

Freight and Passenger Rail: Investments, Projects, Funding

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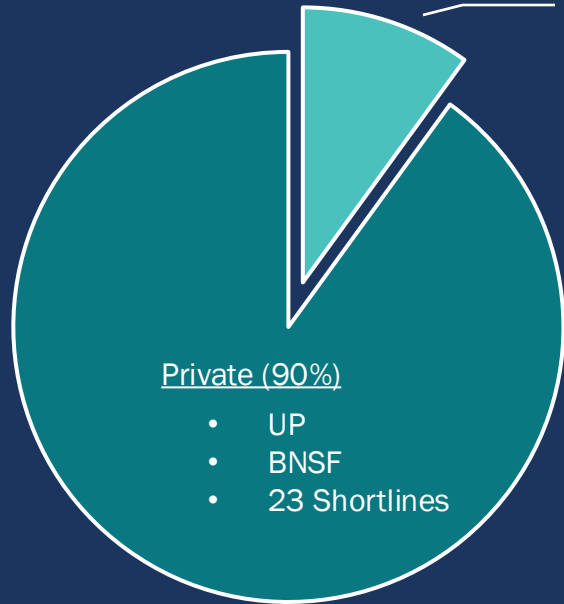
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Rail in Oregon

Ownership



- Public (10%)
- City
 - Counties
 - Ports

Private (90%)

- UP
- BNSF
- 23 Shortlines

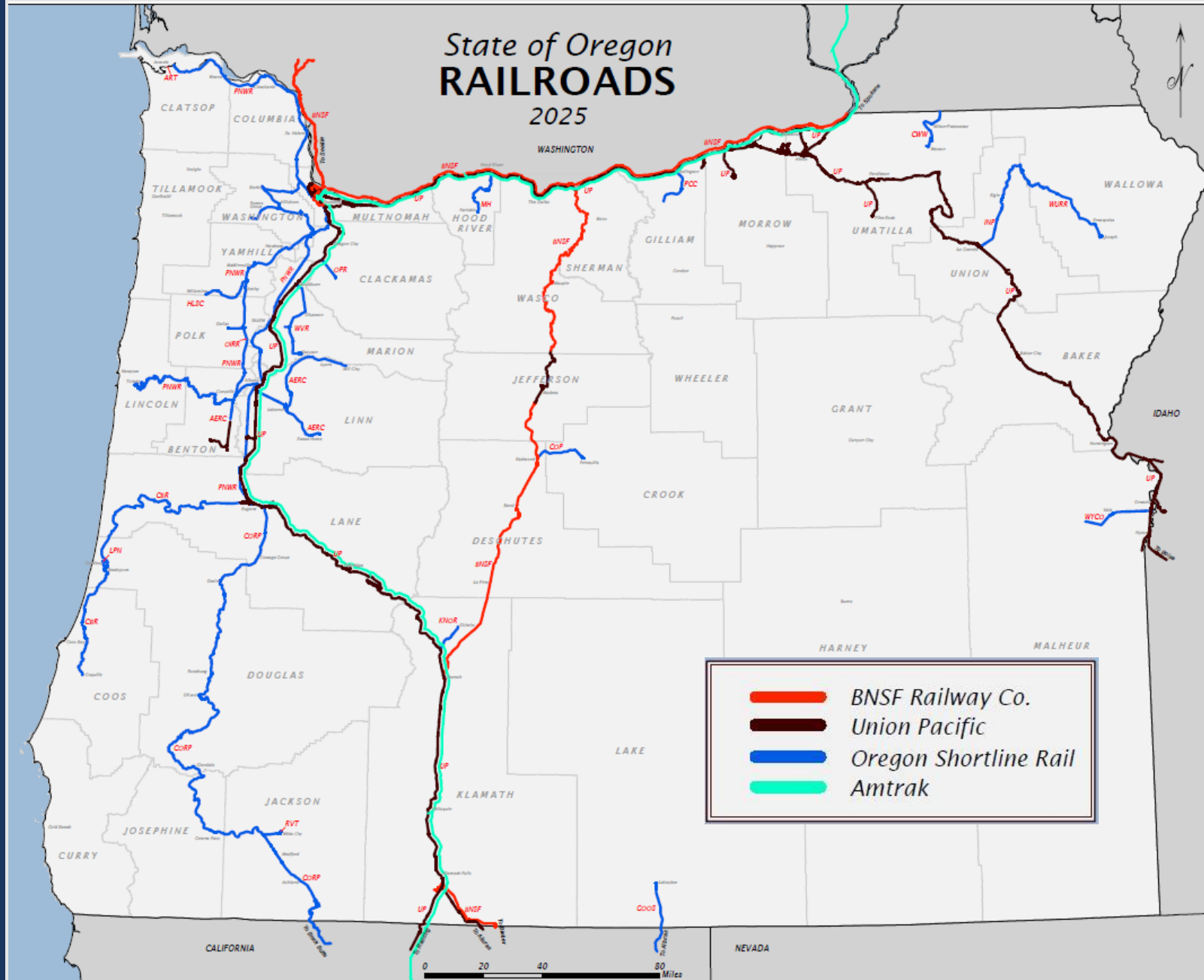
ODOT does not own any rail lines.

