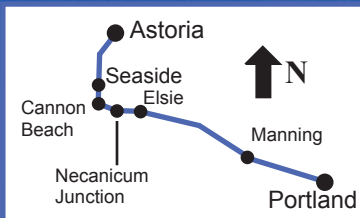


NEW

Portland Cannon Beach Seaside Astoria



Bus Service to the coast



NorthWest POINT				
Operated by OC&W Coachways	West-Bound READ DOWN		East-Bound READ UP	
Bus Number:	5500	5564	5563	5565
Portland Greyhound	9:10 a	6:00 p	10:30 a	9:30 p
Portland Union Station	9:30 a	6:20 p	10:20 a	9:20 p
*Manning	10:05 a	6:55 p	9:40 a	8:50 p
*Elsie (Camp 18)	10:35 a	7:25 p	9:10 a	8:10 p
*Necanicum Jct.	10:45 a	7:35 p	9:00 a	8:00 p
Cannon Beach	11:00 a	7:50 p	8:50 a	7:45 p
Seaside (Del's Chevron)	11:10 a	8:10 p	8:40 a	7:30 p
*Seaside Intl Youth Hostel	11:15 a	8:15 p	8:35 a	7:25 p
*Gearhart	11:20 a	8:20 p	8:25 a	7:20 p
Warrenton	11:30 a	8:25 p	8:20 a	7:15 p
Astoria Mini Mart	11:40 a	8:35 p	8:15 a	7:00 p
Astoria Transit Center	11:50 a	8:50 p	8:00 a	6:45 p

* Indicates Flag Stop

AORTA Time Table

The Portland Chapter is now meeting at 6 PM on the **second** Thursday of each month in the **AORTA** office. The State Board normally meets on the 4th Saturday of the month. Locations vary.

1-5 PM, June 4

National Rail Plan Outreach Meeting,
Federal Railroad Administration

4:30-6:30 PM, June 9

ODOT HSR Open House
Junction City City Hall
680 Greenwood Street

6 PM, Thursday, June 10

AORTA Portland Chapter Meeting

12N, Saturday, July 24

AORTA Board Meeting
Room 253, Union Station, Portland

Sept 20

Rail Summit II
Salem Conference Center

Oct 18-21

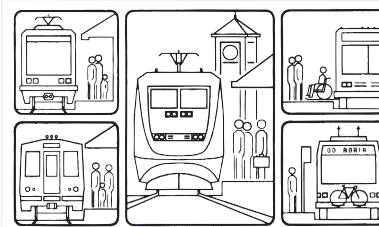
Rail Revolution 2010
Hilton Hotel, Portland

Check www.AORTArail.org
for more information.

Appeal

Three years ago the AORTA office moved from the Stevens Building to Portland Union Station. A move was required because of a change in ownership of the Stevens Building, and Union Station offered an excellent opportunity to work in proximity to the heart of Amtrak's operation in Oregon. While the move meant more adequate meeting space, opportunity for consolidation of records and a research library, it also more than doubled the rent. **We need your help** to keep our office. **Please consider making a special contribution today!**

Help AORTA keep the office!



AORTA Bulletin

A publication of the
Association of Oregon Rail and Transit Advocates

Issue 148

May 2010

Since 1976

Amtrak to Upgrade Seattle Maintenance Facility \$37 million project begins this spring

OAKLAND – Amtrak announced it is awarding a \$37 million contract to PCL Construction Services, Inc., of Bellevue, Wash., for Phase I and Phase II of a major upgrade of its Seattle King Street Coach Yard Maintenance Facility. The facility supports Amtrak operations and maintenance agreements in the Pacific Northwest, including for the *Empire Builder*, *Coast Starlight*, Amtrak *Cascades*, and Sounder commuter trains.

The work was scheduled begin on April 1 and will dramatically improve the

capacity, efficiency and working conditions of the shops that perform inspections, testing and maintenance of locomotives and passenger rail equipment. It will be a modern and efficient facility capable of handling the current work levels as well as projected future service expansions.

