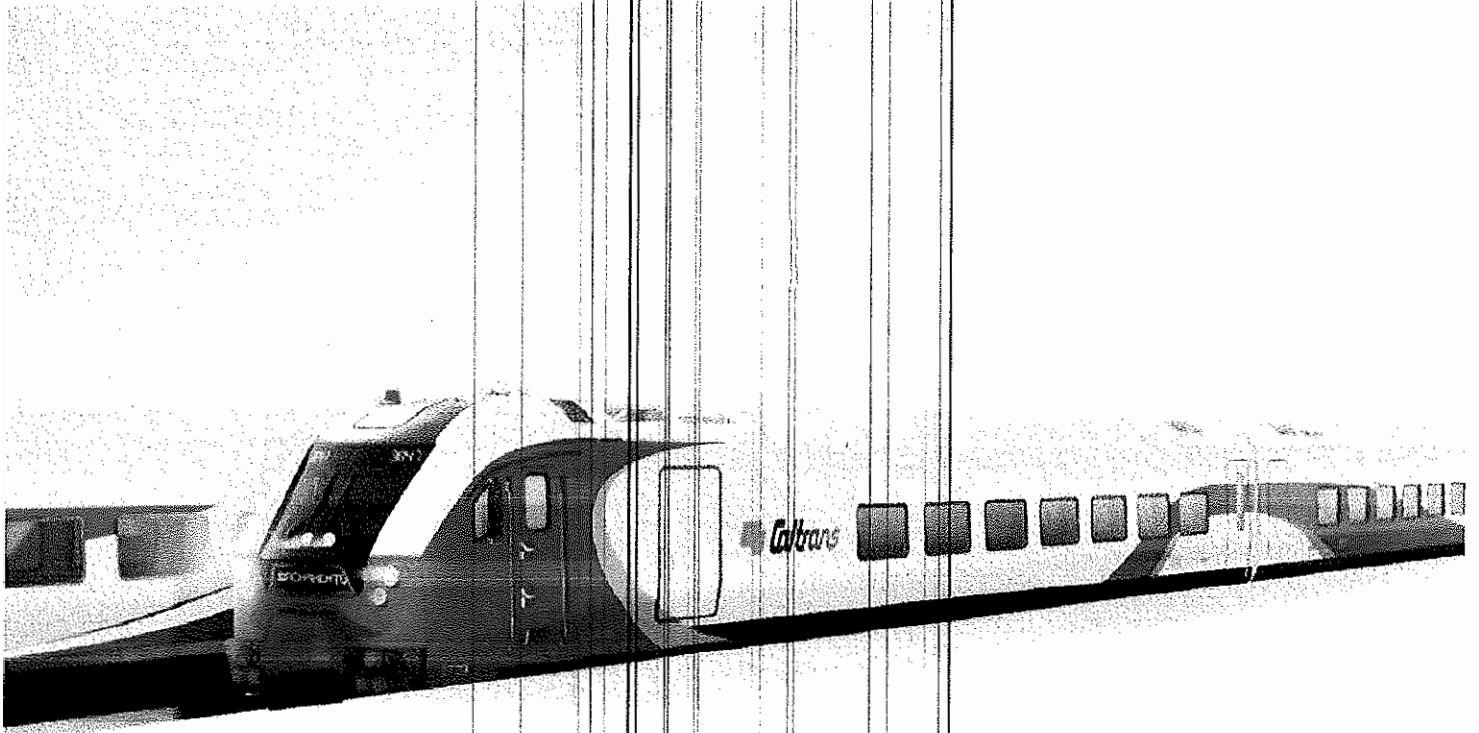
ODOT
HEADQUARTERS

Dear Matthew Garrett,

You should announce to have the new high speed Amtrak Siemens jet-powered single level passenger trains coming and in out of Eugene station because the future is coming. Siemens jet-powered single level passenger trainsets would be the only technology to be used. The only train would be the Pacific Northwest Express. This state-of-the-art high speed rail network would link Vancouver. The Pacific Northwest Corridor or the Pacific Northwest Rail Corridor (PNWRC) is one of eleven federally designated high-speed rail corridors in the United States. The 466-mile (750) km corridor extends from Eugene, Oregon to Vancouver, British Columbia via Portland, Oregon and Seattle, Washington. It was designated a high-speed rail on October 20, 1992, as the fifth of five corridors called for in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The corridor is owned by BNSF Railway in Washington and British Columbia, and by Union Pacific Railroad (UP) in Oregon, and is used by a mix of freight and passenger trains operated by BNSF, UP, and Amtrak. If improvements to the corridor are completed as proposed in Washington State's long range plan, passenger trains operating at a maximum speed of 110 miles per hour (180 km/h) would travel between Portland and Seattle, in 2 hours and 30 minutes, and between Seattle and Vancouver in 2 hours and 37 minutes by 2023. The Pacific Northwest Corridor is a proposed railway that would run from Eugene, Oregon to Vancouver, British Columbia and connect those cities along with Salem/Portland, Vancouver WA/Olympia/Tacoma/Seattle/Everett, and Bellingham, Washington. But I will mail this to you and let me know about it.

Sincerely,

Matthew Conner



Siemens Jet-2 powered high
Speed single level passenger
trains proposed for Amtrak
and VIA Rail.

#45

COMPLETE

Comment I-38

Collector: Online Open House (Web Link)
Started: Monday, December 10, 2018 9:54:35 PM
Last Modified: Monday, December 10, 2018 9:57:58 PM
Time Spent: 00:03:22
IP Address: 46.93.53.87

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I believe that rail is a very good investment for our area. I've lived in Germany and see the difference is their rail travel and ours is astounding. The Willamette Valley is supposed to grow a lot within the coming decades and more people will travel between cities. Improving the rail network will make people more likely to take that option instead of driving themselves.

Q2 First Name

Isaiah

Q3 Last Name

Cornutt

Q4 Zip Code (Primary Residence)

97402

Q5 How did you hear about this online open house?
(Check all that apply.)

**News
article**

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Male

Q8 What is your age?

18

Q9 Your Race/Ethnicity (Check all that apply.) **White**

Q10 Languages spoken at home (Check all that apply.) **English**

#20

COMPLETE

Comment 1-39

Collector: Online Open House (Web Link)
Started: Monday, December 03, 2018 9:27:01 PM
Last Modified: Monday, December 03, 2018 9:39:43 PM
Time Spent: 00:12:42
IP Address: 24.20.43.98

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I prefer Alternative 1. A service planning and market analysis should be undertaken to determine optimum frequency and span that can improve ridership in the corridor. Additional stations may help as well.

Q2 First Name

David

Q3 Last Name

Crout

Q4 Zip Code (Primary Residence)

97212

Q5 How did you hear about this online open house?
(Check all that apply.)

Email from the project team,

Word of mouth

Other (please specify):

Passenger rail advocacy organization

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Male

Q8 What is your age?

55

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

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OREGON PASSENGER RAIL

OPEN HOUSE

HELD ON
WEDNESDAY, DECEMBER 5, 2018
5:00 P.M.

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SALEM, OREGON 97301

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Comment I-40

OPEN HOUSE**HELD ON****WEDNESDAY, DECEMBER 5, 2018****5:00 P.M.**

THE REPORTER: Please start by stating your name and spelling it for me, please.

MR. DANE: Peter, P-E-T-E-R, and last name is Dane, D-A-N-E. Looking at the maps and reading the official commentary, Alternative 1 seems more practical for the next few years. But as population and infrastructure increases, Alternative 2 might be more practical in the future. Also there was talk about a freight junction at Brooks, and that would help facilitate the shipping of agriculture products to Seattle, because Portland harbor and rail lines are too congested. So they might consider Brooks as an alternative rail/shipping location. And as for Alternative 1 going through Salem, there's a safety factor. And those are my comments.

THE REPORTER: And where is your residence?

MR. DANE: Capitol Street, Salem.

(Conclusion of public comment.)

#42

COMPLETE

Comment I-41

Collector: Online Open House (Web Link)
Started: Saturday, December 08, 2018 12:19:10 AM
Last Modified: Saturday, December 08, 2018 12:23:48 AM
Time Spent: 00:04:37
IP Address: 73.67.233.5

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

Alternative 2 looks like the easiest and best way to increase ridership. The money will to be invested in this and in widening I-5 to accommodate more and more people. This will also be perfect if Portland truly does get a MLB team, look at what happened with Caltrain in San Francisco after the Giants setup their stadium.

Q2 First Name

Jerod

Q3 Last Name

Davidson

Q4 Zip Code (Primary Residence)

97070

Q5 How did you hear about this online open house?
(Check all that apply.)

**Community
newsletter**

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Male

Q8 What is your age?

38

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 10:59 AM
To: Hannah Mills
Subject: FW: OPR Comment #583 (Ron Davis)

Comment I-42

DEIS comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Saturday, December 08, 2018 1:16 PM
To: Oregon Passenger Rail
Subject: OPR Comment #583 (Ron Davis)

There has been a submission made through the OPR Comment Form 2:

ID 583
FirstName Ron
LastName Davis
Title Mr.
Organization None
Comment I support this. I cannot fly and driving is tough. Rail is the right option for me and I would be thrilled with additional Eugene Portland service. I'm Moving to Eugene within 6 months. THANKS!!!
Email Options Response Requested
Email traingrampee@sbcglobal.net
Last modified 2018-12-08 3:15 PM
IP Address 104.34.34.125

Submission made: 2018-12-08 3:15 PM



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

Alternative

Although ~~Proposal~~ 2 is intriguing based on the ridership to cost ratio and only gaining 18 minutes, Alternative 1 seems to be the better choice. It also has the advantage of being phased, which potentially would start bringing benefit sooner.

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: Steve

Last Name: Dickey

Zip Code: 97301

Email: steve.dickey@cherriots.org

● How did you hear about this open house & public hearing?

☒ Email from the project team

☐ My employer

☐ News article

☒ Word of mouth

☐ Project mailer

☐ Community Newsletter

☒ Other (please specify): MPO Meeting

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

The preferred alternative selected by DOT and FRA is a sound basis for improvements going forward. It is feasible and cost effective.

Alt. 2, while providing nearly publicly owned alignment, is simply too expensive.

Let's move forward w/ Alt. 1 to improve passenger rail service.

Victor Dodier

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name:

Victor

Last Name:

Dodier

Zip Code:

97302

Email:

jdodier@kelport.com

● How did you hear about this open house & public hearing?

- ☐ Email from the project team
- ☐ My employer
- ☐ News article
- ☐ Word of mouth
- ☐ Project mailer
- ☒ Community Newsletter
- ☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

#46

COMPLETE

Comment I-45

Collector: Online Open House (Web Link)
Started: Tuesday, December 11, 2018 12:35:28 PM
Last Modified: Tuesday, December 11, 2018 12:41:06 PM
Time Spent: 00:05:37
IP Address: 24.21.60.166

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I am supporting Alternative 1 because of overall lower cost and maintenance of existing stations. I am very sorry that this alternative will NOT provide higher speed train service. I simply do not understand why the Willamette Valley could not develop a high speed "bullet" train such as are available in Japan and Europe. Why all the investment in driver-less cars when we should be developing mass transit? I-5 is going to be totally jammed in just a few years!

Q2 First Name

Sarah

Q3 Last Name

Douglas

Q4 Zip Code (Primary Residence)

97405

Q5 How did you hear about this online open house?
(Check all that apply.)

**Project
mailer**

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Female

Q8 What is your age?

74

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

#47

COMPLETE

Comment I-46

Collector: Online Open House (Web Link)
Started: Tuesday, December 11, 2018 9:38:34 PM
Last Modified: Tuesday, December 11, 2018 10:11:15 PM
Time Spent: 00:32:41
IP Address: 98.246.24.73

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

1. Corvallis should be included on the final alternative. Corvallis is too important to bypass.
2. To the degree it may be significant in the final EIS, the I-205 alignment should contemplate a multimodal transportation corridor that includes intercity passenger rail, space for double track light rail, a bicycle/pedestrian path, and not more than six general purpose motor vehicle highway lanes (three in each direction) between Oregon City and Wilsonville/Tualatin, consistent with regional plans.
3. Serving central cities is important and valuable, but seeding the infrastructure needed for eventual high speed rail operations is critically important with the coming migrations likely to occur as a result of climate change related impacts in other regions. Alternative 2 should be selected as the preferred alternative.
4. Station areas outside central cities should be planned and zoned to facilitate development of pedestrian oriented neighborhoods that can benefit from serving rail passengers who will be arriving without their own private motor vehicles.
5. Stations should be well connected to cities' public transit and active transportation networks.

Q2 First Name

Joseph

Q3 Last Name

Edge

Q4 Zip Code (Primary Residence)

97267

Q5 How did you hear about this online open house?
(Check all that apply.)

Email from the project team

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Male

Q8 What is your age?

39

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

#39

COMPLETE

Comment I-47

Collector: Online Open House (Web Link)
Started: Friday, December 07, 2018 12:02:27 PM
Last Modified: Friday, December 07, 2018 12:08:20 PM
Time Spent: 00:05:52
IP Address: 75.150.45.138

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

The I-5 alternative seems to solve the most issues, though it is more expensive. It would have been nice to have a question and answer period during the presentation. Questions I have include, how do you get the ridership numbers? How do you attract people to ride the rails? How do you plan to do the spots where buildings are close to the tracks? How will you get more trains on the same tracks, or will you build more? If you build more, what will you do with at grade crossings? Will you close any crossings. How do you get accurate cost estimates if you have't evaluated how much impact going on the same route will have on cities and towns in the area? In our city we have three main crossings. Two of which have the fire department on one side of the highway,, so it is important to be able to keep these area's open for fire and life safety. How will people get from the train to their final designation?

Q2 First Name

Georgia

Q3 Last Name

Edwards

Q4 Zip Code (Primary Residence)

97321

Q5 How did you hear about this online open house?
(Check all that apply.)

Email from the project team

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Female

Q8 What is your age?


63

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English



Age

Eugene - Portland

CHOOSING A PATH FORWARD

CHOOSING A PATH FORWARD

Do you have any comments on the Alternatives presented in the DEIS?

[illegible]

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● **Please provide the following information:**

First Name: LOU

Last Name: FAVREAU

Zip Code: 97405

Email: loufavreau@krsn.com

● **How did you hear about this open house & public hearing?**

☐ Email from the project team

☐ My employer

☐ News article

☐ Word of mouth

☐ Project mailer

☐ Community Newsletter

☒ Other (please specify): Friend

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

From: OPR Website <info@oregonpassengerrail.org>
Sent: Thursday, November 01, 2018 9:34 AM
To: Oregon Passenger Rail
Subject: OPR Comment #538 (James Feldmann)

Comment I-49

There has been a submission made through the OPR Comment Form 2:

ID 538

FirstName James

LastName Feldmann

Table ES-1, Goal 1: Include comparison of on-time performance. Alt 1 & 2 have a shorter trip time, but the equally, if not more important, measure is the presumed improvement for on-time performance/reliability. The \$1B-5B cost should reflect the significant improvements to reliability, which is key to improving passenger rail mobility, especially when considering that the alternative (driving) has increasingly variable travel times (low on-time performance/reliability). Driving from Portland-Eugene may have a shorter trip time now, but reliability continues to decline--something that Alt 1 & 2 avoids.

