

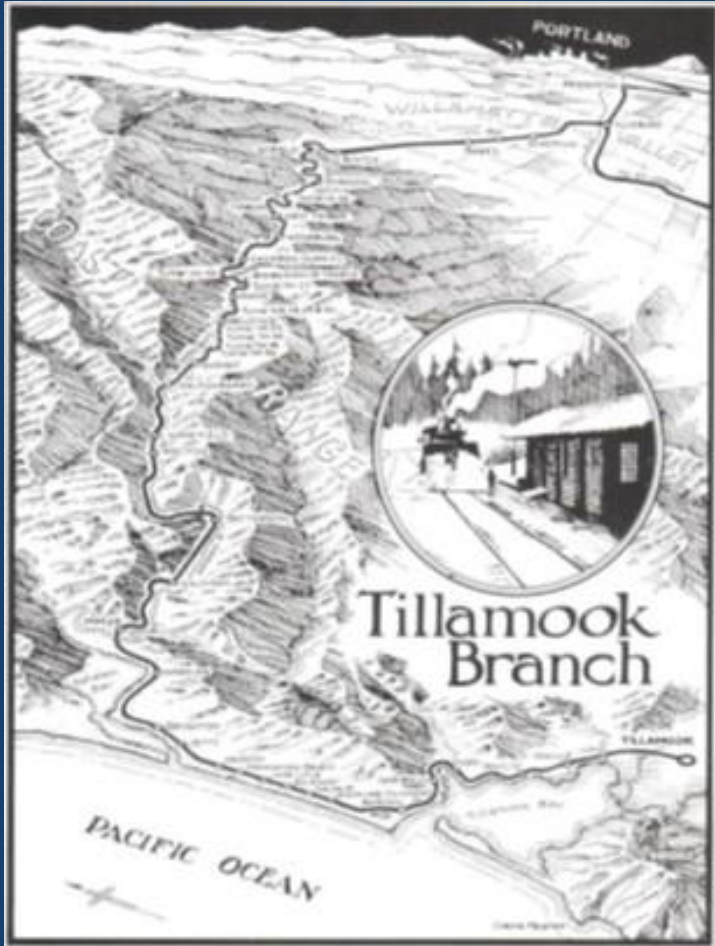


Oregon Coast Scenic Railroad

# Commissioner Update 2023

Rachael Aldridge, Samuel Aldridge

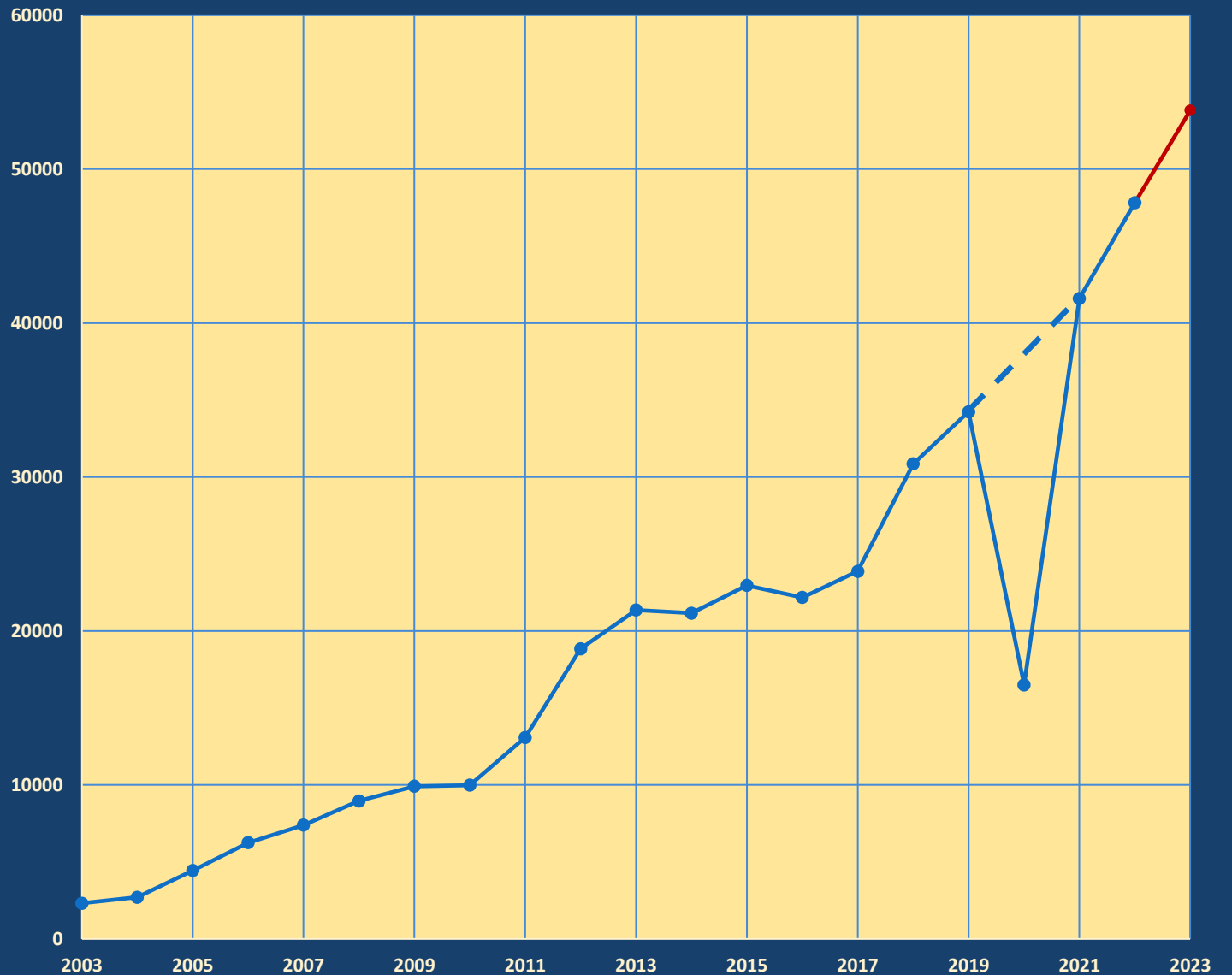
# Our Mission



A 501(c)(3) with the mission to EDUCATE about, PRESERVE, and RESTORE the logging railroad heritage of the Pacific Northwest.

# Overview: Ridership

- 2023 YTD 51,617 riders
  - 2023 anticipated total 55,000
- Ever expanding opportunities, e.g., new moonlight trains
- 97% of ridership comes from zip codes greater than 50 miles away from Garibaldi





# Overview: Employment

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- Full-time, year-round, with benefits: 7
- Full-time peak season; part-time off-season: 3
- Part-time, seasonal: 4
- Volunteers: 20
  
- Total Payroll per annum in 2023: \$503,767
  
- Hiring additional 2 full-time positions in 2024 (shop and track)



## A Vision of Growth

- Expansion of passenger fleet
- Depot complex construction
- Return to Salmonberry

Infrastructure growth is key to success in the heritage railroading industry, and it benefits everyone.

# Vision: Passenger Car Fleet

- Selling out of all the seats on a train is a regular occurrence
- Additions will allow for growth and more visitors to enjoy the coast
- Cars to come
  - Open cars: #201 (below, debut 2024); #300; #5151 “clopen” car
  - Observation Car; Table Car
  - 2 Southern Pacific open window cars (twins to current Wilson River car)





## Vision: Depot Development

- Relieve local infrastructure pressure from growth: parking, bathrooms, ADA access, safety
- Boost education programs and passenger experience
- Garibaldi Depot:
  - Phase 1 Complete
  - Phase 2 in construction;
  - Phase 3 fundraising
    - Travel Oregon Grant Secured for \$100,000
    - Will be a VTC grant application this month
- Developments planned for other depot sites too.



