Oregon Rail Needs Inventory

A Comprehensive List of Discrete Needed Rail Projects in Oregon

Oregon State Rail Plan Update - 2027
Appendix C | Semptember 11, 2026

Prepared For:

Oregon Department of Transportation

Prepared By:

Rail Needs Inventory

A major outcome of State Rail Planning are finite and discrete identified projects that can be achieved through a combination of public and private interests. Oregon maintains an up-to-date list of these projects in the Rail Needs Inventory.

Unlike highway or transit systems, the rail network is predominantly owned by private industry, requiring a unique public- and private-sector collaboration to proactively plan and explore the best mix of transportation investments to ensure a safe, efficient, and reliable rail network for the benefit of Oregon's residents and businesses.

The Rail Needs Inventory can be added to or modified by rail project sponsors (defined as infrastructure owners or eligible entities that can apply for state and federal grants) through an online intake form. Upon form submission and ODOT staff review, the Rail Needs Inventory is updated. This means that instead of waiting for the recommended State Rail Plan four-year update cycle, a worthwhile rail project can be retroactively added to the Plan within days and not years.

Inclusion to a State Rail Plan can be a requirement of, and at minimum, a key differentiating advantage for winning the discretionary grant funds that make achieving these projects possible. This means that ODOT and key interested parties to Oregon's rail system can position actively for all public funding opportunities.

Given the competitive list of passenger and freight rail needs, limited state funding, and growing political, business and public interest in rail, a standardized approach is needed to catalog and update projects and to streamline and methodize their tracking and prioritization. ODOT developed this framework in the Oregon State Rail Implementation Plan of 2023.

The user-friendly online map of the **current** RNI projects is located here. Documentation regarding its development can be found in the Oregon State Rail Plan Implementation Plan, below:

- Oregon State Rail Plan Implementation Plan
- Appendix A - Rail Need Inventory
- Appendix B - Funding
- Appendix C - Factors and Evaluation Criteria
- Appendix D - Outreach
- Appendix E - Scoring
- Rail Needs Inventory Intake Form
- (Current) Rail Needs Inventory Online Map

A hard copy list of projects in the ODOT Rail Needs Inventory **current as of September 2026** is below. The current Rail Needs Inventory should be accessed online.

Rail Needs Inventory as of September, 2026 – Access Current Rail Needs Inventory Online								
Row #	**Source**	**(Reference ID) OSRP Name**	**Project Name**	**Start**	**Stop**	**Length**	**Subdivision**	**Project Description**
1	Oregon State Rail Plan 2020	Oregon43.2251--121.7838-1	Oregon Trunk Subdivision CTC (Lava to Chemult)	MP 13.4Z south of Lava	Chemult	54.4	Oregon Trunk	Between Bend and MP 13.4Z south of Lava, trains are authorized by Centralized Traffic Control (CTC) but from MP 13.4Z to Chemult, 54.4 miles is "dark territory" with trains authorized by track warrants. Extending CTC through this section will significantly increase the capacity of this line. Logically, installation of CTC here should be accompanied by installation of CTC on approximately 90 miles of BNSF's Gateway Sub between Klamath Falls and Bieber, Calif. CTC has been installed from Bieber to Keddie on the Gateway Subdivision.
2	Oregon State Rail Plan 2020	Oregon45.3091--120.9922-2	Oregon Trunk Subdivision Tunnel Clearance	Moody MP 5.0	Gateway MP 71.0	89	Oregon Trunk	Vertical clearance in 5 tunnels between the Columbia River and Madras precludes passage of double-stack containers. However, improving these tunnels should be done concurrently with improving vertical clearances in tunnels on the Gateway Subdivision between Keddie, Calif., and Klamath Falls to achieve uniform capacity enhancement.
3	Oregon State Rail Plan 2020	Union45.53286--122.67261-3	Union Pacific (Kenton line) - Ease Curvature	MP 0.32	MP 1.0	0.68	Portland - Kenton	When long freight trains are navigating two 6 mph curves just north of the Steel Bridge, other trains, including passenger trains, can be delayed. Straightening track and easing curvature would permit more optimum speeds. This location was first recognized circa 1999 as a significant Portland area bottleneck and has been included on a list of desirable Portland Triangle capacity improvement projects since then.
4	Oregon State Rail Plan 2020	Lake 45.54834--122.70731-4	Lake Yard Power Crossovers	S. Lake Yard MP 1.0	N. Lake Yard MP 3.0	1.5	Fallbridge	Install remotely-controlled power switches and signals at both ends of Portland's Lake Yard to expedite ability of freight trains to arrive and depart the facility, reducing delays and interference between passenger and freight trains.
5	Oregon State Rail Plan 2020	Willbridge45.56173--122.74288-5	Willbridge Crossovers	Willbridge MP 4.1	Willbridge MP 4.1	0.5	Fallbridge	Using ARRA funding, ODOT completed 30% plans for replacing 10 mph crossovers at this junction with 30 mph crossovers for improving fluidity and reducing delays for passenger and freight trains. Project funds are needed to do the improvement.
6	Oregon State Rail Plan 2020	Cure45.3366--122.7932-7	Cure Grahams Ferry Road Underpass Vertical Clearance Restriction	MP 3E - 40.3	MP 3E - 40.3	N/A	Oregon Electric	Replace/reconstruct existing rail bridge over Grahams Ferry Road to improve horizontal and vertical clearances for motor vehicles below railroad. Current structure is narrow and has restricted vertical clearance, resulting in occasional vehicle strikes that disrupt PNWR freight and TriMet WES commuter train operations.
7	Oregon State Rail Plan 2020 Add'l details by UP May 2022	Gervais45.108--122.8989-8	Gervais to Woodburn - 2 Main Tracks	MP 732.2	MP 735.45	Up to 3.3	Brooklyn	This conceptual project would construct one mile of new main track from MP 733.6 to a connection with the existing Woodburn siding at MP 734.6 and upgrade the siding to main track standards. The net result would be approximately 3.2 miles of 2 main tracks from just north of the town of Gervais to just north of downtown Woodburn. Track layout in Woodburn proper, requires further development.
8	Oregon State Rail Plan 2020	Vertical46.13412--123.04449-10	Vertical Clearances Tunnel #3	MP 54.5	MP 54.6	0.1	Astoria	Tunnel #3, 189 feet through solid rock, requires notching to accept double-stack containers. and MP 84.71, Blind Slough, were extrapolated by 2009 bridge survey to be okay for double-stack movements so the tunnel is the only known restriction for handling two-high containers
9	Oregon State Rail Plan 2020	Eliminate43.8889--124.0645-11	Eliminate Tunnel Vertical Clearance Restrictions , Coos Bay Rail Line	MP 669.4	MP 751.3	81.9	Coos Bay	A 2009 tunnel survey conducted by Shannon & Wilson identified impediments to the passage of double-stack containers in all nine of the tunnels (13 thru 21 inclusive) on the Coos Bay line. Recommended solutions varied from undercutting, realignment, blasting, notching and set replacement, depending upon the tunnel. During the 10 years since this study was done, rehabilitation work has occurred on some of the tunnels and some issues noted in 2009 may no longer exist.
10	Oregon State Rail Plan 2020 Add'l details from UP in May 2022	Double45.56647--122.58947-12	Double Track Peninsula Jct. to Troutdale; Kenton Line of UP's Portland Subdivision	MP 5.6	MP 22.0	16.4	Portland - Kenton	This project has long been identified as one of the Portland Triangle bottleneck alleviation improvements. Within the 16.4-mile segment, 3.3 miles of double main track already exist, between Cully Boulevard and Kenton. To complete this project requires construction of a second main track from Kenton to Cully Boulevard, 10.1 miles, and building a second main from Kenton to Peninsula Jct., 3.3 miles. In May 2022 UP noted this project could include an opportunity for multiple at-grade crossing closures and/or grade separations, benefiting public safety and reducing delays.
11	Oregon State Rail Plan 2020	Irving44.0996--123.1571-13	Irving Siding Power Switch	MP 652.25	MP 652.35	0.1	Brooklyn	Install a power switch at MP 652.28 on Irving siding for remotely controlled access to/from Eugene Yard and the controlled Irving siding.

