

Oregon Passenger Rail Update

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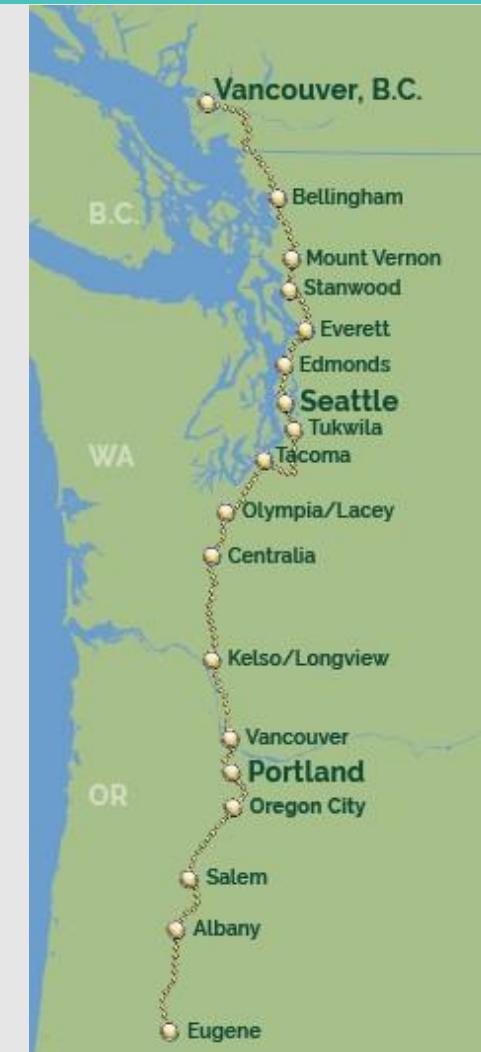
Public Transportation Division Administrator

Senate Committee on Transportation

January 15, 2025

Amtrak Cascades Service Overview

- 6 Daily round trips between Portland and Seattle
- 2 Daily train round trips continue to Eugene, OR and four daily POINT bus trips
- 2 Daily round trips continue to Vancouver, BC
- Coast Starlight provides additional long-distance passenger services over Corridor
- ~1 Million annual passengers Corridor-wide



Federal Railroad Administration Corridor Identification & Development (CID) Overview

Step 1



Planning Initiation

- Define the scope, schedule, and expected costs of developing the corridor's Service Development Plan (SDP).
- The FRA awards an initial \$500k grant (no match requirement).

Step 2



Service Development Plan

- Create a detailed planning document that outlines proposed train schedules, speeds, capital needs, economic impacts, and more.
- The FRA awards 90% of the expected costs identified in Step 1 (with at least 10% match requirement).

Step 3



Project Development

- Perform preliminary engineering, environmental reviews, and other work to get corridor projects ready for final design and construction.
- The FRA awards 80% of the expected costs identified in Step 2 (with at least 20% match requirement).

Amtrak Cascades Corridor CID Service Development Plan (SDP)



- ODOT, FRA, Union Pacific (UP), and Amtrak are finalizing ODOT's updated SDP Implementation Plan
- Awaiting FRA approval to advance to the next steps in the planning process
- Once approved:
 - WSDOT and ODOT will develop more detailed analysis and a phased implementation plan for services **north of Portland**
 - ODOT will continue development of project inventory **south of Portland** as established in the Service Development Plan Implementation Plan

Service Development Plan (SDP) Implementation Plan

- ODOT's SDP Implementation Plan provides a road map for CID Program funding
- Modeling and analysis of freight and passenger rail growth PDX-EUG revealed:
 - Areas of traffic congestion and conflicts
 - Where investments are required for more Cascades Service and expanded rail freight service
 - Infrastructure projects packaged in 3 stages to improve and add service



