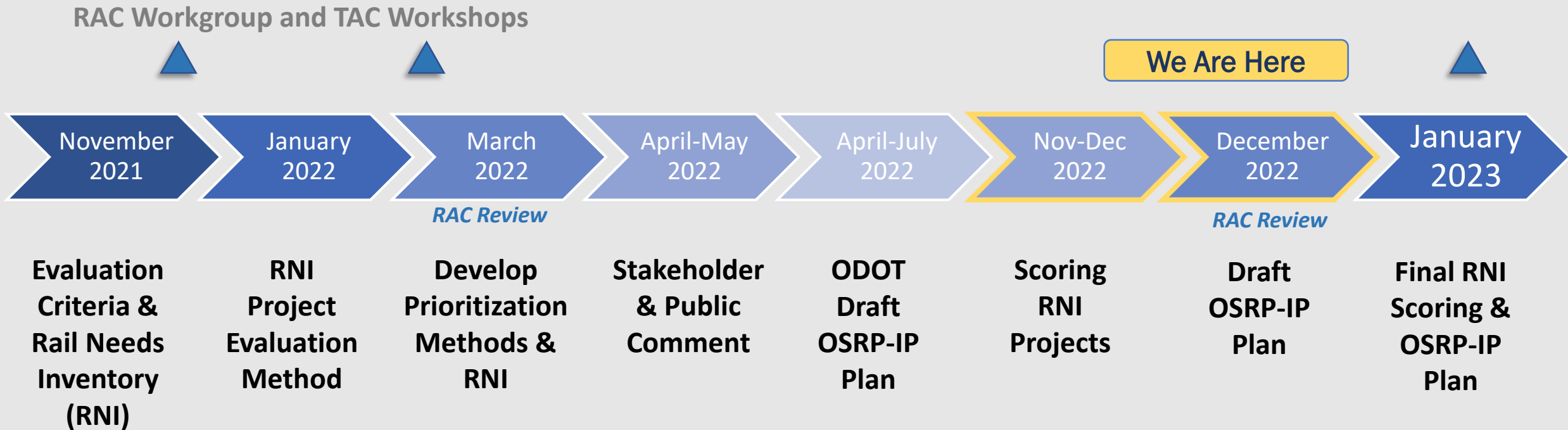


Oregon State Rail Plan Implementation Plan

Rail Advisory Committee
December 20, 2022

Oregon State Rail Plan – Implementation Plan Schedule and Status



Rail Advisory Committee

Agenda and Overview of the

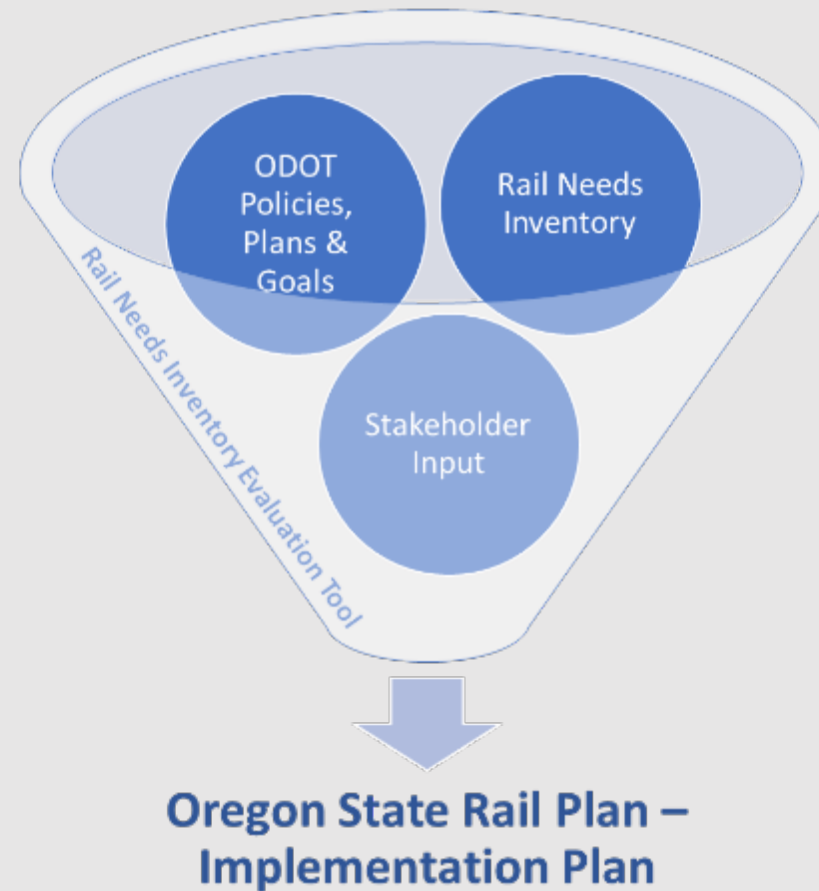
Oregon State Rail Plan – Implementation Plan (OSRP-IP)

