

Rail Advisory Committee
January 24, 2022

Oregon Transportation system planning must reduce green house gas emissions and provide Equity to all Oregon residents. Regional Rail system should be included in planning to reduce the dependency of automobiles. From 1915 to 1920 the regional rail system moved 1.5 million passengers annually within the Willamette Valley. The original Oregon rail system provided Equity for all citizens.



An Oregon Electric "Hop Picker's Special" is loading at the Jefferson Street Station on Southwest Front and Jefferson Streets in 1914. The growers provided pickers with shelter, but they had to bring just about everything else for their seasonal stay in the hop yards of the Willamette Valley. (Courtesy Oregon Historical Society, OrHi 106006.)

The above picture shows the regional rail system in 1914 moving people who may not own a car to the jobs in the Willamette Valley. This is an example of Equity which highways do not provide for citizens who are not able to afford an automobile.

A regional rail car uses only about 3.5 Kilo-Watt Hour electricity to move **150** passengers one mile which would cost about 35 cents. A **40** passenger bus goes one mile on a fifth of a gallon of fuel which would cost about \$.75. The greenhouse gas emission reduction is enormous using electric powered rail vehicles. Battery Powered Passenger Rail vehicles are being used in Germany.

Regional planning must be part of the Oregon transportation future to combat Global Warming.

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