Comment Table ES-1, Goal 1: Include trips per day--another important consideration for improved passenger rail mobility/accessibility. Page 3-1 indicates Alt 1 & 2 both have 6+1 trips/day.
Table ES-1, Goal 3: Include net cost/benefits, not just capital cost (positives, not just negatives). For example, the action alternatives include running fewer buses, which lowers expenses. Traffic congestion also has a cost. Include the savings of shorter trip times and arriving sooner under each action alternative.
3.2.3 (page 3-23): Document doesn't clearly explain why Alternative 2 is limited to 6+1 trips/day. Given the amount of new track without freight conflicts, it would appear that the max trips/day would be higher for Alternative 2.

Email Options Response Requested

Email jamesfeldmann@yahoo.com

Last modified 2018-11-01 11:34 AM

IP Address 167.131.0.195

Submission made: 2018-11-01 11:34 AM

#6

COMPLETE

Comment I-50

Collector: Online Open House (Web Link)
Started: Wednesday, November 28, 2018 4:13:10 PM
Last Modified: Wednesday, November 28, 2018 4:16:03 PM
Time Spent: 00:02:52
IP Address: 73.67.231.59

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I prefer alternative 1 that keeps stations central to the cities served. Saving a few minutes with alternative 2 is not cost effective and I believe fewer people would use it.

Q2 First Name

Gary

Q3 Last Name

Ferrington

Q4 Zip Code (Primary Residence)

97401

Q5 How did you hear about this online open house?
(Check all that apply.)

Email from the project team

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Male

Q8 What is your age?

77

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.) English

Hannah Mills

From: Jessica Pickul
Sent: Tuesday, December 04, 2018 12:49 PM
To: Hannah Mills
Subject: FW: OPR Comment #563 (Brynn FitzClemen)

Deis comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Tuesday, December 04, 2018 12:39 PM
To: Oregon Passenger Rail
Subject: OPR Comment #563 (Brynn FitzClemen)

There has been a submission made through the OPR Comment Form 2:

ID 563
FirstName Brynn
LastName FitzClemen
Comment With either train service improvement, I would like to see access to Corvallis. I am currently a commuting student from Eugene and will likely continue to do so for the next 5-6 years. Train service would allow students from other areas to access Oregon State University and reduce parking and traffic issues.
Last modified 2018-12-04 2:39 PM
IP Address 73.164.175.171

Submission made: 2018-12-04 2:39 PM

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 11:02 AM
To: Hannah Mills
Subject: FW: OPR Comment #587 (Glenda Fleming)

Comment I-52

DEIS comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Monday, December 10, 2018 1:50 AM
To: Oregon Passenger Rail
Subject: OPR Comment #587 (Glenda Fleming)

There has been a submission made through the OPR Comment Form 2:

ID 587
FirstName Glenda
LastName Fleming

I appreciate the effort ODOT has put into this project, and for making the draft EIS, alternatives, maps, and comparison charts available online. The information was clear and easily understandable.

1. Please continue to include the Albany station in the plan.
2. I agree that Alternative 1 would provide the most impact for the least cost and environmental damage.

Comment 3. My concern is that continuing to share the rails with freight will continue to cause trains to run late, discouraging riders. Has ODOT considered ways to mitigate this problem? (Even if not, I still support Alternative 1 because it seems more likely to be implemented and would impact the environment less severely.)

Thank you again,

Glenda

Email glenda.fleming@vahoo.com
Last modified 2018-12-10 3:49 AM
IP Address 98.232.178.59

Submission made: 2018-12-10 3:49 AM

swarmingblackcats 8 points · 8 months ago

Reading the proposal, it looks like that is what is being suggested here. There is one alternative that follows the existing route and one alternative that deviates slightly. Regardless of which is selected, this seems like a no brainer to me. Our existing rail service is a joke.

Give Award Share Report Save

Flyer77 6 points · 8 months ago

The Alternate Two route is the old Oregon Electric, now operated by the Portland and Western. They don't have nearly the traffic levels that the Union Pacific has and would appreciate the upgrades to their line. They also have an agreement with Trimet to allow commuter rail service into Portland, so it wouldn't be much of a stretch for them. The UP would also like to get Amtrak off their lines as well.

Give Award Share Report Save

From: **Gerald** gdfax@Q.com
 Subject: Some comments on the Oregon Passenger Rail DEIS
 Date: December 18, 2018 at 12:43 PM
 To: info@Oregonpassengerail.org



Thank you for the opportunity to review and comment on this important study.

Firstly I have been very disappointed in how long (10 years ?) this issue has been studied, and such cost (\$10 million ?). Washington State was able to do their studies in a couple of years, and are now well along with implementing it. A lot of the time and budget was spent studying impractical options that suggests very poor scoping at the start of your work.

Fortunately the DEIS recommends the only practical solution for upgrading passenger service by working with UP to incrementally upgrade their railroad to increase capacity and provide paths for more passenger trains.

This is the only way to "grow the business" which is the only way to reach a point where further improvements in passenger rail will ever become feasible.

The north end of Alternative 2 is really weird. It makes no sense to build a new passenger rail line where curvature restricts speed to about 80 mph, and is out of direction to boot. Fortunately you are recommending against this foolish concept.

There are some important ideas which have far reaching consequences:

- 1) Work with UP to upgrade their line incrementally as funds become available, to increase capacity and speed for passenger and freight. This is already in process in Washington State. A long term prospect is that a new high speed rail line may be built that will remove many passenger trains from UP, leaving UP with an upgraded line, to their great benefit.
- 2) The DEIS recommends Union Station continues as Portland' main rail station. There have been suggestions to move this station function to the Airport, or the Rose Quarter, which in my opinion are seriously flawed. Why build a rail line that could get to Seattle in 1.5 hours, and impose a transfer and half hour train ride to get into downtown. Not to mention the cost and impracticality of phasing this in to the existing operation. Union Station is in exactly the right place, and serious planning is needed to make sure that by the time it needs to expand, not all the space is consumed by high rises. Regretably the DEIS does not look at future Union Station needs. For instance there probably needs to be a large passenger concourse above the tracks, with elevators and escalators to each platform. There probably needs to be an alternative access to the station from Naito Blvd, for auto and taxi access. Connecting into the concourse. Etc. This is what we ought to have got out of this study !
- 3) There needs to be a long range plan for the upgrading the tracks along the east side of the river. As train traffic grows, and the area develops, friction will increase. It appears feasible to put the tracks below grade, as was done in Reno, but the geometry is tight, and new development is fast closing in on this option. But this is also the kind of issue this study should be addressing. What a disappointment.

All in all, the conclusions are fine, but the cost and delays reaching them is scandalous.

Lets hope the next stage goes faster, before climate change overwhelms all of us.

Gerald Fox - gdfax@Q.com

Sent email but bounced back.
 So I'm trying the US Mail (if it's not
 shut down)!

Gerald Fox

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 11:00 AM
To: Hannah Mills
Subject: FW: OPR Comment #584 (Brian Fuller)

DEIS comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Saturday, December 08, 2018 2:30 PM
To: Oregon Passenger Rail
Subject: OPR Comment #584 (Brian Fuller)

There has been a submission made through the OPR Comment Form 2:

ID 584
FirstName Brian
LastName Fuller
 Hello,

Comment I support the preferred alternative or alternative 1. Using the existing right of way would lessen potential environmental impacts. With congestion on I-5 increasing daily the need for a rail alternative is becoming paramount. Expanding rail service from Eugene to Portland will lessen highway traffic and reduce greenhouse gas emissions.

Thanks
Email b_fulls@yahoo.com
Last modified 2018-12-08 4:30 PM
IP Address 67.160.162.145

Submission made: 2018-12-08 4:30 PM

Ayano Healy

From: Jessica Pickul
Sent: Monday, October 29, 2018 10:28 AM
To: Ayano Healy
Subject: FW: OPR Comment #529 (Fuxin Li)

For the comment log

From: OPR Website [mailto:info@oregonpassengerrail.org]
Sent: Saturday, October 27, 2018 2:34 PM
To: Oregon Passenger Rail
Subject: OPR Comment #529 (Fuxin Li)

There has been a submission made through the OPR Comment Form 2:

ID 529
FirstName Fuxin
LastName Li
Title Assistant Professor
Organization Oregon State University
 Dear ODOT,

I appreciate the prudence and thoroughness in the draft EIS for the corridor. It is true that the ridership potentials won't support high-speed rail, and hence usually maintaining the sharing of the right-of-way with freight line is usually a prudent approach. However, the problem of the preferred Alternative 1 is that it is a bit too slow: 2:20 is not faster at all than BoltBus, and significantly slower than driving. This would likely not gain the amount of ridership as predicted in the draft EIS. I would like to inquire about 2 options that involve minimal additional cost and may be potentially significantly beneficial in reducing the time to traverse this corridor to 1:55, which is what I believe a more competitive speed.

Comment 1) What are the chances to negotiate, and chime in some funds with UP to upgrade the existing tracks to class 5/class 6? Upgrading existing tracks to class 5 (90 mph) would likely shave about 15 minutes of trip time which would make alternative 1 perform closer to alternative 2. Now I know that there is research that doing so alone as a freight railroad company is not cost effective in general, but what if ODOT can chime in half of the funding for this upgrade? How much would it cost? Can we make this a goal?

2) Although in general I agree improving the current alignment will be cheaper than alternative 2, I was wondering whether we can just take alternative 2 in the small segment between south Salem (where the 2 alignments start to differ) and Millersburg (where the 2 alignments meet again). Building the roughly 13-14 miles of track at this area according to alignment 2 at a maximal 110mph speed can shave 4-5 minutes on the trip time, and it's the part of alignment 2 that I find the most cost effective (no new stations, minimal new crossings). What would the price tag for just building this 13-14 miles of track according to Alignment 2 instead of making those track improvements in Alignment 1?

My point is, although in general we should focus on the cost effective approach of Alignment 1, we probably could also achieve the performance of alignment 2 with a relatively small increase of cost. I believe the aforementioned changes would be the most cost effective way to achieve the 2-hour trip time and I wonder what ODOT thinks about it.

On a similar note, I would also like to suggest a roughly 4 miles of track that would bypass Junction City (a straight route that starts from the Willamette river (after Harrisburg bridge) to Alpine Lumber Yard , which could be the similar kind of small improvement that has major benefits (such as eliminating 7-8 at-grade crossings). I think with these improvements on Alignment 1 Oregon can have passenger rail competitive with driving without paying the price tag of Alignment 2.

Love to see what you think about it. Thanks.

Email Options	Response Requested
Email	lif@oregonstate.edu
Last modified	2018-10-27 4:33 PM
IP Address	98.232.216.53

Submission made: 2018-10-27 4:33 PM

OPR Comment Form 2 - All submissions

ID	First Name	Last Name	Title	Organization	Comment	Email Options	Email	Date	Last modified	IP Address
523	Greg	Gardner	Assistant General Manager	Blachly Lane Electric Coop	I support the Oregon Passenger Rail project and would prefer to see option 2 utilized to free up freight rail lines and to help create a new path for modern transportation. I would also support an all electric rail system with solar installations along the entire route.		gardnerg@blachlylane.coop	10/19/2018 12:27	10/19/2018 12:27	66.178.145.181

Note: Obtained from Project Website

Hannah Mills

From: Jessica Pickul
Sent: Tuesday, December 04, 2018 8:29 AM
To: Hannah Mills
Subject: FW: OPR Comment #562 (Steven Gibson)

deis

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Tuesday, December 04, 2018 6:50 AM
To: Oregon Passenger Rail
Subject: OPR Comment #562 (Steven Gibson)

There has been a submission made through the OPR Comment Form 2:

ID 562
FirstName Steven
LastName Gibson
Organization none
Comment I love the idea that we are trying to take cars off of I-5 and put people on trains. Imagine a UofO special for game days. I don't know that we need to spend what it takes to get a high speed rail up and going, but having priority over freight would be a good start if the existing rails can be used.
Email sndgibson@gmail.com
Last modified 2018-12-04 8:49 AM
IP Address 24.20.6.166

Submission made: 2018-12-04 8:49 AM

Comment I-59

1 So if you had spur line, let's say to
2 Corvallis, maybe alternative trains going to Albany,
3 Corvallis even to Lebanon where an existing freight
4 line occurs. And even I think it goes to Mill City.
5 So there are other things that could be in the
6 future plan to expand rail service, not just to the
7 central corridor but other lines.

8 I think that's all I need to say because
9 that's -- yeah, that part is really not discussed.
10 And it appears that it wasn't discussed very much in
11 the beginning. Everything really has narrowed very
12 quickly to the alternative plans without looking at
13 expansion of railroad to spur areas, like Corvallis,
14 and even beyond Eugene up to -- what's the city
15 beyond Eugene?

16 **MS. DOBBS:** Oakridge.

17 **DR. SMITH:** Oakridge. Like you go up to
18 Oakridge as a recreational site. Nor does it
19 address future connections to the coast, say to
20 Florence, Coos Bay from -- maybe beginning from
21 Eugene and so forth. Okay. That's all I have.

22 **THE REPORTER:** Start by stating and
23 spelling your name for me, please.

24 **MR. GIFFORD:** William, W-I-L-L-I-A-M,
25 Gifford, G-I-F-F-O-R-D.

1 **THE REPORTER:** Thank you.

2 **MR. GIFFORD:** Do you need city of
3 residence or anything?

4 **THE REPORTER:** If you'd like, yes.

5 **MR. GIFFORD:** I live in Oregon City. I'm
6 deeply involved in the community, Government
7 Economic Affairs Committee for the Chamber of
8 Commerce. I'm a founding director for the Oregon
9 City Business Alliance, and very concerned about the
10 economic conditions of our community.

11 I know that our train station is under-
12 utilized. I attended a meeting last summer and I
13 think there were some representatives from ODOT
14 there, and I was pretty distressed that the
15 direction that they had been given by the
16 legislature, apparently, was that more priority
17 should be given to tourism travel, to the detriment
18 of commuter travel. That doesn't sit well with me
19 because people need to be able to get to their jobs.
20 Employers need their employees to be able to move
21 around easily.

22 The other important part of commuter
23 traffic is that it's a steady stream. If people are
24 using rail service to commute, it's likely that
25 they'll be doing it every day, every workday.

1 Whereas, to put the emphasis on tourism travel,
2 that's occasional traffic. You don't go from
3 Portland to Salem every day as a tourist. But if
4 you were living in Salem working in Portland, you
5 could very well be taking the train every day. And
6 that's to me just a skewed priority that so much
7 focus should be given -- and I contend that a lot of
8 what's being needed to improve rail service could be
9 accomplished by better scheduling, by more frequent
10 trains. Not necessarily faster trains, just have
11 something reliable and frequent. Even more
12 important than fast.