- Introduction | Purpose & Goals
- Implementing the Oregon State Rail Plan
- Guidance in Developing the OSRP-IP
- Rail Needs Inventory and Evaluation Tool
- Funding Appendix (B)
- Next Steps & Schedule





Implementing the OSRP





Purpose of the OSRP-IP

Provide a process for:

- Enacting state policies, and
- Efficiently prioritizing rail transportation projects



Goals of the OSRP-IP

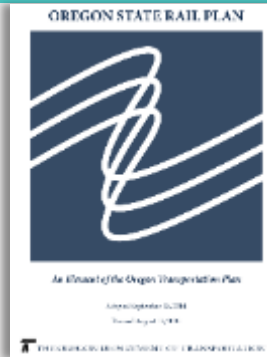
- **Develop prioritized project list** that best advance the state's rail investment priorities, given limited funding opportunities
- **Apply goals and policies developed in the OSRP** and Strategic Action Plan (SAP) in the prioritization of rail projects
- **Collaborate with Oregon communities** to identify opportunities to facilitate rail improvements that enhance sustainability, resiliency, economic development opportunities, and safety
- Identify and **assess prospective rail projects** that could be implemented or supported by ODOT
- **Streamline and standardize tracking / prioritization** of rail projects
- **Support transparency** and thorough documentation of decision-making
- **Leverage federal, state, and private funds.**



Need RAC Guidance

Goals

Strategies



7

49

OSRP Implementation Plan

Current ODOT
Program
Strategies
14

Priority
Strategies
15

*highlighted
in the following
slides*

Goal 1

Partner, collaborate and communicate with rail system operators and other stakeholders to maximize benefits, align interests, remove barriers and bring innovative solutions to the rail system and foster public understanding of rail's importance.

1a	Work collaboratively with private railroads, jurisdictions and agencies, both within Oregon and in other states, to pursue system improvements and operations that mutually benefit stakeholders over the long term.
1b	Participate in working groups with rail service providers to plan and review operations in shared-use (e.g., freight and passenger) corridors.
1c	Participate in multistate and bi-national freight and passenger planning efforts to identify mutually beneficial improvements and compatible operations in multistate and bi-national rail corridors.
1d	Coordinate and participate in rail-related projects and advisory groups that include shippers, carriers and railroads, including enhanced rail perspectives in Area Commissions on Transportation, Metropolitan Planning Organizations and local advisory boards and state advisory committees.
1e	Work with local jurisdictions and private industries to coordinate local planning activities and interactions with Class I and short line railroads and service providers.
1f	Provide planning guidance (e.g., transportation system planning guidance, model zoning ordinances, design standards and best practices) to regional and local jurisdictions to minimize conflicts from incompatible land uses in rail corridors and better integrate rail into communities.
1g	Integrate rail system considerations in state, regional and local system and facility plans. Provide guidance documents that promote best practices for multimodal transportation planning and rail integration.
1h	Provide guidance and contact information to local jurisdictions and other partners seeking to plan for, make investments in or conduct work near railroad facilities.
1i	Actively engage ODOT Regions, Area Commissions on Transportation, Metropolitan Planning Organizations, the general public and others. Provide public information on freight and passenger rail benefits (including system congestion, economic, environmental and sustainability benefits), the availability of passenger rail service (as a means of encouraging ridership), objectives and opportunities as part of a multimodal transportation system and information on the benefits and opportunities for public-private partnerships in rail.

Goal 2

Promote, preserve and enhance an efficient rail system that is accessible and integrated with Oregon's overall multimodal transportation system.