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12	Oregon State Rail Plan 2020	La43.7074--121.4762-14	La Pine Grade Separation Project	MP 10A-28.30	MP 10A-28.30	N/A	Oregon Trunk	For several years, this has remained the #1 crossing in the state for grade separation. The crossing is skewed. A major Hwy route through central Oregon and is used heavily by freight, with a speed of 50 MPH. Hwy is high speed. Few incidents between train and Hwy users, but several incidents of rear end collisions with vehicles stopped at the crossing. Recent attempt at constructing new grade separated crossing failed. Train traffic is increasing through this corridor.
13	Oregon State Rail Plan 2020	Highway44.5669--123.1599-15	Highway 34 Grade Separation Project, Albany	MP 3E-104.00	MP 3E-104.00	N/A	Oregon Electric	Hwy 34 is a major route (both passenger and freight) from I-5 to the west (Corvallis and then the coast). The Hwy, at the crossing, is four lanes with a center two way turn lane, and the speed is 55 MPH. The Hwy has experienced several rear end collisions with vehicles stopped at the crossing. Visibility is restricted in the area at times due to thick fog.
14	Oregon State Rail Plan 2020	McGilchrist44.9141--123.025-16	McGilchrist Grade Separation Project, Salem	MP C-717.10	MP C-717.10	N/A	Brooklyn	Main UP route through the valley. Amtrak passenger route. The crossing is adjacent to a major railroad yard. The crossing is blocked several times a day due to railroad operations in the yard. McGilchrist is a major arterial and the two-lane road has surpassed its ability to handle the amount of daily traffic. Salem is investigating widening the road (four lanes) and adding sidewalks. Nearby traffic signal (Pringle Rd) regularly backs traffic up across the tracks. Large number of near misses reports from the UP. Video of crossing verifies vehicles queuing across the tracks.
15	Oregon State Rail Plan 2020	Harmony45.4294--122.5913-17	Harmony Road Grade Separation Project, Milwaukie	MP C-762.40	MP C-762.40	N/A	Brooklyn	Main UP route through the valley. Amtrak passenger route. Grade separation project is identified in the city of Milwaukie's TSP. Several crossing incidents prior to 1998. Adjacent Hwy intersection backs traffic up across tracks.
16	Oregon State Rail Plan 2020	Power42.1666--121.7286-18	Power Switches Accessing Gateway Subdivision at Bieber Line Jct.	Bieber Line Jct MP 3.0	Bieber Line Jct MP 3.0	0.5	Gateway	Initially submitted for Connect Oregon VI consideration, this well-developed project signalizes and remotely controls the junction switch in Klamath Falls where BNSF trains leave/enter Union Pacific's line, eliminating the need to stop and manually handle switches there, thus reducing train delays. BNSF trains operate over UP for 74 miles from Klamath Falls to Chemult where the junction between the two railroads already is signalized and remotely controlled.
17	Oregon State Rail Plan 2020	Lakeview42.2002--120.3562-19	Lakeview Branch Upgrade and Modernization for Handling 286k	MP 513.05	MP 456.89	55.5	Lakeview	Small rail and restricted-weight bridges preclude moving standard 286K GVW railcars critical for new industrial development; tie condition generally poor. Traffic and revenue are insufficient to fund a major rehabilitation and future of line uncertain. Acquired by county in 1986 in lieu of abandonment. A March 2017 study by Banks & Associates concluded the cost to restore the line to FRA Class 1 operating standards in one, all-in, project would cost $5.9 million with routine maintenance expense of $495,000 annually thereafter. The estimate for a one-time rehabilitation to Class 2 standards by installing 54 miles of relay quality 115-lb. CWR and a more robust tie renewal of 600 per mile came to $27 million. This would allow operating speeds of up to 25 mph and permit movement of 286K carloads. The line is currently restricted to 263,000 lbs. GVW. In 2017 the county brought in a new operator, Goose Lake Railway, that began operation on September 9th. Moving into 2019, the proposal for building a bio-fuel plant at Lakeview that will generate railroad traffic appears to be gaining traction. Funded by CRISI 2024.
18	Oregon State Rail Plan 2020	Rehabilitate43.8385--124.0963-20	Rehabilitate Bridges, Coos Bay Rail Line	MP 652.21	MP 784.9	132.69	Coos Bay	This 100-year-old line is dealing with a significant backlog of deferred maintenance on tunnels, bridges and track, and an inadequate but growing traffic base. Several state and federal grants are helping to reduce the deferral backlog. In April 2018 a catastrophic failure of structural steel members immobilized the century-old swing-span bridge over the harbor entrance. Repairs were underway in November of 2018, but the bridge was not expected to be operable until April 2019. On the port's website it proclaims, in all, to having raised $31 million for the effort to repair tunnels, trestles, bridges, rail, ties and ballast. Once these various phases of work are completed, significant inroads in deferred maintenance will have been made. However, other problems, such as the need to replace the Vaugh viaduct, have arisen to repopulate the repair list. Preservation of rail services is essential to support economic development at the Port of Coos Bay and south coast.
19	Oregon State Rail Plan 2020	Astoria46.11881--123.25544-21	Astoria Branch, Phase I Upgrade	MP 57.8	MP 73.5	15.7	Astoria	Rail on this segment requires upgrading for efficient, long-term usage of this line to support industrial development in Columbia and Clatsop counties. A hand-cranked drawbridge over the Clatskanie River needs to be automated.
20	Oregon State Rail Plan 2020	Astoria46.20008--123.5653-22	Astoria Branch, Phase II Upgrade	MP 73.5	MP 96.7	23.2	Astoria	This segment has not been operated since the fall of 2005 and requires, at a bare minimum, brush cutting and a tie and surfacing program to reopen. At Aldridge Point near Brownsmead panelized track would need to be relaid through an unstable landslide to restore service. To efficiently carry 286K cars and significant volumes smaller rail must be replaced and hand-cranked drawbridges at Blind Slough and John Day River automated with electric motors. ODOT owns the right of way from Linnton to Tongue Point. PNWR has been contacted by various parties chasing business proposals but no volume commitment sufficient to justify reopening the line has materialized. Rehabilitation and improvements are estimated in a range of $10million to $30 million.