Coordinated Partnerships Paving Way for Projects

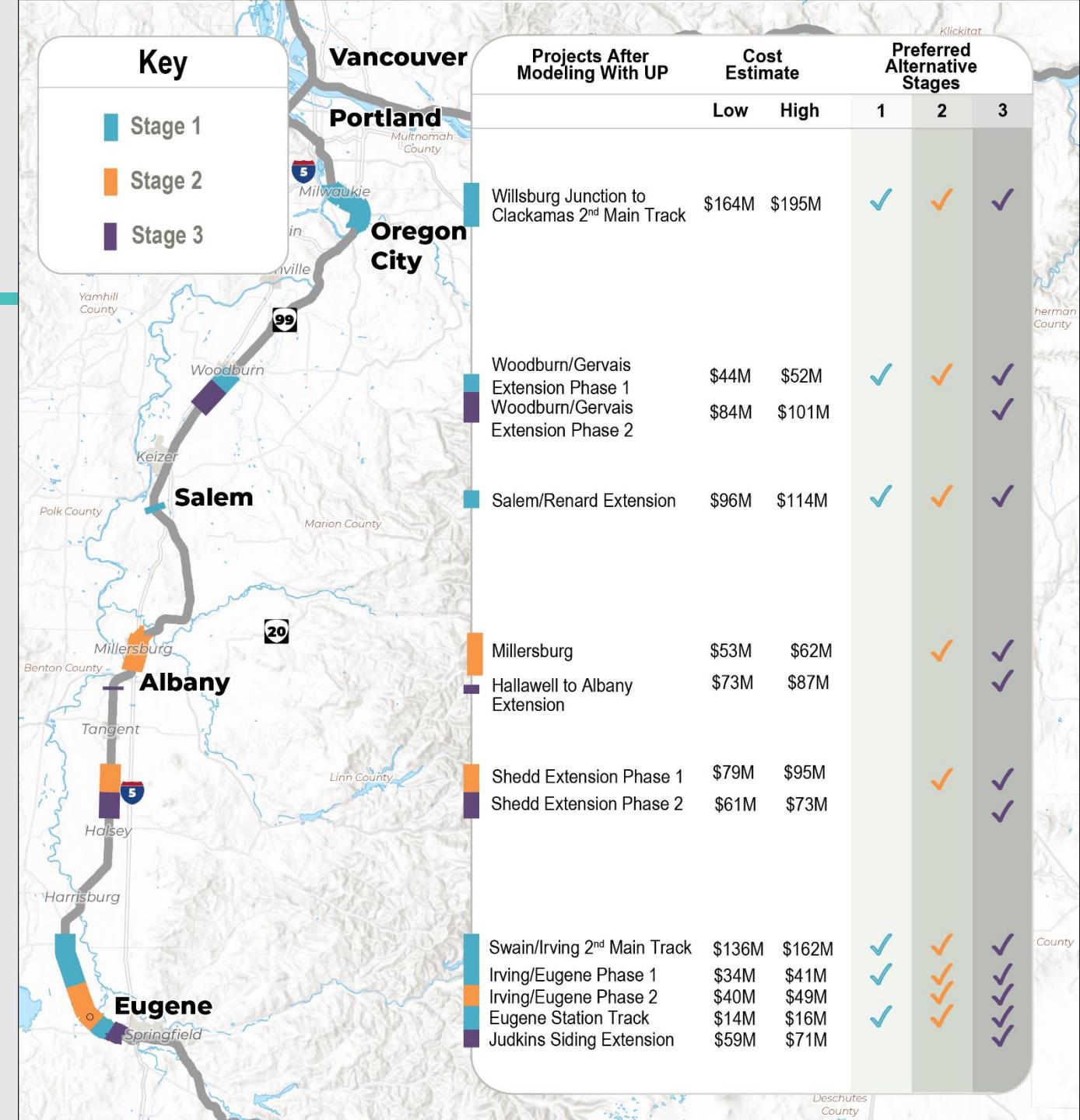


FRA, ODOT, and Consultant Team on a field visit from Portland to Eugene – standing on the future site of the Eugene Layover Siding Project

Goal - Increase Amtrak Cascades to 6 daily round trips between Portland and Eugene.