2a	Increase rail use by Oregon industries and businesses through programs, investments and facilities that help aggregate freight rail traffic and Cargo-Oriented Development (COD) consistent with private railroads' business models.
2b	Emphasize intermodal, multimodal and first- and last-mile connectivity to key multimodal facilities, including ports.
2c	Work toward rail system connectivity, resiliency and redundancy within the overall transportation system to help Oregon mitigate and recover quickly from natural disasters or human caused disruptions.
2d	Provide incentives under new or existing funding programs to encourage system owners to adopt best practices to identify and address system vulnerabilities and to reduce recovery times.
2e	Support and make investments to improve accessibility within and to various regions of the state, including east-west connectivity and connectivity across state lines consistent with strategies on passenger rail service and stops.
2f	Enhance and promote intercity passenger rail services as a viable and cost-effective choice for travelers, taking into consideration travel market characteristics (size of market, frequency and time of day characteristics of travel, cost and convenience of competing alternatives).
2g	Evaluating new intercity passenger rail services across Oregon must consider and balance a number of policy questions.
2h	Continue to work with the Federal Railroad Administration (FRA) on a Corridor Investment Plan, to facilitate decisions on future rail service in the Amtrak Cascades corridor, including general rail alignment, communities where stations could be located, number of daily trips, travel time objectives and the rail technology to be used.

Goal 2

Promote, preserve and enhance an efficient rail system that is accessible and integrated with Oregon's overall multimodal transportation system.

2i	Participate in high-speed rail visioning to develop a conceptual corridor assessment and high-level costs for high speed rail between the Eugene-Springfield area and Vancouver, Washington, with implementation beyond 2035.
2j	Work with Washington State to initiate a public process and formalize a new policy for the Amtrak Cascades corridor. In the interim, evaluate new proposals to add station stops based on benefits and disadvantages for the entire service.
2k	Support and make investments in intercity bus transportation and transit services that enhance, supplement and expand access and connectivity of the intercity passenger rail networks in Oregon.
2l	Work with local jurisdictions to plan for integrated multimodal station areas with connectivity to the local street network, intercity bus and local transit systems and bicycle and pedestrian facilities.

Goal 3

Enhance transportation system reliability, capacity, frequency and travel times through investments that preserve and improve freight and passenger rail assets and infrastructure.

3a	Evaluate the benefits of designating strategic rail facilities and corridors and its role in informing public investment and planning decisions.
3b	Leverage and support Class I railroad investments to eliminate critical bottlenecks and choke points.
3c	Leverage investments and support short line railroads to upgrade track and maintain the system in a state of good repair where there is a demonstrated rail system, economic and public benefit for the state and/or region, and when a viable long term business plan has been demonstrated. Work may include incentives for businesses to locate and utilize rail assets. The Industrial Rail Spur Fund or similar improvement opportunities are one example of these incentives.
3d	As required by statute (ORS 824.202), eliminate at-grade crossings wherever possible. Give priority for closing crossings with the greatest potential for train conflicts with other modes and redundant crossings. Where rail grade crossings provide an important route for local pedestrian, bicycle or vehicle circulation, the needs of these local movements must be considered in decisions before closing or modifying existing crossings or adding new crossings.
3e	Make and facilitate investments that address intermodal terminal and rail yard capacity needs consistent with the State Rail Plan (e.g., identification or provision of suitable sites and assistance with permitting requirements), where there is market support for such facilities.
3f	Factors for decision making on preservation actions should include, at a minimum: <ul style="list-style-type: none"> • Existing industry base using the line. • Potential industrial customers not presently using the line but which can be accessed by. • How the line is connected to the national railroad system. • Geography of the line and its potential service territory. • Unique circumstances affecting operating costs and revenue potential. • Regional vision for the future (what is expected to happen in the area served over the next 50 years?).
3g	Preserve the rail system through a hierarchy of investment and action: (1) Preserve Service, (2) Preserve Infrastructure, (3) Rail Banking, and (4) Rail Line Abandonment (last resort).

Goal 4

Establish funding that meets the critical needs of the rail system in Oregon and achieves the objectives of this State Rail Plan.