Any improvements to a rail line must be approved by the owner

Passenger Rail

Amtrak operates on BNSF and UP lines in Oregon

Amtrak operates 489 miles in Oregon



State of Oregon
RAILROADS
2025

	BNSF Railway Co.
	Union Pacific
	Oregon Shortline Rail
	Amtrak



Vision

Oregon will have a safe, efficient and commercially viable rail system that serves its businesses, travelers and communities through private resources leveraged, as needed, by strategic public investments.

- Oregon State Rail Plan (2014)



Key Needs and Issues

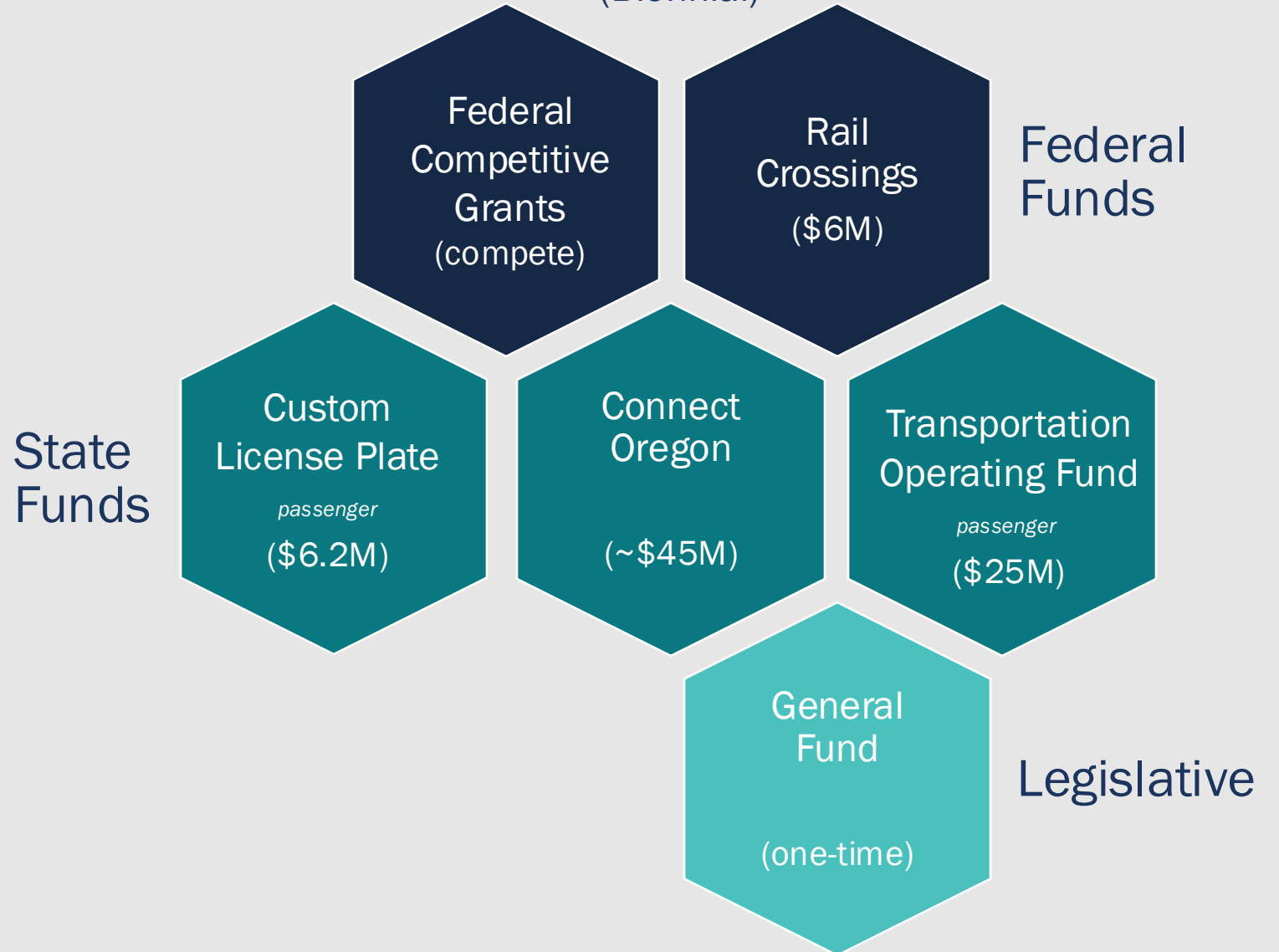
Need / Issue	Freight Rail	Passenger Rail
Safety	<ul style="list-style-type: none"> Rail crossings (signalization and separation) 	<ul style="list-style-type: none"> Rail crossings (signalization and separation)
Efficiency	<ul style="list-style-type: none"> Traffic control technology Reducing curvature and grades Eliminating vertical clearance restriction 	<ul style="list-style-type: none"> Reliability Frequency Travel times
State of Good Repair	<ul style="list-style-type: none"> Upgrading bridges from timber to steel Replacing crossties and track 	<ul style="list-style-type: none"> Rail infrastructure (same as freight) Trains
Connectivity	<ul style="list-style-type: none"> Transferring freight between modes 	<ul style="list-style-type: none"> Connecting to the multimodal system

Addressing Needs through Capital Investments



Existing Funding Sources for Rail

(Biennial)



Capital Investments – Connect Oregon




Program Summary

- Supports non-highway rail, aviation, marine, and intermodal transfer facilities
- Established in 2005, funded by lottery bonds
- Starting in 2017, funded by 0.5% Vehicle Privilege Tax – part of which goes to Connect
- Competitive, application-based, grant program*