- Discrete Corridor Project Inventory created to achieve goal service level.
- ODOT, UP and FRA concurred on updates to move through CID

Stages	Cost Estimate	
	Low	High
1	\$490M	\$582M
2	\$172M	\$206M
3	\$279M	\$333M
Total	\$941M	\$1,121M

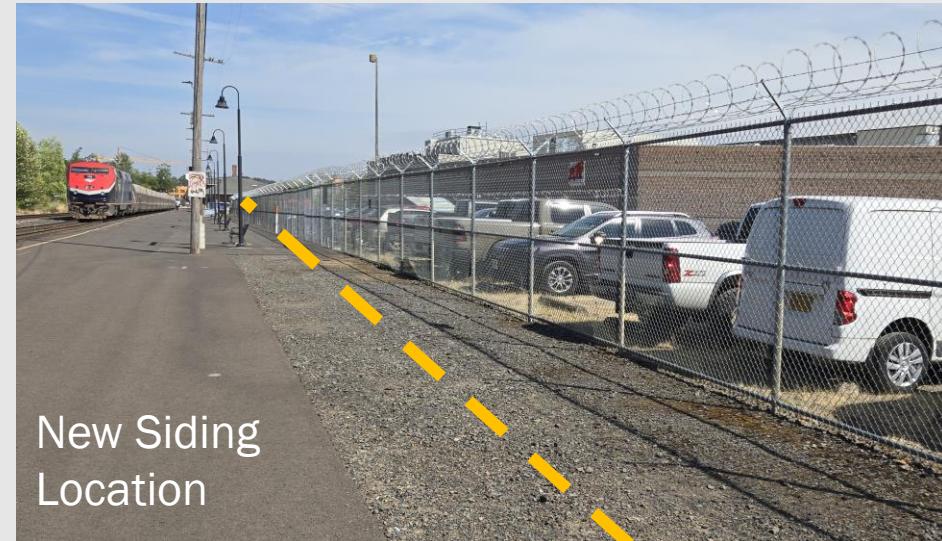


Federal-State Partnership for Intercity Passenger Rail Grant Program – Due Feb. 6



Willbridge Crossover Project

- \$13.8 million total project cost
- Replace the low-speed crossovers with larger higher-speed crossovers to reduce delays.



Eugene Layover Siding Project

- \$15 million total project cost (\$3 million match)
- Construct new station standby track for passenger trains, eliminating standby in freight yard