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21	Oregon State Rail Plan 2020	Rehabilitate44.9163--123.2552-23	Rehabilitate Dallas District Main Track	MP 728.9	MP 734.2	4.3	Dallas	The western 4 miles of this line serving the industrial section of Dallas has seen no traffic for several years, yet availability of rail is cited by the city in marketing the district, particularly the property once occupied by a large Willamette Industries wood products mill. To resume service a tie and surfacing program would be necessary; longer term the smaller rail would need to be replaced.
22	Oregon State Rail Plan 2020	Klamath43.4203--121.7405-24	Klamath Northern Rail Upgrade	MP 0.0	MP 10.5	11	KNOR Mainline	Although KNOR handles 286K shipments, a significant portion of the railroad's trackage is comprised of small rail generally considered to be inadequate for safely carrying 286K.
23	Oregon State Rail Plan 2020	Weston45.92174--118.43563-25	Weston Branch Track Upgrade	MP 41.68	MP 20.48	21.2	CWW Mainline	In April 2019 a new operator was installed on this UP-owned branch line. The new carrier, Columbia Walla Walla Railroad (CWW, LLC) succeeded Palouse River & Coulee City Railroad, a Watco subsidiary that had operated the branch since 1972. The line is laid with light rail and has poor tie condition. Carload volumes are low.
24	Oregon State Rail Plan 2020	Joseph45.61151--117.64491-26	Joseph Branch General Track Rehabilitation	MP 20.5	MP 83.58	63	WURR Mainline	While not in imminent risk of abandonment this line has no freight traffic but does host seasonal tourist trains April through October and a rail pedal car operation east of Enterprise. These activities do not generate sufficient revenue to sustain the long-term maintenance needs of the railroad, so the line is slowly declining. There is a possibility of a rails-with-trail partnership between Joseph and Enterprise. There is interest on the part of some businesses in Wallowa County for shipping by rail, and that is encouraging.
25	Oregon State Rail Plan 2020	Eugene44.0538--123.0869-27	Eugene Depot Layover Track	MP 647.34	MP 647.56	0.22	Brooklyn	Construct an 800’ siding track at the Eugene station for passenger trains to layover. Project will provide additional capacity and eliminate deadhead movements of Cascades trains from station to Eugene Yard. Note: ODOT applied for a National Railroad Partnership Program Discretionary Grant for this project in 2026 which was not awarded.
26	Oregon State Rail Plan 2020	Union45.5292411027349--122.676435644959-29	Union Station Platform Improvements	MP 770.9	MP 771.3	0.4	Portland Terminal Railroad Co.	Platform at Portland has yet to be renovated in accordance with applicable platform standards.
27	Oregon State Rail Plan 2020	Station42.2255057553166--121.771794357751-32	Station Improvements and System Connections	MP 429.4	MP 429.7	0.3	Cascade	Platform at Klamath Falls has yet to be renovated in accordance with applicable platform standards.
28	Oregon State Rail Plan 2020	Union45.5292411027349--122.676435644959-33	Union Station Improvements	MP 770.8	MP 771.4	0.6	Portland Terminal Railroad Co.	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.
29	Oregon State Rail Plan 2020	Steel45.5275319441639--122.669407083101-34	Steel Bridge Modernization	MP 770.43	MP 770.6	0.17	Portland - Bridge Line	The 1913 Steel Bridge is showing its age and is experiencing more often issues with locking down and signal circuitry that can cause some significant train delays. UP's use of the bridge is less than Amtrak's and the future of the structure, which is heavily used by TriMet on the upper half, may include acquisition by a public agency. The bridge could be a good candidate for a federal state-of-good-repair grant.
30	Oregon Military Department	Camp45.81101--119.47628-35	Camp Umatilla Rail Upgrade and Switch Replacement	MP 175.30	MP 178.47	3.17	Portland	The Oregon Military Dept. may be interested in reconnecting trackage at the former Umatilla Army Depot to the UP. Connect Oregon application was submitted in October 2021.
31	Email from LP&N	Bridge43.7289--124.0866-36	Bridge and Track Rehab to Restore LP&N to Service	MP 0	MP 3.4	3.4	LPN Mainline	To resume operation, two timber trestles require repair, and ties need to be replaced between MP. 0.0 and MP 3.4. To achieve a higher track classification a more aggressive tie and surfacing program will be needed.