0' 50' 100'  
SCALE: 1" = 20'

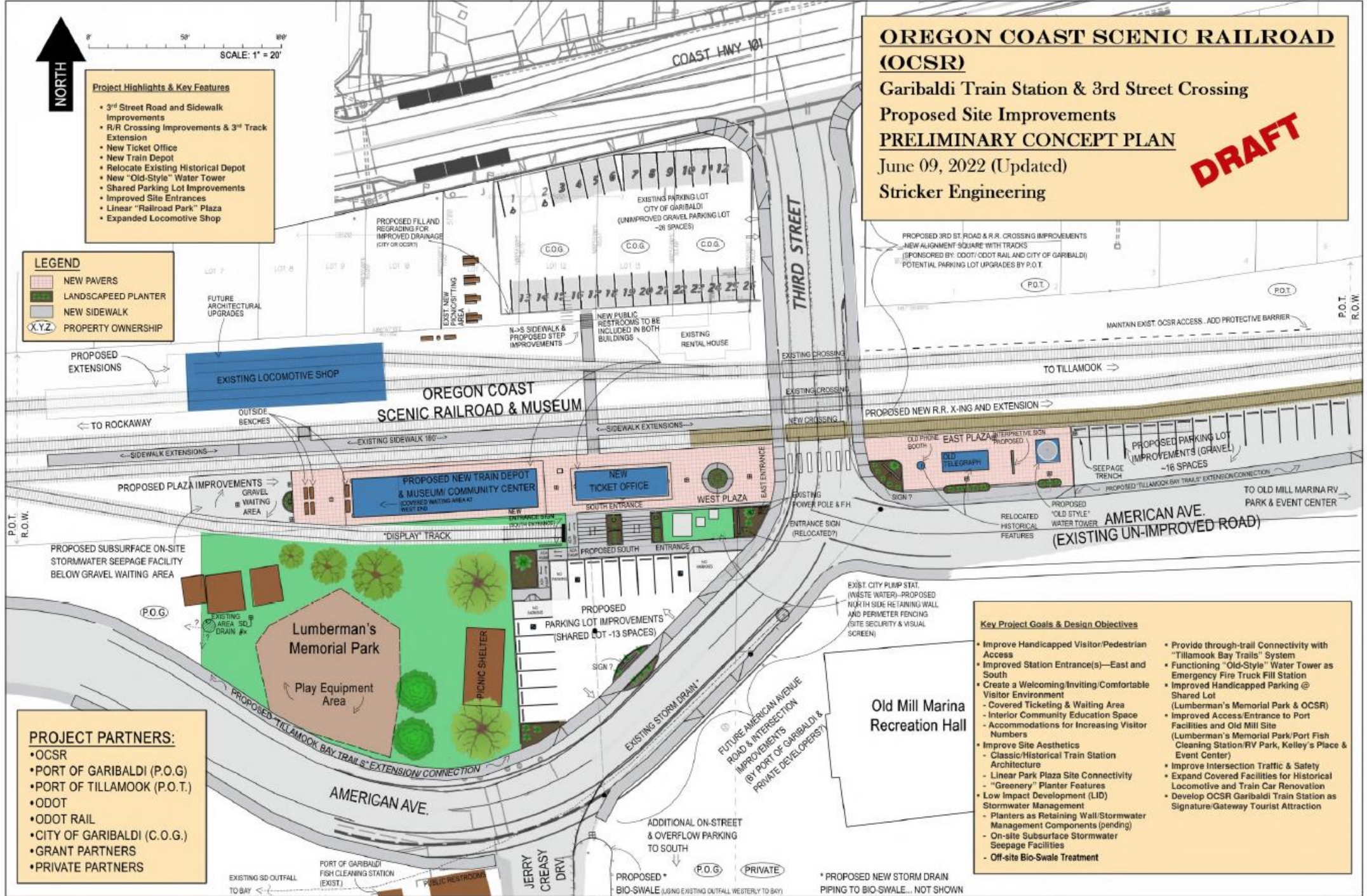
- Project Highlights & Key Features**
- 3<sup>rd</sup> Street Road and Sidewalk Improvements
  - R/R Crossing Improvements & 3<sup>rd</sup> Track Extension
  - New Ticket Office
  - New Train Depot
  - Relocate Existing Historical Depot
  - New "Old-Style" Water Tower
  - Shared Parking Lot Improvements
  - Improved Site Entrances
  - Linear "Railroad Park" Plaza
  - Expanded Locomotive Shop