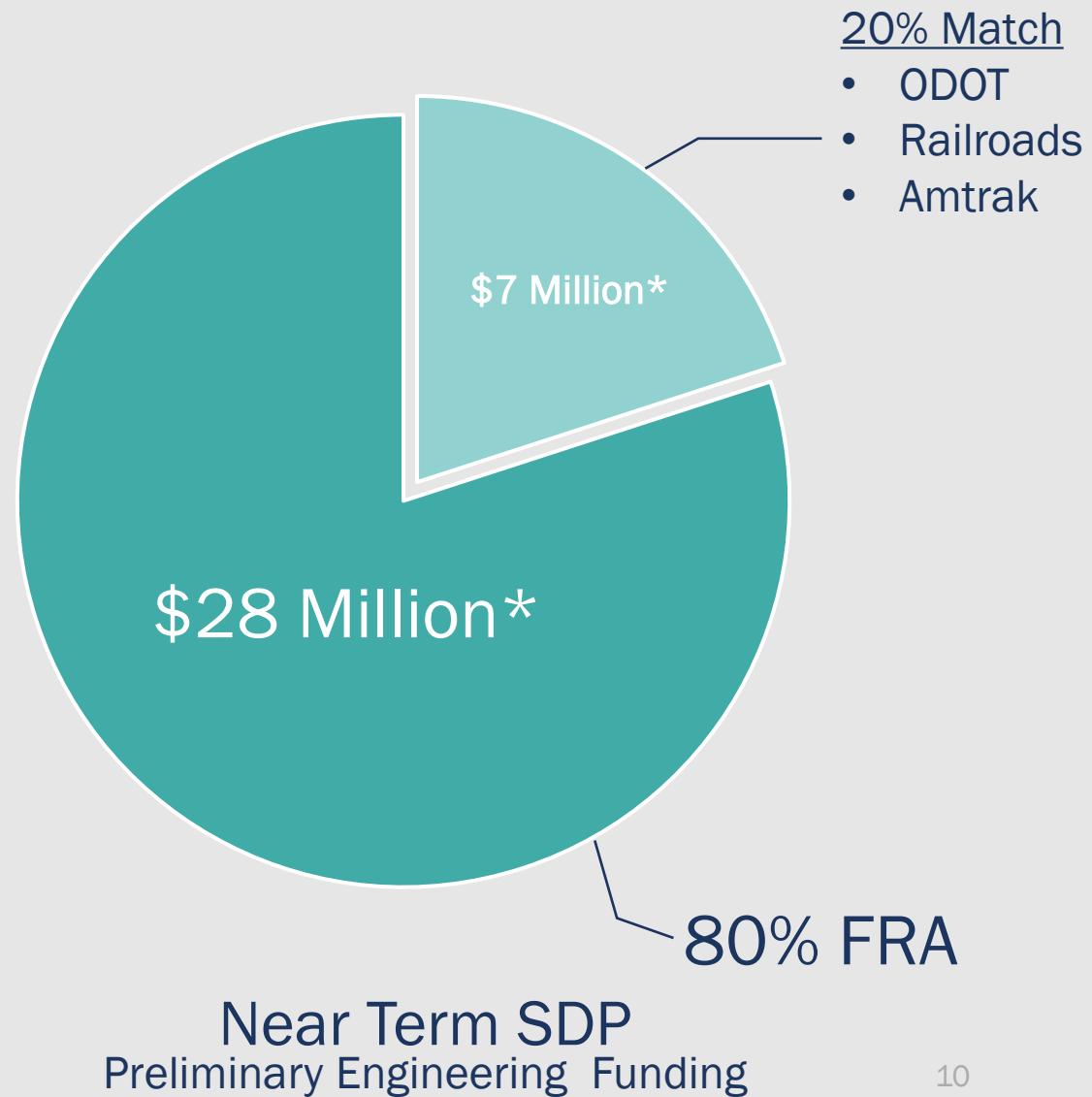
Revised Approximate Conceptual Level Project Costs

Stage	State/Federal	Low	High
Stage 1	Federal (80%)	\$ 392,000,000	\$ 466,000,000
	State/Local (20%)	\$ 98,000,000	\$ 116,000,000
	SUBTOTAL	\$ 490,000,000	\$ 582,000,000
Stage 2	Federal (80%)	\$ 138,000,000	\$ 166,000,000
	State/Local (20%)	\$ 34,000,000	\$ 41,000,000
	SUBTOTAL	\$ 172,000,000	\$ 206,000,000
Stage 3	Federal (80%)	\$ 223,000,000	\$ 267,000,000
	State/Local (20%)	\$ 56,000,000	\$ 67,000,000
	SUBTOTAL	\$ 279,000,000	\$ 333,000,000
TOTAL	Federal (80%)	\$ 753,000,000	\$ 899,000,000
	State/Local (20%)	\$ 188,000,000	\$ 224,000,000
	TOTAL	\$ 941,000,000	\$ 1,121,000,000

Matching Funds

Stage 1 Corridor Project Work:

- Preliminary Engineering/Design
- Environmental
- Permitting
- Public Involvement



Cascadia High Speed Rail

Cascadia HSR Rail History

2017 Feasibility Study



- Report submitted to the WA Legislature confirmed potential viability and demand

2019 Business Case Study



- Business case study explored potential benefits of the project

2021 Confirmed Jurisdictional Partnership



- WA-OR-BC MOU

2025 Corridor ID Program Step 2



- WA allocated state match for Corridor ID Program Step 2
- Working with FRA to advance Step 2 of Corridor ID Program

Momentum behind transportation corridor



- WA and BC sign agreement
- WA Legislature directed WSDOT to study feasibility

Economic impacts addendum



- Economic impacts addendum to 2017 Feasibility Study published
- WA Legislature directed WSDOT to conduct a business case study

Framework for the Future



2020

- Explored options for advancing high-speed rail, including concepts for governance and funding

Federal Grant Applications



- Corridor ID Program and Federal-State Partnership grant applications submitted
- Accepted into FRA's Corridor ID Program grant pipeline (Step 1)

