

Appendix E: RNI Scoring Exercise

Oregon State Rail Plan - Implementation Plan

March 2023



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1 Introduction

The Rail Needs Inventory (RNI) is a spreadsheet-based database of proposed rail projects available for planning, environmental analysis, design or construction funding. The RNI is designed to provide a single repository of potential rail projects within Oregon that have been identified by various public and private stakeholders.

The RNI comprehends a scoring component that provides the ODOT Public Transportation Division an analytical tool, which when combined with other site-specific information, can assist in determining where scarce federal funding resources could best be directed in the State of Oregon.

Representing the first effort of assigning the scoring criteria applied to RNI projects listed in Section 5.1.1 and detailed in Appendix C of the OSRP-IP, this Appendix is intended to provide four overall takeaways from that first effort essential to the ongoing administration of the RNI and the larger Implementation Plan.

1.1 RNI Scoring Intention and Disclaimer

The presence of RNI scores imply that some projects are better than others – however the scores are based on scoring criteria, and the weights that will be applied to them are entirely dependent on shifting federal DOT goals, and what policies various sources of funding prioritize. This section fully explicates the limitations of project scores when taken by themselves, an important introduction to the;

1.2 Initial Scoring Shortcomings

A small number of issues were identified by matching the scoring criteria to the projects themselves, and documenting (1) certain specific criteria not accurately representing project impacts, and (2) information gaps within the RNI itself, not allowing for confident assignment of scores. It was this latter point that brought about developing the;

1.3 Proposed RNI Intake Form

In the interest of the ongoing administration of the RNI through soliciting a more clear synopsis of a given proposed rail project, a dedicated electronic intake form is proposed as the path forward to induct new projects into the RNI. The RNI Intake Form helps provide project sponsors with both the opportunity to provide data, and the requisite prompts to ensure that data gaps in the current RNI can be closed in the future with minimal ODOT staff time. Finally, the Intake Form will help make continuous improvements to the;

1.4 Initial Scoring Outcomes

The RNI Scoring Intention and Disclaimer section helps clarify what project scoring can and can't do. This section outlines the initial scoring outcomes, including the raw, unweighted top five projects in each ODOT region. This listing helps reveal the emphasis of the criteria themselves, and the types of high-scoring projects that are being proposed by project sponsors within each ODOT Region.

2 RNI Scoring Intention and Disclaimer

RNI scoring does not rank prospective projects in terms of best to worst. Use of RNI data in this manner is and would be incorrect and misleading.

The RNI scoring output enables State transportation agency staff to identify prospective rail project which are particularly suitable in terms of eligibility concerning specific federal grant programs. The RNI is not able to progress beyond the identification step; further analysis will be required. It is a tool to provide a first level of focus to save valuable agency time in the context of competitive grant Notice of Funding Opportunities (NOFOs) and their deadlines.

RNI scores are based upon criteria developed in Appendix C: Factors and Evaluation Criteria. Although every attempt is made to find and correct errors within the RNI, there is a possibility that some errors still exist. Erroneous, inaccurate, non-current and absent data will alter RNI scoring outcomes. While dozens of projects are provided annually by agencies and railroads and processed by ODOT into the RNI, data records for specific projects may not be completely current. Only the intended recipients of funding (agencies and railroads) are knowledgeable of how current the inventory data is for a particular railroad or location.

It is important to understand the type of information produced by RNI and the limitations on the application of the scoring criteria it contains. RNI scoring does not state that specific projects are the worthiest of funding. Rather, the RNI scoring provides an indication that conditions are such that one project may possibly be more suitable than another based on the specific programmatic requirements of a specific grant program. It is only one of many tools which can be used to assist ODOT in determining where and how to initially focus attention for best capturing federal monies. The RNI is designed to nominate projects for further evaluation based only upon the physical and operating characteristics of specific projects as voluntarily reported and updated by eligible entities and infrastructure owners.

The RNI is not designed to single out specific projects without considering the many other factors which may influence a project's individual worthiness. At best, RNI scoring screens projects for further on-the-ground review by knowledgeable transportation planners, engineers and specialists.

