

# Oregon State Rail Plan Implementation Plan

Rail Advisory Committee  
March 21, 2023



# Steps Completed Since December

- ✓ Developed RNI *Intake Form*
- ✓ Completed RNI scoring
- ✓ Completed Online map of RNI projects
- ✓ Completed Appendix B Funding
- ✓ Completed Appendix E RNI Scoring Documentation
- Distribute Final OSRP-IP

# Oregon State Rail Plan – Implementation Plan

- OSRP-IP & Appendices
  - Appendix B – Funding Options
    - Potential Funding Options
  - Appendix E – RNI Scoring
    - RNI Scoring Ranking of Projects
    - Draft RNI Intake Form
- Online RNI Map - Demonstration



# OSRP - Implementation Plan

Oregon State Rail Plan –  
Implementation Plan

Revised Final Draft

December 16, 2022



1. Executive Summary
2. Introduction
3. Implementing the Oregon State Rail Plan
4. Guidance for Development of OSRP-IP
5. Rail Needs Inventory (RNI) Tool
6. Next Steps



# Appendix B - Funding

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Primary purpose is to describe:

1. Rail Funding in Oregon – Freight & Passenger
2. Rail Funding in Other States
3. Oregon Funding Options



# Rail Funding in Oregon

1. Freight rail capital funding through **Connect Oregon** - funded through the **Privilege and Use Tax**.
2. The **Grade Crossing Protection Account** is authorized from the **State Highway Fund** and is used for safety improvements at railroad crossings.
3. Transportation Operating Fund (for federal match), General Fund match federal grants for capital improvement projects.
4. Vanity license plate revenue used to pay for passenger rail service.

# Rail Funding in Other States



## 1. AASHTO Survey

- Michigan - % sales tax, portion of registration fees & portion of auto-related sales tax (freight)
- New Jersey & Wisconsin – general fund (freight)
- Virginia – motor vehicle rental tax (freight) and state sales tax (passenger)

## 2. Washington

- Multimodal Transportation Account – sales tax on new and used vehicles, rental car tax and fees (freight and passenger)
- Climate Commitment Account – GHG emission allowances sold at auction (passenger)
- Freight Mobility Investment Account – motor vehicle weight fees and general fund (freight)

## 3. California

- Public Transportation – diesel fuels tax (freight and passenger)
- Greenhouse Gas Reduction Fund – General Fund (passenger)
- Proposition B – General Obligation Bond (freight and passenger)
- Local Sales Tax – (typically passenger)

# Funding Strategies

- Work with FRA to implement the Corridor Investment Plan (2h.)
- Leverage investments supporting Class I and Short Line RRs and intermodal and rail yard capacity needs (3b. 3c. and 3e.)
- Rail system preservation through a hierarchy of investments (3g.)
- Maximize and leverage railroad investments through Connect Oregon (4d.)
- Work towards securing a sustainable funding source to address critical freight and passenger rail system needs (4e.)
- Use public-private partnerships for rail system investments (4g.)

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# State-Local Funding Options

1. For select RR-Highway grade separation projects - **STIP programming**
2. Allocate **additional lottery-backed bonds** for rail projects to supplement Connect Oregon
3. Establish monthly **telephone access fee** to backfill county funding gaps
4. **Reallocate railroad property taxes** collected by counties to **State Rail Rehabilitation Fund**
5. Extend allocation caps and **extend railroad eligibility** for an **Oregon Rail Investment Tax Credit** focused on major railroad projects
6. Establish **special districts** (property tax)

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# Appendix E

## RNI Scoring Intention

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- RNI scoring **does not** rank prospective projects in terms of best to worst.
- RNI scoring **identifies** prospective rail projects
- RNI scoring is not able to progress beyond the identification step; further analysis will be required.



# Criteria Issues: 3 of 22 Criteria

RNI Scoring Criterion	Scoring Criteria Issue Observed	Proposed Action
<b>Change in Operator and Maintenance Staff Safety</b>	Projects will almost never be scored as "Less Safe"	None required
<b>Change in Passenger Safety</b>	Projects will almost never be scored as "Less Safe"	None required
<b>Level-of- Traffic Stress (active transportation user)</b>	<ol style="list-style-type: none"> <li>1. Not applicable to railroad projects unless they are crossing improvements.</li> <li>2. High Level of Present Stress = Low Score. But this is often the best place for a grade crossing improvement.</li> </ol>	Omit score when project does not include a grade crossing. Further information from Project Sponsors may aid appropriate scoring.