13 Of course, people don't want to waste
14 their time, but frankly, time spent on the train,
15 you can be doing a lot of other things that you
16 can't do in your car or other means of
17 transportation.

18 So I would encourage two things. One is
19 refocus on commuter traffic with an emphasis on
20 reliability and frequency. What's the other thing?
21 I think that's about it. Was that clear?

22 **THE REPORTER:** Very clear. Thank you.

23 **MR. GIFFORD:** Thank you.

24 **THE REPORTER:** Please tell me your name
25 and spell it.

From: [OPR Website](#)
To: [Oregon Passenger Rail](#)
Subject: OPR Comment #525 (Al Good)
Date: Friday, October 19, 2018 6:08:06 PM

Comment I-60

There has been a submission made through the OPR Comment Form 2:

ID 525
FirstName Al
LastName Good
Title Consultant at Oregon Fire Equip Dist.
Organization Oregon Fire Equipment Dist, an assn
Comment Amtrak Cascades. With the upcoming move of Greyhound from Eugene to the LTD Park & Ride in Springfield I suggest a study of using that area as the terminus of the south end of the Cascades Route. There is a wye right in that area to allow turnarounds and sidings for overnight trains.
Email Options Response Requested
Email g5alva@q.com
Last modified 2018-10-19 8:06 PM
IP Address 63.155.151.100

Submission made: 2018-10-19 8:06 PM

#26

COMPLETE

Collector: Online Open House (Web Link)
Started: Tuesday, December 04, 2018 11:51:04 AM
Last Modified: Tuesday, December 04, 2018 11:59:54 AM
Time Spent: 00:08:50
IP Address: 71.63.215.221

Comment I-61

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I have long advocated for an alternative like the Alternative #2 which would have a dedicated passenger rail line between Eugene and Portland. I understand the greater environmental impact and hugely greater cost of a "new" build. For future generations this seems like a good investment, though finding the funds in our current political climate might be difficult. I don't believe that the new stations would be a disservice to the "central" cities. In the cities listed, we are small geographically and the distances to a new station would be only a few miles. Of course, it helps to have good public transit connections to the Amtrak stations wherever they are located. I would support Alternative 1 as a "better than nothing" choice. I very much miss the extra Cascades trains that used to run between Eugene and Portland and made day trips feasible. I'm glad the Amtrak buses exist and give greater flexibility, but it would be great to some day have a fast train between Oregon's two main cities (and Salem).

Q2 First Name

Marci

Q3 Last Name

Gordon

Q4 Zip Code (Primary Residence)

97403

Q5 How did you hear about this online open house?
(Check all that apply.)Other (please
specify):

Adverstising annoucement in local paper.

Q6 Will you answer some questions about your gender, age, and ethnicity? **Yes**

Page 2

Q7 Gender (Check one.)

Female

Q8 What is your age?

66

Q9 Your Race/Ethnicity (Check all that apply.)

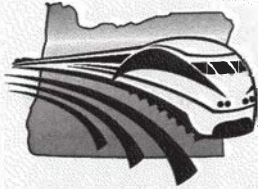
White

Q10 Languages spoken at home (Check all that apply.)

English

11/29

Oregon City



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

I am concerned that the lack of AM double tracking will restrict AM from having full desired amount of Amtrak/passenger miles in terms of frequency (so it is not restricted by freight). Many more trips

(See reverse)

are needed to assist commuters & travel which is often time sensitive

I am concerned
that it will
restrict

for arriving passengers

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name:

Elizabeth

Last Name:

Graber Lindsey

Zip Code:

97004

Email:

egraber.lindsey@gmail.com

● How did you hear about this open house & public hearing?



Email from the project team



My employer



News article



Word of mouth



Project mailer



Community Newsletter



Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214



ODOT is holding an open house and public hearing for the Oregon Passenger Rail Project tonight at Pringle Hall from 5-7. There will be opportunity to interact with project staff, give public testimony, and learn about the project.

EVENT

90% Upvoted

What are your thoughts?

Switch to markdown



This would be a fantastic investment in the valley infrastructure and city.

[Reply](#)
[Give Award](#)
[Share](#)
[Report](#)
[Save](#)

Tell us about yourself

Comment I-64

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: RON

Last Name: GREEN

Zip Code: 97321

Email: rongreen@peak.otg

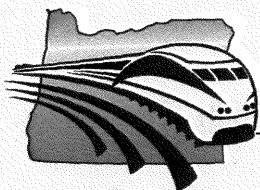
● How did you hear about this open house & public hearing?

- ☒ Email from the project team
- ☐ My employer
- ☐ News article
- ☐ Word of mouth
- ☐ Project mailer
- ☐ Community Newsletter
- ☐ Other (please specify):

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon PassengerRail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

Alternative 1 is the obvious choice because of the phase-ability and affordability. However, getting U.P. to cooperate on dispatch would require an acquisition of the infrastructure, which would itself require a huge P.R. campaign.

(See reverse)

#19

COMPLETE

Collector: Online Open House (Web Link)
Started: Monday, December 03, 2018 6:57:40 PM
Last Modified: Monday, December 03, 2018 6:59:59 PM
Time Spent: 00:02:19
IP Address: 73.67.154.254

Comment I-65

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

Of these possibilities, I agree fully with the recommendation to use Alternative 1. It's the ideal service plan all around.

Q2 First Name

Bob

Q3 Last Name

Greenwade

Q4 Zip Code (Primary Residence)

97330

Q5 How did you hear about this online open house?
(Check all that apply.)

Email from the project team

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Male

Q8 What is your age?

57

Q9 Your Race/Ethnicity (Check all that apply.)White,
Native American

Q10 Languages spoken at home (Check all that apply.) English

Hannah Mills

From: Jessica Pickul
Sent: Wednesday, November 28, 2018 10:37 AM
To: Hannah Mills
Subject: FW: OPR Comment #552 (Dean Hale)

Comment I-66

DEIS Comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Wednesday, November 28, 2018 10:11 AM
To: Oregon Passenger Rail
Subject: OPR Comment #552 (Dean Hale)

There has been a submission made through the OPR Comment Form 2:

ID 552
FirstName Dean
LastName Hale
Comment Alternative 2 is clearly preferred. We need to improve rail infrastructure locally and nationally. I-5 is getting clogged as is metro Eugene. Travel times between Eugene and Portland by vehicle are climbing and often unreliable. This is a golden opportunity for improvement.
Email deanhale1@yahoo.com
Last modified 2018-11-28 12:11 PM
IP Address 73.240.46.189

Submission made: 2018-11-28 12:11 PM

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 10:48 AM
To: Hannah Mills
Subject: FW: Oregon passenger rail DEIS

DEIS comment

From: Brian [<mailto:bhallbrw@hotmail.com>]
Sent: Friday, December 07, 2018 9:56 AM
To: info@oregonpassengerrail.org
Subject: Oregon passenger rail DEIS

What I see lacking in the current plan is decreasing the current trip time. I was a frequent user of the service until the morning departure south time change made commuting to work not viable. While I recognize that there is not enough money available to upgrade the entire line to 110 mph standards with the current budget. However it is enough to double track it along the entirety of the route. The current line could then be upgraded on shorter segments canby to woodburn, woodburn to Keizer to 110 mph standards because there are fewer road crossings. This could also be done in comparable areas between Salem and Eugene. The bottom line is even with the worsening traffic on interstate 5 people won't ride the train because it doesn't run frequently enough and is usually faster to drive. Decreasing the trip time and increasing the trip frequency is the only way to get cars off the road.

Brian Hall

8039 N Edison St

Portland, Oregon 97203

Get [Outlook for iOS](#)

From: [Joshua Kane Halsted](#)
To: [Oregon Passenger Rail](#)
Subject: Re: Oregon Passenger Rail: Draft Environmental Impact Statement Now Available
Date: Friday, October 19, 2018 8:31:43 AM

Yet, no plan to connect Corvallis. AGAIN.

On Oct 19, 2018, at 8:04 AM, Oregon Passenger Rail [<info@oregonpassengerrail.org>](mailto:info@oregonpassengerrail.org) wrote:



The Draft Environmental Impact Statement is now available!

For several years, Oregon Department of Transportation (ODOT) has studied ways to improve the frequency, convenience, speed and reliability of intercity passenger rail service between the Portland urban area and the Eugene-Springfield urban area.

The project has reached an important milestone with the release of the Draft Environmental Impact Statement (DEIS).

The DEIS describes why the project is being proposed and the project's alternatives. It examines the potential social, economic and environmental impacts of those alternatives. The "build" alternatives in the DEIS would accommodate increased passenger rail service.



- **Alternative 1** follows the existing Amtrak Cascades passenger rail route. It proposes track, signal and communication improvements.
- **Alternative 2** is primarily a new route between Springfield and Oregon City along Interstate 5, an existing freight rail line and Interstate 205. It would follow the existing alignment north of Oregon City.

ODOT and the Federal Railroad Administration (FRA) have identified Alternative 1 as the Preferred Alternative.

ODOT is now accepting comments on the DEIS

ODOT is holding five public open houses to give community members an opportunity to review the findings and comment on the DEIS. The public is also invited to participate in an [online open house](#) between Nov. 28 and Dec. 18, 2018.

- **Portland:** Nov. 28, 2018, 5-7 p.m., ODOT Region 1 Office, 123 NW Flanders St., Portland, OR 97209
- **Oregon City:** Nov. 29, 2018, 4:30-6:30 p.m., Pioneer Community Center, 615 Fifth St., Oregon City, OR 97045
- **Albany:** Dec. 4, 2018, 5-7 p.m., Linn-Benton Community College, Fireside Room, 6500 Pacific Blvd. SW, Albany, OR 97321
- **Salem:** Dec. 5, 2018, 5-7 p.m., Pringle Hall, 606 Church St. SE, Salem, OR 97301
- **Eugene:** Dec. 6, 2018, 5-7 p.m., Main Public Library, 100 W 10th Ave., Eugene, OR 97401

Paper copies are also available for review at several locations throughout the corridor. [Learn more.](#)

The path to improved passenger rail

Following the public comment period, ODOT and FRA will select a Final Preferred Alternative and will document that decision in the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). The ROD lays the groundwork for the possibility of expanding Oregon's Passenger Rail Program, opening the path to future investments and expansion of service on the route. Improved service is forecast to facilitate a near-doubling of ridership by 2035 and would provide an efficient, safe, equitable and affordable travel alternative. The FEIS is anticipated in 2019.

Summary of upcoming dates

- **DEIS Notice of Availability:** Oct. 19, 2018
- **Public Comment Period:** Oct. 19-Dec. 18, 2018
- **Public Meetings** in Portland, Oregon City, Salem, Albany and Eugene: Nov. 28-Dec. 6, 2018
- **Online Open House:** Nov. 28-Dec. 18, 2018

The meeting locations are ADA accessible. Information is available in alternative

formats upon request. Accommodations will be provided to persons with disabilities. To request an accommodation to participate in meetings, please call Jennifer Sellers at (503) 480-5556 or statewide relay 7-1-1 at least 48 hours prior to the meeting.

OregonPassengerRail.org

Contact Us:

- Visit www.OregonPassengerRail.org.
- Email info@oregonpassengerrail.org.
- Call Jennifer Sellers, Passenger Rail Program Manager at (503) 480-5556

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Hannah Mills

From: Jessica Pickul
Sent: Thursday, November 29, 2018 10:30 AM
To: SELLERS Jennifer; Jessica Bull
Cc: Hannah Mills
Subject: RE: OPR DEIS Online Open House Comment

Hi Jennifer –

We will add this to the log.

You could respond with: Thank you for your feedback. Your comment will be reviewed and formally responded to by ODOT and FRA in the Final Environmental Impact Statement.

Best,

Jessica Pickul
 Program Manager
jessica@jla.us.com



jla | public involvement

collaborative planning, decisions & communications
 (503) 235-5881 :: fax (503) 230-4877 :: web www.jla.us.com
 Portland: 1110 SE Alder Street, Suite 301 :: Portland, OR 97214
 Vancouver: 512 NE 81st St., Suite F, #186 :: Vancouver, WA 98665 :: (360) 993-0025
 Eugene: 44 West 7th Ave. :: Eugene, OR 97401 :: (541) 357-7864

From: SELLERS Jennifer [<mailto:Jennifer.SELLERS@odot.state.or.us>]
Sent: Wednesday, November 28, 2018 1:48 PM
To: Jessica Pickul; Jessica Bull
Subject: FW: OPR DEIS Online Open House Comment

Hi,
 Can you log this one? Do you have a response that you have been using that you can provide to me?
 Thanks,
 Jennifer

Jennifer Sellers
 Passenger Rail Program Manager
 ODOT Rail and Public Transit Division
 (503) 480-5556
Jennifer.sellers@odot.state.or.us

From: Jonathan Harnish [<mailto:jth@harnishlaw.com>]
Sent: Wednesday, November 28, 2018 12:32 PM

To: SELLERS Jennifer

Subject: OPR DEIS Online Open House Comment

Please don't waste public funds (taxpayer money) on a project which would not find its way into the top 100 of priorities for the State of Oregon or anyone one of its struggling communities. A state which cannot pay its debt, fund its public employee pensions, house its homeless, feed the hungry or adequately educate its children should not spend a single cent on studying or implementing this wasteful and dreadfully wrong use of public funds.

Jonathan Harnish

Harnish Properties

Mail: 333 S. State St., Suite V, PMB 114

Lake Oswego, OR 97034

503-860-0133

ith@harnishlaw.com

#9

COMPLETE

Collector: Online Open House (Web Link)
Started: Thursday, November 29, 2018 10:30:11 PM
Last Modified: Thursday, November 29, 2018 10:40:06 PM
Time Spent: 00:09:55
IP Address: 24.22.117.211

Comment I-70

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

Alternative 2 looks much more preferable to me. We need to invest in passenger rail in this state to keep up with other west coast states and as a weapon to fight against climate change.

Q2 First Name

Michael

Q3 Last Name

Hashizume

Q4 Zip Code (Primary Residence)

97005

Q5 How did you hear about this online open house?
(Check all that apply.)

Email from the project team

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Male

Q8 What is your age?

29

Q9 Your Race/Ethnicity (Check all that apply.)

White,
Asian

Q10 Languages spoken at home (Check all that apply.)

English

#51

COMPLETE

Comment I-71

Collector: Online Open House (Web Link)
Started: Friday, December 14, 2018 6:38:53 PM
Last Modified: Friday, December 14, 2018 6:42:55 PM
Time Spent: 00:04:01
IP Address: 172.58.95.105

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I believe that option #1 is the most cost effective way to increase ridership on the segment between Eugene and Portland.

Q2 First Name

Tim

Q3 Last Name

Hayden

Q4 Zip Code (Primary Residence)

97477

Q5 How did you hear about this online open house?
(Check all that apply.)**News
article****Q6** Will you answer some questions about your gender,
age, and ethnicity?**Yes**

Page 2

Q7 Gender (Check one.)**Male****Q8** What is your age?

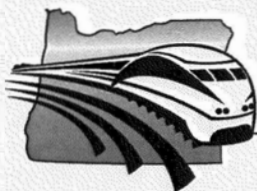
I'll be 62 in January.