RNI scoring output information is not the end or final product, and RNI scoring data should not be used for non-intended purposes. In addition, there are certain characteristics or factors which are not, nor can be, included in the RNI database. These could include local topography and estimates of revenue or ridership impacts. Those that use this scoring process need to be aware that the RNI is only one model and that other agencies may use evaluation techniques which may be used by the State to yield different, but just as valid, results for ranking projects for funding improvements.

Finally, this Inventory is not the sole indicator of a project's worthiness. RNI scoring must be considered as a supplement to the information needed to undertake specific actions aimed at providing funding for rail projects across the State. The authority and jurisdiction to appropriate resources towards a particular rail project ultimately lies with the granting authority.

3 Initial Scoring Shortcomings

Absent additional information to what was already contained in the RNI, initial scoring was based largely on extrapolations about the nature of each project regarding each Criteria. This “shakedown cruise” exercise resulted in observations about the scoring rubrics themselves, and the absence of information present regarding some criteria.

The scoring rubric availed itself to apply to a variety of different rail projects well and should only become stronger once project sponsors are more easily empowered to provide more details about their prospective initiatives. However, the consultant team has identified three ranking criteria subject to refinement, as listed in Table 1: Scoring Criteria Issues.

Table 1: Scoring Criteria Issues

RNI Scoring Criterion	Scoring Criteria Issue Observed	Proposed Action
Change in Operator and Maintenance Staff Safety	Per the criteria, there is an ability to score a project as making conditions "Less Safe" that will rarely, if ever, be utilized, as the sort of projects on this list will almost always be working in the opposite direction.	None required
Change in Passenger Safety	Per the criteria, there is an ability to score a project as making conditions "Less Safe" that will rarely if ever, be utilized, as the sort of projects on this list will almost always be working in the opposite direction.	None required
Level-of- Traffic Stress (active transportation user)	Level-of-Traffic-Stress is often not directly applicable to railroad projects unless they are crossing improvements. Even then, a high present level of stress amounts to a low score – which a grade crossing improvement or separation may presumably alleviate – but a high level of stress results in a lower score, which means that good projects are being penalized for one of the very aspects that make them worthwhile.	Omit score when project does not include a grade crossing. Further information from Project Sponsors may aid appropriate scoring.

Specific criteria, as shown in Table 2: Scoring Criteria Information Gaps, were difficult to ascertain given only information captured by the RNI. Scoring these criteria with confidence will require more information to be collected from project sponsors – this was the first motivation behind the development of the proposed intake form.

Table 2: Scoring Criteria Information Gaps

RNI Scoring Criterion	Scoring Criteria Information Needed	Proposed Action
Expanding Economic Equity (qualitative)	Equity options are sponsor dependent and unclear - and therefore should be provided by the project sponsors	Solicit further information from Project Sponsors
Funding Leverage	The amount of dedicated match funding available, and number of dedicated project partners are not often publicly available information on new projects - and therefore should be provided by the project sponsors	Solicit further information from Project Sponsors
Community Support Status	Community support is difficult to ascertain solely from RNI information, and would be best provided by the project sponsor	Solicit further information from Project Sponsors
Project Development Status	Project development status is difficult to ascertain from RNI information, and would best be evinced by the project sponsor	Solicit further information from Project Sponsors
Change in Road User Safety	This criterion is difficult to ascertain; exact level of coordination with the Federal Railroad Administration is unknown unless a sponsor presents it.	Solicit further information from Project Sponsors
Multimodal Connectivity	“Multimodal connectivity” is hard to measure as presently structured – a connection to just one customer can imply an improved connection throughout the rail network, depending on where the traffic is headed.	Solicit further information from Project Sponsors

4 Proposed RNI Intake Form

Modeled on the RNI that it intends to inform, the RNI Intake Form is designed to allow project sponsors to directly address most major fields of the RNI, ensuring a more complete degree of information in the RNI itself, and save ODOT staff time in the process. The ODOT Rail Office has offered to use the agency account on the Cognito Forms web platform to construct a form and host on its website. They would then distribute to project sponsors, following the guidelines below. Two interconnected versions of the Intake Form are proposed:

4.1 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 (regarding the green fields in Table 3: Proposed RNI Intake Form Format); and

4.2 New projects

Placing the impetus on the project sponsor to provide ODOT with most, if not all, necessary inputs to save staff time (regarding both the yellow and green fields in Table 3: Proposed RNI Intake Form Format).