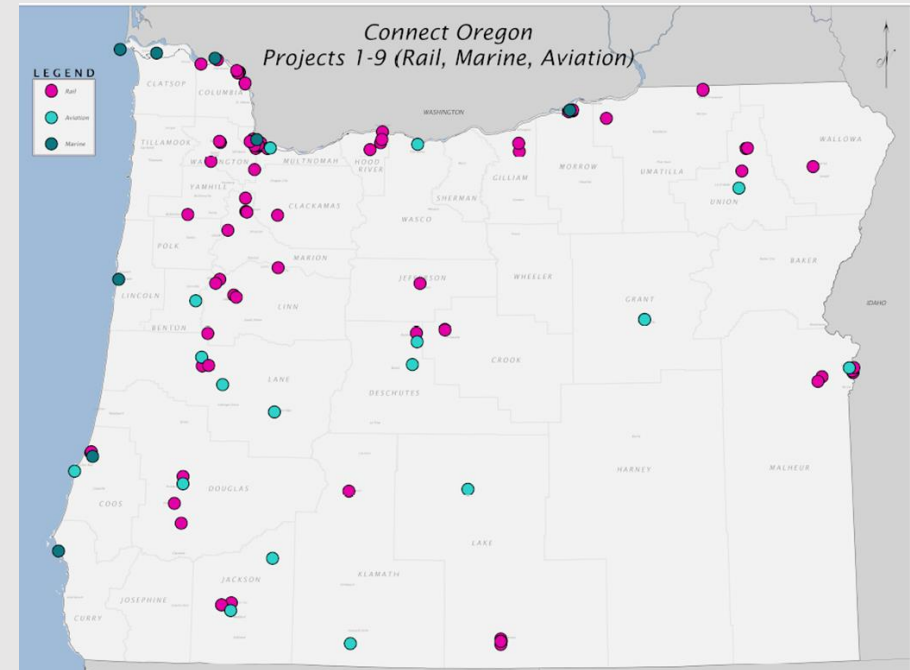
*Exception: HB 2017 named projects

- \$45M-\$50M solicitation per cycle
- New round /cycle every 2-3 years
- Project proposals scored and vetted by experts



Mode	Competitive Grant Awards (9 cycles)		
	Amount	Number	Project Types (sample)
Marine 	\$108M	40 projects	Wharf, dock or pier rebuilds/expansions, boat lift, dredging, and seismic upgrades
Aviation 	\$136M	93 projects	Runway reconstruction, air traffic control towers, and hangars
Rail 	\$188M	79 projects	Track rehabilitation, rail spurs, and bridges
TOTAL	\$432M*	212 projects	*Totals reflect the modes listed. Other transit and multimodal investments were eligible and made in early years of the program

Connect Oregon Investments



Connect Oregon Rail Investments - Examples

Improved Access



Juanita's Fine Foods

Connect Oregon 8: added new rail spur
\$400K (\$276K Connect with \$124K match)

Improved Capacity



Morrow County Transload Facility

Connect Oregon 8: added new grain silo
\$3M (\$2.1M Connect with \$900K match)