2016

2018

2020

2023

Cascadia HSR Overview

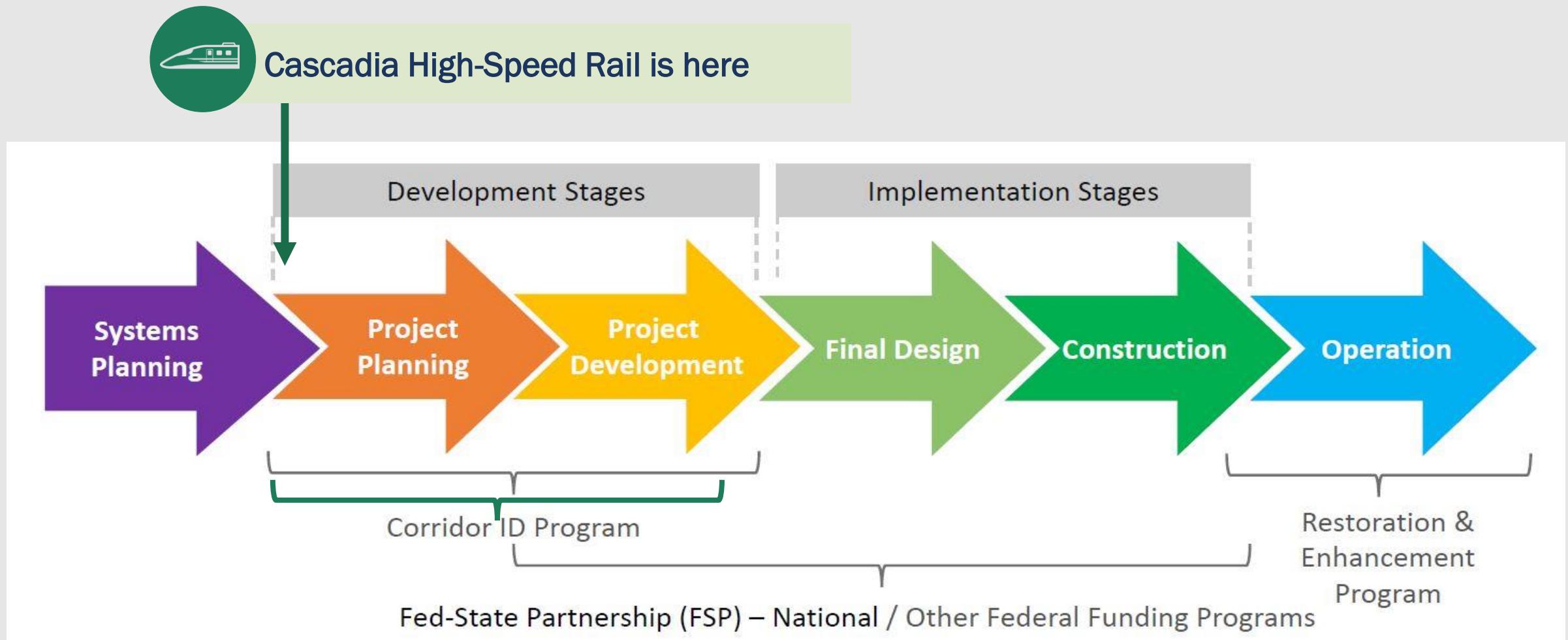
- Connecting metropolitan areas of Portland, OR, Seattle, WA, and Vancouver, BC
- Awarded \$49.7 million grant as part of FRA's CID Program
- Connects and builds on initial studies since 2016



Project partners:



Federal Grant Program Timeline



Cascadia HSR Service Development Schedule



Next Steps

- Continue to work with WSDOT and British Columbia Ministry of Transit and Transportation
- Begin coordination with host railroads, operators and other rail perspectives in 2026
- Continue to provide information through project website, email updates, and Rail Advisory Committee presentations

Visit online at
wsdot.wa.gov/CascadiaHSR
and subscribe to the email list



A scenic landscape featuring a two-lane road curving through rolling hills. A blue truck is driving away from the viewer on the road. In the distance, a prominent mountain peak rises against a clear sky.

Thank you

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