Table 3 delineates how intake form questions are intended to feed [in]directly into each RNI column

Table 3: Proposed RNI Intake Form Format

RNI Column	Intake Form Proposed Question and Format
Source	Required Comment box to list sponsor by name, "List sponsoring individual or organization name"
(Reference ID) OSRP Name	Dropdown menu soliciting extant projects in service of amending information (and skipping to the green scoring fields)
Project Name	Required Comment box, "Project Name"
Start	Optional Comment box, "Railroad Milepost Start"
Stop	Optional Comment box, "Railroad Milepost Stop"
Length	N/A - Calculated by RNI spreadsheet
Subdivision	Optional Comment box, "Railroad Subdivision Name"
Project Description	Required Comment Box, "Please briefly describe the project"
Project Description II	Required Comment Box, "Please describe the motivation for project - why should the project be built?"

RNI Column	Intake Form Proposed Question and Format
Operator 1	Required Comment Box, "Name of Infrastructure Operator (in the case of grade crossings, name ODOT)"
Owner 1	Required Comment Box, "Name of Infrastructure Owner"
Operator	Optional Comment Box, "Name of Additional Infrastructure Operator (e.g. "Amtrak")"
Line	N/A - ODOT to Amend
MP	N/A - ODOT to Amend
Region	N/A - ODOT to Amend
Lat (y)	Location Information via dropped pin (Google Maps or similar API)
Long (x)	"
Use Type (Freight, Passenger, Mixed)	Dropdown menu with three listed options
Class (Class I or Short line)	Dropdown menu with two listed options
Crossing Involved (Yes/No)	Radio buttons with two options
Corridor Linkage Project	N/A - ODOT to Amend
Cost (L/M/H)	Radio Buttons with three options
Shipping Costs	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Operating Costs	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Regional and Local Economic Impact	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Economic Score	N/A - Calculated by RNI spreadsheet
Air Quality and Greenhouse Gases	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description

RNI Column	Intake Form Proposed Question and Format
Natural Resources	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Climate and Seismic Resiliency	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Cultural or Historic Resources	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Congestion Mitigation	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Environment Score	N/A - Calculated by RNI spreadsheet
Change in Operator and Maintenance Staff Safety	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Change in Passenger Safety	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Change in Road User Safety	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Level-of-Stress (active transportation user)	(1) short comment box asking for a brief description (ODOT staff will incorporate the ATNI data as per the specific guidance in Appendix C)
Safety Score	N/A - Calculated by RNI spreadsheet
Transportation Disadvantaged Populations Index (TDPI)	(1) short comment box asking for a brief description (ODOT staff will incorporate the ATNI data as per the specific guidance in Appendix C)
Expanding Economic Equity (qualitative)	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Equity Score	N/A - Calculated by RNI spreadsheet
Funding Leverage	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Community Support Status	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Project Development Status	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
ROW Status	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description

RNI Column	Intake Form Proposed Question and Format
Project Readiness Score	N/A - Calculated by RNI spreadsheet
Travel Time	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Travel Reliability	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Capacity Improvements	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Multimodal Connectivity	(1) Radio buttons, 0-4 with criterion descriptors, (2) short comment box asking for a brief description
Mobility Score	N/A - Calculated by RNI spreadsheet
Average Score	N/A - Calculated by RNI spreadsheet

5 Initial Scoring Outcomes

Without the benefit of the adjoining Power BI software to administer a focus on a particular project aspect, the straight ranking of projects reflect the emphasis of the criteria listed in Section 5.1.1 of the Implementation Plan. This is detailed in Appendix C on specific kinds of public benefit, and the qualitative nuances of the RNI project list which is detailed in the Initial Scoring Shortcomings section. Presented for each ODOT region pictured in Figure 1: ODOT Regions, the straight ranked projects from the initial scoring effort are shown in Tables 4-8.

