

# Oregon State Rail Plan Implementation Plan

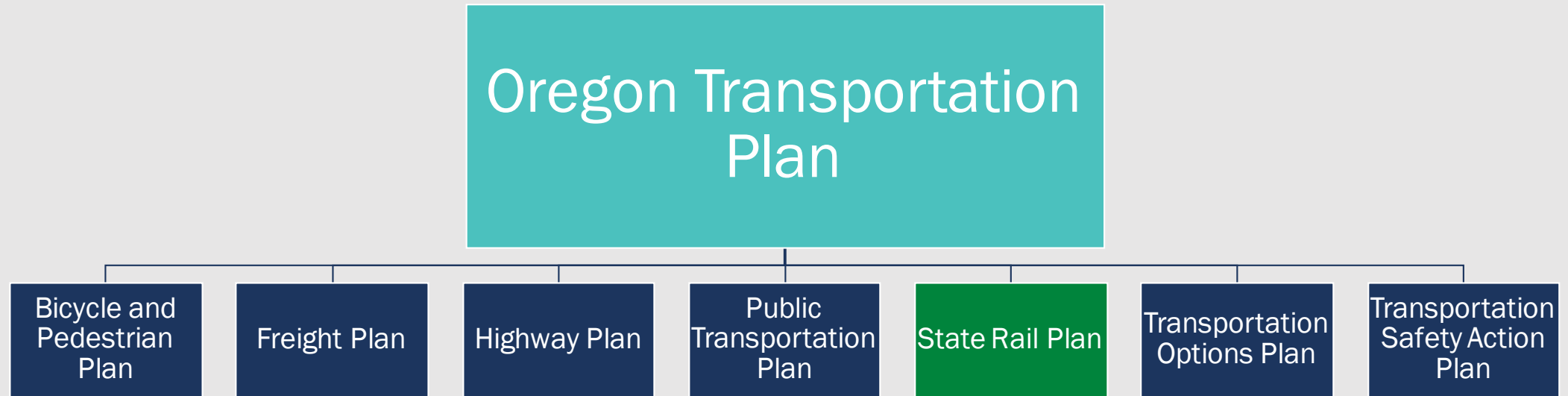
Association of Oregon Rail and Transit Advocates

April 23, 2022



# Transportation Planning in Oregon

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- Oregon's State Rail Plan is a subset of the overall Oregon Transportation Plan
- Oregon's State Rail Plan is federally required to be updated every four years

# Current Oregon Passenger Rail Priorities

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- Service recovery planning
- Model potential improvements to UP line for expanded frequencies
- Prioritize passenger rail infrastructure investments
- Oversee UP's delivery of the Oregon City Siding capital improvement project
- Next generation equipment procurement
- Pursue state and federal funds

# Infrastructure Investment and Jobs Act (IIJA)

- Significant opportunities for discretionary grants that would improve Amtrak Cascades service
- Focus on “shovel-worthy” projects
- Matching funds are an issue