- LEGEND**
- NEW PAVERS
  - LANDSCAPED PLANTER
  - NEW SIDEWALK
  - PROPERTY OWNERSHIP (X.Y.Z)

**OREGON COAST SCENIC RAILROAD (OCSR)**  
**Garibaldi Train Station & 3rd Street Crossing**  
**Proposed Site Improvements**  
**PRELIMINARY CONCEPT PLAN**  
 June 09, 2022 (Updated)  
 Stricker Engineering

**DRAFT**

PROPOSED 3RD ST. ROAD & R.R. CROSSING IMPROVEMENTS  
 - NEW ALIGNMENT SQUARE WITH TRACKS (SPONSORED BY: ODOT/ODOT RAIL AND CITY OF GARIBALDI)  
 - POTENTIAL PARKING LOT UPGRADES BY P.O.T.



- PROJECT PARTNERS:**
- OCSR
  - PORT OF GARIBALDI (P.O.G)
  - PORT OF TILLAMOOK (P.O.T.)
  - ODOT
  - ODOT RAIL
  - CITY OF GARIBALDI (C.O.G.)
  - GRANT PARTNERS
  - PRIVATE PARTNERS

- Key Project Goals & Design Objectives**
- Improve Handicapped Visitor/Pedestrian Access
  - Improved Station Entrance(s)—East and South
  - Create a Welcoming/Inviting/Comfortable Visitor Environment
    - Covered Ticketing & Waiting Area
    - Interior Access/Entrance to Port Facilities and Old Mill Site
    - Accommodations for Increasing Visitor Numbers
  - Improve Site Aesthetics
    - Classic/Historical Train Station Architecture
    - Linear Park Plaza Site Connectivity
    - "Greenery" Planter Features
  - Low Impact Development (LID) Stormwater Management
    - Planters as Retaining Wall/Stormwater Management Components (pending)
    - On-site Subsurface Stormwater Seepage Facilities
    - Off-site Bio-Swale Treatment
  - Provide through-trail Connectivity with "Tillamook Bay Trails" System
  - Functioning "Old-Style" Water Tower as Emergency Fire Truck Fill Station
  - Improved Handicapped Parking @ Shared Lot (Lumberman's Memorial Park & OCSR)
  - Improved Access/Entrance to Port Facilities and Old Mill Site (Lumberman's Memorial Park/Port Fish Cleaning Station/RV Park, Kelley's Place & Event Center)
  - Improve Intersection Traffic & Safety
  - Expand Covered Facilities for Historical Locomotive and Train Car Renovation
  - Develop OCSR Garibaldi Train Station as Signature/Gateway Tourist Attraction

\* PROPOSED NEW STORM DRAIN PIPING TO BIO-SWALE... NOT SHOWN

PROPOSED \* BIO-SWALE (USING EXISTING OUTFALL WESTERLY TO BAY)

EXISTING SD OUTFALL TO BAY





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## Vision: Return to Salmonberry

- Trains running to Salmonberry as recently as 2015, until storm created a log jam at Fall Creek
- Two bridges need major repair
- Vision for a recreational corridor
  - Access for all, even those not physically able to utilize a trail.
  - Hikers, bikers, kayakers, fishermen, families with little kids, railbikes, train riders, all using the corridor together.