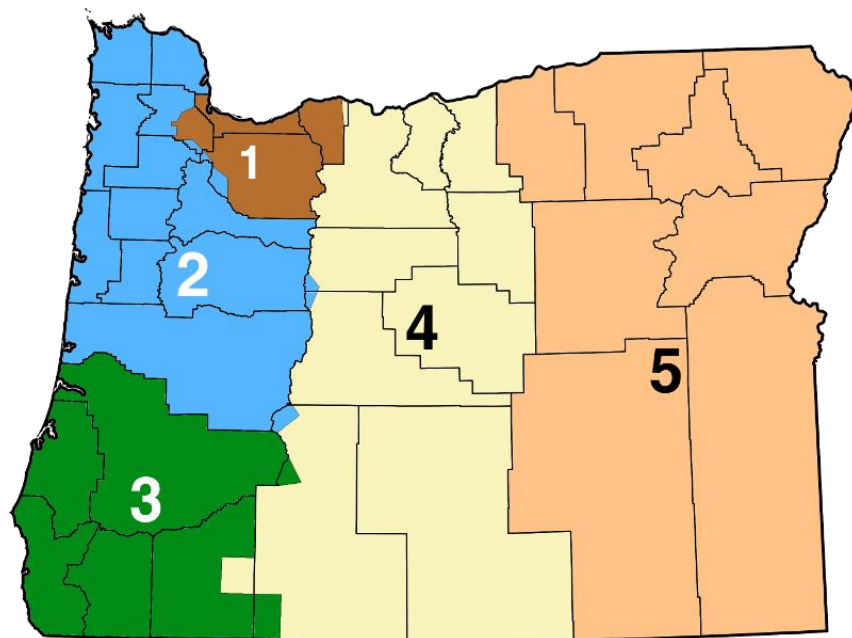


Figure 1: ODOT Regions

Table 4: Initial scoring of ODOT Region 1 projects

Project Name	Project Description	Region	Average Score
Union Station Improvements	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.	1	3.60
Union Station Platform Improvements	Platform at Portland has yet to be renovated in accordance with applicable platform standards.	1	3.14
Hood River Railroad Mainline Upgrade	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.	1	2.93
Coalca Siding Extension North and South (Double Track Canby-Pulp)	Starting just south of downtown Canby, add a second track northward incorporating present-day Coalca siding (MP 750.3-MP751.9 and extending the north end of the siding to MP 752.06. At this location there's an opportunity to extend further north to at least MP 752.3 and perhaps all the way into downtown Oregon City.	1	2.91
Second Main Track Willsburg Jct. to Clackamas	Beginning about 1.5 miles south of Clackamas siding at MP 758.1 construct second main track to Willsburg Jct. incorporating present-day Clackamas siding (MP 759.3-MP 760.85), connecting to existing two main tracks at Willsburg Jct. to provide double mainline for 12.4 miles from south of Clackamas to the Steel Bridge at East Portland.	1	2.89
Hood River Railroad Bridge Rehabilitation	Rehabilitate the railroad structure spanning Highway 35 at MP 3.5, and rehab other bridges as may be identified.	1	2.85
Hood River Railroad Turnouts Upgrade	Replace yard and industry turnouts at Hood River MP 0.1, Pine Grove MP 5.6 and Odell MP 8.5.	1	2.85

Project Name	Project Description	Region	Average Score
Peninsula Terminal Co. Intermodal Facility	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.	1	2.81
Steel Bridge Modernization	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.	1	2.81
Brooklyn Yard New Passing Track (Third Main Track Willsburg Jct. to East Portland)	Construct a third main track between Willsburg Jct. and the interlocking plant at East Portland allowing trains to stay clear of Mains 1 and 2 at Brooklyn Yard.	1	2.66
Albina Yard Modernization	Install power switches and other improvements at Albina Yard for better efficiency and reduce delays.	1	2.59
Union Pacific (Kenton line) - Ease Curvature	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.	1	2.51
The Fruit Co. Spur Track and Platform	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.	1	2.51
PNWR United Railways Rail & Turnout Replacement	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.	1	2.49