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32	Columbia County Rail Safety and Mobility Study Rail Crossings Existing Conditions - Memorandum July 2020	Relocate45.8931--122.81155-37	Relocate Portland & Western Railroad Yard from St. Helens	MP 27	MP 34	7	Astoria	P&W's yard at St. Helens lies between MP 26.7 and MP 27.5. It is proposed to move the yard westward by either expanding an existing smaller yard at Columbia City or by building a new facility at or near Waterview or Deer Island.
33	Port of Coos Bay News Release Sept 1, 2021	Port44.0642--123.8829-38	Port of Coos Bay Container Terminal	MP 652	MP 764	112	Coos Bay	NorthPoint and the Port estimate that the facility, once fully constructed, will move over 500,000 forty-foot containers annually in and outbound through the Port of Coos Bay via the Coos Bay Rail Line. The rail spur on the North Spit will be extended to the project site and infrastructure improvements throughout the line will be completed to accommodate double stack container movements, especially tunnels with vertical height restrictions.
34	Oregon State Rail Plan 2020	46.11437--123.21652-39	Clatskanie River Drawbridge Modernization	MP 62.67	MP 62.67	N/A	Astoria	Hand-cranked center swing span bridge is regularly used by trains serving paper mill at Wauna. The bridge needs to be upgraded with an electric turning motor that can be remotely operated by the train crew
35	Oregon State Rail Plan 2020	Blind46.20008--123.5653-40	Blind Slough Drawbridge Modernization	MP 84.71	MP 84.71	N/A	Astoria	Hand-cranked center swing span bridge would need to be upgraded with an electric turning motor that can be remotely operated by the train crew if service is resumed beyond this point. PNWR has discontinued service west of Wauna pending further need.
36	Oregon State Rail Plan 2020	John46.18178--123.74449-41	John Day River Drawbridge Modernization	MP 94.9	MP 94.9	N/A	Astoria	Hand-cranked center swing span bridge would need to be upgraded with an electric turning motor that can be remotely operated by the train crew if service is resumed beyond this point. PNWR has discontinued service west of Wauna pending further need.
37	Connect Oregon 2021	Peninsula45.60562--122.71248-42	Peninsula Terminal Co. Intermodal Facility	MP 0.70	MP 0.70	0.32	Mainline	Purchase of 7 acres of vacant land zoned heavy industrial to construct an intermodal (rail to truck) terminal yard. Improvements will consist of site preparation (storm water management), a highway grade crossing on N. Suttle Rd., a 300-foot head track with 8 turnouts, and 1,400 feet of transfer track.
38	Connect Oregon 2021	Brooklyn45.5074192152094--122.661904533382-44	Brooklyn Yard Turntable Restoration	2250 SE Water Ave. Portland	2250 SE Water Ave. Portland	0.02	None	Project restores, reconstructs and installs a former Southern Pacific 1924 Brooklyn yard turntable at the Oregon Rail Heritage Center in East Portland where it will enhance education about Oregon's rail history and make possible the on-site turning of three City of Portland-owned steam locomotives as well as locomotives and cars of the adjacent Oregon Pacific Railroad which lacks a turning facility of its own. Funded Independently.
39	Connect Oregon 2021	The45.64914--121.51267-45	The Fruit Co. Spur Track and Platform	MP 5.55	MP 5.65	0.17	Mainline	Rehabilitate an existing 900-foot spur track and replace 2 main track turnouts, renovate 320 feet of platform between spur and building, and enhance the building and parking area for visitors who will detrain and entrain using the platform.
40	Connect Oregon 2021	Front45.55529--122.72543-47	Front Avenue Transload Track Expansion	MP 3.3	MP 3.3	0.05	Fallbridge	Expansion project to include installation of 240 feet of new track, tie replacements on existing track, and additional pavement and a new 220-foot-long crossing for trucks entering and leaving the facility. Will allow shipment of 520 additional railcars annually.
41	Connect Oregon 2021	Milton-Freewater45.95309--118.36389-49	Milton-Freewater Shortline Customer Spur Extensions	MP 36.0 MP 39.8	MP 37.0 MP 40.2	1.4	Mainline	Project will lengthen existing spur tracks serving a frozen vegetable packer at Milton-Freewater, and at a grain elevator at Spofford, allowing for additional capacity to ship by rail. Allied improvements include updating 600 feet of track, 3 bridges and their approaches, and 2 new turnouts. Funded by Connect Oregon 2021.
42	Connect Oregon 2021	Rehab44.863018--123.18659-50	Rehab Oregon Independence Railroad	MP 0.0	MP 0.43	0.43	Mainline	Rehabilitate 2,200 feet of track at Independence sufficiently to be safely operated for potentially serving Western Interlock which manufactures landscaping stone at nearby Rickreall.

