

BES TO CONVEY EASEMENTS TO UNION PACIFIC RAILROADIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Brock NELSON	301 NE 2 <sup>nd</sup> Ave, Portland, OR 97232	banelson@up.com
Peter F Fry	2153 SW Main #105 Portland, OR 97205	peter e finley fry.com
✓ Bill BURGEL	2125 SE GRANT PDX 97214	Bill.BURGEL@GMAIL.com



# Oregon

John A. Kitzhaber, MD, Governor

## Department of Transportation

Rail Division

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Salem, OR 97301-4179

(503) 986-4321

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June 24, 2014

Portland City Council  
1221 S.W. 4<sup>th</sup> Avenue  
Portland, Oregon 97204

Honorable Members of the Council:

The Oregon Department of Transportation supports approval of municipal permits necessary for Union Pacific to move forward with construction of a new connection between its Brooklyn Subdivision and Graham Line at the East Portland rail junction.

More than a decade ago this project was identified as one of several critical upgrades needed to diminish rail traffic congestion in the Portland area and improve functional utility of the railroad system to better accommodate growth of passenger and freight train traffic.

The new connection will produce several benefits. Key among them will be a new route allowing trains moving between the Willamette Valley and the Columbia River Gorge to avoid Portland's Albina yard and the tunnel beneath north Portland, which is the longest rail tunnel in the state. Today, the only route available between Troutdale and East Portland for these trains is the 21.4-mile Kenton Line. By connecting the Brooklyn Subdivision to the Graham Line, the distance between East Portland and Troutdale will be shortened to 15 miles, a significant reduction that will save time, fuel and emissions.

Diverting some trains from the Kenton Line to the Graham Line will avoid sharp curves just north of the Steel Bridge that restricts speed to 6 mph. Long freight trains creeping through this area today sometimes interfere with passenger trains arriving or departing Portland. More use of the Graham Line will reduce the amount of time motorists are inconvenienced at the 11 at-grade public crossings along the Kenton Line, including heavily used N. Columbia Boulevard. By contrast the Graham Line has just one public at-grade crossing (N.E. 244<sup>th</sup> Avenue) while 37 other intersecting streets and roads are grade separated. Other than at 244<sup>th</sup>, there is no need for routine locomotive horn blowing on the Graham Line, another plus for Portland residents.

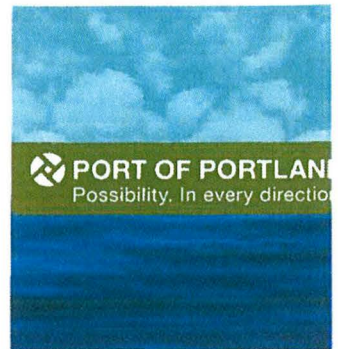
The East Portland connection is a great improvement with major benefits for both the public and Union Pacific.

Sincerely,

H. A. (Hal) Gard  
Administrator, Rail & Public Transit Division

Ru:HG

**Mission:** To enhance the region's economy and quality of life by providing efficient cargo and air passenger access to national and global markets.



July 14, 2014

Portland City Council  
1221 SW 4th Avenue  
Portland, Oregon 97204

Dear Mayor Hales and Commissioners,

With four marine terminals and three airports the Port of Portland (Port) is the hub of Oregon's distribution and logistics cluster. The Port also is the largest developer of industrial and business parks in the Portland metropolitan area. The Port offers businesses close proximity to airports, deep-draft marine terminals, transcontinental rail lines, interstate freeways and a river system and is a key ingredient in our region's overall economic health.

To maintain and improve the advantage of these critical landside connections continued investment in railroad infrastructure improvements is critical. The Union Pacific Railroad's (UPRR) investment in the East Portland Connection project will improve congestion points for both passenger and freight trains currently competing for capacity on the network, including trains serving businesses located within the Port's Rivergate Industrial District. It is also significant that by shifting trains to the Graham Line the UPRR will significantly reduce the volume of trains moving over several at-grade crossings. Moving trains from the Kenton Line, where there are eleven public grade crossings, to the Graham Line, where there is only one public grade crossing, will reduce locomotive horn blowing and the time vehicles wait for trains at crossings.

This project will also support moving more trucks off the road and it supports the Port's strategic plan focus on 53' transload development. This important project was identified over a decade ago in the 2003 I-5 Rail Capacity Study and has appeared in a number of adopted regional and state transportation plans, including the Port of Portland's annual Transportation Investment Plan (PTIP) since 2007. Supporting projects like the East Portland Connection is consistent with the City's Climate Action Plan 2030, Objective #7: Improve the efficiency of freight movement within and through the Portland metropolitan area. Moving freight by rail helps reduce greenhouse gas emissions as it is one of the most efficient modes of transportation.