Q9 Your Race/Ethnicity (Check all that apply.)**White**

Q10 Languages spoken at home (Check all that apply.) English

Portland

Comment I-72



Oregon Passenger Rail Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

My approach from mere overview of this project. My bias toward common sense, considering mainly cost & efficacy. Alternative 1 appears to be a more practical choice since its cost is $\frac{1}{4}$ that of Alt. 2. The slightly faster trip time of Alt. 2 Portland to Eugene of 18 minutes seems trivial to the substantial difference in cost. Also, the lower cost of Alt. 1 would therefore very likely include a lower passenger fare compared to Alt. 2 - thereby encouraging more ridership.

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: Douglas

Last Name: Hayner

Zip Code: 97218

Email: pdxdouglas@gmail.com

● How did you hear about this open house & public hearing?

- ☒ Email from the project team
- ☐ My employer
- ☐ News article
- ☐ Word of mouth
- ☐ Project mailer
- ☐ Community Newsletter
- ☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

Hannah Mills

From: Jessica Pickul
Sent: Wednesday, November 28, 2018 10:28 AM
To: Hannah Mills
Subject: FW: OPR Comment #550 (norbert heins)

DEIS Comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Wednesday, November 28, 2018 5:12 AM
To: Oregon Passenger Rail
Subject: OPR Comment #550 (norbert heins)

There has been a submission made through the OPR Comment Form 2:

ID 550
FirstName norbert
LastName heins
Title voter
Comment what about using the Oregon electric line
Email Options Response Requested
Email norbycandy@gmail.com
Last modified 2018-11-28 7:12 AM
IP Address 67.189.24.32

Submission made: 2018-11-28 7:12 AM

#30

COMPLETE

Comment I-74

Collector: Online Open House (Web Link)
Started: Wednesday, December 05, 2018 12:43:00 PM
Last Modified: Wednesday, December 05, 2018 1:12:03 PM
Time Spent: 00:29:02
IP Address: 140.211.84.124

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

As shown on the previous page, I support Alternative 1. With higher ridership expected and significantly lower cost it seems to make more sense. I ride the train and I support passenger rail travel and would love to see a high-speed train but the 15 min or so of travel time savings associated with Alternative 2 doesn't seem to justify the 3 fold increase in cost. As someone concerned about climate change, I think we need to increase ridership, and reliability. I'm concerned about the amount of new construction in Alternative 2 and the loss of Eugene Station.

Q2 First Name

Kelly

Q3 Last Name

Hoell

Q4 Zip Code (Primary Residence)

97405

Q5 How did you hear about this online open house?
(Check all that apply.)Other (please
specify):

Facebook from Mayor Vinis, email from co-worker with link

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Female

Q8 What is your age?

38

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 11:00 AM
To: Hannah Mills
Subject: FW: OPR Comment #585 (Dan Hoffman)

DEIS comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Sunday, December 09, 2018 8:02 AM
To: Oregon Passenger Rail
Subject: OPR Comment #585 (Dan Hoffman)

There has been a submission made through the OPR Comment Form 2:

ID 585

FirstName Dan

LastName Hoffman

Comment I was interested in this project until I saw how long it was taking. It is really disappointing how long it took for this Draft EIS to be prepared. I understand there is bureaucracy with the FRA, but due to the delay, the Draft EIS is riddled with outdated data that makes the comparison of alternatives rather useless. For example, the Purpose and Need uses data from 2011 and 2012! Why was this not updated? ODOT could easily access this information, including its own ridership data.

I would also like to note that the official name is BNSF Railway, it is NOT Burlington Northern Santa Fe. It is officially BNSF Railway. The fact that ODOT Rail Division does not know this is disturbing.

Last modified 2018-12-09 10:02 AM

IP Address 172.58.87.101

Submission made: 2018-12-09 10:02 AM

From: [OPR Website](#)
To: [Oregon Passenger Rail](#)
Subject: OPR Comment #534 (Darcey Howard)
Date: Wednesday, October 31, 2018 12:35:55 PM

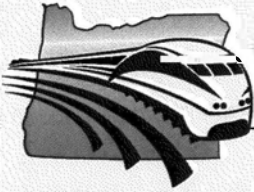
There has been a submission made through the OPR Comment Form 2:

ID 534
FirstName Darcey
LastName Howard
Title Dir. Marketing
Organization Coconut Bliss
Having moved back here from the East coast where train service to other cities, states, etc. is the norm for commuting and travel it calls to question; "just how environmentally aware are we here in Oregon?"

Comment The reduction overall to roads, congestion, financial feasibility on families to not own a car, and environmental impacts make having access to increased schedules and routes a significant benefit. Option 2 would be my preference but any increase in frequency from Eugene/springfield to Portland would be ideal. At this point it's either 5:30 am or 2:30 pm if I'm not mistaken.

Email darcey@coconutbliss.com
Last modified 2018-10-31 2:35 PM
IP Address 96.95.145.57

Submission made: 2018-10-31 2:35 PM



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

I agree with the choice of Alt 1.

I'll be looking for info on economic development near stations (as we hear in discussion of major transit projects)

Also interested in the impact of aging population on traffic.

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: Nick

Last Name: Hawland

Zip Code: 97402

Email: NUC9901@gmail.com

● How did you hear about this open house & public hearing?

- ☒ Email from the project team
- ☐ My employer
- ☒ News article
- ☐ Word of mouth
- ☐ Project mailer
- ☐ Community Newsletter
- ☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 10:48 AM
To: Hannah Mills
Subject: FW: OPR Comment #579 (Kent Hutchens)

Comment I-78

DEIS comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Friday, December 07, 2018 10:01 AM
To: Oregon Passenger Rail
Subject: OPR Comment #579 (Kent Hutchens)

There has been a submission made through the OPR Comment Form 2:

ID 579

FirstName Kent

LastName Hutchens

Comment I attended last night's DEIS meeting in Eugene and I fully agree with the Alternative 1 proposal. Spending more than 4 billion to construct a new line and save only a few minutes' travel time makes no sense to me. If existing track is improved, more sidings constructed, and possibly some existing sidings connected, passenger/freight interference could be greatly lessened. All stations along the existing route have been upgraded/refurbished in the last few years and abandoning them to build others on a new line is wasteful. I think getting Union Pacific to agree will be very difficult, as well as finding funding for the project. This, however, should be pursued as traffic on I-5 is worsening exponentially and will continue to do so. Another issue that will need to be addressed is how to convince residents of Central and Eastern Oregon that this is necessary, despite them not having close access to the corridor; plus those over here who don't believe in the Amtrak subsidy. Please press on and continue your efforts!

Email knhutcher@gmail.com

Last modified 2018-12-07 12:00 PM

IP Address 71.92.145.241

Submission made: 2018-12-07 12:00 PM



COURT REPORTING

LEGAL VIDEOGRAPHY

VIDEOCONFERENCING

TRIAL PRESENTATION

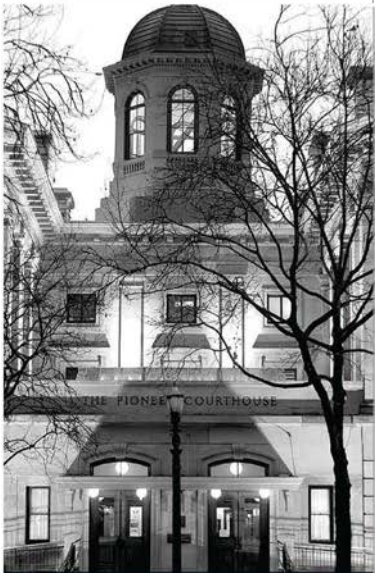
MOCK JURY SERVICES

LEGAL TRANSCRIPTION

COPYING AND SCANNING

LANGUAGE INTERPRETERS

Comment I-79



OREGON PASSENGER RAIL

OPEN HOUSE

HELD ON
THURSDAY, DECEMBER 6, 2018
5:00 P.M.

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EUGENE, OREGON 97401

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OREGON PASSENGER RAIL**OPEN HOUSE****HELD ON****THURSDAY, DECEMBER 6, 2018****5:00 P.M.**

THE REPORTER: Tell me your name and spell, it please.

MR. IMMEL: Ed Immel, I have an outline.

THE REPORTER: Okay. Thank you.

MR. IMMEL: I'm Bob's predecessor. I'm a state rail planner. So I've been through three passenger rail plans, six freight rail plans, three commuter rails plans.

Some of these things -- there were some studies that were not -- I didn't see in the CD. But some of these other studies that we did, we eliminated the Oregon Electric Alignment which took probably took 10 years to do that. We had done it in 1994 already. The double track inside -- the incremental one, we came up with 1.3 billion. The other thing is the capacity analysis in the Portland area as part of the Columbia River crossing, we did rail from Eugene to Tacoma and from Portland to Pasco, plus the commuter rail study.

1 Now, what's going to happen is everybody
2 that was involved in the commuter rail study,
3 there's only three of us that still survive. And so
4 somebody is going to come in and we will do another
5 commuter rail study. They explained to us kind of
6 why there's lower ridership. Also there's nothing in
7 here about impacts of positive train control, PTC,
8 which is just being implemented, can have some major
9 impacts on how we operate trains, spacing trains,
10 equipment that's available.

11 Also we're looking at nitrogen fuel cell
12 powered trains, cutting edge technology whose only
13 by-product is water. So there's no fumes. They
14 just installed one in regular service in Germany.
15 So it's coming. This takes a while. The other
16 technology is batteries. Siemens Company is the
17 nitrogen Bombardier with the battery.

18 We also did an alignment study, like up
19 here, was done by the Australians. I never saw any
20 mention of that. It's a little bit different but it
21 -- it was technology at that time that was not
22 available, probably 20 years ago. Washington has
23 studied -- a high-speed rail study is leading to
24 another one. The difference being at least the
25 original one, Portland airport is the terminus, not

1 Union station. Because Union -- PDX has got
2 parking, rental cars, public transit. I don't know
3 where it's going to go, the Washington one. So this
4 is critical that we don't end up going to Portland
5 and Washington goes to the airport.

6 This other one -- the improvements
7 negotiating with Union Pacific, we did that with
8 Pacific, that's how we got the trains we have now.
9 They need to start now. Time is contentious. The
10 other one is the positive train control that we need
11 to follow that. As an example, Trimet Portland, the
12 commuter rail project, already has the PTC. It's
13 one of the few that's been improved, and because of
14 that, we can probably use noncompliant vehicles.
15 Right now they're massive. They're huge. The new
16 ones -- they've tacked on an order for stude (ph)
17 cars.

18 **THE REPORTER:** What kind of a cars?

19 **MR. IMMEL:** They're diesel multiple unit,
20 DMU. And also -- there's also -- any state laws
21 prohibit ODOT from getting federal, state, and local
22 funds. Some of the Connect Oregon money was not
23 applicable to ODOT. And for the rail freight
24 studies that they did, they actually had to go to
25 legislature and change the law. So this is one of

1 those things, is there something hiding out there
2 that they're going to say, oh, we can't -- we can't
3 do this. It's an Oregon state law.

4 The other one is is there any mode of
5 power that might be more appropriate for Oregon. We
6 have looked at this with DMUs, diesel multiple
7 units. And the nice thing about that we can come
8 out of Portland with three cars, get to Albany and
9 have the last car go to Corvallis, which the rest of
10 the train goes to Eugene. In fact, we had a Danish
11 train here which is exactly -- it's exactly what we
12 did was drop the car at Albany and went over -- this
13 isn't just -- we really did it and people really
14 rode on it. So you can have this outline.

15 **THE REPORTER:** Thank you. And do you live
16 here in Eugene?

17 **MR. IMMEL:** No, I live in Portland.

18 **THE REPORTER:** Thank you.

19 //

20 **THE REPORTER:** I just need your name and
21 if you can spell it for me, too.

22 **MR. ARMSTRONG:** It is Justus Armstrong, J-
23 U-T-U-S, A-R-M-S-T-R-O-N-G.

24 **THE REPORTER:** Okay. Great. Go ahead.
25 Please speak clearly and loudly so I can get

Hannah Mills

From: Jessica Pickul
Sent: Wednesday, November 28, 2018 10:35 AM
To: Hannah Mills
Subject: FW: OPR Comment #551 (vicki jean)

Deis comment

Comment I-80

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Wednesday, November 28, 2018 10:00 AM
To: Oregon Passenger Rail
Subject: OPR Comment #551 (vicki jean)

There has been a submission made through the OPR Comment Form 2:

ID 551
FirstName vicki
LastName jean
Title Train mechanic
Organization Hitachi
Comment I am currently working as a mechanic in production of the Honolulu Mass Transit trains in San Francisco Bay area site. I will be relocating to the Salem Oregon area and would like to know of any available jobs in your Rail project. Resume upon request. Thank you ,Vicki
Email Options Response Requested
Email vicki jeansf@gmail.com
Last modified 2018-11-28 11:59 AM
IP Address 104.220.44.210

Submission made: 2018-11-28 11:59 AM

Hannah Mills

From: Jessica Pickul
Sent: Tuesday, December 18, 2018 4:45 PM
To: Hannah Mills
Subject: FW: Passenger Rail Alternatives

Comment I-81

DEIS

From: Kay Johnson [<mailto:kaybjohnson@gmail.com>]
Sent: Tuesday, December 18, 2018 4:28 PM
To: info@oregonpassengerrail.org
Subject: Passenger Rail Alternatives

To Whom it may Concern:

The purpose of this e-mail is to comment on the Oregon Passenger Rail proposals for DEIS Alternatives.

We respectfully recommend that the Commission follow Alternative One (1) in order to fully utilize and improve the existing Amtrak Cascades rail system. It is the more efficient of the two systems proposed. Improving this existing system will capitalize on the considerable investments already made by both private enterprise and the federal government and will, as a result, save valuable Oregon resources and improve transportation for everyone in the West and Northwest, not only passengers, but also freight clients.

As ordinary taxpayers and citizens, we appreciate your efforts to improve the quality of life for Oregonians, and especially for rail clients and customers, and we thank you very much for your attention to this letter.

Gratefully yours,

Norman Patrick Johnson, Fifth-generation Oregonian
Kay B. Johnson

EdM '11 Harvard University

From: [OPR Website](#)
To: [Oregon Passenger Rail](#)
Subject: OPR Comment #522 (Noel Johnson)
Date: Friday, October 19, 2018 8:56:15 AM

Comment I-82

There has been a submission made through the OPR Comment Form 2:

ID 522

FirstName Noel

LastName Johnson

Comment Please aim higher! It is tough to get the public excited about (let alone interested in funding) a system that will continue to take 2 hours to get to Eugene. Please just copy the many cities and nations who show us that if you build high-speed systems that are way faster than car-alternatives, you can induce demand and realize lower carbon, more vibrant cities and towns via smart-growth land use and development practices. This project is the backbone to such a future vision, but it needs to be truely fast!

