



Angie Brewer <angieb@co.wasco.or.us>

letter of support

1 message

Lahsene, Susie <Susie.Lahsene@portofportland.com>
To: "angieb@co.wasco.or.us" <angieb@co.wasco.or.us>

Thu, Sep 22, 2016 at 3:46 PM

Ms. Brewer,

Attached please find the Port of Portland's letter of support for the Mosier siding.

I am happy to answer any questions you may have on our letter.

Thank you

Susie

Susie LahseneDirector, Policy & Planning
Government Relations

T: 503.415.6517

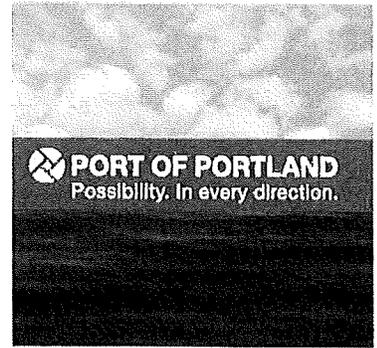
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**PORT OF PORTLAND***Possibilities in every direction since 1891.***Port of Portland Mosier Siding September 22 2016.pdf**

206K



September 22, 2016

Ms. Angie Brewer
Director, Planning Department
Wasco County
2705 East Second Street
The Dalles, Oregon 97058

Dear Ms. Brewer:

The Port of Portland is writing to express our support for the proposed double tracking project in Mosier. The Union Pacific Portland Subdivision is a critical route connecting the Port of Portland to key markets throughout the United States. The proposed double tracking will improve safety in a constrained and challenging corridor while enhancing reliability of service to Port business tenants.

The Port of Portland is a consolidated port with marine, aviation and industrial property business lines. Our marine franchise is comprised of individual businesses leasing areas of our terminals for their operations. These terminal businesses include agriculture, mineral bulks and auto enterprises that move 90% of their products into and out of our facilities by rail. For these businesses, rail is the most cost-effective and environmentally sustainable choice for moving large, heavy products.

With limited terminal expansion areas for our marine tenants, their best option for growth is through improved efficiency of their operations. The double tracking project proposed in Mosier will have a positive impact on our businesses by increasing the reliability of bulk product unit train delivery to our agriculture, mineral and auto accounts. Because of the additional capacity that will result from this project, trains destined for the Port's marine terminals will not have to be held over at distant rail yards such as Hinkle, creating train delay and uncertainty. Similarly, there will be less of a need for departing trains to be held at the terminals waiting for an appropriate window for departure. The resulting increase in train delivery and departure reliability will mean increased efficiency and growth potential for Canpotex, Columbia Export Elevator, ANSAC and Toyota at our marine terminals.

The other major benefit of the project is in the area of safety. The safety benefits of this kind of upgrade include modernized track and improved transitions between tracks that will affect rail alignment, while limiting the risk of individuals crossing the tracks through an idling/stopped train. When trains idle in one location, individuals often attempt to crawl through the train to access the river for recreation and fishing purposes, creating an unsafe condition. In addition, the short length of the existing Mosier siding prevents the use of longer, more efficient trains along the route, which results in the use of a greater number of shorter trains along the route. Operating fewer and longer trains reduces safety risks associated with collisions at pedestrian or vehicle crossing locations because longer trains present fewer occurrences of a train passing through a particular portion of a route.

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by providing efficient cargo and air passenger access
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Ms. Angie Brewer
September 22, 2016
Page 2

Currently, there is an average daily idling time of three hours for trains that sit and wait on the siding while trains traveling in the opposite direction are allowed to pass safely. The project will allow for reduced emissions from idling locomotives, improving air quality in the project area.

For these reasons, we support the double track project in Mosier, but encourage Union Pacific, Wasco County, and the CTUIR to develop a course of action that addresses the issues raised by the county staff in Condition #21, which specifically states "UPRR shall provide two (2) safe crossings for National Scenic Area treaty tribe members: One east of the project area, and one west of the project area. The safe crossings will each include a minimum of new crossing lights and crossing arms for safety. The safe crossings must occur in locations deemed appropriate by the Umatilla Fish and Wildlife Commission."

We appreciate your consideration of these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Curtis Robinhold". The signature is fluid and cursive, with a large initial "C" and "R".

Curtis Robinhold
Deputy Executive Director