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43	Connect Oregon 2021	Oregon44.938160 44.626156-123.043205 123.127497-51	Oregon Electric District Bridges Rehabilitation	MP 71.3 MP 99.5	MP 71.3 MP 99.5	0	Oregon Electric	Bridge 71.3, Salem: Approximately 800 feet in length. Replace 58 existing timber bents with 27 new driven steel bents driven to resistance through unstable soil. Fabricate and erect 26 spans to replace existing shorter spans. This bridge crosses Pringle Creek and a flood plain adjacent to a slough of the Willamette River just south of downtown Salem. Subsidence issues are risking current bridge to move out of alignment. Bridge 99.5, Albany: Replace all stringers, ballast pan timbers, ballast retainers, ballast and track ties with new material. Bridge is approximately 84 feet long and crosses over a dirt road labeled S.W. 13th Avenue.
44	Connect Oregon 2021	United45.5955--122.9049-52	United Railways District Bridges Rehabilitation	MP 11.9 MP 16.7 MP 17.8 MP 19.9 MP 24.0 MP 24.2 MP 24.7	MP 11.9 MP 16.7 MP 17.8 MP 19.9 MP 24.0 MP 24.2 MP 24.7	0	United Railways	Bridge 11.9: In span #18 replace stringers and replace all bridge crossties on span 18, 21.5 feet long over McNamee Road. Bridge 16.7: In span #45 replace stringers. Span is 21.5 feet long over Dick Road. Bridge 17.8: Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood treated ties. Bridge is 141 feet long over a drainage ditch. Bridge 19.9: Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood treated ties. One hundred 40 feet long over a drainage ditch. Bridge 24.0: Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood ties. Fifty-five feet long over a cattle pass/drainage ditch. Bridge 24.2: A 15-foot-long bridge over a small drainage ditch. Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood ties. Bridge 24.7: Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood ties. Seventy feet long crossing Bledsoe Creek.
45	Connect Oregon 2021	Coos43.7049--124.0982-53	Coos Bay Rail Line Swing Bridge Steel Repairs	MP 716.40 MP 739.63 MP 763.55	MP 717.04 MP 739.94 MP 764.13	0.64 0.31 0.58	Coos Bay	Repairs and upgrades to the steel through truss spans comprising three major river crossings - Siuslaw River, MP 716.40 (1,473 feet of steel spans); Umpqua River, MP 739.63 (754 linear feet of truss spans); and Coos River, MP 763.55 (2,168 linear feet of truss spans). All three of these bridges include center-pier swing spans to accommodate marine traffic and were built in 1914. This project will utilize new steel to either replace or strengthen severely corroded truss members.
46	Connect Oregon 2021	Allweather42.4325--122.8815-54	Allweather Wood Rail Spur Construction	MP 454.90	MP 455.00	0.1	Mainline	Extend an existing spur track 90 feet and construct a new 300-foot spur track; install three turnouts and related improvements to site. The project will make possible direct freight rail service to Allweather Wood, LLC in White City.
47	Connect Oregon 2021	Oregon43.936429--117.313506-55	Oregon Eastern RR 286K Rail Upgrade - Phase 2	0	21.5	21.5	Mainline	Phase 2 project will replace 4,400 ties, replace 1.32 miles of 75-lb. rail with heavier rail, rehab track through a 5-lane grade crossing, install 3,000 tons of ballast and surface 24.08 miles of track. This will upgrade line from "Excepted" to FRA Class 1. Project also will upgrade bridge at MP 17.56, which will extend 286k carrying capacity to MP 21.5. Funded by Connect Oregon 2021.
48	Connect Oregon 2021	Wilsonart42.17322--121.76025-56	Wilsonart Spur Track Construction	MP 552.1	MP 552.1	0.1	Modoc	Construct a 4-railcar capacity spur and loading dock for Wilsonart's new manufacturing facility in south Klamath Falls. Spur would diverge from Union Pacific's Modoc Subdivision at approximately MP 552.1.
49	Connect Oregon 2021	Klamath43.4203--121.7405-57	Klamath Northern Railway Upgrade	MP 0.0	MP 10.5	1.1	Mainline	Replace 1.1 miles of lightweight rail with 132-pound rail; install approximately 1,100 new crossties, 6 new turnouts and 3,800 tons of ballast.
50	Connect Oregon 2021	Basin42.01596--121.54002-58	Basin Fertilizer & Chemical Co. LLC Spur Track Extension	MP 536.53	MP 536.53	0.53	Modoc	Extend existing spur track #725 westward 1,924 feet and install new mainline turnout; install two turnouts and construct 877 feet to create runaround track off of #725 to accommodate an additional 10 railcars to increase Basin's capacity to receive 13 inbound railcars per delivery, thus increasing capacity to receive product by rail instead of by truck at Merrill, OR.
51	Connect Oregon 2021	Umatilla45.92405--119.30372-60	Umatilla Terminal Spur Tracks Construction	MP 10.6	MP 10.6	0.82	Umatilla Industrial Lead	Construct 3 new spur tracks totaling 4,360 feet and 3 turnouts, add pumps and plumbing to provide the Umatilla facility the ability to unload renewable diesel and biodiesel by rail for storage on-site prior to distribution by truck or pipeline, or blended with ultra-low sulfur diesel at the Port of Umatilla.
52	2025 Service Development Plan Update	Albany/Hallawell44.6042--123.1083-61	Albany/Hallawell Siding Extension	MP 688.8	MP 689.98	1.18	Brooklyn	Extend Albany yard lead track southwards to connect with extended Hallawell siding. Hallawell controlled siding length is from MP 687.2 to MP 689.8. Extended yard lead connects to expanded Hallawell siding to provide additional headroom for yard moves and set outs. Two additional crossovers. Project will help local trains clear main line track and facilitate meets and passes with other freight and passenger trains.
53	2025 Service Development Plan Update	Gervais45.1403--122.8588-62	Gervais Siding Extension Phase 1 (Gervais - Woodburn)	MP 733.74	MP 734.5	0.76	Brooklyn	Connect Woodburn and Gervais sidings. Phase 1 of the project will extend the Gervais siding northwards to the existing Woodburn Siding. Phase 1 extended siding length is from MP 732.3 to MP 735.2 with two single crossovers (3 miles). This will facilitate train meets/passes and reduce interference from local trains working. Phase 2 will extend the siding southwards.