Improved Efficiency



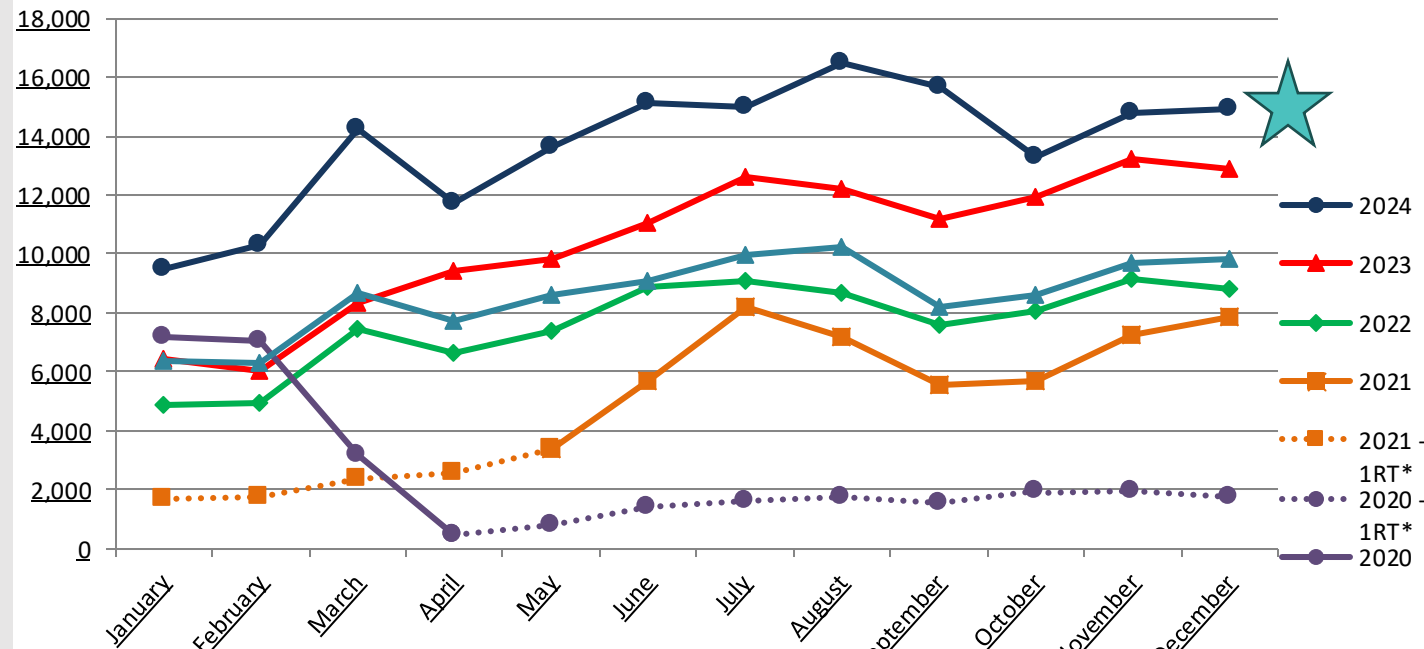
UP Portland Junction

Connect Oregon 6: reduced curve radii of track
\$12.97M (\$8.3M Connect and \$4.67M match)

Passenger Rail

- Record ridership in Oregon
- Maintaining current service estimated at an additional \$8.5M per year by 2026
- Cost drivers
 - New Amtrak equipment
 - Service cost increases
 - Inflation
 - State of good repair