Email noelallenjohnson@yahoo.com

Last modified 2018-10-19 10:55 AM

IP Address 67.168.198.10

Submission made: 2018-10-19 10:55 AM

#48

COMPLETE

Comment I-83

Collector: Online Open House (Web Link)
Started: Friday, December 14, 2018 12:31:44 PM
Last Modified: Friday, December 14, 2018 12:33:26 PM
Time Spent: 00:01:41
IP Address: 98.232.140.45

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

Yes

Q2 First Name

david

Q3 Last Name

Jorling

Q4 Zip Code (Primary Residence)

97034

Q5 How did you hear about this online open house?
(Check all that apply.)

Email from the project team

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Male

Q8 What is your age?

72

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.) English

#49

INCOMPLETE

Collector: Online Open House (Web Link)
Started: Friday, December 14, 2018 12:33:40 PM
Last Modified: Friday, December 14, 2018 12:46:14 PM
Time Spent: 00:12:33
IP Address: 98.232.140.45

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I am a high speed rail advocate, but have long realized that Americans "don't get it" when it comes to high speed rail, and probably never will. Alternatives 1 and 2 are not High Speed Rail. Nor are they even "Higher Speed Rail" in any meaningful sense. In 1950, Southern Pacific's Shasta Daylight took 2 hours and 25 minutes to go between Portland and Eugene. In Alternative 1, which I understand to be the preferred alternative, will only beat that time by 5 minutes at a cost of anywhere from 870 million to over 1 billion. This is a colossal waste of money. If this money "needs to be spent" it would be better to use it to build an exclusive high speed rail line between Portland and Vancouver as part of a true high speed rail line between Portland and Seattle. Mark me down as advocating for the no-build alternative.

Q2 First Name

David

Q3 Last Name

Jorling

Q4 Zip Code (Primary Residence)

97034

Q5 How did you hear about this online open house?
(Check all that apply.)

Email from the project team

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Respondent skipped this question

Q8 What is your age?

Respondent skipped this question

Q9 Your Race/Ethnicity (Check all that apply.)

Respondent skipped this question

Q10 Languages spoken at home (Check all that apply.)

Respondent skipped this question

#50

COMPLETE

Collector: Online Open House (Web Link)
Started: Friday, December 14, 2018 12:46:38 PM
Last Modified: Friday, December 14, 2018 12:47:01 PM
Time Spent: 00:00:23
IP Address: 98.232.140.45

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I am a high speed rail advocate, but have long realized that Americans "don't get it" when it comes to high speed rail, and probably never will. Alternatives 1 and 2 are not High Speed Rail. Nor are they even "Higher Speed Rail" in any meaningful sense. In 1950, Southern Pacific's Shasta Daylight took 2 hours and 25 minutes to go between Portland and Eugene. In Alternative 1, which I understand to be the preferred alternative, will only beat that time by 5 minutes at a cost of anywhere from 870 million to over 1 billion. This is a colossal waste of money. If this money "needs to be spent" it would be better to use it to build an exclusive high speed rail line between Portland and Vancouver as part of a true high speed rail line between Portland and Seattle. Mark me down as advocating for the no-build alternative.

Q2 First Name

David

Q3 Last Name

Jorling

Q4 Zip Code (Primary Residence)

97034

Q5 How did you hear about this online open house?
(Check all that apply.)

Email from the project team

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Male

Q8 What is your age?

72

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

Hannah Mills

From: Jessica Pickul
Sent: Thursday, December 13, 2018 10:29 AM
To: SELLERS Jennifer; Jessica Bull
Cc: Hannah Mills
Subject: RE: OPR DEIS Online Open House Comment

Gracias!

From: SELLERS Jennifer [<mailto:Jennifer.SELLERS@odot.state.or.us>]
Sent: Wednesday, December 12, 2018 2:25 PM
To: Jessica Pickul; Jessica Bull
Subject: FW: OPR DEIS Online Open House Comment

Comment I-84

Comment!

Jennifer Sellers
Passenger Rail Program Manager
ODOT Rail and Public Transit Division
(503) 480-5556
Jennifer.sellers@odot.state.or.us

From: Harvey Kahler [<mailto:harveyk400@gmail.com>]
Sent: Thursday, November 29, 2018 3:30 PM
To: SELLERS Jennifer
Subject: OPR DEIS Online Open House Comment

An 18-unit Talgo 8 train would have 438 seats (396c/42b) in a "Cascade" configuration for through service to Seattle or Vancouver and still be capable of 110 mph speeds with a single Siemes Charger locomotive based on estimates of weights. A commuter configuration for Portland is possible with 546 seats without business class, food service, or baggage.

Half-hour rush-hour frequencies would represent a half-lane of capacity on I-5; and more frequent service would divert more demand, improve safety and air quality, and provide more affordable commuting. AAA estimated the average cost of commuting by auto to be \$0.608 a mile in 2013. Rail fares are much lower than that; and public support avoids the cost of adding often disruptive highway capacity in urban and environmentally sensitive areas.

I am a retired transportation planner with a career in Illinois and Indiana and interested in rail passenger services but with no affiliation with Talgo. Talgos are suitable for Cascade service; and it makes some sense to me that compatible equipment would be acquired for expanded fast, if not high-speed, service in Oregon. Should Washington build a dedicated high-speed line, Talgos would offer interoperability for extended service through Oregon. More Talgos would be "off-the-shelf" and not require a waiver under revised regulations. Choosing the current Amtrak route seems to be the more pragmatic alternative since there seems to be no practical solution to rejoin the tracks at Oregon City from I-5. Little improvement in alignment for higher-speed service would be gained; but this may be offset by public crossing improvement costs that were substantial for the Chicago-Saint Louis corridor. The current alignment curvature is mitigated by Talgo passive tilt-suspension trains.

Hannah Mills

From: Jessica Pickul
Sent: Thursday, December 13, 2018 9:58 AM
To: Hannah Mills
Subject: FW: OPR DEIS Online Open House Comment

DEIS comment and a sweet nod to Pl...

From: Kristen Kalbrener [<mailto:kkalbren@uoregon.edu>]
Sent: Wednesday, December 12, 2018 8:16 AM
To: info@oregonpassengerrail.org
Subject: OPR DEIS Online Open House Comment

Thank you for requesting comments!

Your materials are very nicely assembled and organized in a way that makes it really feasible for those of us in the public to review, comprehend and comment. Kudos for that!

I am a regular Amtrak user between Eugene and Tacoma – at least several times per year. I have an interest in the infrastructure as well as in the quality of service.

First on service because I think that is especially critical to maintaining a positive image and public support for maintaining/upgrading rail service in the US. Your people are friendly and personable, both in the stations and on the trains. Maintenance is sorely lacking – often I find on the trains non-working restrooms, unclean restrooms etc. The website and interface with frequent traveler site are antiquated and often frustrating in trying to use. (I recently tried to change a one-way to a roundtrip and it would neither give me the opportunity to change, add-to or even easily start an additional reservation because of having one in the system already. Great waste of time and goodwill of the passenger.) Delayed trains/cancellations are handled poorly in terms of facilitating backup plans via bus etc. Last time it happened to me, one portion was supposedly no backup plan ----- just not acceptable.

Back to track planning:

I vote for Alternative One. I like the emphasis on track and safety upgrades. Going through central cities to facilitate higher ridership (remember to provide easy linkage to city buses in each!) Using existing stations not only saves money but rejuvenates what in many cases are historic building with great character. The environmental impact is minimized and I like that there are no right-of-way issues with alternative one. (How unfortunate when upgrades require moving people off their land/out of their homes!)

Thank you again for the opportunity to comment.
 (from Peter DeFazio's district 4 in Oregon)

Kristen Kalbrener MS. MA. CMM
 Program Manager, Global Education Oregon
 Academy Coach, NAFSA Region I

Office of International Affairs
 300W Oregon Hall
 5209 University of Oregon
 Eugene, OR 97403-5209
 Tel: 1-541-346-1238
 GEO Main: 1-541-346-3207

Emergency Only: 1-503-764-4146
geo.uoregon.edu



#8

COMPLETE

Collector: Online Open House (Web Link)
Started: Thursday, November 29, 2018 11:38:42 AM
Last Modified: Thursday, November 29, 2018 11:46:49 AM
Time Spent: 00:08:07
IP Address: 97.120.190.182

Comment I-86

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

Yes, I do.

When Oregon looks to the future, we need to have MUCH better services to greater outreach of cities. Presently, we have no service to coastal areas or central and Eastern Oregon.

Keeping the original hubs are great, but allowing easy access to rail service, faster trains in areas that connect and creating true people movers. The Eastern corridor of the United States is a good example.

Q2 First Name

Tracy

Q3 Last Name

Kane

Q4 Zip Code (Primary Residence)

97213

Q5 How did you hear about this online open house?
(Check all that apply.)Other (please
specify):

From Amtrak

Q6 Will you answer some questions about your gender,
age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Female

Q8 What is your age?

57

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

#54

COMPLETE

Collector: Online Open House (Web Link)
Started: Saturday, December 15, 2018 12:06:38 PM
Last Modified: Saturday, December 15, 2018 12:14:29 PM
Time Spent: 00:07:50
IP Address: 174.224.7.65

Comment 1-87

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I'm satisfied with the recommended Alternative 1 which follows the existing Amtrak Cascades passenger rail route with improvements in track, signals and communications. I'm a regular Amtrak rider between Portland and Eugene. It is very common that my trains are late because of conflicts with freight trains.

Benefits of Alternative 1:

I'll be happy to have these improvements and hopefully have them sooner than with Alternative 2. I'm happy to have stations based in cities. It is important to me at conflicts with freight trains are minimized. I hope these improvements can be a priority.

Concerns about Alternative 2:

I believe the environmental impacts associated with Alternative 2 would be significant. I am especially concerned about agricultural lands that would be impacted, and the environmental impact of raw materials needed for new stations and other infrastructure in Alternative 2.

In Summary, I agree with the recommendation to go with Alternative 1, but hope that conflicts with freight can be adequately addressed with this priority.

Q2 First Name

Megan

Q3 Last Name

Kemple

Q4 Zip Code (Primary Residence)

97402

Q5 How did you hear about this online open house?
(Check all that apply.)

Email from the project team,
Project
mailer

Q6 Will you answer some questions about your gender, age, and ethnicity? **Yes**

Page 2

Q7 Gender (Check one.) **Female**

Q8 What is your age?

47

Q9 Your Race/Ethnicity (Check all that apply.) **White**

Q10 Languages spoken at home (Check all that apply.) **English**

Oregon Passenger Rail Eugene Saturday Market Event - 10/20/18

Comments

Comment I-88

→ It would be great if we could use the existing track and route, improve the system, and increase the number of train and running frequency.

Contact: Wankak Kim

wankak@gmail.com

☐ → Add to mailing list

Note: Comment below filed as I-96

→ It would be worth your energy if you go more progressive and just make the investment. This is a lot of money for not a lot of improvement.

→ Invest in Surf Air - airline might be faster and a wiser investment.

- It's faster and convenient

- Allows smaller airports and PDX stops.

→ Higher speed rail would make more sense.

Contact: Dr. Burton Levenson

drburt10@gmail.com

☐ → Add to mailing list

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 11:02 AM
To: Hannah Mills
Subject: FW: Comments on passenger rail alternatives

Comment I-89

DEIS comment

From: kingeider@tutanota.com [<mailto:kingeider@tutanota.com>]
Sent: Sunday, December 09, 2018 9:04 PM
To: info@oregonpassengerrail.org
Subject: Comments on passenger rail alternatives

To project managers:

I am more in support of alternative 2 for the future of passenger rail in Oregon. The alternative 1 concept keeps the conflicting uses of freight and passenger that we are currently dealing with. As we are expecting increases in both freight and passenger traffic, the conflicting situations, though mitigated somewhat, would be expected to return in the future. Dedicated passenger rail is the only way to alleviate these conflicts.

This being said, I am not in favor of the Albany side trip being added. It would cause time delay and increase car/ ped/etc conflicts and danger. Albany has great access to the I-5 corridor as is.

The beginning of the route in Springfield is not a good concept, either. The addition of the 2 bridges (Main St/South A St south of Island Park and a new bridge crossing the Willamette at I-5 and subsequent passage through the Eastgate Woodlands) could both easily be avoided by locating the origin of the route in North Springfield in the new Urban Growth Boundary addition east of I-5 north of the current development area used for the Royal Caribbean call center. This area is well served by mass transit with the bus rapid transit line, so location in downtown Springfield is not needed and cost savings of deleting 2 bridges would be significant.

I also prefer the route getting to Portland area by following 205. Avoiding the west hills of Portland is another significant cost savings.

Although the EIS clearly shows more impacts for route 2, I believe that mitigation and environmental improvements and cleanup to habitat could be part of route 2 such as to make the long term route 2 project much lesser in impact and an actual environmental gain.

Dedicated rail alongside I-5 to me is the way to go. Please do not go with the “band aid” approach that is route 2, it is sure to run into the same problems that impede this transportation mode today. Let’s let freight have it’s right of way to itself.

We really need this project. Thanks for the opportunity to comment.

Michael Koivula
Springfield, OR

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 11:03 AM
To: Hannah Mills
Subject: FW: Additional comment

DEIS comment

From: kingeider@tutanota.com [<mailto:kingeider@tutanota.com>]
Sent: Monday, December 10, 2018 7:50 AM
To: Info
Subject: Additional comment

Again, thanks for the opportunity to comment on passenger rail options.

Again, I support option 2, the I-5 route.

I forgot to include one additional recommendation that I believe would cost significantly less, make the route safer and improve speed. That would be to try as much as possible to tunnel rather than span as many of the roadway crossings along I-5. If these crossings are either bored or cut and filled to accommodate the rail lines it would eliminate the need for multiple bridges and vertical curves in the profile of the rail line.

Elimination of the bridges will bring a huge decrease in cost, would reduce the distance that sound would travel from the rail lines, perhaps allowing for noise elimination barriers to reduce noise from both I-5 and the rail lines.

Elimination of the bridges will also bring greater safety to all users of the I-5 corridor.

Michael Koivula
Springfield, OR

--

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<https://tutanota.com>

Hannah Mills

From: Jessica Pickul
Sent: Wednesday, December 19, 2018 9:50 AM
To: Hannah Mills
Subject: FW: Pax Rail EIS Comments

Did you get this original comment?