The first phase of the four-phase project will consist of the construction of an enclosed structure over two tracks and large enough to allow an entire train to be serviced indoors. It will be primarily used by Talgo to maintain Amtrak *Cascades* trains. Currently, this train equipment is

continued on page 3

Oregon orders two Talgo trainsets Delivery from Wisconsin expected in 2012

SALEM- The Oregon Department of Transportation has negotiated the purchase of two new passenger trains from Talgo-America. Each train seats 285 people and will provide continued Amtrak *Cascades* passenger service in the Pacific Northwest rail corridor between Eugene and Vancouver, British Columbia.

The trains, which cost \$36.6 million, will be assembled at a new Talgo plant in Wisconsin with a majority of American-made components. There are 13 cars per train. The Oregon Transportation Commission approved use of American Recovery and Reinvestment Act stimulus funds for the purchase on July 23, 2009. By pooling the train purchase with Wisconsin, Oregon saved about \$6 million.

Oregon's current passenger rail service relies on trains owned by the State of Washington and Amtrak. As Washington state fulfills its plans to increase daily Portland-Seattle service, the trains would no longer be available to Oregon.

"The commission's decision to buy trains will assure contin-

continued on page 2



AORTA's Jim Howell Receives Liberty Regional Leadership Award

Longtime **AORTA** Director Jim Howell was awarded the prestigious **Robert Liberty Regional Leadership Award** to a standing ovation from the 150+ activists, decision-makers agency representatives and business supporters at the 2010 **Coalition for a Livable Future (CLF) Regional Summit** on



April 29th. Portland City Councilwoman Amanda Fritz presented the award. Jim joins a string of local livability leaders in receiving this award, including Congressman Earl Blumenauer and Charlotte Lehan, Mayor of Wilsonville. The award, endowed by Metro Councilor and CLF cofounder Robert Liberty, recognizes and rewards leaders, who have made significant contributions to the livability of the Portland-Vancouver metropolitan region.

continued on page 2

**Effective June 10, 2010
the AORTA Portland Chapter
is changing its meeting time
to 6 PM on the second
Thursday of each month.
Room 253, Union Station**

The **AORTA Bulletin** is published
4-6 times/year by the

Association of Oregon Rail and Transit Advocates

A nonprofit citizen advocate group working to educate the public about the need for safe, fiscally responsible, environmentally sound transportation. Incorporated as the **Oregon Association of Railway Passengers.**

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Also serving on the Board of Directors

Jim Howell, Robert Krebs, Claudia Howells,
Mike Morrison and Ray Polani.

Local NARP Council Members

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Alaska	Robert Flint, Anchorage
Idaho	vacant
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Oregon	Robert E. Krebs, Salem
Washington	James Hamre, Puyallup
	Robert Lawrence, Mill Creek
	Stephanie Weber, Kirkland

ANNUAL MEMBERSHIP

Introductory, senior, student	\$ 15
Regular	25
Steward	50
Sponsor	100
Government/corporate	100

E-Mail: OregonRail@aol.com
Web Site: www.AORTArail.org

Howell recognized continued from page 1

Working off the nomination form submitted by former **AORTA** Director Fred Nussbaum, Fritz cited Howell's key involvement in, among others, stopping the Mt. Hood Freeway and getting those funds redirected toward introducing light rail to the region, implementing multi-destinational suburban and urban transit service, expanding rail transit, adopting accessible transit vehicles, saving Union Station facilities for expanding passenger rail, planning and implementing improved passenger and freight rail and fighting the CRC Megabridge proposal. You can see a

Oregon Talgos ... continued from Pg 1

ued passenger rail service in the Willamette Valley and provide the potential for increased service in Oregon at some future date," said ODOT Director Matthew Garrett.

When delivered in 2012, the Oregon-owned trains will join five older Talgo-America train sets; Washington state owns three, and Amtrak owns two.

Amtrak's Cascades and long-distance train services have a positive effect on the economy, including the addition of tourism dollars to the Pacific Northwest.