4a	Develop and maintain a short-/long-range rail investment needs inventory in partnership with railroad owners and operators that is consistent with needs identified in the State Rail Plan.
4b	Enhance or develop performance measures and benefit/cost-type tools that inform evaluation of rail investments based on benefits to Oregon's economy, improved freight and passenger mobility, improved safety and improved environmental conditions of the transportation system in Oregon.
4c	Make investments that benefit system operations for freight, intercity passenger rail service (or do not degrade one service type in favor of another), that eliminate conflicts in shared-use corridors and among modes and that allow for future service improvements.
4d	Maximize and leverage railroad investments through Connect Oregon and other multimodal funding programs.
4e	Work towards securing a sustainable funding source to address critical freight, passenger rail system needs for both capital improvements and operations.
4f	Use funding and financing mechanisms that are understandable to transportation system users and the public and minimize undesirable long-term impacts.
4g	Use public-private and public-public partnerships for system investment that benefits both private and public objectives.

Goal 5

Plan, construct, operate, maintain and coordinate the rail system in Oregon with safety and security for all users and communities as a top priority.

5a	Coordinate and support safety and security awareness programs, operational improvements, new technology and equipment, inspections, enforcement activities, and coordinated response plans and training that promote overall system safety and security.
5b	Make every effort to further the safety and security of employees working on the rail system, passengers of the rail system, communities near the rail lines and the commodities being transported by rail.
5c	Work in partnership with railroad operators, state and federal agencies, local communities and emergency response providers to provide for the safe and secure transport of commodities throughout the state. Continue state efforts to address the movement and transport safety of hazardous materials.
5d	Increase safety through reduction, prevention or management of potential conflicts between rail and other users of the transportation system, including the consideration of Quiet Zones when federal requirements are met and safety is fully considered.
5e	Design transportation projects to avoid, reduce or address potential safety concerns with at-grade or grade separated crossings in coordination with the ODOT Rail and Public Transit Division.

Goal 6

Increase use and investment in freight and passenger rail systems to conserve and improve Oregon's environment and community cohesion.

6a	Increase use and investment in freight and passenger rail systems to conserve and improve Oregon's environment and community cohesion.
6b	Advance fuel-efficient rail operations, vehicle design and the use of cleaner fuels as part of Oregon's goal to move toward a cleaner and more diverse energy supply that protects people's health and the environment while making the system more resilient to oil price uncertainty and shocks.
6c	Make passenger rail improvements that enhance existing compact communities and neighborhoods and support the continued integration of residential, commercial and employment land uses.
6d	Work with railroads to provide efficient intercity mobility through and near urban areas in a manner which minimizes adverse effects on urban land use and travel patterns, including noise mitigation, where appropriate, and rail crossing considerations.
6e	Provide planning guidance and work with local jurisdictions and railroads to better integrate and plan for passenger rail systems in land use plans (e.g., multimodal connectivity, station area planning and new or relocated stops policy).

Goal 7

Increase opportunity and investment in freight and passenger rail assets to grow Oregon's economy.

7a	Coordinate private and public resources to provide rail system improvements and services that contribute to, or help develop, active and vital economic centers and jobs throughout Oregon.
7b	Promote and support the co-location of economic activities and appropriate transportation facilities with convenient and reliable access to freight and passenger rail options.
7c	Leverage investments in the freight rail system to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national and international markets.
7d	Make investments in the passenger rail system so that intrastate, interstate and international travelers can travel easily for business and recreation.