From: Jdavej [<mailto:jdavej@aol.com>]
Sent: Wednesday, December 19, 2018 9:29 AM
To: slmgrandor@comcast.net; info@oregonpassengerrail.org
Cc: stefanoadams@icloud.com; dougallen@centurylink.net; pickandbow@aol.com; dave_sandy@comcast.net; jimhowell89@hotmail.com; donaldl@teleport.com; OregonRail@aol.com; figmoon@yahoo.com; jonnuxoll@usa.net; kennethpeters@msn.com; appoole@yahoo.com; DLRowe3162@aol.com; TimWWilson@aol.com
Subject: Re: Pax Rail EIS Comments

Bravo
 Dave J

-----Original Message-----

From: ROBERT E KREBS <slmgrandor@comcast.net>
 To: info <info@oregonpassengerrail.org>
 Cc: Adams, Steven <stefanoadams@icloud.com>; Allan, Doug <dougallen@centurylink.net>; David Arnold <pickandbow@aol.com>; Crout, David <dave_sandy@comcast.net>; Jim Howell <jimhowell89@hotmail.com>; Dave Jannuzzi, Dr. <JDaveJ@aol.com>; Donald Leap <donaldl@teleport.com>; Dan McFarling <OregonRail@aol.com>; J Michael Morrison <figmoon@yahoo.com>; Jon Nuxoll <jonnuxoll@usa.net>; Kenneth Peters <kennethpeters@msn.com>; Art Poole <appoole@yahoo.com>; Dave Rowe <DLRowe3162@aol.com>; Tim W Wilson <TimWWilson@aol.com>
 Sent: Tue, Dec 18, 2018 2:30 pm
 Subject: Pax Rail EIS Comments

Oregon Passenger Rail Draft EIS Comments

Alternative 1 is the best choice for the rail corridor. It provides for incremental improvements to existing infrastructure, does not require purchasing new right of way and allows for gradual service improvements. Alternative 1 provides the best return for the tax dollars invested in the corridor.

The problem with the current track alignment between EUG and PDX is lack of capacity to handle more freight and passenger trains. This should be addressed by adding more PTC protected double track. The rural sections of the line would be fairly inexpensive to add track and eliminate some road crossing hazards. Alternative 1 addresses this need.

To implement the plan a designated state funding source must be identified to pay for the infrastructure improvements. ODOT keeps waiting for the "fairy godmother" to bless the line with federal funding. This hasn't happened in this century and there has been no serious investment in the corridor since before 2005. The restricted capacity has prevented any passenger service improvements since 2000.

State investment in the passenger rail corridor could have several benefits.

1. Provide a match for Federal dollars if they become available.

- 2.Negotiate with the Union Pacific Railroad to apply some or all of the infrastructure investment to lower costs for passenger trains using the track.
- 3.Rail improvements provide frequencies to supplement capacity restrictions on the I-5 Freeway at a lower cost.

The Oregon Passenger Rail Service has been dormant for almost two decades with no additional train frequencies. Alternative 1. if funded, would provide the capacity to add more needed service, for both freight and passenger.

Alternative 2 is a very costly alignment to raise train speeds. A new railroad would have to be built for 12 to 16 trains a day. Not cost effective.

Ultra High Speed Trains is not what will attract patrons.They want:

- 1.Reasonable competitive run times between stations. Not high speed.
- 2.Reliable on-time performance
- 3.An attractive fare structure.
- 4.Clean, modern, comfortable trains with service amenities like food and drinks.

About 68% of all corridor trips travel through Portland and are more than 100 miles in length. To maximize ridership all trains should go beyond Portland or have a tight connection for a continuing journey.

Thank you for the opportunity to comment on the EIS which hopefully will end Oregon's Passenger Rail doldrums.

Bob Krebs
Retired ODOT Passenger Rail Coordinator
3435 Bluff Avenue SE
Salem Or 97302

503-375-2821

Hannah Mills

From: Jessica Pickul
Sent: Tuesday, December 04, 2018 8:26 AM
To: Hannah Mills
Subject: FW: OPR Comment #559 (Russ Lathrop)

COMMENT

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Monday, December 03, 2018 6:17 PM
To: Oregon Passenger Rail
Subject: OPR Comment #559 (Russ Lathrop)

There has been a submission made through the OPR Comment Form 2:

ID 559
FirstName Russ
LastName Lathrop
Comment Alternative 2 looks to be a great option. It makes sense to have rail stops in cities that have population densit. This is needed to keep up with population growth and to keep our roads from bring over used.
Email Rustygraylathrop@gmail.com
Last modified 2018-12-03 8:16 PM
IP Address 73.25.207.118

Submission made: 2018-12-03 8:16 PM

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 10:45 AM
To: Hannah Mills
Subject: FW: OPR Comment #576 (Matt Laubach)

Comment I-93

DEIS comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Friday, December 07, 2018 2:47 AM
To: Oregon Passenger Rail
Subject: OPR Comment #576 (Matt Laubach)

There has been a submission made through the OPR Comment Form 2:

ID 576
FirstName Matt
LastName Laubach
Comment I'm very happy to hear that you are increasing Amtrak service from Portland to Eugene. I enjoy riding to Portland on the train. It's not very scenic however because it goes into the industrial areas of towns used by freight trains. There are many delays waiting for other trains to use the tracks. My first choice would be building tracks to support high speed rail. Second choice would be to build along I5. Third choice would be to improve existing tracks shared by freight trains.
Thanks for listening
Email matt@efn.org
Last modified 2018-12-07 4:46 AM
IP Address 73.164.213.233

Submission made: 2018-12-07 4:46 AM

From: [OPR Website](#)
To: [Oregon Passenger Rail](#)
Subject: OPR Comment #541 (Zachary Lauritzen)
Date: Sunday, November 04, 2018 7:07:26 AM

Comment I-94

There has been a submission made through the OPR Comment Form 2:

ID 541
FirstName Zachary
LastName Lauritzen
Organization Citizen
Comment Thank you for this important work. I utilize the train whenever possible, however, my biggest hangup is when I have a deadline to make (airplane to catch, meeting to attend, etc.) and when I take the train I always run the risk of a major delay. My understanding is that is because the passenger train always gives right of way to the freight service. Is this the case? If so, until that is addressed, it will be next to impossible for people like me who want to take the train for all trips from Eugene to the north (Salem, Portland, Seattle) but cannot risk multi-hour delays.
Email Thank you for the work on this important effort!
zacharylauritzen@gmail.com
Last modified 2018-11-04 9:07 AM
IP Address 67.171.242.181

Submission made: 2018-11-04 9:07 AM

#16

COMPLETE

Comment I-95

Collector: Online Open House (Web Link)
Started: Sunday, December 02, 2018 9:10:41 PM
Last Modified: Sunday, December 02, 2018 9:18:06 PM
Time Spent: 00:07:24
IP Address: 172.79.123.126

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

For \$800-\$1B this investment Alternative 1 seems to be a waste of money for 15 min decrease in route time and additional capacity. I'd expect a massive decrease in trip time for that level of investment. Alternative 2 didn't show any estimates on route time. This appears to be the more efficient route potentially capturing the largest ridership. I'm rather disappointed the leaders of the committee didn't recommend that one without explaining a reason why or why not. This might be the worst DEIS I've seen without much explanation. It appears that the committee's decision has already been made.

Q2 First Name

Blaine

Q3 Last Name

Lee

Q4 Zip Code (Primary Residence)

97070

Q5 How did you hear about this online open house?
(Check all that apply.)

**News
article**

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Male

Q8 What is your age?

37

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

Oregon Passenger Rail

Eugene Saturday Market Event - 10/20/18

Comments

→ It would be great if we could use the existing track and route, improve the system, and increase the number of train and running frequency.

Contact: Wankak Kim

wankak@gmail.com

☐ → Add to mailing list

Note: Comment above filed as Comment I-88

Comment I-96

→ It would be worth your energy if you go more progressive and just make the investment. This is a lot of money for not a lot of improvement.

→ Invest in Surf Air - airline might be faster and a wiser investment.

- Its faster and convenient

- Allows smaller airports and PDX stops.

→ Higher speed rail would make more sense.

Contact: Dr. Burton Levenson

drburt10@gmail.com

☐ → Add to mailing list

From: [OPR Website](#)
To: [Oregon Passenger Rail](#)
Subject: OPR Comment #539 (Art Lewellan)
Date: Thursday, November 01, 2018 12:15:11 PM

Comment I-97

There has been a submission made through the OPR Comment Form 2:

ID 539
FirstName Art
LastName Lewellan
Title Rail system designer
Organization The LOTi Project

I support the Amtrak Cascades Line. It's diesel/electric locomotive is suitable for many Amtrak corridors, for instance, PDX to SLC to Denver, and, LA-LV-SLC. Higher speeds such as the Acela are simply too expensive to build nor necessary on many rail routes. TALGO manufactures a fine matching diesel/electric locomotive, the XXI, which can raise a pantograph and run all electric where feasible.

Since planning started, I've supported directly serving Corvallis, which would attract more patrons than the route through Tangent, Halsey and Harrisburg combined, especially between Corvallis and Eugene. Reducing trip time between Albany and Eugene along I-5 is likewise unnecessary and unproductive.

The other stretch of track I'm concerned about is Keiser to Wilsonville to Oregon City, which I prefer. However, Salem should have a station, and please consider the following: Portland is planning a MAX line to Tualatin. Oregon's main rail advocacy group AORTA does not support the Barbur Blvd route. I agree with them on that and on their proposal to convert the WES corridor to an extension of the MAX Red Line from Beaverton. WES trains would be decommissioned, but could run from Wilsonville to Salem on some complementary schedule.

This combination of MAX Red Line at 15min service between Wilsonville and Beaverton should be considered: It affects ODOT plans for widening Hwy 217 and increases rail access for Washington County. Widening 217 may be necessary, but routing the MAX Red Line along the corridor provides motorists and Amtrak Cascades passengers with an ideal transit alternative sure to increase ridership on both rail systems. This MAX extension can have its planned stop at Bridgeport Village as long as from there, the line can further extend to Tualatin 'proper' and ultimately to Wilsonville.

Comment

I'm sure you are aware of these possible alternative routes. You may not know that the impacts MAX would impose on Barbur Blvd are absolutely deplorable, nor that the development potential along Barbur is exaggerated; Barbur Blvd will remain a 35-45mph highway which does not bode well for a walkable neighborhood and wider crosswalks. Metro and Portland City Hall are not informing the public

about the terrible impacts nor dubious development potential. A Bus Rapid Transit (BRT) line on Barbur Blvd is more suitable as well as impose less impact and cost. A BRT line may also generate more ridership than MAX on Barbur Blvd.

At this point, I figure you're now thinking "We're only planning 2 possible routes with no variations." If so, I'm disappointed and must recommend you tabulate the increased ridership possible with the variation of routes proposed in this commentary.

PS: I am also proposing a CRC I-5 Bridge replacement design that salvages most of the commission's work. And, I'm finishing a bridge design for replacing the Marquam Bridge. I'm certain the Marquam will not be replaced with any tunnel nonsense. Both these bridge designs are 'single-deck' instead of 'double-deck'. I have drafted a new and much safer design for Hayden Island Access which I call "Low-Level" and, a design for realigning I-5 on the eastbank of the Willamette between Burnside and the Morrison/Belmont viaduct which is also rebuilt. These designs have all been submitted to Metro in a 14-page 'pamphlet'. Finally, I support the Rose Quarter I-5 Rebuild. I do not believe it will worsen air pollution in the corridor as it should reduce the terribly stupid bottleneck between traffic exiting and entering I-5 South. Thanks ODOT for the fine work I've noted through the years.

Email Options	Response Requested
Email	lotilivo@gmail.com
Last modified	2018-11-01 2:15 PM
IP Address	173.164.116.25

Submission made: 2018-11-01 2:15 PM

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 10:46 AM
To: Hannah Mills
Subject: FW: OPR DEIS Online Open House Comment

DEIS comment

Comment I-98

From: LIERMAN Walt [<mailto:WALT.LIERMAN@dhsosha.state.or.us>]
Sent: Friday, December 07, 2018 7:54 AM
To: info@oregonpassengerrail.org
Subject: OPR DEIS Online Open House Comment

I currently am a monthly rider on Cascades 511/508. I have been riding for almost 4 years. I leave from the Oregon City station and travel to Salem returning in the evening.

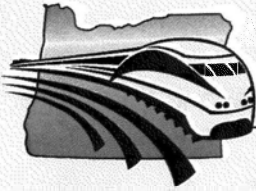
If I understood the material, I would opt for Alternative 1. I am biased in a sense because I want service to Oregon City maintained. When the early morning Cascades schedule (~ 6:20 a.m. in OC) was dropped starting in 2017(? I believe) Oregon City was precluded from consideration of the bus from Union Station in the morning – because Portland passengers would be “put out” by stopping at OC before going to Salem and points beyond. Now the only morning rail service SB is the 10:10 a.m. – not really a working commuter’s schedule. (I know that the C word – commuter – is frowned upon. But that’s what I use it for!)

So please treat OC as a full-fledged partner in any alternative that is ultimately decided upon.

In summary, I would support Alternative 1 as it stands. The only change I would suggest is to somehow include Wilsonville in Alternative 1. It is increasingly becoming more used by DHS/OHA for meetings and conferences. But it is very inconvenient to get to. The Tri-Met WES is okay but you have to go to Beaverton TC or some other intermediate point and once you are in Tualatin – why not drive the remaining couple miles? IMHO, Wilsonville is a perfect example of a poorly planned suburban area (I guess it is a suburb?? Or just a place with a bunch of people living in it, jacked up pickups speeding - perhaps the drivers think they are in eastern Oregon – Baker City maybe, and overall congestion) that was made expressly for cars. The cars are driven fast, pedestrians and bicyclists are put at risk. So maybe an Amtrak through there could begin to address some of the congestion and over-abundance of cars?

VOTE: Alt 1

Walt Lierman, Ph.D.
OHA, Health Analytics



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

I definitely think Alt. 1 is the right choice. The cost is not so much that we won't be able to come up with it in a reasonable time.

Station locations are set and can be integrated with other modes of travel.

Good job - hope to see this come to fruition in the near future.

Please keep in mind integrating train travel w/ all ~~other~~ other modes, including bicycles. And try to keep cost of use

(See reverse) (train tickets -) as reasonable as possible.

Thank you!

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: Kathy

Last Name: Lincoln

Zip Code: 97303

Email: KLincoln

● How did you hear about this open house & public hearing?

☒ Email from the project team

☐ My employer

☒ News article

☐ Word of mouth

☐ Project mailer

☐ Community Newsletter

☒ Other (please specify): email from ODOT

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

From: Jessica Pickul
Sent: Tuesday, December 11, 2018 3:20 PM
To: Hannah Mills
Subject: FW: OPR Comment #589 (Joan Lloyd)

DEIS comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Tuesday, December 11, 2018 2:54 PM
To: Oregon Passenger Rail
Subject: OPR Comment #589 (Joan Lloyd)

There has been a submission made through the OPR Comment Form 2:

ID 589
FirstName Joan
LastName Lloyd
Comment I agree that Alternative 1 is the most cost effective but if there is a possibility of having high speed trains someday on that same line, I do not want that alternative. We fairly recently got a quiet zone in Salem and if there are high speed trains the horns would have to be reinstated.
Email Options Response Requested
Email jello879@gmail.com
Last modified 2018-12-11 4:53 PM
IP Address 71.238.17.147

Submission made: 2018-12-11 4:53 PM

Tell us about yourself

Comment I-101

This information helps us improve our outreach in the future.