# Criteria Information Gaps: 6 of 22 Criteria



RNI Scoring Criterion	Proposed Action
Expanding Economic Equity (qualitative)	Solicit further information from Project Sponsors
Funding Leverage	Solicit further information from Project Sponsors
Community Support Status	Solicit further information from Project Sponsors
Project Development Status	Solicit further information from Project Sponsors
Change in Road User Safety	Solicit further information from Project Sponsors
Multimodal Connectivity	Solicit further information from Project Sponsors



# RNI Intake Form

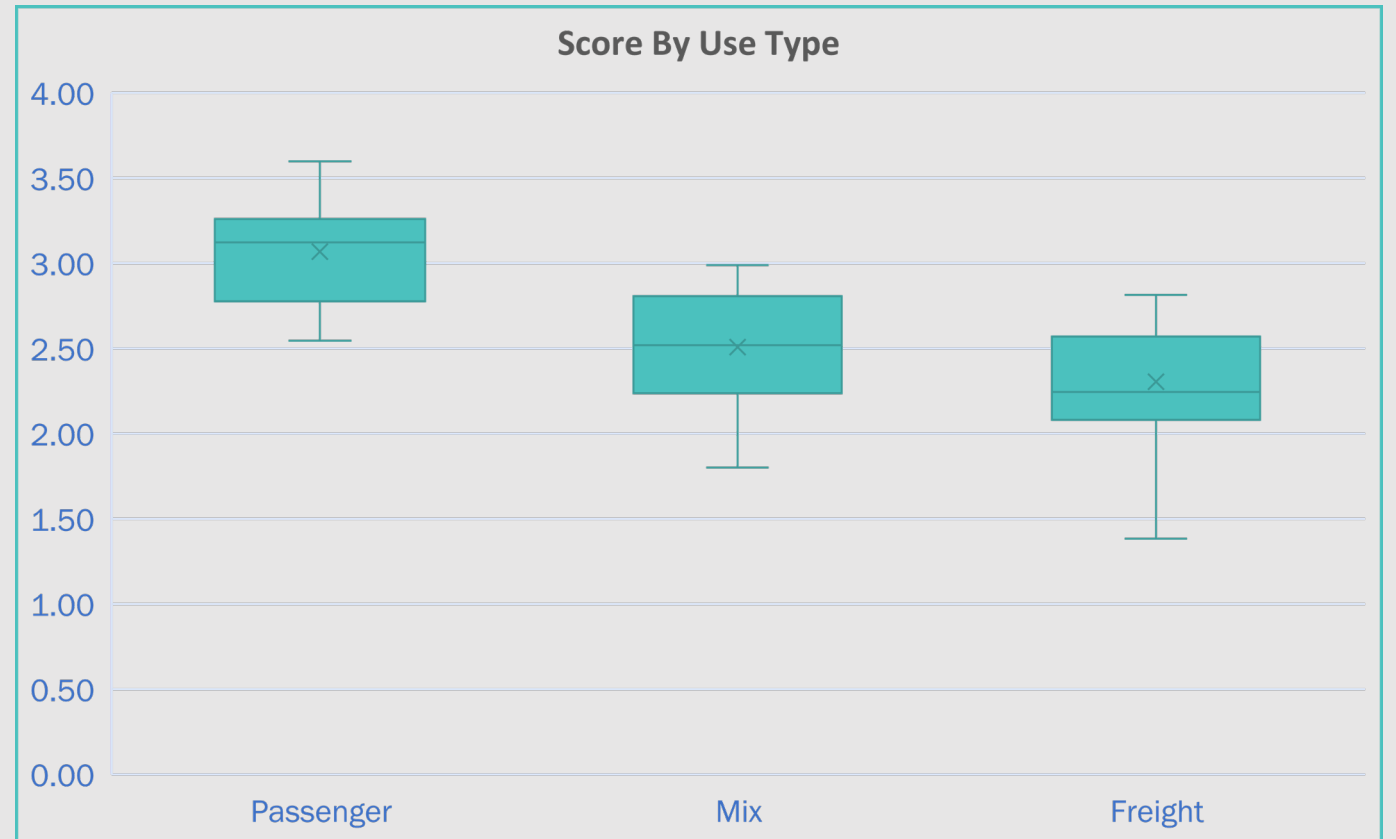
- Two interconnected versions of the Intake Form are proposed:
  1. Extant projects for which basic information has already been obtained. This will help to better understand how the scoring criteria fits the profile of the project; and
  2. New projects, placing the impetus on the project sponsor to provide ODOT with most, if not all, necessary inputs to save staff time