Rail Needs Inventory Operational Framework

1.
Project
Identification

*Capture all
eligible projects*

2.
Project
Evaluation

*Capture unique
project aspects*

3.
Project Ranking &
Filtering

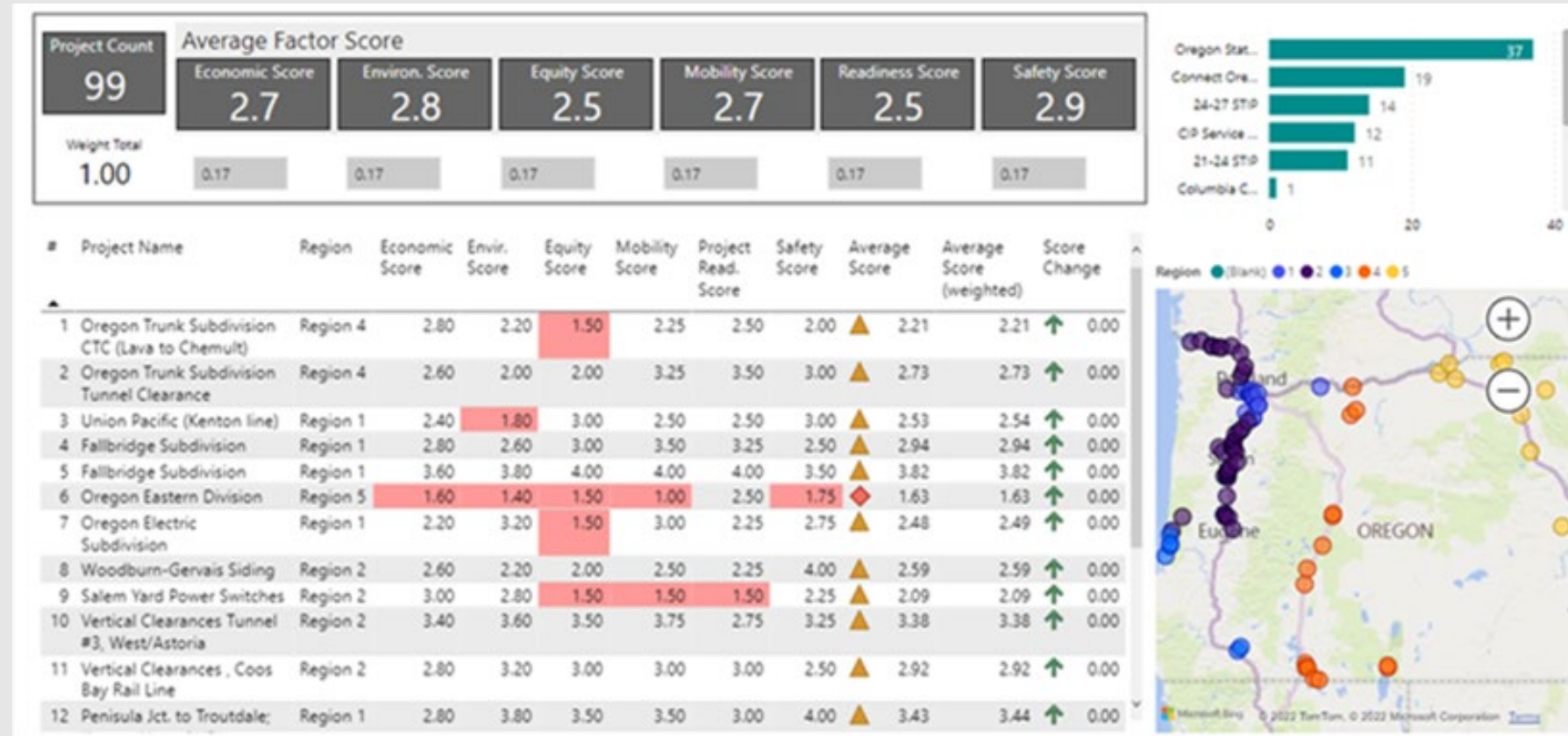
Apply funding and
policy direction

4.
Ongoing
Administration

Maintaining
database and
results

RNI Evaluation Tool

- Used to support Project Ranking and Filtering
- Data Visualization Software Tool
- Creates a Project Dashboard
- Quickly summarizes data queries





RNI Scoring Status

- Criteria and Scoring Methodology are working well
- Ongoing scoring of 124 RNI Projects
- For a few projects there are RNI scoring documentation gaps – 5 of 22 criteria:
 - Change in Road User Safety
 - Community Support Status
 - Project Development Status
 - Equity Options
 - Funding Leverage
- Recommending Refinement to RNI Scoring Methodology
 - Bicycle Level-of-Stress scores are sometimes not applicable (e.g. rail siding extension projects have no bicycle crossings)
 - **Need to refine and add 'No Score' if not applicable** as the RNI tabulates a different average.



Next Steps

- Develop RNI *Intake Form*
- Distribute Final Draft OSRP-IP
- Complete RNI scoring
- Complete Online map of RNI projects
- Form RAC Working Group to affirm priority rail project list
- Complete Appendix B Funding
- Distribute Final OSRP-IP

A red locomotive with the number 3854 on its front is pulling a train of white and blue freight cars through a hilly, wooded landscape. The scene is overlaid with a dark blue tint. The locomotive has a white and red chevron pattern on its front. The train is moving along a track that curves through the hills. The background shows a dense forest of evergreen trees on a hillside.

THANK YOU