● **Please provide the following information:**

First Name: Mike

Last Name: James Long

Zip Code: 97404

Email: Mike@JamesGangPublishing.com

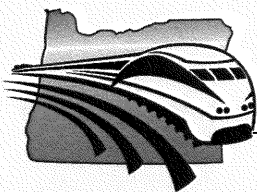
● **How did you hear about this open house & public hearing?**

- ☒ Email from the project team
- ☐ My employer
- ☒ News article
- ☐ Word of mouth
- ☐ Project mailer
- ☐ Community Newsletter
- ☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

- Alternative #1 is undoubtedly the most cost effective. I wonder if Hoover Dam was cost effective?
- I would really like to see high speed rail from Canada to Mexico but doesn't look like the government has the money and the states do not.
- Perhaps we should focus on a monorail option within growing metropolitan areas to lessen our carbon footprint or suffer the consequences?

(See reverse)

Hannah Mills

From: Jessica Pickul
Sent: Tuesday, December 04, 2018 5:41 PM
To: Hannah Mills
Subject: Fwd: OPR Comment #566 (moises Lucero)

Demi's comment

Best,
 Jessica

Begin forwarded message:

From: OPR Website <info@oregonpassengerrail.org>
Date: December 4, 2018 at 4:30:00 PM PST
To: Oregon Passenger Rail <info@oregonpassengerrail.org>
Subject: OPR Comment #566 (moises Lucero)
Reply-To: moises Lucero <moiseslucero31@hotmail.com>

There has been a submission made through the OPR Comment Form 2:

ID	566
FirstName	moises
LastName	Lucero
Comment	I definitely like the idea of the "Cascadia high speed rail" that would follow the I-5 corridor. Would it be possible to consider the same system through the yellow area, Corvallis, McMinnville newburg etc. Would frequency and departure times be affected by certain alternate routes?
Email Options	Response Requested
Email	moiseslucero31@hotmail.com
Last modified	2018-12-04 6:30 PM
IP Address	165.225.50.94

Submission made: 2018-12-04 6:30 PM

#58

COMPLETE

Comment I-103

Collector: Online Open House (Web Link)
Started: Monday, December 17, 2018 4:56:51 PM
Last Modified: Monday, December 17, 2018 5:05:03 PM
Time Spent: 00:08:12
IP Address: 198.98.9.2

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

Either Alt #1 or Alt #2 seem to be better than no action. But it is not clear if either Alternatives would eliminate the frequent conflict between passenger and freight trains. Would passenger trains need to wait until freight trains pass, or would there be additional tracks to resolve that conflict?

I like the faster travel times that Alt #2 provides, but I need to know more about the environmental impacts and how the higher cost will be paid (with higher taxes, or ticket fares?).

Q2 First Name

Matt

Q3 Last Name

Lutter

Q4 Zip Code (Primary Residence)

97405

Q5 How did you hear about this online open house?
(Check all that apply.)

**Community
newsletter**

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Male

Q8 What is your age?

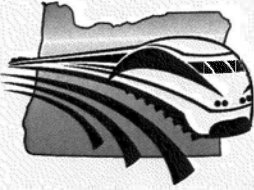
42

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

Why not a RRA
dedicated rail?
I have ridden this
corridor for 26 years.
I have ridden Amtrak
all across the country.
I have also ridden
on trains all over
Europe. Their experience
in the EU was much
superior to here.
Ridership will build
when the trains are
easy to catch (convenient
times) AND on time.

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● **Please provide the following information:**

First Name:

Mary-Kate

Last Name:

Harley

Zip Code:

97405

Email:

marykateharley@gmail.com

● **How did you hear about this open house & public hearing?**

☐ Email from the project team

☐ My employer

☒ News article

☐ Word of mouth

☐ Project mailer

☐ Community Newsletter

☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

From: [OPR Website](#)
To: [Oregon Passenger Rail](#)
Subject: OPR Comment #535 (Karl MacNair)
Date: Wednesday, October 31, 2018 1:16:35 PM

Comment I-105a

There has been a submission made through the OPR Comment Form 2:

ID 535
FirstName Karl
LastName MacNair
Title Citizen
Organization Public

The DEIS Alternative 2 states that a 120 mph max speed was studied. The Shinkansen, which has been operating since the 1960's operates between 150 and 200 mph top speed. Based on this alone, I would argue that the analysis of Alt 2 is flawed and that the study had a bias toward Alt 1 from the start and begs the question, why isn't ODOT taking a serious look at true high speed rail (HSR)?

Comment

The Transportation Planning Rule's purpose is to reduce VMT statewide. I believe the best way to do that is to provide attractive alternatives to driving. I don't believe shaving 15 minutes off current travel times is going to get anyone to leave their car at home in favor of the train. In order to get a mode shift, we need to make train travel faster and more reliable than a car. True HSR has a chance of doing that, but at this point we still don't have the data to tell us what it could do because the DEIS didn't study anything over 120mph. I realize that a ton of work went into this DEIS, which is why I'm so disappointed that it seems to have ignored the call for a true HSR study. I really think ODOT needs to take another look at it with a true HSR system modeled after the HSR systems in other countries.

Aside from that, I applaud the work of staff to identify potential improvements that can be made incrementally on the existing line. This is a good first step toward an eventual HSR line; it is not HSR.

As for next steps, I'd like to see ODOT establish a funding plan for the incremental improvements AND start a new study that figures out how to build a true HSR system. Look at California's plan. It hasn't been smooth, but they are doing it.

The only thing I'd like a response on is why was 120mph picked as the top speed when other countries and states are able to get 200mph?

Thank you,
Karl MacNair

**Email
Options
Email**

Response Requested
macnair.engineerd@gmail.com

Last modified 2018-10-31 3:16 PM
IP Address 63.155.151.115

Submission made: 2018-10-31 3:16 PM

From: [OPR Website](#)
To: [Oregon Passenger Rail](#)
Subject: OPR Comment #536 (Karl MacNair)
Date: Wednesday, October 31, 2018 1:20:07 PM

Comment I-105b

There has been a submission made through the OPR Comment Form 2:

ID 536
FirstName Karl
LastName MacNair
Title Citizen
Organization Public
Comment The state of Oregon needs to look at passenger rail needs outside the Willamette Valley. In order to meet the state's planning goals of reducing VMT and building compact communities, a viable alternative to cars is needed. A serious state-wide investment in passenger rail is only logical.
Email macnair.engineerd@gmail.com
Last modified 2018-10-31 3:19 PM
IP Address 63.155.151.115

Submission made: 2018-10-31 3:19 PM

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 10:46 AM
To: Hannah Mills
Subject: FW: OPR Comment #578 (Josh Mars)

Comment I-106

DEIS comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Friday, December 07, 2018 6:59 AM
To: Oregon Passenger Rail
Subject: OPR Comment #578 (Josh Mars)

There has been a submission made through the OPR Comment Form 2:

ID 578
FirstName Josh
LastName Mars
Comment I favor the no-build option in the DEIS. The present demand for passenger rail doesn't exist to justify the mammoth cost of this pet-project, regardless of where the funding is sourced. There is a greater demand for improved and expanded roadways for passenger vehicles which should be the focus of ODOT.
Email jmars247@yahoo.com
Last modified 2018-12-07 8:59 AM
IP Address 63.155.89.145

Submission made: 2018-12-07 8:59 AM

#56

COMPLETE

Collector: Online Open House (Web Link)
Started: Sunday, December 16, 2018 2:58:02 PM
Last Modified: Sunday, December 16, 2018 3:06:12 PM
Time Spent: 00:08:10
IP Address: 76.14.251.48

Comment I-107

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I appreciate all the work that has been done, and will continue to be done, by ODOT.
I fully support improvements to the Amtrak Cascades system.
Of the 3 Alternatives offered I strongly support Alternative #2, a new route following I5.
My second choice is Alternative #1, improvements to existing route.
I do not support Alternative #3, no changes/improvements.
Thank you!!

Q2 First Name

Cindy

Q3 Last Name

Massaro

Q4 Zip Code (Primary Residence)

97392

Q5 How did you hear about this online open house?
(Check all that apply.)

**News
article**

Q6 Will you answer some questions about your gender,
age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)**Female**

Q8 What is your age?

61

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

#12

COMPLETE

Collector: Online Open House (Web Link)
Started: Friday, November 30, 2018 8:52:19 PM
Last Modified: Friday, November 30, 2018 8:56:25 PM
Time Spent: 00:04:06
IP Address: 73.25.156.177

Comment I-108

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

This is a huge investment for a minimal gain in travel time. At 120mph, only 30min faster than present Cascades? **Why** is there not an overt goal of <2h, or about 75mph average speed. 2nd world speeds, disappointing. Example: From London Kings Cross to Peterborough is about 90 miles, max speed 125, average speed non-stop 104mph, last time I rode. UK does not have true high speed, but engineers very good average speeds nonetheless. **We** need to emulate them!

Q2 First Name

Geoffrey

Q3 Last Name

McCarthy

Q4 Zip Code (Primary Residence)

97210

Q5 How did you hear about this online open house?
(Check all that apply.)Other (please
specify):

AORTA

Q6 Will you answer some questions about your gender,
age, and ethnicity?**Yes**

Page 2

Q7 Gender (Check one.)**Male****Q8** What is your age?

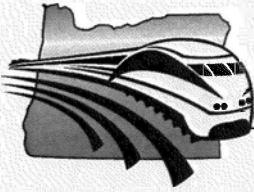
77

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

My family and I would love to serve to continue and improve in Oregon City. We prefer Alternative #1 as it primarily serves us here in O.C but also keeps service in the downtown, thus preserving historic stations and giving an option (hopefully faster) for those of us who wish to travel in style.

Thank's

Ben McCre

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: Ben

Last Name: Mcune

Zip Code: 97045

Email: benamcune@gmail.com

● How did you hear about this open house & public hearing?



Email from the project team



My employer



News article



Word of mouth



Project mailer



Community Newsletter



Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

From: [Kay McEwen](mailto:Kay.McEwen@att.net)
To: jts@att.net; passenger@att.net
Subject: ATT: Jennifer Sellers; ODOT Passenger Rail Program Manager
Date: Sunday, October 28, 2012 8:53:46 AM

I received two notices in the mail today re public hearings on this matter. I already responded to this in person the last time you had a public hearing on this matter... how long ago? I would have thought you'd be finished with the project by this time instead of continuing to study it and have more public hearings.

As I said before--Route #2--the West Woodburn route. Woodburn is already so noisy that my granddaughter from Portland (3 years old) wakes up in the middle of the night crying that it is so noisy that she can't sleep!!! I've complained about that too, having moved from Salem when ODOT "improved" the Market Street exit to a quieter neighborhood in Woodburn, but then the traffic "improvements" and the train are so loud that it assaults my elderly ears! I thought it was just because I was getting old, but when my 3-year-old granddaughter awakens, crying, and has to sleep with a pillow over her head, I know something is intrinsically wrong! Noise pollution!

I also think you should run a commuter train on the Union Pacific tracks between Woodburn>>Mt. Angel>>Silverton. Does that line also go to Stayton and Scio? A Mt. Angel man told me that they've already spent \$50,000 conducting a study on that matter, but that Union Pacific blocked the implementation because "they run freight on that line," and they can't mix freight and commuters. Really???

Please--get the job done! No more \$\$\$ spent on "studies." Get it done in my lifetime! We've been talking about this since I moved to Oregon in 1952!!! THANK YOU!!!



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

Alternative Won! (1)

Now, let's find and secure a reliable and adequate source of funding to increase frequency and reliability!

We have spent far too much time and money with far too little progress.

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● **Please provide the following information:**

First Name: Don

Last Name: McFarling

Zip Code: 97078

Email: OregonRail@aol.com

● **How did you hear about this open house & public hearing?**

- ☒ Email from the project team
- ☐ My employer
- ☐ News article
- ☐ Word of mouth
- ☐ Project mailer
- ☐ Community Newsletter
- ☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 10:45 AM
To: Hannah Mills
Subject: FW: OPR Comment #577 (Chris McLaughlin)

Comment I-112

DEIS comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Friday, December 07, 2018 6:16 AM
To: Oregon Passenger Rail
Subject: OPR Comment #577 (Chris McLaughlin)

There has been a submission made through the OPR Comment Form 2:

ID 577

FirstName Chris

LastName McLaughlin

Comment Choose which ever track is financially feasible to upgrade to a high speed rail system. We need something to bring the Oregon and the U.S. into the modern times like other countries. A high speed rail would excite the public again into using train system as the current system we have is much slower than even traveling by car. This would allow for travel for both tourism and also for employment commutes. Look at the new Hong Kong high speed rail line as an example of the positive impacts it would have on the statewide economy and lowering the traffic congestion on I-5. We can't keep using our antiquated systems expecting to experience increases in ridership. We have to adapt and embrace the future if we want to move forward as a community and a nation. That's why I feel even out of all the options posted the most important is the one not mentioned. Please consider the great economic benefit of having the first high-speed rail line in the Pacific Northwest would have for us. We can't afford to be stuck in the last century.

Email chris.m.mclaughlin11@gmail.com

Last modified 2018-12-07 8:15 AM

IP Address 64.9.255.16

Submission made: 2018-12-07 8:15 AM

From: [OPR Website](#)
To: [Oregon Passenger Rail](#)
Subject: OPR Comment #527 (Seaton McLennan)
Date: Monday, October 22, 2018 10:46:45 AM

There has been a submission made through the OPR Comment Form 2:

ID 527
FirstName Seaton
LastName McLennan
Title Former Mayor of Tangent
Organization City of Tangent, OR
1. Using the current rail line along 99E for high speed rail will negatively impact the current communities: Tangent, Shedd, Halsey, Harrisburg, especially with any closures to achieve the higher speed rating.
Comment 2. Response time for the Tangent Rural Fire Dept. will be increased.
3. Using the I-5 corridor will achieve a higher speed rating. Development of infrastructure, businesses and other financial improvements will be good for the state economy.
Email Options Response Requested
Email s.mclennan@comcast.net
Last modified 2018-10-22 12:46 PM
IP Address 140.211.14.250

Submission made: 2018-10-22 12:46 PM

#55

COMPLETE

Collector: Online Open House (Web Link)
Started: Friday, December 14, 2018 3:14:18 PM
Last Modified: Sunday, December 16, 2018 11:11:41 AM
Time Spent: Over a day
IP Address: 63.155.13.99

Comment I-114

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I support Alternative 1 to build new capacity along the existing passenger rail route. I am very opposed to Alternative 2 as proposed. I do not support building new bridges across rivers nor do I support routing rail lines through natural areas like Eastgate Woodlands in Springfield. The cost of Alternative 2 is excessive and I think limited resources can be used along the existing route. I look forward to seeing final designs for Alternative 1.

Q2 First Name

Vicky

Q3 Last Name

Mello

Q4 Zip Code (Primary Residence)

97401

Q5 How did you hear about this online open house?
(Check all that apply.)

Email from the project team

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Female

Q8 What is your age?

66

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

#21

COMPLETE

Collector: Online Open House (Web Link)
Started: Monday, December 03, 2018 10:18:03 PM
Last Modified: Monday, December 03, 2018 10:29:07 PM
Time Spent: 00:11:03
IP Address: 67.160.159.14

Comment I-115

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

For the short term option 1 makes sense as it serves existing centers and stations and improvements can be made incrementally. A double track for the entire length should be part of the plan and the ask for funding. The primary use of the second track would be for passenger service.