The Port supports the Union Pacific's investment in the East Portland Connection and urges Council to support the proposed ordinance authorizing the City of Portland to convey certain easements to the railroad, allowing them to proceed with this important project.

Sincerely,

A handwritten signature in blue ink that reads 'Sam Ruda'.

Sam Ruda  
Chief Commercial Officer



## NATIONAL RAILROAD PASSENGER CORPORATION

187 South Holgate Street, Room 320, Seattle, WA 98134  
tel (206) 903-5539, fax (206) 283-4166



9 July 2014

Portland City Council  
City of Portland  
1221 SW 4<sup>th</sup> Avenue  
Portland, OR 97204

Dear Commissioners:

Amtrak is in support of the Union Pacific Railroad's (UPRR) East Portland Connection Project. As you know, this project has been planned and considered for a number of years. The East Portland Connection project has been recommended and included in the ODOT/WSDOT I-5 Rail Capacity Study (2003), the City of Portland's Freight Master Plan (2006), Metro's Regional Freight Plan (2035), and the annual rail transportation plan of the Port of Portland since 2007.

This infrastructure project will improve the rail system in Oregon, resulting in benefits to the economy, environment, safety, and passenger rail. Once this project is completed delivery time of goods and materials that are transported by containers and trailers in, and through, Oregon will be improved. Additionally, this improvement will facilitate the more efficient movement of trains through the Portland area, and Oregon, improving the environment by reducing locomotive idling time and emissions. The East Portland Connection will allow the UPRR to manage their trains in a manner that moves train traffic from the Kenton Line to the Graham Line, reducing the number of at-grade, public crossings from eleven (11) to one (1)—greatly improving public safety. Furthermore, the negative impacts to vehicular traffic on the roadways (wait time at crossings) and the associated noise, due to train horns, will be reduced.

With respect to passenger rail, the East Portland Connection project will create a connection between the Graham line and the Brooklyn sub division, enabling more effective handling of freight trains, reducing congestion, and improving the rail system. Both the State-supported Amtrak Cascades train and Amtrak's long distance train, the Coast Starlight, use the tracks of the Brooklyn division from Portland to Eugene. With this investment by the UPRR, and subsequent improved freight train operations, passenger trains will benefit from reduced congestion along this portion of the route.

Thank you for your favorable consideration in this important matter.

Sincerely,

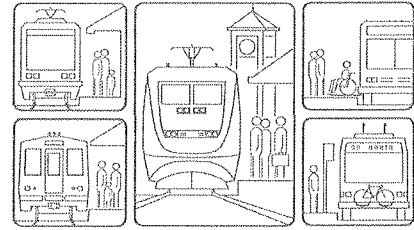
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Robert C. Eaton  
Director,  
Government Affairs – West

cc: Mayor Charlie Hales

**Association of Oregon Rail and Transit Advocates**

AORTA • P. O. Box 2772 • Portland, Oregon 97208-2772

*Also known as OreARP • Oregon Association of Railway Passengers*

July 9, 2014

Portland City Council  
1221 SW 4<sup>th</sup> Avenue  
Portland, OR 97204

Regarding: UP's East Portland Connection

Dear Council Members:

It is most important to facilitate freight movement through Portland and ultimately to enhance passenger-train efficiency by embracing the request by Union Pacific Railroad to construct the East Portland Connection.

AORTA, which has advocated improved rail and transit throughout Oregon since 1976, strongly supports this UP project and urges you, as thoughtful and informed city council members, to give it your approval. The reasons are many—encompassed by improved street-vehicle flow and more efficient train movement, less pollution and reduced noise.

It bolsters business and public satisfaction.

This longstanding proposal, already blessed by ODOT and METRO, would connect the tracks of UP's Graham Line to the Brooklyn Subdivision, facilitating train movements east and west through Sullivan's Gulch and north and south to Brooklyn Yard. This plan to relieve pressure by moving trains from the Kenton Line (through North Portland) to the Graham Line (through Sullivan's Gulch) offers intelligent advantages to the public:

- It would dramatically reduce grade crossings where vehicular traffic must wait for passing trains—17 on the Kenton Line down to four on the Graham Line.
- It would thereby zap vehicular wait times at crossings because the number of crossings would be dramatically reduced.
- It would significantly cut horn blasts because of the reduced grade crossings.
- It would clearly enhance movement of trains through Portland, reducing emissions and pollution from idling locomotives.
- It would potentially diminish big trucks on I-84 and I-5, drawing more shipments to trains.

AORTA is an enthusiastic supporter of the East Portland Connection Project and wishes to introduce you to several other East Portland rail improvements that would enhance commerce there:

- Reinstall the track crossover at the east end of the Steel Bridge to facilitate ready access from Union Station to the Graham Line and points east.
- Triple-track the east side for more efficient heavy-rail movement.
- Establish a quiet zone to eliminate unnecessary train whistles from generating noise pollution.
- Develop AORTA's proposed Yellow Line light-rail alignment called ISE-BREW.