# Economic Impact: Assumptions

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- All economic impact data calculated using the 2022 Dean-Runyan report
- All economic data calculated in 2022 dollars
- Base compound annualized growth rate from last 5 years: 14.9%



## The Economic Impact of Travel in Oregon

2022p (preliminary)

Travel Oregon

5/24/2023

**PRIMARY RESEARCH CONDUCTED BY**  
Dean Runyan Associates  
833 SW 11th Avenue, Suite 920  
Portland, Oregon 97205

# Economic Impact: 2022

Using Dean-Runyon 2022 numbers:

- Direct Spend \$7,497,108
- Indirect Spend Multiplier 0.52
- Indirect Spend \$3,898,496
- **Total 2022 Economic Impact \$11,395,605**

For comparison:

- Net Loss of freight \$8.15M to \$10.89M (2008 USD)<sup>1</sup>
- Adjusted for inflation \$11.04M to \$14.75M (2022 USD)<sup>2</sup>

<sup>1</sup> Economic impact data on loss of freight taken from Sorte, Bruce, *Port of Tillamook Bay Railroad Storm Damage: Initial Economic Review*, OSU Extension Service, June 11, 2008.

<sup>2</sup> Inflation Data taken from [https://www.bls.gov/data/inflation\\_calculator.htm](https://www.bls.gov/data/inflation_calculator.htm); last accessed June 19, 2023.



# Economic Impact: Core Growth

Economic Impact to County: \$5,655,652 to \$7,190,177

By Year 5

- Additional to current
- Limited to 80,000 riders
- Calculated at 14.9% annualized compound growth +/- 5%



# Economic Impact: Passenger Car Expansion

Economic Impact to County: \$858,738 to \$8,771,682

By Year 5

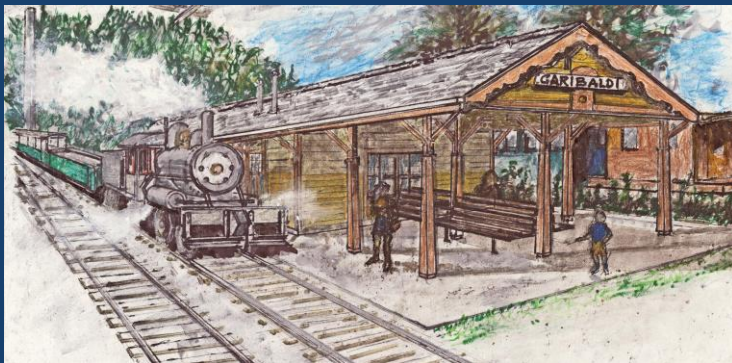
- Goal to ultimately bring 7 additional cars online
- Assumes previous 80,000 rider cap before investment
- Assumes removal of growth limitations due to seating capacity; but does not assume any growth beyond core operation growth potential



# Economic Impact: Depot Expansion

Economic Impact to County: \$500,000 to \$600,000 pa

- Hardest item to quantify – number here estimate for GB depot only
- Primary value of depot development is that it makes the high range scenarios more likely than the low range scenarios presented here
- Later developments planned for RB, Wheeler, Batterson, Salmonberry with additional value



# Economic Impact: Return to Salmonberry

Economic Impact to County: \$926,479 to \$1,117,353 pa  
By Year 5



- Assumes full capacity will not happen in first year – will need a few seasons to become established
- Assumes no additional passenger cars to current operational fleet
- Assumes regular weekend Salmonberry trips; more dinner trains; increased rail rider and motor car activity, along with increased photo charters.



