

Portland/Vancouver I-5 Transportation & Trade Partnership

Railroad Committee Charge

This committee will be composed of railroad professionals from Burlington Northern Santa Fe Railroad, Union Pacific Railroad and Amtrak, as well as public sector representatives from the Cities of Portland and Vancouver, the Ports of Vancouver and Portland, Metro, RTC, ODOT and WSDOT.

The Railroad Committee will be charged with advising the Governors' Task Force of the I-5 Transportation and Trade Partnership about:

- future rail traffic forecasts and capacity needs in the I-5 Corridor for passenger service (intercity, commuter) and freight service, incl. port terminal activities, and
- Short-term and long-term (10 – 20 years) improvements in rail capacity needed to accommodate the forecast rail traffic, including cost estimates and possible financing plans to implement improvements.

To develop these recommendations, the Railroad Committee should:

1. Develop recommendations and consensus on reasonable rail traffic forecasts for:
 - Existing traffic;
 - Projected freight growth;
 - Projected intercity passenger growth including Amtrak & Cascadia Corridor service;
 - Potential Commuter Rail service, between Portland and Vancouver
2. Analyze capacity constraints and develop recommendations on improvement alternatives and phasing of the improvements to address capacity constraints.
 - Determine capacity gains achievable from operational improvements (e.g., dispatching, signals, switches, crossovers, alternative train configurations, relocation of rail bridge swing span to south and replacing with lift span, etc.).
 - Determine what and when major capacity improvements are needed to accommodate projected freight rail and passenger rail demand (intercity, commuter).
 - Assess compatibility of major improvements for eventual High Speed Rail service in the Portland/Vancouver area, as part of future implementation of federally-designated Pacific Northwest Rail Corridor (Eugene, OR to Vancouver, B.C.).
3. Develop recommendations on financing, including:
 - Analysis of all potential funding sources for accomplishing the improvements, particularly the RR bridge.
 - Development of a methodology to apportion costs between the private railroads and the public for the various improvements.
4. Coordinate with the other committees and the I-5 Partnership regarding impact of rail capacity improvements on Interstate 5, especially as it may relate to bridge lift operations.