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54	2025 Service Development Plan Update	Gervais45.101042--122.907635-63	Gervais Siding Extension Phase 2 (Gervais South)	MP 732.24	MP 730.1	2.14	Brooklyn	Connect Woodburn and Gervais sidings. Phase 2 will extend the Gervais siding southwards 2.3 miles. New combined siding length is from MP 730.1 to MP 735.3 with two single crossovers. This will facilitate train meets/passes and reduce interference from local trains working. After phases 1 and 2 the new combined siding length is 5.22 miles.
55	2025 Service Development Plan Update	Irving/Eugene44.069302,--123.128085-64	Irving/Eugene Sidings Connection	MP 647.58	MP 650.32	2.74	Brooklyn	Extend Eugene Siding track to Irving siding to make a second main track. MP 647.58 to 650.32. Add a double crossover at MP 650.32. Project as proposed is split in two phases, with phase 1 proposed to complete right-of-way and utility work and phase 2 completing construction.
56	2025 Service Development Plan Update	Judkins44.038741--123.038559-65	Judkins Siding Extension	MP 621.05	MP 644.6	0.65	Brooklyn	Extend Judkins siding south from MP 644.6 to MP 621.05*. New siding length is from MP 621.05 to MP 645.7, 1.75 miles. Project facilitates train meets and passes and enables local trains to work off main line. Siding length increases from 5231 feet to approximately 9,240 feet. *Note: MP 644.6=621.9
57	2025 Service Development Plan Update	Millersburg44.675--123.057-66	Millersburg Siding Extension North	MP 696	MP 697.59	1.59	Brooklyn	Extend Millersburg siding northwards to MP 697.59. New siding length is from MP 694.5 to MP 697.59. Expanded siding length is 3.06 miles. Will help facilitate more train meets/passes.
58	2025 Service Development Plan Update	Salem/Renard44.8946--122.9961-67	Salem/Renard Siding Extension	MP 715.48	MP 718.29	0.7	Brooklyn	Connect Salem Yard south to Renard Siding. Expanded CTC controlled siding is from MP 713.9 to MP 716.12 (2.06 miles). The Salem Yard leads are extended both north and south. The south lead connects to Renard siding and provides additional headroom off main line for switching and set outs. The north lead is extending past Salem Station, creating additional headroom and allowing for freight access to the yard while a passenger train is in the station. A new universal crossover is also added between Salem Yard and the current north end of Renard Siding. This will facilitate train meets and passes and enable local trains to clear off the main line.
59	2025 Service Development Plan Update	Shedd44.47581--123.108147-68	Shedd Siding Extension Phase 1	MP 679.2	MP 681.25	2.05	Brooklyn	Extend Shedd Siding north. Expanded siding limits are approximately from MP 677.7 to MP 681.25 (2.47 miles). Project facilitates train meets and passes and enables local trains to conduct work off main line.
60	2025 Service Development Plan Update	Shedd44.427566--123.108188-69	Shedd Siding Extension Phase 2	MP 675.35	MP 677.7	2.35	Brooklyn	Extend Shedd Siding South. Fully expanded siding limits are approximately from MP 675.35 to MP 681.25, 6 miles. Project facilitates train meets and passes and enables local trains to conduct work off main line.
61	2025 Service Development Plan Update	Swain/Irving44.0996--123.1571-70	Swain/Irving Second Main Track	MP 653.4	MP 659.13	5.73	Brooklyn	Extend Swain Siding south to Irving Siding and convert to 2 main tracks. Add a new single crossover at MP 652.5. Project facilitates train meets and passes and enables local trains to conduct work off main line. Enhances Eugene yard fluidity and provide redundancy.
62	2025 Service Development Plan Update	Willsburg45.4242--122.5725-71	Willsburg Jct. to Clackamas Second Main Track	MP 760.79	MP 764.94	4.15	Brooklyn	Construct a second main track from Willsburg Junction MP 765.2 to Clackamas siding at MP 758.7. Add four crossovers. This will enable trains to queue and enter/leave Brooklyn yard and keep the main lines open and fluid for passenger and freight trains. Results in two main tracks from MP 759.3 to 770.
63	21-24 STIP	Albany-Queen44.619--123.1082-72	Albany-Queen Ave	690.35	690.35	90'	Brooklyn	Improvements-sidewalks, panels, road approaches, signage, pavement markings
64	21-24 STIP	Albany-Water44.6387--123.1014-73	Albany-Water St Corridor	97.51	98.45	4800'	Oregon Electric	Improvements-sidewalks, panels, road approaches, signage, pavement markings
65	21-24 STIP	Bend44.1023--121.296-74	Bend - US97/Cooley	147.55	147.55	70'	Oregon Trunk	Redesign of Hwy 97, establish QZ, nearby preemption changes
66	21-24 STIP	Eugene-Prairie44.093--123.162-77	Eugene-Prairie Rd	138.34	138.34	100'	Oregon Electric	Improvements-sidewalks, panels, road approaches, signage, pavement markings
67	21-24 STIP	Eugene44.0538--123.0869-78	Eugene Quiet Zone	647.06	648.14	6000'	Brooklyn	Improvements for quiet zone-corridor project
68	21-24 STIP	Portland-NW45.60929--122.79286-79	Portland-NW 112th	7.54	7.54	50'	Astoria District	Signalize a passive public crossing

