

Appendix D: Stakeholder Outreach

Oregon State Rail Plan - Implementation Plan

Final DRAFT

December 2, 2022



1 Public Engagement Summary

- Public/stakeholder comment period Apr 20–May 22
- External Stakeholder Outreach
 - ODOT Formal Notification
 - Presentations
- Project Website Comment Form
 - Draft *Factors and Evaluation Criteria and Rail Needs Inventory (RNI)*
 - TAC and RAC Working Group Workshop materials
 - RAC meeting materials
- Sources
 - Freight Railroads (UP, G&W, Mt. Hood, RVT and Columbia Rail)
 - Cities (Milwaukie, Medford and St. Helens)
 - ODOT Internal Review
 - Citizen Input
- Themes
 - Add “Multimodal” Factor, modify “leverage” criteria
 - Request for additional RNI projects
 - Support for existing RNI projects or process

Name	City/Town/Representation	Comment	ODOT Response
Michael Russell	Saint Helens	<p>I appreciate seeing the St. Helens Rail Yard Relocation listed in the Needs Inventory (row number 37). The relocation of this yard is long overdue and will improve safety and mobility in our community. Activity in this yard frequently impacts the nearby intersection of Hwy30 and Gable Road. This intersection has been identified as a Tier 1 Priority Crossing in the recent Columbia County Rail Safety and Mobility Study. In the study period, 4 FRA incidents and significant public concerns were noted. The railyard location leads to delays experienced at the nearby intersection (averaging 27 minutes) for the 520 hourly vehicles. The vehicular traffic will increase as 239 units of housing are now in construction directly adjacent to the rail yard, these residents will use this intersection and be impacted by the railyard. Pedestrian crossings will likely increase as well, including school children going to the St. Helens High School. I fully support any action to increase the safety of this rail crossing including relocating the railyard.</p>	<p>A conceptual project, St. Helens Railyard Relocation, is located at Row 37 of the Rail Needs Inventory.</p>
Karl MacNair	Medford	<p>Sorry for the late comments but we need passenger rail service in the Rogue Valley. Please add this to the RNI. Thank you for your efforts.</p>	<p>After further email correspondence between ODOT staff and Mr. McNair it was decided that a logical first step would be consideration of a proposed commuter rail service between Ashland and Central Point envisioned in the 2007 <i>Rogue Valley Commuter Rail Project Final Report</i> . See RNI Row 121.</p>

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Jeff Sheldon	UPRR General Director Network D	<p>I am writing on behalf of Union Pacific Railroad (UPRR) to provide comments on the Oregon 2022 State Rail Plan Implementation Plan (“Plan”). We would like to thank ODOT for providing UPRR the opportunity to provide comments on the Plan.</p> <p>UP’s operating strategy has been modernized and we are investing in our network to unleash the benefits of that modernization. This new operating strategy and correlating investments are key to helping the American economy overcome the supply chain issues we are facing throughout North America. Thus, Oregon and certain metropolitan areas of the state (Portland, Eugene) will also need to invest in freight rail mobility to continue supporting thousands of Oregon-based jobs across many industries that rely on a healthy supply chain.</p> <p>UPRR would like to provide the following specific comments on the Plan:</p> <p>1) UPRR would like to note the “Peninsula Jct to Troutdale” project listed in the Rail Needs Inventory could include multiple at-grade crossing closures and/or grade separations. These crossing closures and/or separations would benefit public safety and reduce delays.</p> <p>2) With respect to the Factors and Evaluation criteria, UPRR would suggest ODOT consider an additional factor: “Multi-Modal Connectivity for Freight Rail”. For</p>	<p>Comments and suggestions submitted by Union Pacific Railroad resulted in addition of two new conceptual projects added in Rows 100 and 101. The remainder of UP's suggestions were integrated into previously existing projects found at Rows 8, 9, 67 and 72.</p>

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		<p>example, projects that create transload opportunities or improve access to ports can reduce highway congestion and have environmental benefits.</p> <p>3) UPRR respectfully submits four additional projects for consideration to add to the Rail Needs Inventory Analysis (sent in Excel file in separate email).</p> <p>UPRR would like to thank ODOT for requesting comments on the Plan. UPRR values our working relationship with ODOT and we look forward to working with you.</p>	
Ross R. Lane	AVP, Government Affairs Genesee & Wyoming Railroad Services, Inc. P.O. Box 10478, Bozeman, MT 59719	<p>Pg. 13 Funding Leverage:</p> <p>Funding leverage scores should consider whether other sources of matching funding are private or public. In some instances, all public dollars could be used to fund a project because the matching component is also made up of public dollars.</p> <p>For example, a project applicant could indicate they are providing a total match of 75%. However, that match could be made up entirely of other public dollars from federal, state, or local sources. In this example, it would appear that a project applicant is providing a higher match, when in reality the project applicant is leveraging other sources of public money. This would raise the scoring of the project, but the project applicant may not have contributed any of their own capital to the project.</p>	Oregon's two active funding programs for railroad projects are Connect Oregon, which does require applicant matching funds, and direct legislative appropriations which have not required matches. Rules pertaining to Connect Oregon are subject to legislative guidance and that guidance thus far does not require sources of matching funds to be considered as a factor when scoring projects. G&W also submitted a slate of new conceptual projects for its three Oregon short lines which are listed in RNI Rows 107 through 119 inclusive.