Each year they purchase \$1.2 million worth of goods and services and sustain 73 Oregon jobs paying \$4.77 million in wages. Expansion of Portland-Eugene service will require adding more jobs and purchasing more goods and services.

"This is a significant step forward for Oregon and the Pacific Northwest," said President and Chief Executive Officer of Talgo-America Antonio Perez. "These new trains will greatly enhance service in Oregon and on the entire *Cascades* corridor."

more detailed list of Jim's achievements at AORTA's web site: www.aortarail.org.

"Jim has been a tremendous asset, not only to **AORTA**, but the Portland region, Oregon and the Pacific Northwest. Jim is an amazing idea man and has a tenacity to see his ideas through. It was long time for him to get some official recognition," said Nussbaum. The CLF is to be commended for choosing Jim as this year's nominee. There were 10 other, highly qualified nominees this year. *by Fred Nussbaum*

"Amtrak applauds ODOT's forthcoming procurement of Talgo equipment," said Joe McHugh, Amtrak's vice president of government affairs and corporate communications. "Since the debut of the Amtrak Cascades in 1999, we have created strong partnerships with Oregon, Washington and Talgo to provide reliable, attractive and environmentally friendly intercity rail service in the corridor," he said.

Since 1994, ridership has increased 823 percent on *Cascades* trains. In Oregon, more than 186,000 passengers rode trains in 2008. Ridership in February 2010 was up more than 30% over Feb 2009.

The new trains will be updated versions of Talgo-made trains presently serving the Northwest.

Amenities include WiFi capability, a Bistro (food and beverage) car, a business class section with roomier seats, and baggage car with 15 bicycle racks. Although the corridor's current top speed is 79 mph, the new trains are designed to run up to 125 mph. Any diesel-electric locomotive can pull them. *adapted from ODOT News release*

Be sure to visit AORTA's new website:

www.AORTArail.org

Are your
dues paid
for 2010?

Neil McFarlane Appointed TriMet General Manager



Portland- On April 28 the TriMet Board appointed Neil McFarlane as the new General Manager, replacing outgoing GM Fred Hansen. McFarlane will begin to transition into the position June 1. He becomes General Manager July 1.

McFarlane, 57, is currently TriMet's Executive Director for Capital Projects, a position he has held since 1998. In this role, he led the development, design and construction of TriMet's capital facilities, including the Airport, Interstate, I-205 and Portland Mall MAX extensions. From 1991 to 1998, he was TriMet's Project Control Director for the 18-mile, \$963 million Westside light rail project. Before coming to TriMet, McFarlane worked for Metro from November 1986 to February 1991 and helped manage construction for the 500,000 square foot \$90 million Oregon Convention Center.

TriMet General Manager Fred Hansen, who leaves the agency on June 30, said "After 11½ years at TriMet, I have decided to pursue other opportunities." His resignation follows multiple announcements of budget shortfalls and service cutbacks over the past several months.

In other TriMet news, Dr. T. Allen Bethel and Hakeem Olanrewaju are newly appointed Directors on the TriMet Board. Bethel, 57, is senior pastor of Maranatha Church of God. He has experience with the "Big Dig" project in Boston, where he served as chair of a task force charged with managing the relocation of a light rail line.

Olanrewaju, 44, is chief financial officer for Providence Health and Services, where he has worked since March 2007.

LOCAL LINES: News around Oregon

COASTAL TIDINGS

Astoria Thruway Bus added

Astoria- A second daily roundtrip was added to the Portland-Astoria Thruway bus service on March 21. Buses now leave Astoria Transit Station at 8 am and 6:45 pm eastbound; leave Portland Amtrak Station at 9:30 am and 6:20 pm. The improved schedule allows patrons to make trips to Portland (or from Portland to Astoria) and return on the same day.