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69	21-24 STIP	Salem-Salem44.9689--123.0164-80	Salem-Salem Industrial Dr	68.92	68.92	65'	Oregon Electric	Upgrading 1 signalized Xing and signalizing an adjacent crossing
70	21-24 STIP	St45.8261--122.84418-82	St Helens-Millard/Bennett	25.95 Millard	24.78 Bennett	70' ea	Astoria District	Improvements in conjunction with changes in highway intersections with PNWR
71	N/A Planning stages	Westport-Westport46.13047--123.37184-83	Westport-Westport Ferry Rd	71.27	71.27	40'	Astoria District	Close Westport Ferry Rd and open a new crossing to accommodate an industry
72	24-27 STIP	Marion45.0778--122.9705-84	Marion County-Waconda Rd	61.29	61.29	40'	Oregon Electric	Signalize a passive public crossing
73	24-27 STIP	Albany-Beta44.575--123.1082-85	Albany-Beta Dr SW	687.15	687.15	30'	Brooklyn	Signalize a passive public crossing
74	24-27 STIP	Aurora-Ehlen45.2309--122.7575-86	Aurora-Ehlen Rd NE	743.17	743.17	100'	Brooklyn	Improve queuing within the safe stopping distance
75	24-27 STIP	Prescott-Graham46.05077--122.88921-87	Prescott-Graham Rd	41.74	41.74	40'	Astoria District	Signalize a passive public crossing, widen roadway and crossing
76	24-27 STIP	Scappoose-SE45.7737500001676--122.87806-88	Scappoose-SE Maple St	19.67	19.67	75'	Astoria District	Install ADA/pedestrian improvements
77	24-27 STIP	Celilo-Celilo45.6482--120.9593-91	Celilo-Celilo Frontage Rd	1.825	1.825	60'	Oregon Trunk	Install lights and gates
78	24-27 STIP	Merrill-Merrill42.03248--121.62451-92	Merrill-Merrill Pit Rd	540.81	540.81	140'	Modoc	Install lights and gates
79	24-27 STIP	Bend-NW44.0738--121.3027-93	Bend-NW Revere Ave	150.5	150.5	100'	Oregon Trunk	Pedestrian upgrades, add bike lanes, ADA accommodations and general crossing upgrade.
80	24-27 STIP	La45.3682--120.9014-94	La Pine-Reed Rd	30.382	30.382	60'	Oregon Trunk	Install lights and gates
81	24-27 STIP	Echo-Buckley45.74265--119.1935-95	Echo-Buckley St	192.12	192.12	25'	La Grande	Ped path, safety & ADA improvements on safe route to school
82	24-27 STIP	La45.31182--118.06454-96	La Grande-Gekeler Ln	292.05	292.05	60'	Huntington	Install lights and gates
83	24-27 STIP	Haines-Pole44.86685--117.90653-97	Haines-Pole Line Ln	334.86	334.86	50'	Huntington	Install lights and gates
84	Port of Morrow	South45.84965--119.68157-98	South Port Rail Safety Enhancement	MP 164.8	MP 166.8	1.14	Portland	In Port of Morrow's South Port Rail Industrial District replace 6,000 track feet of rail with 115-lb. rail and install concrete ties; replace 7 turnouts with new wood ties; rehabilitate Ulman Avenue grade crossing. Cost: $2,262,793
85	Email from Union Pacific	UP45.503349 45.503891 45.505370-122.653780 122.654759 122.657435-99	UP Portland Grade Separations	768.43	768.68	0.25	Brooklyn	Construct grade separations of 12th, 11th and 8th Streets north of Brooklyn yard in Portland to improve pedestrian, cyclist and motorist safety, and relieve congestion. A long-range aspiration is to eliminate all at-grade crossings between Brooklyn and East Portland.
86	Email from Union Pacific	Albina45.546209--122.686626-100	Albina Yard Modernization	0.37	3	2.63	Portland - Kenton	Install power switches and other improvements at Albina Yard for better efficiency and reduce delays.

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87	Email from Anzur Logistics	Hood45.709539--121.51047-101	Hood River Railroad Mainline Upgrade	0	21.13	21.13	Mt. Hood	Add ballast and surface and align the main track for the entire distance from Hood River to Parkdale; rebuild ten 10° and two 12° curves between MP 0.5 and 4.5.
88	Email from Anzur Logistics	Hood45.681475--121.507566-102	Hood River Railroad Bridge Rehabilitation	3.5	3.5	150'	Mt. Hood	Rehabilitate the railroad structure spanning Highway 35 at MP 3.5, and rehab other bridges as may be identified.
89	Email from Anzur Logistics	Hood45.709539 45.652631 45.626643-121.510470 121.508551 121.532544-103	Hood River Railroad Turnouts Upgrade	0	9	9	Mt. Hood	Replace yard and industry turnouts at Hood River MP 0.1, Pine Grove MP 5.6 and Odell MP 8.5.
90	City of Milwaukie TSP	Harrison45.446579--122.631025-104	Harrison Street Grade Separation	764.3	764.3	100'	Brooklyn	Grade separate Harrison Street and the mainline of Union Pacific through Milwaukie.
91	City of Milwaukie TSP	37th45.443126--122.624387-105	37th Avenue Grade Separation	763.9	763.9	100'	Brooklyn	Grade separate 37th Avenue as an alternative to Harrison Street, or in addition to Harrison.
92	Genesee & Wyoming	CORP42.329484--122.876825-106	CORP Medford-Central Point Rail & Turnout Replacement	442	446	4	Roseburg	Out-of-face replacement of 90-lb. rail with 136-lb. rail due to multiple flaw defects and replacement of turnouts (7) at MP 442.56, 442.59, 443.79, 443.8, 443.9, 445.5 and 445.7 Medford to Central Point.
93	Genesee & Wyoming	CORP42.377086--122.92199-107	CORP Central Point-Gold Hill Rail & Turnout Replacement	446	450.7	4.7	Roseburg	Out-of-face replacement of 90-lb. rail with 136-lb. rail due to multiple flaw defects and replacement of turnouts (6) at MP 449.3, 449.9, and 450.5 Central Point to Gold Hill.
94	Genesee & Wyoming	CORP42.431439--123.045918-108	CORP Gold Hill-Rogue River Rail & Turnout Replacement	457	462	5	Roseburg	Out-of-face replacement of 90-lb. rail with 136-lb. rail due to multiple flaw defects and replacement of one turnout at MP 460.1 Gold Hill to Rogue River.
95	Genesee & Wyoming	CORP42.428506--123.293249-109	CORP Grants Pass Rail & Turnout Replacement	472	473.5	1.5	Roseburg	Out-of-face replacement of 90-lb. rail with 136-lb. rail due to multiple flaw defects and replacement of turnouts (7) at MP 473.13, 473.17 (2), 473.2 (2), and 473.5 (2) in Grants Pass.
96	Genesee & Wyoming	CORP42.949669--123.369066-110	CORP Riddle Rail & Turnout Replacement	544	546	2	Roseburg	Out-of-face replacement of 90-lb. rail with 136-lb. rail due to multiple flaw defects and replacement of turnouts (5) at MP 544.3, 544.4, 544.6, 545.4, 545.8 and 546.05 at Riddle.
97	Genesee & Wyoming	CORP42.994622--123.328996-111	CORP Weaver Rail & Turnout Replacement	548	550	2	Roseburg	Out-of-face replacement of 90-lb. rail with 136-lb. rail due to multiple flaw defects and replacement of turnouts (2) at MP 549.8 (2) at Weaver.
98	Genesee & Wyoming	CORP43.026395--123.296903-112	CORP Myrtle Creek Rail Replacement	552	553	1	Roseburg	Out-of-face replacement of 90-lb. rail with 136-lb. rail due to multiple flaw defects between MP 552 and MP 553 at Myrtle Creek.
99	Genesee & Wyoming	CORP43.057822--123.328894-113	CORP Dole Rail & Turnout Replacement	554	555.1	1.1	Roseburg	Out-of-face replacement of 90-lb. rail with 136-lb. rail due to multiple flaw defects and replacement of turnouts (2) at MP 554.1 and 555.1 at Dole.
100	Genesee & Wyoming	CORP43.066987--123.357811-114	CORP Dole-Round Prairie Rail & Turnout Replacement	556	558	2	Roseburg	Out-of-face replacement of 90-lb. rail with 136-lb. rail due to multiple flaw defects and replacement of one turnout at MP 557.3 Dole to Round Prairie.