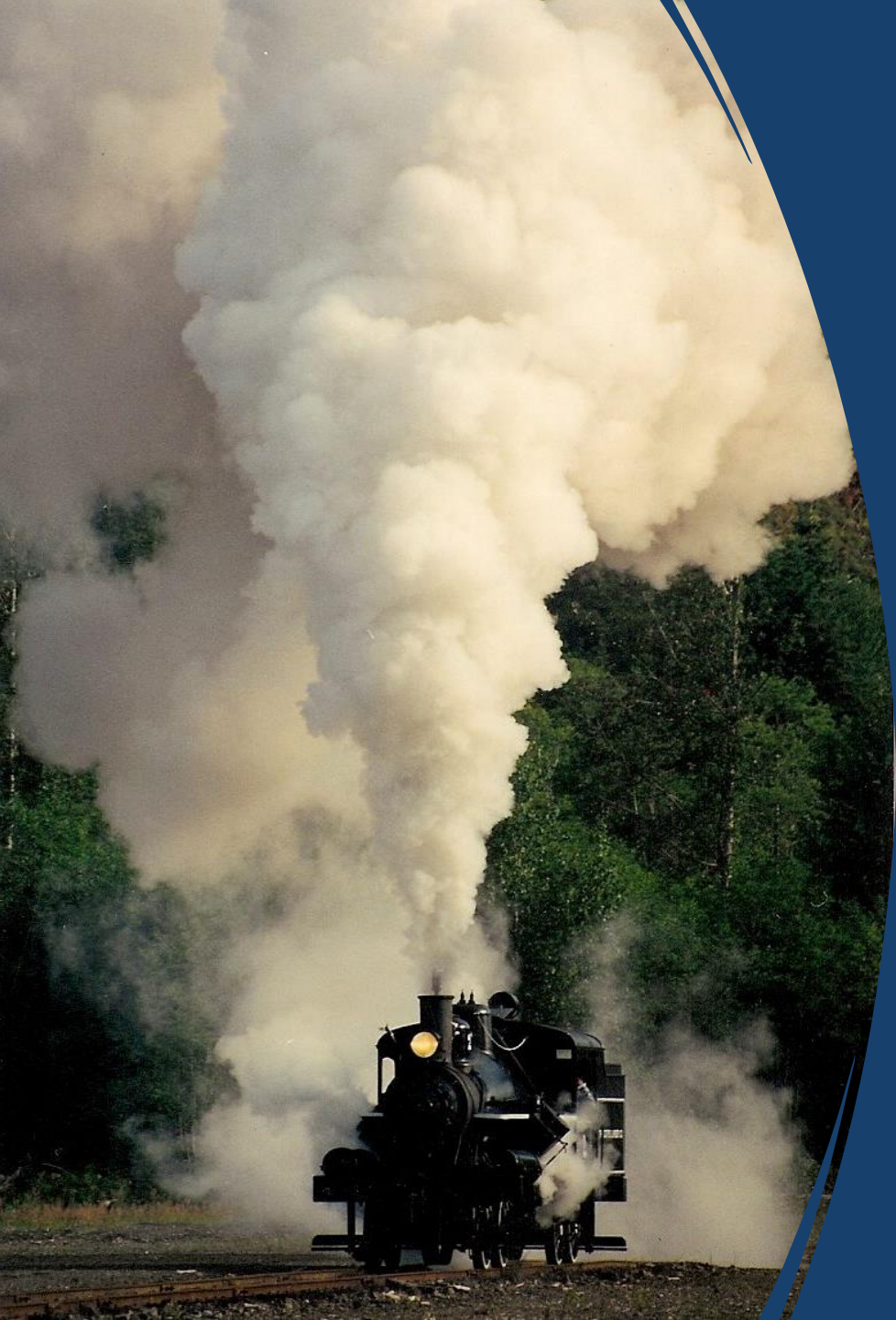
# Economic Impact: Cumulative

Economic Impact to County: \$19,336,474 to \$29,074,817 pa

By Year 10







# In Conclusion...

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- Our Mission
  - Educate About, Preserve, Restore... It's our history!
- Our Vision
  - A Recreational Corridor for all
- The Future
  - Benefits to Tillamook County: Our growth is growth for all!