The East Portland Connection Project is a good thing and deserves your vote.

Thank you,

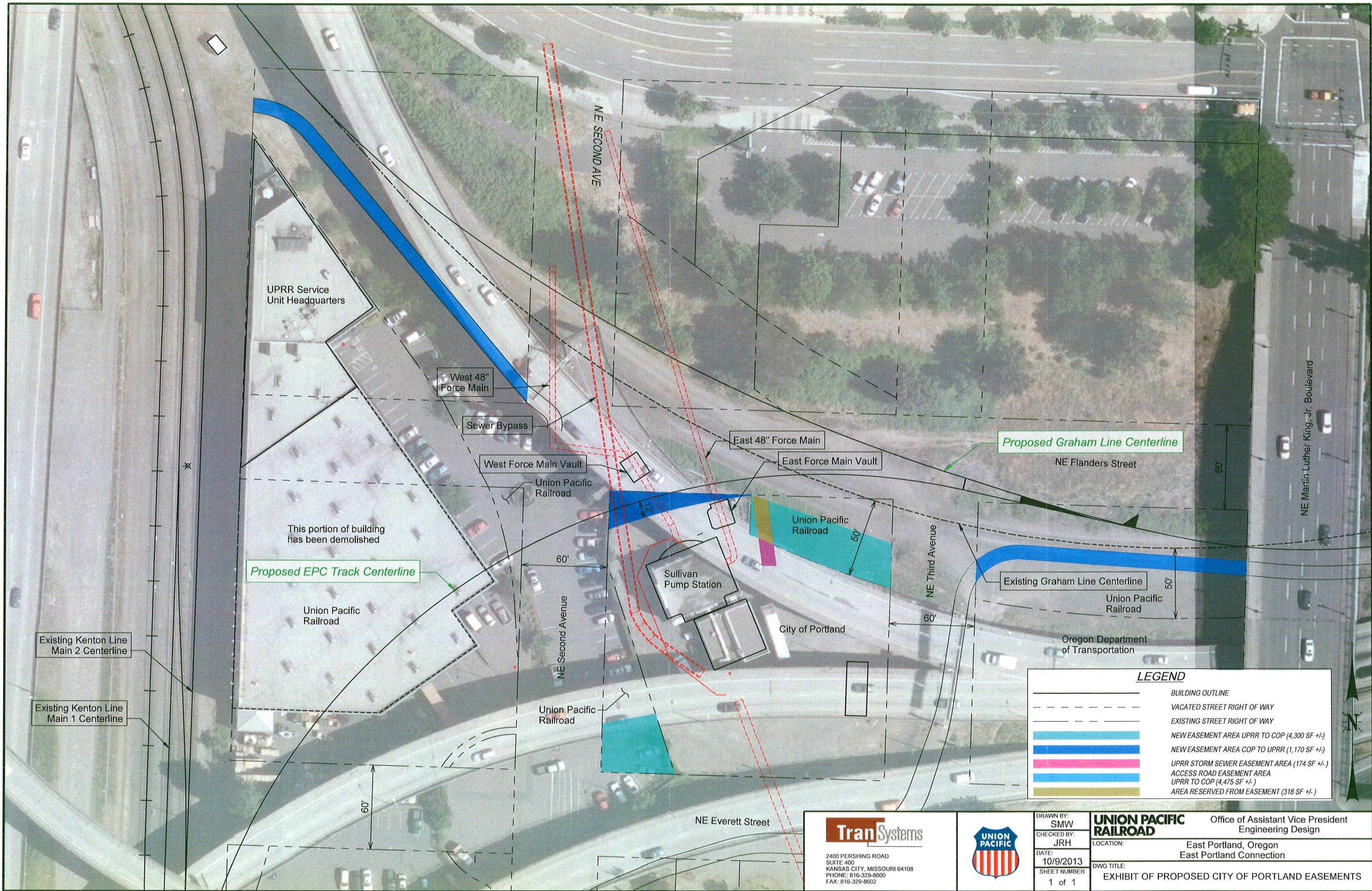
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Dan McFarling, President

Donald Leap, Government Affairs Director



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 10/9/2013



**TranSystems**

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 FAX: 816-329-8602



DRAWN BY: SMW  
 CHECKED BY: JRH  
 DATE: 10/9/2013  
 SHEET NUMBER: 1 of 1

**UNION PACIFIC RAILROAD**

Office of Assistant Vice President  
 Engineering Design

LOCATION: East Portland, Oregon  
 East Portland Connection

DWG TITLE: EXHIBIT OF PROPOSED CITY OF PORTLAND EASEMENTS



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