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101	Genesee & Wyoming	PNWR44.886859--123.197056-115	PNWR (WPRR) West Side Rail Replacement	712	730	18	West Side	Replace approximately 18 miles of 100-lb. rail with 136-lb. rail due to high defect ratio (2021 had 104 defects MP 714 to 729.5) between V&S Jct. and Whiteson. This line is part of Willamette & Pacific leasehold.
102	Genesee & Wyoming	PNWR45.628734--122.821094-116	PNWR Cornelius Pass Rail Replacement	10	14	4	United Railways	Replace existing 112-lb. rail with 136-lb. rail between MP 10 and 14 between United Jct. and Tunnel Spur east slope of Cornelius Pass because rail heavily worn, corrugated and pitted and hosting multiple defects yearly.
103	Genesee & Wyoming	PNWR45.66213--122.860305-117	PNWR United Railways Rail & Turnout Replacement	14	27.5	13.5	United Railways	Out-of-face replacement of 85-lb. and 90-lb. rail with 136-lb. rail in a segment with high defect ratios and poor rail condition, plus replace turnouts (4) at MP 14.64, 17.10, 17.30 and 21.95 between Tunnel Spur and Banks.
104	Genesee & Wyoming	PNWR44.291452--123.169-118	PNWR Harrisburg-Eugene Rail & Turnout Replacement	123	140	17	Oregon Electric	Out-of-face replacement of 132-lb. rail with 136-lb. due to flattened and severe rail head loss creating difficulty when welding in repair rails, and upgrading turnouts (8) at MP 124.03, 124.22, 124.71, 127.97, 139.15, 139.41, 139.94 and 139.98.
105	Email from Anzur Logistics	RVT42.434233--122.854293-119	RVT Rail & Turnout Upgrades	0	12	12	System	Although Rogue Valley Terminal Railroad handles 286,000-lb. carloads, much of the trackage comprising the industrial rail system serving White City is comprised of smaller rail sections generally considered to be inadequate for safely carrying heavier carloads. Rail and turnouts needing replacement vary as to location and volume of traffic being carried. Assumes upgrades would occur incrementally.
106	Karl MacNair	Rogue42.198312--122.70528-120	Rogue Valley Commuter Rail Implementation Plan/Project	429	446	17	Roseburg	Building upon the 2007 Rogue Valley Commuter Rail Project Final Report, identify a sponsor and develop a plan, budget and schedule to implement commuter rail service between Ashland and Central Point over Central Oregon & Pacific Railroad.
107	City of Bend TSP City of Bend CIP Central Oregon Rail Plan	Reed44.037--121.28909-121	Reed Market Road Railroad Overcrosing	1	1.02	0.02	Oregon Trunk	Construct an overpass to carry Reed Market Road over the BNSF Railway in Bend, eliminating an existing at-grade crossing. Estimated cost $25 million. Funded by RCE 2024 Grant.
108	Oregon State Rail Plan 2020	Oregon43.939278 43.951174--117.333441-122	Oregon Eastern RR 75-lb. Rail Replacement	21.5	24.7	3.2	Mainline	As a phase 3 project, replace the remaining 75-lb. rail from MP 21.5 to MP 24.7 at Celatom with heavier rail, raising the carrying capacity of the entire line to 286k.
109	Connect Oregon 2021	Westport46.14013--123.3876-123	Westport Siding Construction	MP 71.6	MP 71.73	0.13	Astoria	Construct new siding approximately 700 feet in length for loading of quarry stone from nearby Bradley Quarry for movement to Portland metro area and Willamette Valley destinations. Anticipates originating 40 carloads per week at full build-out. Funded by Connect Oregon 2021.
110	Connect Oregon 2021	Oregon45.70215--123.86136-124	Oregon Coast Scenic Railroad and Port of Tillamook Bay	MP 830.77	MP 830.88	0.11	Port of Tillamook Bay	Project will replace all 64 piles on two piers holding up a central steel bridge span through a cap and post system, replace all the sway bracing on the piers, and rebuild the missing sheathing on the piers that provides lateral bracing and protection from storm debris in the river. The result will be the reopening of a rail bridge currently closed to traffic due to risk of catastrophic collapse from the current condition of the piers.
111	Oregon Eastern Railroad	Vale43.985558--117.239825-125	Vale Transload & Railyard Improvement Project	15.0	17.0	1 mile	Oregon Eastern Subdivision	Upgrade yard tracks, lengthen sidings, and expand transload footprint in Vale.