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		Therefore, scoring should consider which sources of funding (public or private) is included in a project applicant's stated match and provide higher scores for project applicants utilizing private capital in addition to any other public sources.	
David Anzur	Anzur Logistics LLC	<p>I've been working with Mt. Hood Railroad specifically on their needs. Mt. Hood Railroad may look into federal funding opportunities for the line so it would be critical to make sure they're on the list. While we're still working through the specifics here is an outline for the project.</p> <p>Source (Reference ID): Mt. Hood Railroad OSRP Name: Mt. Hood Railroad Upgrade Project Name: Mt. Hood Railroad Upgrade Start MP 0.0 Stop: 21.13 Length: 21.13 Subdivision: Mt. Hood Project Description: Upgrade bridges, specifically the bridge over Highway 58 (MP 3.5); rebuild several 10 degree curves; replace several industry/yard switches at Hood River, Pine Grove, and Odell; and surface and line entire line. Operator 1: Mt. Hood Railroad Company Owner 1: Mt. Hood Railroad Company</p>	In recognition of feedback from Anzur Logistics, Hood River Railroad projects in RNI Rows 102, 103 and 104 were added.
Rachael Barry		<p>We appreciate seeing the St. Helens Rail Yard Relocation listed in the Needs Inventory (row number 37). Relocation of this yard is long overdue and will improve safety and mobility in our community. Activity in this yard frequently impacts the nearby intersection of Hwy30 and Gable Road. This</p>	A conceptual project, St. Helens Railyard Relocation, is located at Row 37 of the Rail Needs Inventory.

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		<p>intersection has been identified as a Tier 1 Priority Crossing in the recent Columbia County Rail Safety and Mobility Study. In the study period, 4 FRA incidents and significant public concerns were noted. The railyard location leads to delays experienced at the nearby intersection (averaging 27 minutes) for the 520 hourly vehicles. The vehicular traffic will increase as 239 units of housing are now in construction directly adjacent to the rail yard, these residents will use this intersection and be impacted by the railyard.</p> <p>Sincerely, City of St. Helens</p>	
David Anzur	Anzur Logistics LLC	<p>Hi Bob – Thanks for the presentation today at ORULE. As follow up to the rail needs, I wanted to ensure that Rogue Valley Terminal Railroad (RVT) gets added to the needs list for Implementation Plan. In June of 2020, we attempted to have this added to the Rail Needs Inventory of the Oregon State Rail Plan but despite our efforts it doesn't appear to be added.</p> <p>Rogue Valley Terminal Railroad Corporation uses the reporting code letters RVT.</p>	<p>Further email correspondence with Anzur Logistics resulted in a project for Rogue Valley Terminal Railroad added as RNI Row 120.</p>
Mark Gamba	City of Milwaukie, Mayor	<p>The City of Milwaukie (COM) appreciates the opportunity to comment on the Oregon Department of Transportation (ODOT) Rail Needs Inventory but notes that the City Council and city staff only learned of this through the League of Oregon Cities (LOC) and not through any direct contact with the city by ODOT. This is troubling given that there are</p>	<p>As a result of comments submitted by the City of Milwaukie advocating for grade separations, two new conceptual projects were added to the RNI at Rows 105 and 106. Another Milwaukie conceptual grade separation project exists at Row 17.</p>

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		<p>projects in the inventory that significant to Milwaukie - namely projects 17, 71, and 72.</p> <p>Project 17, a grade-separated solution at the Harmony Road interchange, is something for which the COM has long recognized the need. Concerns about the safety of that intersection, the flow of traffic at an intersection that is already at or near failing during rush hour, and the problem of impeding the ability of emergency vehicles to get to parts of our community places us resolutely in support of that project, while acknowledging that it comes with formidable challenges and will be costly. We would further note that Chapter 9 of the city's Transportation System Plan (TSP), available on the city's website, calls for grade separation of rail and vehicle traffic at Harrison Street, where the crossing is adjacent to the city's Public Safety Building, which houses the Milwaukie Police Department as well as one station of Clackamas Fire District #1. The COM is just now launching into an update of its TSP, and we anticipate a public discussion of whether grade separation makes sense at Harrison Street or one of the other crossings near central Milwaukie, such as at 37th A venue. As for projects 71 and 72, we do not object to the projects themselves, but think they should only be pursued with conditions. Project 72 would double-track the main line through the entire length of the COM. We can see some benefits as well as concerns with this project. But in our view, it absolutely should not be pursued until the above-mentioned grade separation at Harmony Road has been achieved Project 71 would add</p>	