Project Name	Project Description	Region	Average Score
Double Track Peninsula Jct. to Troutdale - Kenton Line of UP's Portland Subdivision	This project has been long 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.	1	2.45
PNWR Cornelius Pass Rail Replacement	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.	1	2.41
Willbridge Crossovers	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.	1	2.39
Lake Yard Power Crossovers	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.	1	2.38

Project Name	Project Description	Region	Average Score
United Railways District Bridges Rehabilitation	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. Bridge19.9: 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.	1	2.31
UP Portland Grade Separations	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.	1	2.24
Harmony Road Grade Separation Project, Milwaukie	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 highway intersection backs traffic up across tracks.	1	2.19
Harrison Street Grade Separation	Grade separate Harrison Street and the mainline of Union Pacific through Milwaukie.	1	2.15
Front Avenue Transload Track Expansion	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.	1	2.13

Project Name	Project Description	Region	Average Score
Cure Grahams Ferry Road Underpass Vertical Clearance Restriction	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.	1	2.03
Portland-NW 112th	Signalize a passive public crossing	1	2.01
37th Avenue Grade Separation	Grade separate 37th Avenue as an alternative to Harrison Street, or in addition to Harrison.	1	1.99
Canby-OR99E	Improvements-sidewalks, panels, road approaches, signage, pavement markings	1	1.97
Juanita's Fine Foods Spur Track	Rehabilitate and restore to service 1,000 feet of existing spur track by replacing rail, installing 600 new ties, new ballast, rehab an existing turnout and install a new main track turnout in the Mt. Hood Railroad. Revived spur track would allow Juanita's to receive 180 carloads of corn and 40 carloads of cooking oil annually for the manufacturing of tortilla and other food products. Funded by Connect Oregon 2021.	1	0.00

Table 5: Initial scoring of ODOT Region 2 projects

Project Name	Project Description	Region	Average Score
Station Improvements and System Connections	Platform at Eugene has yet to be renovated in accordance with applicable platform standards.	2	3.28
Station Improvements and System Connections	Platform at Albany has yet to be renovated in accordance with applicable platform standards.	2	3.19
Eugene Depot Layover Track	A layover track at Eugene long enough to hold an Amtrak Cascades train would facilitate quicker turn-around of trainsets while not interfering with arrival and departure of Amtrak's long-distance services. The layover track would eliminate wasteful non-revenue trips between Eugene depot and Eugene yard, where the Cascades trains currently layover between runs. Light maintenance duties, such as fueling, watering, coach cleaning, restocking of consumables and 480-volt standby power would be accommodated in the track design. A federal ARRA grant has permitted ODOT to complete 30% preliminary plans and NEPA work for this two-phase project.	2	3.10
Labish Siding Extension North and South (Double Track Labish-Brooks)	Construct 8.28 miles of two main tracks incorporating the present-day Labish siding located between MP 720.35 and MP 721.8.	2	2.99
Gervais Siding Extension - North (Double Track Gervais to Hubbard)	Extend Gervais siding from its north end at MP 733.8 northward through the city of Woodburn to Hubbard, creating 5.7 miles of two main tracks between south Gervais and the city of Hubbard.	2	2.99
Alford Siding Extension & Halsey New Passing Track (Double Track Alford to Halsey)	Construct a 0.2-mile extension on the south end of Alford siding and add 7.9 miles to the north end of Alford to create 8.1 miles of two main tracks between south Alford and Halsey.	2	2.81