Tickets may be purchased through Amtrak or Greyhound. Buses are operated by OC&W Coachways. *See page 8.*

Bus schedule/route adjustments

Astoria- Sunset Empire Transit District (SETD) implemented new Bus route schedules effective February 1 for Routes 15 and 202. Most SETD lines operate Mon-Sat, Route 21 operates Sundays only. For more route and schedule information go to www.RideTheBus.org

EAST OREGON EXTRAS

Connect Oregon III projects

Baker City- Members of the Northeast Area Commission and Southeast Area Commission met April 1 in Baker City to discuss Connect Oregon III project proposals in eastern Oregon. Among the proposals to be discussed will be development of a rail repair facility for Wallowa Union Railroad. The request is for \$5.12M to build a shop to repair and maintain both locomotives and cars. The project will include parking for tourist train operations, bus transit and bicycle riders.

Other projects include (1) UPRR Hinkle Yard connections, (2) Port of Umatilla intermodal expansion project, (3) Port of Morrow airport and marine improvements, (4) Baker City airport improvements and scheduled air service, (5) Rail siding upgrades for a biodiesel plant in Ontario, and (6) Ontario airport pavement improvement.

SOUTHERN OREGON SIGNALS

RVTD resumes service

Medford- Bucking a trend prevalent through much of the nation as transit agencies cut service, on March 30 Rogue Valley Transportation District (RVTD) announced it would resume Route 24 service to Rogue Valley Medical Center via Central Ave and East Barnett Road effective April 5. Buses return to the central business district on Riverside Ave. The route will operate only on weekdays.

Last November, RVTD General Manager received Oregon Transit Association's Public Transit Manager of the Year award.

MID-COLUMBIA CROSSINGS

Road revenues fail to cover costs

The Dalles- Like most communities, The Dalles City Council is struggling with road maintenance budget shortfalls. An attempt to increase franchise fees met strong opposition and was rejected on March 1.

Overdependence on roadways creates serious budgetary problems on local governments struggling to provide essential services. Gasoline taxes and vehicle registration fees do not come close to providing sufficient funds. According to The Dalles City Manager Nolan Young, the problem is not new.

WILLAMETTE VALLEY WHISTLES

Federal subsidies benefit aviation

Eugene- Eugene Airport's main runway will be repaved and other work performed at a cost of **\$9.5 million** starting in June. Commercial and private aviation will benefit from the project; 95% of the funding comes from the Federal Aviation Administration. The airport is owned by the City of Eugene.

Editor's Note: Just imagine the passenger rail system we could have if there was a trust fund for rail like there is for aviation and for highways!!

Mid-Valley Activities

Salem-Keizer Transit (SKT) has a stable outlook for the near future. Tri-Met and Lane Transit are facing major service reductions which SKT made last year. The failure of the SKT levy in November 2008 forced a complete redesign of the system to better meet community needs. The new bus network was implemented in September, 2009. This created trunk routes that operate on 15 minute headways and has resulted in a much more efficient and productive system. Most of the old lines that meandered through residential neighborhoods were discontinued.

New cross town lines now eliminate the need to go downtown to transfer. The **11 Lancaster** line has become the one of the most patronized routes on the system. Buses often overload during peak periods.

The redesign is considered a success with system weekday ridership exceeding that of the old network. This is the first reworking since the 1950's. As the urban area expanded the lines were just extended to serve new districts. As a result many of the routes were slow and inefficient which resulted in loss of community support. SKT is now lean and efficient with more passengers on the buses.

A new transit center is being developed off Chemawa Road next to the Portland & Western Railroad tracks. The facility, near the Keizer Station shopping complex, will serve as a transfer station for bus lines serving the north end of the district. The Environmental Impact Study has been completed and work will soon start on the construction plan for the site. There is a "footprint" on the site that is reserved for a future commuter rail platform when service is extended from the WES terminal at Wilsonville to the Salem area.

SKT in partnership with South Metro Area Rapid Transit (SMART) runs weekday commuter buses between the WES Station in Wilsonville and downtown Salem (Route 1X). Tri-Met tickets are not valid on this service.