# Initial Scoring Method: Full Documentation

Project #	Project/Factor Name	Project/Factor Explanation	Project Score/Factor Score	Factor Description
33	<b>Union Station Rehabilitation and Improvements</b>	The Union Station main building and the annex require seismic upgrades and rehabilitation to accommodate future increased service frequencies. The train yard requires upgrading as does drainage, electrical and plumbing of potable water to platforms. The high shed needs to be shifted northward and track 6 rebuilt for more capacity through the depot.	Score of 0-4	Sourced from Appendix C of the Oregon State Rail Plan Implementation Plan - Factors and Evaluation Criteria
	<b>Shipping Costs</b>	Passenger project	2	No change in shipping costs
	<b>Operating Costs</b>	New platforms will speed dwell time and enable more efficient train service	4	Decrease in crew and infrastructure (track/row/station/ structures/vehicle) incremental operating costs
	<b>Regional and Local Economic Impact</b>	Project will allow for greater frequency of passenger rail service	4	If the Project is implemented, gain in new jobs and/or industry expansion
	<b>Air Quality and Greenhouse Gases</b>	Project will allow for greater frequency of passenger rail service	4	If the Project has benefits to air quality and greenhouse gases
	<b>Natural Resources</b>	Project will allow for greater frequency of passenger rail service	4	If the Project does not impact or improves natural resources
	<b>Climate and Seismic Resiliency</b>	Seismic Upgrades included in plan	4	The Project addresses an imminent climate change-related threat to rail infrastructure
	<b>Cultural or Historic Resources</b>	Portland Union Station will remain the city's historic gateway	4	The Project is anticipated to actively conserve cultural and historic resources
	<b>Congestion Mitigation</b>	Project will allow for greater frequency of passenger rail service	4	Increase in modal share for passenger and freight rail
	<b>Change in Operator and Maintenance Staff Safety</b>	Present platforms are of a 19th century configuration on the ground	4	The Project increases operator and maintenance staff safety
	<b>Change in Passenger Safety</b>	Present platforms are of a 19th century configuration on the ground	4	The Project increases passenger safety
	<b>Change in Road User Safety</b>	No coordination necessary	4	If ODOT Rail Crossing Section and/or FRA have approved application, or ODOT and FRA approval is not required
	<b>Level-of-Stress (active transportation user)</b>	Bike transfers will be accommodated better	4	If BLTS is 0 or if project will lower BLTS and will improve safety
	<b>Transportation Disadvantaged Populations Index</b>	Per ODOT ATNI	4	If TDPI is 1.6 to 3.3
	<b>Expanding Economic Equity (qualitative)</b>	Public ownership allows all equity options to be pursued	4	Four or more of the Equity Options
	<b>Funding Leverage</b>	Amtrak and Prosper Portland	2	At least two project partners identified comprising less than 50% of the Budget
	<b>Community Support Status</b>	Long identified as a necessary modernization project	3	Through outreach the project has known community or political support
	<b>Project Development Status</b>	Conceptual design at least	1	One Project Dev Options (Environmental Review, Permits, Design, Agency Agreements, or STIP)
	<b>ROW Status</b>	Project will exist within historic RR ROW envelope	4	The Project has owner approval and conforms to existing/adjacent zoning
	<b>Travel Time</b>	Project will allow for greater frequency of passenger rail service	4	Travel times decrease for freight rail and passenger rail
	<b>Travel Reliability</b>	Project will allow for greater frequency of passenger rail service	4	Capacity bottlenecks decrease and system redundancy increases
	<b>Capacity Improvements</b>	Project will allow for greater frequency of passenger rail service	3	Capacity/velocity of track or size of train increase
	<b>Multimodal Connectivity</b>	Cascades Corridor	4	Passenger: improves connectivity to four or more six destinations. Freight: Improves connectivity to four or more



# Initial Scoring Outcomes





# Online RNI Map

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# Next Steps

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- Make RNI Intake Form available (online)
- Additional Sponsor input (RNI Intake)
- Apply weighting to criteria through PowerBI

A photograph of a red locomotive pulling a train through a wooded area. The locomotive is the central focus, moving towards the viewer. It has the number '3854' on its front. The train consists of several white freight cars. The background shows a dense forest of evergreen trees on a hillside. The entire image has a blue tint.

**THANK YOU**