Project Name	Project Description	Region	Average Score
Oregon Coast Scenic Railroad and 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.	2	2.76
Marion Siding Extension North and South (Double Track Jefferson-Marion)	New track construction from MP 699.8, Jefferson, to south end of Marion siding at MP 704.1, and new track added from north Marion, MP 705.7, to MP 706.84, creating 7 miles of two main tracks.	2	2.75
PNWR Harrisburg-Eugene Rail & Turnout Replacement	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.	2	2.74
Hallawell Siding Extension - South (Double Track Tangent to North Hallawell)	Add 3.8 miles of new track from MP 683.5 south of Tangent to the south end of Hallawell siding at MP 687.3, creating two main tracks for 5.3 miles from south of Tangent to the north end of Hallawell at MP 688.8.	2	2.72
Clatskanie River Drawbridge Modernization	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	2	2.72
Amtrak Cascades Equipment	Additional locomotives and cars are needed to accommodate expansion of Cascades service and retirement of Talgo 6 trainsets. The current trainsets are comprised of articulated semi-permanently joined units with no ability to add or reduce seating capacity in concert with market conditions. Future acquisitions will have to consider operating trains consisting individual stand-alone coaches, single-level or bi-level, as an option to buying new articulated sets that cannot be easily manipulated for seating capacity.	2	2.71

Project Name	Project Description	Region	Average Score
Hallawell Siding Extension - North (Double Track South Hallawell to Albany)	New track construction to add 1.3 miles of track from north end of Hallawell siding to south end of Albany Yard at MP 690.1, creating 2.7 miles of paired track south of Albany. When combined with project above, creates 8 miles of double track from south of Tangent to Albany Yard.	2	2.68
Millersburg Siding Extension North and South	Extend Millersburg siding, currently 1.5 miles long switch point to switch point, to MP 693.4 on the south from MP 694.5 (1.1 miles), and extend northward by 1.5 miles from MP 696.0 to MP 697.56, creating 4.16 miles of two main tracks.	2	2.68
Vertical Clearances Tunnel #3	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	2	2.67
Judkins Siding Extension (Double Track Judkins to Junction City)	Construct 13.4 miles of new main track through Eugene connecting the north end of Judkins siding to the south end of Swain siding (Junction City), resulting in 16.0 miles of two main tracks through the city of Eugene and Eugene Yard.	2	2.66
PNWR (WPRR) West Side Rail Replacement	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 part of Willamette & Pacific leasehold.	2	2.62
Blind Slough Drawbridge Modernization	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.	2	2.57
John Day River Drawbridge Modernization	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.	2	2.57

Project Name	Project Description	Region	Average Score
McGilchrist Grade Separation Project, Salem	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 miss reports from the UP. Video of crossing verifies vehicles queuing across the tracks.	2	2.53
Rehab Oregon Independence Railroad	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.	2	2.51
Salem Yard Power Switches and 15,000-foot Siding	Project has two components. One is to power and signalize turnouts accessing both ends of Salem yard. The second component is to build a new 1.5-mile siding along the east side of the mainline from MP 715.30 to a connection with the south end of Salem yard at approximately MP 716.8. The south end of this new track will overlap the existing north switch of Renard siding, which lies along the west side of the mainline. Because of the overlap, the two sidings effectively will have a connected length of around 15,000 feet exclusive of Salem yard itself. Switch layout (crossovers) at the south end of Salem yard awaits further design.	2	2.48
Renard Siding Southern Extension	Extend south end of Renard siding approximately 3,700 feet creating a siding length of about 11,000 feet. Project is related to proposal at Row 9 to construct 1.5 miles of new siding diverging near north end of Renard and extending to a connection with existing yard lead at south end of Salem yard.	2	2.47
Port of Coos Bay Container Terminal	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.	2	2.45

Project Name	Project Description	Region	Average Score
Gervais to Woodburn - 2 Main Tracks	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.	2	2.37
Aurora-Ehlen Rd NE	Improve queuing within the safe stopping distance	2	2.30
Oregon Electric District Bridges Rehabilitation	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 span. 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.	2	2.27
Eliminate Tunnel Vertical Clearance Restrictions, Coos Bay Rail Line	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.	2	2.23