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		an additional siding from the Willsburg Junction to the Brooklyn Yard. This stretch of rail runs between the North Milwaukie Innovation Area to the west, and the Ardenwald residential neighborhood to the east. Idling trains, which belch diesel fumes and particulate matter into the air, as well	
Chris Hyland	Walla Walla, WA	Comment #1: I see our line is listed on the chart. I have some general questions now about this listing. Comment #2:Our firm operated a railroad line in NE Oregon, From Walla Walla to Milton-Freewater, and then to Weston. How do we get our projects on the Rail Needs Inventory list? Thank you,	Columbia Rail has RNI projects listed at Rows 25 and 59. Additional needs should be communicated to ODOT's state rail planner.
Mike Powter	Coos Bay	I would use rail if I could easily take my e-bike or electric scooter, currently Amtrak Electric bicycles under 50 lbs. are allowed in checked baggage and on trains with walk-on bicycle service. Secured bike parking is needed at stations.	The need for rolling stock better suited for accommodating bicycles is being addressed in the next generation of trainsets expected to be delivered in 2026. Station facilities also are slated for improvements. Refer to RNI Row 28, and Rows 30 through 33, inclusive.
Alex Sathler	Corvallis	Thank you for investing time and money into Oregon's rail infrastructure! I would suggest that our first priority for rail infrastructure in Oregon are making existing rail services quicker, more reliable, and easier to use. I would also suggest that we should prioritize incremental	ODOT, with assistance of consultants and the Federal Railroad Administration, is formulating a strategy for implementing the Service Development Plan to incrementally increase the frequency and reliability of Amtrak Cascades

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		<p>improvements over large, paradigm-shifting infrastructure projects such as high speed rail.</p> <p>The more that we can be efficient about how we spend our money and improve the low-hanging fruit of Oregon's rail infrastructure, the more political momentum will be gained. If we spend money on cheap meaningful upgrades, people will slowly learn to appreciate our rail infrastructure will hopefully eventually support projects such as high speed rail.</p> <p>If we jump straight to expensive projects like HSR, people will cry 'boondoggle' until the project is cancelled.</p>	<p>service between Portland and Eugene. Twenty-six of the 123 conceptual projects currently populating the Rail Needs Inventory have relationship to improving the operating environment for passenger and freight trains in the Willamette Valley through a series of "low hanging fruit" type projects.</p>
Mike De Blasi	Keizer	<p>I am in favor of anything that increases the use and safety of our rail lines. Just make it as low intrusive on the impacted communities as possible.</p> <p>I also want to see light rail between Salem and Portland, Medford and Grants Pass, and between Bend and Redmond. There also needs to be high speed rail connecting Portland with Boise, Seattle, Medford and Northern California.</p>	<p>There is a distinction between light rail, which is a form of urban transit, and "heavy" rail, which pertains to movement of freight and intercity passenger service. As such, light rail is outside the purview of the Oregon State Rail Plan. True high-speed rail requires exclusive tracks that also are inaccessible by automobiles and pedestrians, and a densely populated service territory. High-speed rail in Oregon is a long-range component of the state rail plan.</p>

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Kay McEwen	Woodburn	<p>Are you STILL in the consultation phase? You spent LOTS and LOTS of \$\$ doing this before!! "All talk and no do!"</p> <p>A Mt. Angel group also has spent \$50,000 doing a needs assessment. You need to STOP TALKING and get moving!!! More than twenty years ago, the Mayor-to-be ran on a platform of commuter rail connection, i.e., between Woodburn-Mt. Angel-Silverton- Scio on that back-rail system; but nothing materialized. Last time ODOT gave a presentation on rail service at Woodburn City Hall, we provided input for MAX connection between West Woodburn rail system>>to the North via Wilsonville/Tualatin/Beaverton and to the South to Corvallis/Eugene (?) on the West Woodburn Rail System --and nothing has materialized. ODOT doesn't heed the input from the Woodburn Natives; it does its required "dance": of public hearings, and then does what it has already planned to do. In my opinion - which may be wrong, I'll admit!</p> <p>Peace & Blessings!</p>	<p>Federal law requires states to update their rail plans every four years, which affords an opportunity to freshen existing initiatives and introduce new ideas and concepts. The current focus is to expand passenger train frequencies and improve reliability on the main rail corridor between Portland and Eugene. Development of feeder services operating over some of the secondary lines has yet to be studied.</p>