SKT also runs a weekday bus between Downtown Salem and Grand Ronde with a stop at the Spirit Mountain Casino (Route 2X). This service is free during the month of April to celebrate Earth Month.

For fares, schedules and other information go to www.cherriots.org

A Rapid Transit Streetcar Proposal



In Memoriam

Вы говорите по-русски?

(Do you speak Russian?) Can you imagine my amazement when I heard these words from Pat Noyes? But that was the point ... this charming, almost elf-like octogenarian usually walking with the aide of a cane. One just never knew what kind of subjects about which Pat may wish to talk. Pat was the person we never knew.

She was a terrific **AORTA** board member. She was always interested in making sure that Oregon's Amtrak's service was operating. She supported **AORTA's** move to its new office in Portland Union Station. She contacted her representatives and senators in Washington and Salem. She was an N-scale model railroader, built a section of a modular layout. She wanted it set up in the Eugene Station for National Train Day. Most of us just knew her because she was a board member. Did you know her, really know her?

Have you seen her photographs? She studied with Ansel Adams, Minor White, Imogen Cunningham and Edward Weston. She was as good as the masters that taught her. This

was presented to the Salem-Keizer Transit Board of Directors at their last meeting on Thursday, March 25. SKT Board Members recently had a joint meeting with the Lane Transit District which allowed them to experience the EmX Rapid Transit Bus line. They were impressed by the Rapid

Patricia J. Noyes

September 2, 1921 -
January 15, 2010

was serious work. Recently she had an exhibition in Paris ... really good stuff. Pat was an art photographer and environmentalist.

But there is still so much more to know. She was a classically trained pianist. I've been told that her phrasing was perfection. Oh, did you see her pictures? Not the landscapes or other production work. Pat was an innovator and recognized expert in electron-microscope photography. She had studied advanced metallurgy for the U.S. Armed Forces. She made pictures of things so small and delicate that physics professors sought her for technical advice and her specialized training. You see, Pat was a scientist and advocate for women in science.

And yet, Pat loved to ride the train. It's what brought her to us. She loved Oregon, its environment, and its institutions of higher learning. Higher learning...maybe that is what Pat H. Noyes was really all about...the pursuit of knowledge.

Pat rode the train to Portland from Eugene to attend AORTA meetings. She enjoyed the train. She recognized its exceptional potential to meet our transportation needs, passenger and freight, in a safe, cost-effective, environmentally sound manner. Rail travel is so civilized...so refined. So was our friend Pat. She will be sorely missed. Thank you for showing us just what can accomplish in one amazing lifetime.

by Donald Leap

Transit concept. As SKT embarks on a long range planning process to develop a future vision for the system RT could play a vital role. A committee of citizen volunteers is being organized to take more detailed look at the streetcar idea.

by Bob Krebs

SEA Maintenance Facility from pg 1

serviced using a much smaller building that requires part of the train to remain outdoors making maintenance difficult in inclement weather conditions. Amtrak Cascades is operated by Amtrak in partnership with the Washington and Oregon Departments of Transportation.

The second phase, which will be constructed concurrently with the first, will be a three-story structure that will include a new materials warehouse for the storage of parts, administrative offices and facilities for the 133 mechanical personnel and over 200 transportation personnel who work at the site. These functions are currently housed in mobile trailers. Phase I & II are expected to be completed by the end of 2012.

The first two phases are funded by Amtrak's annual capital program. Construction of the final two phases is dependent upon federal funding. Phase III will include a construction of a service and inspection building for Amtrak long-distance and Sound Transit trains. Phase IV involves construction of a new locomotive servicing and repair building. It is estimated 150 construction jobs will be generated annually during the life of the project.

Amtrak recently announced two other contract awards, with a combined value of \$49.5 million, for major upgrades of its maintenance facilities in Los Angeles, Calif., and Hialeah, Fla. The American Recovery and Reinvestment Act economic stimulus program is funding both of those projects.