Project Name	Project Description	Region	Average Score
Astoria Branch, Phase II Upgrade	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 re-laid 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.	2	2.23
Albany-Queen Ave	Improvements-sidewalks, panels, road approaches, signage, pavement markings	2	2.18
Eugene-Prairie Rd	Improvements-sidewalks, panels, road approaches, signage, pavement markings	2	2.18
Salem-Mill St	Improvements-sidewalks, panels, road approaches, signage, pavement markings	2	2.18
Highway 34 Grade Separation Project, Albany	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.	2	2.15
Albany-Water St Corridor	Improvements-sidewalks, panels, road approaches, signage, pavement markings	2	2.13
Eugene Quiet Zone	Improvements for quiet zone-corridor project	2	2.13
Salem-Salem Industrial Dr	Upgrading 1 signalized crossing and signaling an adjacent crossing	2	2.13

Project Name	Project Description	Region	Average Score
Marion County-Waconda Rd	Signalize a passive public crossing	2	2.13
Astoria Branch, Phase I Upgrade	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.	2	2.12
Creswell-OR99 & Front St	Improvements-sidewalks, panels, road approaches, signage, pavement markings	2	2.09
Prescott-Graham Rd	Signalize a passive public crossing, widen roadway and crossing	2	1.97
Rehabilitate Dallas District Main Track	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.	2	1.91
Relocate Portland & Western Railroad Yard from St. Helens	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.	2	1.90
Irving Siding Power Switch	Install a power switch at MP 652.28 on Irving siding for remotely controlled access to/from Eugene Yard and the controlled Irving siding.	2	1.90
Scappoose-SE Maple St	Install ADA/pedestrian improvements	2	1.88
St Helens-Millard/Bennett	Improvements in conjunction with changes in highway intersections with PNWR	2	1.80

Project Name	Project Description	Region	Average Score
Westport-Westport Ferry Rd	Close Westport Ferry Rd and open a new crossing to accommodate an industry	2	1.38
Banks Spur Extension	Lengthen an existing loading spur track on the Port of Tillamook Bay Railroad by 260 feet. Includes installation of a new turnout. Increases number of cars that can be loaded with each service. Funded by Connect Oregon 2021.	2	0.00
Westport Siding Construction	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.	2	0.00
Pacific Recycling Spur Track Construction	Construct 2 spur tracks totaling approximately 2,335 feet to provide direct rail service to Pacific Recycling, Inc. scrap yard in Eugene off UP's Coos Bay Industrial Lead. Spur #1 will connect to UP Coos Bay line; spur #2 will be an internal track connected by crossover to spur #1. A deflection rail scale is planned for spur #2. Estimated to reduce 7,000 truck trips annually initially and up to 14,000 long term. Funded by Connect Oregon 2021.	2	0.00

Table 6: Initial scoring of ODOT Region 3 projects

Project Name	Project Description	Region	Average Score
CORP Dole-Round Prairie Rail & Turnout Replacement	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.	3	2.74
CORP Grants Pass Rail & Turnout Replacement	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.	3	2.70
CORP Riddle Rail & Turnout Replacement	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.	3	2.70
CORP Medford-Central Point Rail & Turnout Replacement	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.	3	2.68
CORP Gold Hill-Rogue River Rail & Turnout Replacement	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.	3	2.66
CORP Central Point-Gold Hill Rail & Turnout Replacement	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.	3	2.62
Allweather Wood Rail Spur Construction	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.	3	2.58
RVT Rail & Turnout Upgrades	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.	3	2.58

Project Name	Project Description	Region	Average Score
Coos Bay Rail Line Swing Bridge Steel Repairs	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.	3	2.52
CORP Myrtle Creek Rail Replacement	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.	3	2.49
CORP Dole Rail & Turnout Replacement	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.	3	2.49
Rogue Valley Commuter Rail Implementation Plan/Project	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.	3	2.32
Rehabilitate Bridges, Coos Bay Rail Line	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. A number of 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 service is essential to support economic development at the Port of Coos Bay and south coast.	3	2.20
CORP Weaver Rail & Turnout Replacement	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.	3	2.20