Amtrak Cascades-Oregon Record Ridership

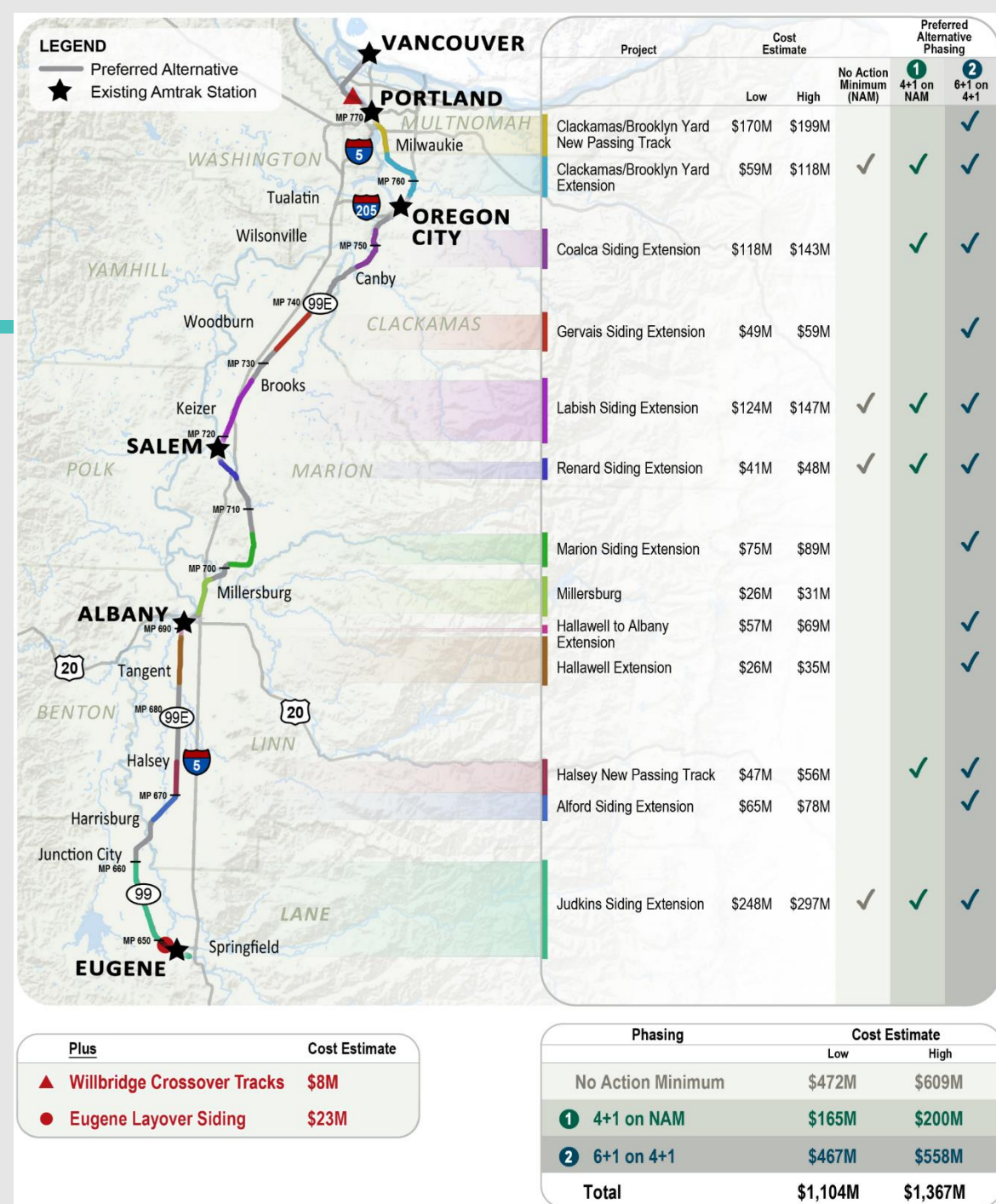


The COVID-19 pandemic and the resulting decreases in demand led to the decision to reduce service to one round trip per day between Seattle and Eugene. Service was resumed to two daily round trips on May 24, 2021. The dotted lines above depict the timeframe when the service was reduced to one roundtrip daily.

*RT = Roundtrip PDX-EUG

Infrastructure Improvement Costs

- Cascades Service Development Plan project list
- Complete corridor modeling (spring '25)
- Identify dedicated and matching funds
- Average \$140M annually through 2035 for supporting infrastructure needs
- Statewide Rail Needs Inventory: public/private needs for future funding opportunities
 - Tracks, crossings, bridges, freight facilities



ODOT

Ongoing
Rail
Efforts

Vision



- Update Oregon Rail Plan
 - Set long term vision and goals
 - Establish policies and direction

Partner



- Coordinate and mutually advance vision
 - Private
 - Public
 - Local jurisdictions
 - Washington and British Columbia
 - Amtrak

Invest



- Understand rail needs and priorities
 - Rail Needs Inventory
- Connect Oregon and Rail Crossings

Ongoing Rail Efforts

Future Rail Funding

How Other States Fund Passenger Rail

- **WA:** Multimodal transportation account—motor vehicle license fees, excise tax, sales tax
- **CA:** Portion of gasoline sales tax and portion of registration fees
- **IL:** Portion of fuels tax
- **PA:** Traffic fines and general sales tax
- **VA:** Variety of taxes



Federal Freight & Passenger Rail Capital Grants

- Corridor ID Program (CID)
- Federal-State Partnership for Intercity Passenger Rail (F-SP)
- Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)
- Rail Crossing Elimination (RCE)

ODOT's ability to leverage federal funding limited by dedicated matching funds

- ODOT has set aside ~\$4M TOF funds
- New Connect Oregon matching program





Questions?