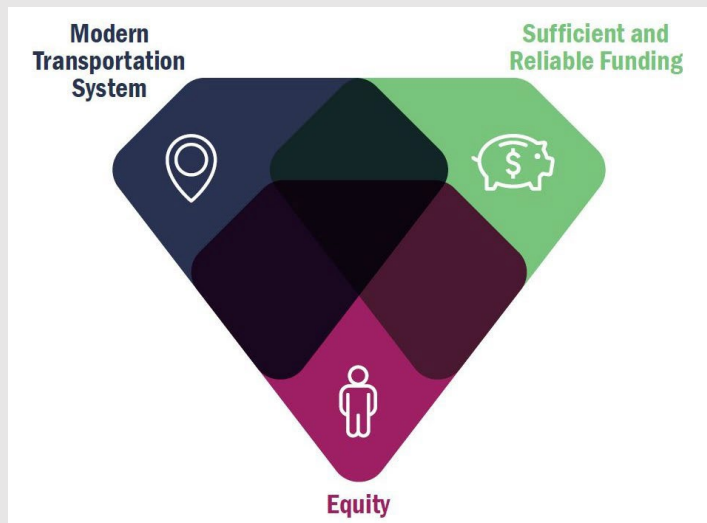


# Intercity Passenger and Freight Rail Appropriations (\$66B)

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- **\$22 billion for grants to Amtrak**
  - \$6 billion for Amtrak's Northeast Corridor
  - \$16 billion for Amtrak's National Network grant, including
    - \$250 million takedown for FRA Restoration and Enhancement operating grants
- **\$36 billion for new FRA Federal-State Partnership for Intercity Passenger Rail grants**
  - Not more than \$24 billion for NEC projects
  - At least \$12 billion for non-NEC capital projects (to expand or establish new intercity passenger rail service, including high-speed service; to achieve / maintain a state of good repair; or to improve performance)
- **\$8 billion for freight-focused and safety grant programs**
  - \$5 billion for Consolidated Rail Infrastructure and Safety Improvements (CRISI) grants
  - \$3 billion for new Railroad Crossing Elimination grant program

# Looking Forward - Plans for a modern, multimodal transportation system in Oregon



- OTC/ODOT Strategic Action Plan

- Oregon State Rail Plan Implementation Plan

- Oregon Cascades Corridor Investment Plan

# Rail in Oregon

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- **Network physically**
  - Oregon's rail infrastructure consists of 2,344 route miles
  - 88% is privately owned (12% publicly owned)
- **Network operationally**
  - 47.4% operated by Class I railroads
  - 50.1% operated by 24 short line railroads
  - 2.5% operated by non-federally designated common carriers

# State Rail Plan Implementation Plan Purpose

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- **Identify and assess** needs of the State's rail system
- **Streamline** and **standardize** tracking and funding prioritization of rail projects
- Support **transparency** and **accountability** thorough documentation of decision-making



# Rail Needs Inventory (RNI)

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## Goal

A dynamic compilation of Oregon rail system needs

- Database of potential/conceptual rail projects inventoried by the State of Oregon
- Includes basic project information (project type, ownership, and estimated cost)
- Includes 22 Evaluation Criteria organized into 6 Factors
- Allows for classification, filtering, and graphical display
- Allows ODOT to prioritize rail projects that meet goals of specific grant opportunities

# Rail Needs Inventory (RNI) - Sources

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- Oregon State Rail Plan (OSRP)
- Connect Oregon multimodal state funding program
- Oregon Passenger Rail Service Development Plan
- Information from rail industry partners
- General ODOT staff knowledge<sup>10</sup>

# Rail Needs Inventory (RNI) - Factors and Evaluation Criteria

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## Goal

Evaluate projects using  
consistent criteria

- A combination of **Factors and Evaluation Criteria** were developed that assign performance values to each project
- Define rail projects in terms of **potential benefits** commonly evaluated in federal and state funding analysis
- Vetted through **Technical Advisory and RAC Working Group Committee**
- Values feed **Rail Needs Inventory (RNI)**

# Rail Needs Inventory (RNI) - Factors and Evaluation Criteria (continued)

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- Six Factors:
  - Mobility
  - Economic
  - Environment
  - Safety
  - Readiness
  - Equity
- Factors are consistent with common federal funding eligibility criteria

# Rail Needs Inventory (RNI) - Factors and Evaluation Criteria (continued)

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- Each Factor has corresponding Evaluation Criteria which contribute to its overall score of 0 to 4
  - 0 score = Major negative change expected
  - 4 score = Major positive change expected
- Each Factor can be dynamically "weighted" depending on focus of grant criteria

# Rail Needs Inventory (RNI) - Factors and Dynamic Weighting



- Some grant and funding programs may emphasize a particular Factor (Safety, Economic, Mobility, etc.)
- These Factors can be weighted to identify projects with a higher chance of being selected
- The Rail Needs Inventory can filter the weighting and project characteristics to support the project prioritization

# Implementation Plan Timeline

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1. Draft Evaluation Criteria and Rail Needs Inventory November 2021
2. First RAC Workgroup and TAC Workshops November 2021
3. Develop **prioritization method** to evaluate projects January 2022
4. Second RAC Workgroup and TAC Workshops February 2022
5. RAC reviewed **Evaluation Criteria and Rail Needs Inventory** March 2022
6. Stakeholder and public **comment** on criteria and RNI April/May 2022
7. Draft **Implementation Plan Report** May 2022
8. RAC reviews final **Implementation Plan Report** June 2022

# Questions?

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- Project Website:

<https://www.oregon.gov/odot/RPTD/Pages/Oregon-State-Rail-Plan-Implementation.aspx>