Project Name	Project Description	Region	Average Score
Central Point-Scenic Ave	Interconnect crossing and remove humped crossing	3	2.05
Bridge and Track Rehab to Restore LP&N to Service	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.	3	2.03
Lakeside-N 8th St	Improve crossing surface and add pedestrian crossing on the west side	3	1.97

Table 7: Initial scoring of ODOT Region 4 projects

Project Name	Project Description	Region	Average Score
Station Improvements and System Connections	Amtrak Platform at Klamath Falls has yet to be renovated in accordance with applicable platform standards.	4	2.98
Basin Fertilizer & Chemical Co. LLC Spur Track Extension	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.	4	2.71
Oregon Trunk Subdivision CTC (Lava to Chemult)	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.	4	2.69

Project Name	Project Description	Region	Average Score
Oregon Trunk Subdivision Tunnel Clearance	Vertical clearance in 5 tunnels between the Columbia River and Madras preclude 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.	4	2.61
Power Switches Accessing Gateway Subdivision at Bieber Line Jct.	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.	4	2.52
Wilsonart Spur Track Construction	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.	4	2.43
Klamath Northern Railway Upgrade	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.	4	2.36

Project Name	Project Description	Region	Average Score
Lakeview Branch Upgrade and Modernization for Handling 286k	Small rail and restricted-weight bridges preclude moving standard 286K GVW railcars critical for new industrial development; tie condition generally poor. Traffic and revenue 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 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.	4	2.30
Reed Market Road Railroad Overcrossing	Construct an overpass to carry Reed Market Road over the BNSF Railway in Bend, eliminating an existing at-grade crossing. Estimated cost \$25 million.	4	2.24
Bend-NW Revere Ave	Pedestrian upgrades, add bike lanes, ADA accommodations and general crossing upgrade.	4	2.22
La Pine Grade Separation Project	For several years 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 user, 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.	4	2.13
La Pine-Reed Rd	Install lights and gates	4	2.05

Project Name	Project Description	Region	Average Score
Celilo-Celilo Frontage Rd	Install lights and gates	4	2.01
Klamath Northern Rail Upgrade	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.	4	1.99
Bend-US97/Cooley	Redesign of Hwy 97, establish Quiet Zone, nearby preemption changes	4	1.97
Merrill-Merrill Pit Rd	Install lights and gates	4	1.97
Lake County Rail Replacement	Replace an aggregated 1.5 miles of antiquated 75- and 90-pound rail over 28 bridges and their approaches for safe train operation over critical structures and environmentally sensitive areas. Rail to be retired was manufactured between 1890 and 1915 and has reached the end of its useful life. Funded by Connect Oregon 2021.	4	0.00

Table 8: Initial scoring of ODOT Region 5 projects

Project Name	Project Description	Region	Average Score
Umatilla Terminal Spur Tracks Construction	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.	5	2.67

Project Name	Project Description	Region	Average Score
Joseph Branch General Track Rehabilitation	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 revenue sufficient 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.	5	2.54
Camp Umatilla Rail Upgrade and Switch Replacement	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.	5	2.50
Oregon Eastern RR 75-lb. Rail Replacement	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.	5	2.41
South Port Rail Safety Enhancement	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	5	2.25
Haines-Pole Line Ln	Install lights and gates	5	2.22
Oregon Eastern Railroad (WYCO dba) Rail Upgrade for 286k	Replace 75-lb. rail from MP 20.2 to about 26.2 with heavier rail to increase carrying capacity of entire line to GVW of 286,000 lbs. Line currently limited to 263,000-lb. cars. The customer served is an Eagle Picher mine, a major employer and taxpayer in Malheur County.	5	2.18
La Grande-Gekeler Ln	Install lights and gates	5	2.09

Project Name	Project Description	Region	Average Score
Echo-Buckley St	Ped path, safety & ADA improvements on safe route to school	5	2.03
Weston Branch Track Upgrade	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.	5	2.02
Milton-Freewater Shortline Customer Spur Extensions	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.	5	0.00
Oregon Eastern RR 286K Rail Upgrade - Phase 2	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.	5	0.00

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