

As a council representative for Oregon, to the national rail-advocacy organization Rail Passengers Association (RPA), I am testifying in support of **HB 2691**, which limits funds allocated to study Ultra High-Speed Rail (UHSR) to a maximum of 50% of the total allocated for passenger rail service in Oregon.

While I do support the addition of a high-speed passenger rail option here in the Pacific Northwest, it is important to note that no high-speed rail system, anywhere in the world, has ever been successful unless it is built on a solid foundation of basic (lower-speed) rail. Passengers need to get to and from the high-speed rail stations, and the best way to accomplish that is to have good, reliable lower-speed rail, and buses, that connect with the fast trains.

Furthermore, high-speed rail is not only extremely expensive to build; but any such project would take at least twenty years to complete, and in the meantime, we need to improve our lower-speed rail system (including highER-speed rail), not only to support the future high-speed trains but also to build consumer confidence in rail as a transportation choice.