

Connect Oregon is an initiative established by the 2005 state legislature to invest in non-highway modes of transportation. For the \$477 million awarded through Connect Oregon I through VI (including CORA and the Dedicated Projects) there have been 603 project applications received, 285 projects funded, \$1.003 billion in grants and loans requested. Because available funds must first go to dedicated projects, ODOT does not anticipate that there will be funding available until towards the end of the 2021-23 biennium for a competitive Connect Oregon program.

Industrial Rail Spur Fund In 2003 the legislature gave General Fund moneys to fund this program - \$8,529,798 was spent. An industrial rail spur is a segment of trackage used for the rail transportation of raw materials and finished products between manufacturing facilities and main line rails or that serves a transloading, reloading and teaming facility. This program delivered a lot of “bang for the buck” for railroad needs in Oregon.

The projects on this list are illustrative of the types of projects that could be funded; funding decisions should be based on competitive discretionary processes for Connect Oregon and the Industrial Rail Spur Fund.

ORULE Suggested Rail Projects List

Oregon Rail Users' League
2021 and beyond

REGION 1

1. Reinstall Portland Union Station Track 6 \$12 million

Reinstall Portland Union Station track 6 to improve freight and passenger train fluidity at Portland Union Station. An FRA grant is funding P/E and NEPA work to 30% design for seismic upgrades and repurposing depot's interior as well as drainage, utility, and other improvements.

2. Knife River Rock Train System Improvements (Regions 1 and 2) \$2.5 Million

Completion of rail project which would remove trucks from road in congested area by improving operational efficiency, eliminating bottlenecks, and improving safety.

REGION 2

3. Eugene Layover Track \$14.5 million

Increases operating efficiency by investing in layover track that expedites turn-around times and facilitates light maintenance duties (such as fueling and watering). An ARRA grant has allowed completion of 30% preliminary plans and NEPA work for this two-phase project.

4. Knife River Marine Facility improvement \$2 million

Improvements to include aggregate loadout system to barge marine terminal in Linnton, OR.

5. Pacific Recycling: New Spur in Eugene <\$1 million

New rail spur at Pacific Recycling will allow railcars to be loaded directly from the shredder, eliminating outbound truck movements from facility. Pacific Recycling ships nearly 3,000 truckloads of scrap from Eugene facility to Seattle and Portland.

6. Oregon Independence Railroad Track Improvements \$400,000

Tie replacement and higher-grade track will allow Oregon Independence Railroad to return rail service to Independence and to connect with the Portland and Western Railroad. Track improvement work will also improve stormwater drainage.

7. Port of Coos Bay Rail Link/Greenhill Reload: North Siding Project \$1.5 million

In West Eugene, public/private partnership to add switching capacity north of the Coos Bay Rail Link line for more efficient service and economic development.

8. Queen Avenue Grade Separation Project

\$100 million

Increase safety, expedite freight and passenger rail service, and eliminate road blockages at a high-fatality road-rail crossing.

9. PNWR Bridge Infrastructure Strengthening Project

\$3 million

Strengthen 14 bridges of the PNWR bridge infrastructure to maintain the railroad at 286,000 pounds. This would involve replacing stringers and other critical bridge infrastructure to ensure safe and efficient structures throughout the network. Bridges are located on map under 2, 4, and 9, with the majority of dollars spent in 2.

REGION 3**10. Rogue Valley Terminal Railroad**

\$1 million

Track modernization upgrade to the Rogue Valley Terminal Railroad at White City will allow safe and adequate handling of high-capacity 286k rail cars. Project includes replacement of 100-year-old rail with modern 115-pound rail; replacement of deteriorated wood ties and installation of additional new ballast.

REGION 4**11. Goose Lake Railway/Lake County Track Improvements**

\$4 million

Upgrade track infrastructure to increase weight carrying capacity and meet FRA Class 2 track safety standards. Customers on this line include Red Rock Biofuels (which moves 500 to 1,000 carloads of jet grade biofuel) in addition to lumber shipper Collins Pine and horticultural perlite shipper Cornerstone Minerals.

REGION 5**12. Oregon Eastern Railroad**

\$1.9 million

Improve safety and capacity by replacing and upgrading 75-lb. rail. Line serves E. P. Minerals, a major employer and taxpayer in Malheur County.

Please see separate list of contacts for each project on this list for questions about specific projects.

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