

I have been a resident of Clark County for over 21 years. I want to see more Government action to save our planet. Citizens need other methods to travel around without using an automobile.



This picture shows some of the Regional Rail motormen who transported over a million and half passengers each year within our region in Southwest Washington and the Willamette Valley in the early 20th century.

Regional rail passenger service could be restored using the same corridors that were established in the early 1900's. The current preferred design of the Interstate Replacement Bridge will mean building more roads and more parking lots in Clark County. More cars and trucks will also add more rubber tire particles into our pristine waterways.

Granite Construction wants to expand their operation in Yacolt. This expansion will require improvements to the Chelatchie Prairie Rail Line which connects Battle Ground and other parts of the county and Portland. A public-private investment could combine environmentally friendly freight and passenger regional rail service for citizens to travel in Clark County.

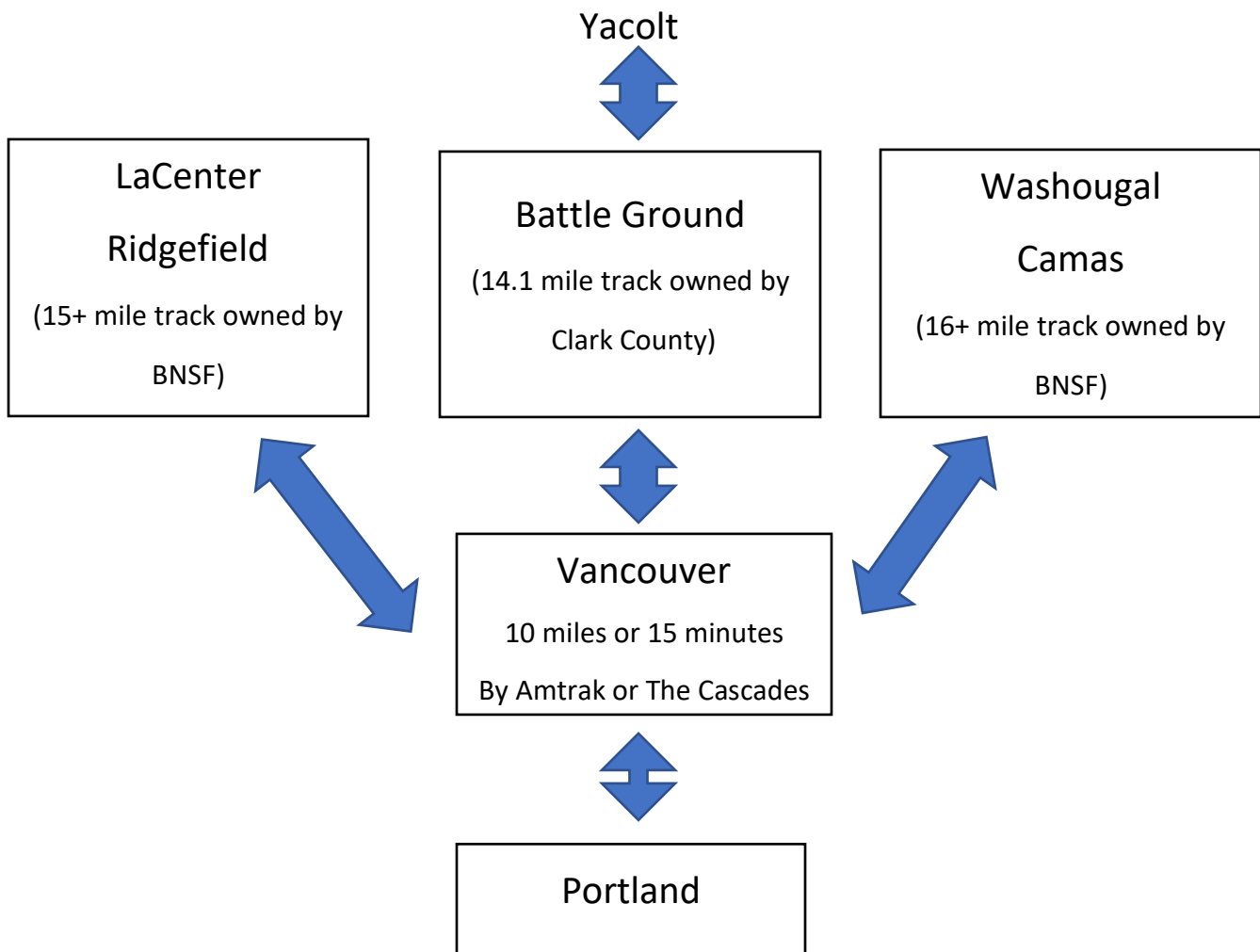
Dave Rowe

Three Regional Rail Corridors from Clark County to Portland

From Dave Rowe

Regional electric passenger rail service on the existing rail lines from Clark County to Portland would help save the planet of greenhouse gases. Clark County is one of the fastest growing counties in Washington State. Climate change can be reduced by regional electric passenger rail development in Oregon and Washington. A bus goes about one mile on a fifth of a gallon of diesel, costing over one dollar to move **40** passengers. The San Francisco BART passenger rail car uses about 3.5 Kilowatt/Hour per mile costing about 35 cents to move **150** passengers. Battery Powered Rail cars could be used in the Northwest to reduce greenhouse gases. Rail commuters would avoid tolls and avoid the congested Rose Quarter as currently proposed by the Interstate Bridge Replacement Program.

Regional Passenger Rail system with only 34 foot wide right of way can move as many passengers per hour as an eight lane freeway.



From: [Daniel Weaver](#)
To: [David Rowe](#)
Cc: [Kevin Tyler](#); [John Shaffer](#); [Eric Temple](#); [Randy Williams](#)
Subject: Re: Email sent to RRAB
Date: Monday, August 29, 2022 3:23:46 PM

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I will briefly discuss this at the September meeting and will discuss it at our next subcommittee meeting on projects. We will include you in that meeting.

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On Aug 27, 2022, at 10:03 AM, David Rowe <vintagetrolley513@gmail.com> wrote:

Bipartisan Infrastructure Law (BIL) Request for funds

Dan I sent this message to Kevin Tyler ,Eric Temple and Randy Williams and you. But I had the wrong address for you so I think this is the right address. Call me at 503-803-6422 if you want to discuss this before the next RRAB meeting.

Dave Rowe

Clark County has a unique rail corridor through its center. The opportunity to develop this rail corridor to its fullest potential has come. The newly passed Bipartisan Infrastructure Law could provide the needed funding to develop this rail corridor. The north end of the rail line has an industry, Granite Construction, that needs an upgraded rail line for moving its product over improved railroad tracks. Auto crossings are a safety issue to be addressed as well as several bridges needing upgrades. The upgrading of this corridor also gives an opportunity to lay new fiber optics to Yacolt and central Clark County. The Bipartisan infrastructure Bill includes funds for

high-speed Internet.

The **BIL** is very competitive for each state. The State Legislators must ask WASHDOT to apply for funding improvements to the Clark County RailRoad. Then Governor Inslee must submit an “expression of interest” for the Federal Corridor Identification and Development Program.

Congresswoman Jamie Herrera Butler could use her remaining time in office to help get the needed funds from the BIL.

Dave Rowe