We need to plan for a tunnel from the Brooklyn yard into Union station or work on a freight tunnel to bypass the central east side. Either way 10mph speed and the land use constraints in this area are unacceptable when looking to the future.

Q2 First Name

JR

Q3 Last Name

Merrick

Q4 Zip Code (Primary Residence)

97202

Q5 How did you hear about this online open house?
(Check all that apply.)

Email from the project team

Q6 Will you answer some questions about your gender, age, and ethnicity?

No

Page 2

Q7 Gender (Check one.)

Respondent skipped this question

Q8 What is your age?

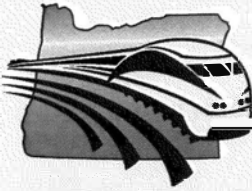
Respondent skipped this question

Q9 Your Race/Ethnicity (Check all that apply.)

Respondent skipped this question

Q10 Languages spoken at home (Check all that apply.)

Respondent skipped this question



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

Alternative one is the one that got my attention. I really would like that to become a reality. Driving from Albany to Portland is a veritable nightmare at certain times of the day. I have the dream that one day going to the Portland airport would be something as easy as it is to do it on San Francisco. I hope I will get to see it. Oregon truly needs a good alternative to driving I-5 between Eugene & Portland.

Thank you for your efforts

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: Cecilia Mi Haylo

Last Name: Mi Haylo

Zip Code: 97322

Email: cmihaylo@gmail.com

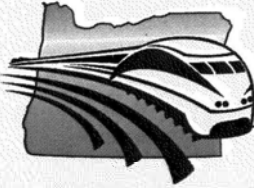
● How did you hear about this open house & public hearing?

- ☐ Email from the project team
- ☐ My employer
- ☐ News article
- ☒ Word of mouth
- ☐ Project mailer
- ☐ Community Newsletter
- ☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

Corvallis not included = is there a demand
for rail connecting corvallis with
Eugene & Portland?

With Greyhound now moved from
Eugene to Springfield, what does
"multimodal" mean for the Eugene
rail station?

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: Mary Sharon

Last Name: Moore

Zip Code: 97401

Email: marysharonmoore@gmail.com

● How did you hear about this open house & public hearing?

☐ Email from the project team

☐ My employer

☐ News article

☐ Word of mouth

☐ Project mailer

☒ Community Newsletter

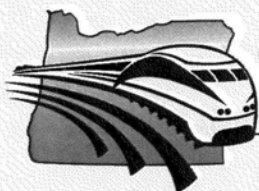
☐ Other (please specify): _____

I depend on public transit — no car.

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

DEIS Comment Form

Do you have any comments on the Alternatives presented in the DEIS?

This is a worthy project.
Alternative 1 offers
the most realistic
solution to Oregon's
needs.

(See reverse)

Tell us about yourself

This information helps us improve our outreach in the future.

● Please provide the following information:

First Name: Mike

Last Name: Morrissey

Zip Code: 97202

Email: on file now

● How did you hear about this open house & public hearing?

- ☒ Email from the project team
- ☐ My employer
- ☐ News article
- ☐ Word of mouth
- ☐ Project mailer
- ☐ Community Newsletter
- ☐ Other (please specify): _____

Thank you for your comments!

Please leave this form with a staff person or mail to:

Oregon Passenger Rail
c/o JLA Public Involvement
1110 SE Alder St., Suite 301
Portland, Oregon 97214

1 MS. NEEL: Deborah, D-E-B-O-R-A-H.

2 THE REPORTER: And your last name?

3 MS. NEEL: N-E-E-L. I live in West Linn.

4 So I used to commute from Salem to Portland in a van
5 pool. And I decided after sitting in traffic for an
6 hour and a half between Wilsonville and Portland,
7 downtown Portland, each way, that it was not
8 productive. There had to be a better alternative
9 and it meant moving, so I moved from Salem to West
10 Linn.

11 Now that I'm in West Linn, I still have an
12 issue with access to public transportation because
13 there isn't any. I can take a bus. The No. 35 bus
14 takes approximately an hour and a half and arrives
15 in downtown Portland, and doesn't go across the
16 river. I happen to work at the Lloyd Center so then
17 I have to get on the MAX and take an additional leg.
18 So my commute time each way is two hours, which I
19 might as well have stayed in Salem for.

20 So my question is if the City of Portland
21 is looking at extending the MAX line from Portland
22 down to Tualatin, and they think that's a feasible
23 alternative, why is the railroad not looking at that
24 same corridor? Why are they telling me that tunnels
25 are too expensive or that politics are not in favor

1 of it? I don't think either one of those arguments
2 stands a chance if the MAX line obviously refutes
3 both those arguments by saying that's going to be
4 their new track line. So I find that there's
5 insufficient study of that option.

6 And the option to go down 205 and cross
7 the river and go into the congested Oregon City rail
8 line area could be the death of that option
9 completely. Because, you know, it's a very tight
10 corridor up on that side. It's just as tight as
11 going from Tualatin north along route 5. So I would
12 challenge the choice of Alternative 1, and say that
13 it's not very far forward thinking.

14 If you want to look at the future of
15 transportation in this area decades from now, then
16 you need to look at the most realistic achievable
17 route, but also the most efficient route that's
18 going to alleviate commuter traffic from the south
19 of Portland through Portland going north. Because
20 commuter traffic combined with shipping, freight
21 traffic is the problem. And when you add local
22 traffic to that, it's a nightmare. There's no way
23 around it. There's no alternative. There's no
24 relief.

25 A train system that effectively worked

1 from north to south would really make a difference
2 on the route 5 corridor load that it's carrying for
3 vehicle traffic. I have family that frequently come
4 from Salem to Oregon City by train. They often wait
5 20 to 35 minutes for their turn at the tracks to
6 come down to Oregon City because they're a passenger
7 train and they don't have priority on the freight
8 line. And I don't think adding a line in that
9 corridor is going to completely change that issue.
10 Especially if the freight -- if the railroad
11 companies that do the freight lines control that
12 real estate.

13 So again, I think there's some real
14 obstacles on that route that could torpedo the whole
15 effort in the near term. So I just wanted to voice
16 my opinion.

17 **THE REPORTER:** Thank you.

18 **(Conclusion of public comment.)**
19
20
21
22
23
24
25

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 03, 2018 4:17 PM
To: Hannah Mills
Subject: FW: OPR Comment #558 (Cynthia Noblitt)

Comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Monday, December 03, 2018 3:58 PM
To: Oregon Passenger Rail
Subject: OPR Comment #558 (Cynthia Noblitt)

There has been a submission made through the OPR Comment Form 2:

ID	558
FirstName	Cynthia
LastName	Noblitt
Title	small business owner/operator
Organization	Deep Woods Distillery
Comment	I believe Alternative 1 is the best option, as long as service improvements include a stop in Oakridge OR. I am a strong supporter of rail transportation, but I do not think a new route is necessary, and if it is done in order to allow for so called high speed trains, I don't think that expense is worth the extra few minutes gained.
Email	cnoblitt@peak.org
Last modified	2018-12-03 5:58 PM
IP Address	63.155.163.16

Submission made: 2018-12-03 5:58 PM

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 11:02 AM
To: Hannah Mills
Subject: FW: OPR Comment #586 (Jennene Norblad)

Comment I-121

DEIS comment

From: OPR Website [mailto:info@oregonpassengerrail.org]
Sent: Sunday, December 09, 2018 6:52 PM
To: Oregon Passenger Rail
Subject: OPR Comment #586 (Jennene Norblad)

There has been a submission made through the OPR Comment Form 2:

ID 586
FirstName Jennene
LastName Norblad
Title Citizen/Train User
Organization Umpqua Bank

I was unable to attend in person the presentation of the three options, but in reviewing the information it appears that the proposal design process did not have significant input from citizen prior to the evaluate stage and was done in a slow, vacuum-like of perspective of ODOT.

As a result, it appears that none of the three proposals have a phased or hybrid approach to making improvements. Also the design approach process doesn't appear to consider many of the changes in the economy of Oregon, generational changes and even current congestion issues in the solutions.

Comment

I've been using the Amtrak Cascades line for over 15 years, having gone the full span of the track from Eugene to Vancouver with more frequent travel between the other stops. In the early days, when I've commented in the past to Amtrak about possible improvements, it has been focused on time, speed, and reliability. These fronts have greatly improved in recent years, especially in terms of perspective to automobile routes that have become increasingly dangerous and time consuming. In a very short time, the 2.5 hour train trip from Eugene to Portland, has gone from "too long" to perfectly acceptable and often times less time consuming and more reliable than driving. Now, the things that I wish the rail service would provide are more connectivity to other mass transit (connect to MAX?, Free Park and Ride, buses, bicycle storage/transport, etc.), stops near other major cities/junctions (Wilsonville, Tigard/Lake Oswego, Woodburn, Keizer, connectivity to Washington County), better marketing to expose more users to the rail options and to really consider long-term fast passenger rail solutions.

While the simulations in the designs are very important work, it seems like all of the designs seem to leave out the opportunity to engage the local transportation and local governments to also elevate their game and work together. In the short time of this proposal being advertising via media outlets it seems like I've seen a lot of truly great out ideas come out of friends and family,

that aren't even remotely on the radar of these designs. This is a HUGE missed opportunity, but I can't tell if this is due to the scope of what the state is able to do or because we aren't trying to actually prepare for the future need and/or address the immediate needs.

Additionally, it appears that in this evaluate stage, there are no space for the public comment to improve the options, only to decide between the three options - which have been proposed in a classic, too little, moderate, and too much, so that we as a public will fall for not even considering high-speed rail due to cost, and then land on the do nothing or barely doing anything options.

Using more advanced design thinking techniques, we should have seen this public outreach much earlier in the process. We should have seen a broader diversity in the leadership committee of the project, that included citizen and actual train users of different ages. And most importantly, the evaluate stage shouldn't feel like the end of the road to creating better ideas or options to adjust to the changing environment and needs of Oregon.

I'm in full agreement with Governor Brown that the rail system in Oregon is one of the most underutilized transportation options we have. I hope that ODOT, the leadership committee, and program coordinators for this effort are committed to actually improving the state of the rail system in the Willamette Valley and will consider a broader array of solutions from improvements.

Please at a minimum, consider:

1. Better bicycle storage/transport for Amtrak riders, where they can transport their bicycles in their own storage containers and where locked long-term bicycle parking is available at each station.
2. A stop and connection on the south end of the Portland-metro area that could connect to existing or future MAX lines.
3. Private-public or inter agency partnerships to improve existing ridership, including:
 - a. building alliances between local hotels and Amtrak for shuttle pick-ups/advertisement, etc.
 - b. Coordination between University of Oregon and Amtrak to provide packaged incentives to event attendees travelling between Portland and Eugene for UO personnel and special events - such as Duck Football games.
 - c. discussion with local transportation groups to find additional ways to improve the user experience from Amtrak to other modes to get around the cities.
4. If maintaining the existing line, a station stop in Woodburn or other passed by cities to allow for additional flexibility in train travel.
5. If a decision is made for the least costly option, there needs to be a plan to start planning for the inevitable need for high-speed rail in some part of the state, even if it is between the The Dalles/Bend, instead of the Willamette Valley as a test project. We have got to make a serious investment in our future transit needs in order to stay competitive in the next century. A 'No' to high speed rail, cannot be a 'No' forever.

Email jennenenorblad@gmail.com

Last modified 2018-12-09 8:51 PM

IP Address 71.237.171.112

Submission made: 2018-12-09 8:51 PM

Hannah Mills

From: Jessica Pickul
Sent: Monday, December 10, 2018 10:45 AM
To: Hannah Mills
Subject: FW: OPR Comment #575 (Phillip Norman)

DEIS comment

From: OPR Website [<mailto:info@oregonpassengerrail.org>]
Sent: Thursday, December 06, 2018 5:28 PM
To: Oregon Passenger Rail
Subject: OPR Comment #575 (Phillip Norman)

There has been a submission made through the OPR Comment Form 2:

ID 575
FirstName Phillip
LastName Norman
Title Owner
Organization Attic Access
Comment The demand that plans are consistent with those in California and Washington, means highest hopes everywhere must prevail. A 50% boost in ridership on slow trains is not wanted. We need rail service to far surpass auto and air transportation, for example between Salem and Olympia. We need ridership to increase by orders of magnitude for the plan horizon. The horizon must extend past 2035 and must be guided by achievements in Europe. Swiss engineers are ready to help, fully trained in high speed rail opportunities met and now ended. Available NOW. Not in twenty years.
Email Options Response Requested
Email pjnorman@gmail.com
Last modified 2018-12-06 7:27 PM
IP Address 67.189.77.82

Submission made: 2018-12-06 7:27 PM

#59

COMPLETE

Collector: Online Open House (Web Link)
Started: Monday, December 17, 2018 5:34:26 PM
Last Modified: Monday, December 17, 2018 5:37:13 PM
Time Spent: 00:02:47
IP Address: 204.98.74.133

Comment I-123

Page 1

Q1 Do you have any comments on the Alternatives presented in the DEIS?

I'm excited that this plan is being talked about and considered. I hope Alternative 1 doesn't actually use the rail that Amtrak runs on, since that rail is also used by the freight lines which actually own the lines and have higher priority.

Purely selfishly I hope any high-speed/direct rail will start in Eugene rather than Springfield.

Q2 First Name

Sigh

Q3 Last Name

O'Nara

Q4 Zip Code (Primary Residence)

97402

Q5 How did you hear about this online open house?
(Check all that apply.)

**Community
newsletter**

Q6 Will you answer some questions about your gender, age, and ethnicity?

Yes

Page 2

Q7 Gender (Check one.)

Respondent skipped this question

Q8 What is your age?

41

Q9 Your Race/Ethnicity (Check all that apply.)

White

Q10 Languages spoken at home (Check all that apply.)

English

#7

COMPLETE

Collector: Online Open House (Web Link)
Started: Wednesday, November 28, 2018 5:43:59 PM
Last Modified: Wednesday, November 28, 2018 5:45:54 PM
Time Spent: 00:01:54
IP Address: 73.157.224.71

Page 1

Comment I-124

Q1 Do you have any comments on the Alternatives presented in the DEIS?

More priority to passenger service ...currently the rail service puts the freight trains first with some delays to passenger (Amtrak) service

Q2 First Name

Pat

Q3 Last Name

Respondent skipped this question

Q4 Zip Code (Primary Residence)

97304

Q5 How did you hear about this online open house?
(Check all that apply.)News
article**Q6** Will you answer some questions about your gender,
age, and ethnicity?

No

Page 2

Q7 Gender (Check one.)

Respondent skipped this question

Q8 What is your age?

Respondent skipped this question

Q9 Your Race/Ethnicity (Check all that apply.)

Respondent skipped this question

Q10 Languages spoken at home (Check all that apply.)

Respondent skipped this question