About Amtrak

As the nation's intercity passenger rail operator, Amtrak connects America in safer, greener and healthier ways. Last fiscal year (FY 2009), the railroad carried 27.2 million passengers, making it the second-best year in the company's history. With 21,000 route miles in 46 states, the District of Columbia and three Canadian provinces, Amtrak operates more than 300 trains each day—at speeds up to 150 mph (241 kph)—to more than 500 destinations. Amtrak also is the partner of choice for state-supported corridor services in 15 states and for several commuter rail agencies. Visit Amtrak.com or call 800-USA-RAIL for schedules, fares and more information.

Rail Summit held at LCC in Eugene



Eugene, OR- Incremental rail improvements, distinctions between "higher" and "high" speed rail, stable funding sources, and interstate and international cooperation were among themes that emerged in conclusions from 100 participants in the Northwest Corridor Rail Summit Conference on March 9.

Minimal federal high-speed rail grants to Oregon compared with substantial awards to Washington and California underscore how Oregon needs to step up its state support for rail.

Leaders and industry experts from as far away as France spoke on what needs to happen for better rail service to come to Oregon, and what can happen with more and faster trains. Denis Doute from French National Railroads spoke of how rail's share of travelers has grown as France's high-speed TGV network has expanded. Oregon and the United States have a long ways to go before approaching European standards, though.

Union Pacific Railroad Public Affairs Director Brock Nelson said Union Pacific is ready to discuss with public agencies what's needed to expand passenger rail service while meeting UP needs to service its customers. All Aboard Washington Executive Director Lloyd Flem acknowledged UP's willingness to discuss the issue as a great change from past attitudes towards more rail passenger service.

Many participants noted the need to develop "higher" speed rail along

existing routes in the short term, while looking to high-speed rail as a long-term goal. One comment urging quick addition of more conventional service received strong applause from attendees.

Funding is a key roadblock to expanding service in Oregon, according to Oregon Transportation Commission Chairwoman Gail Achterman. Achterman proposed a mileage-based tax based on miles driven as a possible funding source. Oregon Rail Division Administrator Kelly Taylor added that Oregon's neighbors were in better position to receive federal matching funds because of their record of support for rail with shovel-ready proposals in place.

State Reps. Terry Beyer, House Transportation Committee chair, and Nancy Nathanson moderated the panel session.

Former Eugene Mayor Ruth Bascom, instrumental in helping begin Cascades service in the 1990s, was recognized with an award of appreciation.

The summit was organized by Eugene Mayor Kitty Piercy, LTD Board Vice-President Greg Evans, who serves on the faculty at Lane Community College, and others. **AORTA** was one of the summit sponsors. All Aboard Washington and the Washington Department of Transportation also sent representatives to the conference.

by Jon Nuxoll



National Train Day at Portland's Union Station on May 8 drew huge crowds. From 10 am until 4 PM more than 20 exhibitors, including trains and the Rose Festival clown corps, were besieged by kids ranging from 1 to 102 years old. Exhibitors included:

- | | |
|------------------------------------|----------------------------------|
| Amtrak | Pioneer Restoration Organization |
| AORTA | Portland Streetcar |
| BNSF Railroad | Rose City Garden Railway Society |
| Friends of SP 4449 | Speeder care exhibitors |
| HSR Alternative Route Display | Talgo, Inc. |
| Mt. Hood Railway | Travel Portland |
| Northwest Railway Museum | Union Pacific Railroad |
| OC&W Coachways | Washington Park & Zoo Railway |
| Operation Lifesaver | Wilf's Restaurant |
| Oregon DOT- Rail Division | Willow Creek Railroad |
| Pacific NW Chapter - NRHS | Zipcar |
| Pacific Railroad Preservation Assn | |

Attending the event from Eugene was Wilburn Hampton, 102 year-old resident of Sheldon Park Assisted Living & Memory Care Center. Hampton, who spent much of his life working on the Chicago Burlington Quincy Railroad, traveled on Amtrak Cascades 504 to attend the event. He was accompanied by Diane Rowden, a Sheldon Park caregiver. Hampton was one of about 4,000 people who participated in National Train Day at Union Station.

