

# Appendix A: Rail Needs Inventory (RNI)

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## Oregon State Rail Plan - Implementation Plan

March 2023

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## Appendix A: Rail Needs Inventory (RNI) <sup>1</sup>

<This section is designated for a brief explanation of Appendix A>

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<sup>1</sup> This document is an abridged version of the full RNI table

<b>Rail Needs Inventory</b>			<b>Updated November 30, 2022</b>					
<b>Row #</b>	<b>Source</b>	<b>(Reference ID) OSRP Name</b>	<b>Project Name</b>	<b>Start</b>	<b>Stop</b>	<b>Length</b>	<b>Subdivision</b>	<b>Project Description</b>
<b>1</b>	Oregon State Rail Plan 2020	<b>Lava to Chemult</b>	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.
<b>2</b>	Oregon State Rail Plan 2020	<b>Columbia River to Madras Tunnel Clearance</b>	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 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.
<b>3</b>	Oregon State Rail Plan 2020	<b>Thunderbird Curves</b>	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.
<b>4</b>	Oregon State Rail Plan 2020	<b>Lake Yard</b>	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.
<b>5</b>	Oregon State Rail Plan 2020	<b>Willbridge Crossovers</b>	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.
<b>6</b>	Oregon State Rail Plan 2020	<b>Eagle Pilcher Mine Capacity</b>	Oregon Eastern Railroad (WYCO dba) Rail Upgrade for 286k	MP 20.2	MP 26.2	6	OE Mainline	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 Pilcher mine, a major employer and taxpayer in Malheur County.

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7	Oregon State Rail Plan 2020	<b>Grahams Ferry Road Bridge</b>	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.	
8	Oregon State Rail Plan 2020 Add'l details by UP May 2022	<b>Gervais to Woodburn - 2 Main Tracks</b>	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.	
9	Oregon State Rail Plan 2020 - CIP Service Development Plan - Add'l details by UP May 2022	<b>Salem Yard Power Switches and 15,000-foot Siding</b>	<b>Salem Yard Power Switches and 15,000-foot Siding</b>	MP 715.3	MP 718.06	2.76	Brooklyn	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.	
10	Oregon State Rail Plan 2020	<b>Vertical Clearances Tunnel #3</b>	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	
11	Oregon State Rail Plan 2020	<b>Vertical Clearances , Coos Bay Rail Line</b>	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.	

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12	Oregon State Rail Plan 2020 Add'l details from UP in May 2022	<b>Peninsula Junction to Troutdale</b>	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 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.
13	Oregon State Rail Plan 2020	<b>Irving Siding Power Switch</b>	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.
14	Oregon State Rail Plan 2020	<b>La Pine Grade Separation</b>	La Pine Grade Separation Project	MP 10A-28.30	MP 10A- 28.30	N/A	Oregon Trunk	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.
15	Oregon State Rail Plan 2020	<b>Highway 34 Grade Separation</b>	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.
16	Oregon State Rail Plan 2020	<b>McGilchrist Grade Separation</b>	McGilchrist Street 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 miss reports from the UP. Video of crossing verifies vehicles queuing across the tracks.

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17	Oregon State Rail Plan 2020	<b>Harmony Road Grade Separation</b>	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.
18	Oregon State Rail Plan 2020	<b>Bieber Line Jct. Control Point - Klamath Falls</b>	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.
19	Oregon State Rail Plan 2020	<b>Lake County Railroad Rehabilitation</b>	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 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.

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20	Oregon State Rail Plan 2020	<b>Coos Bay Rail Line Preservation and Maintenance</b>	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. 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.
21	Oregon State Rail Plan 2020	<b>Astoria Upgrade Phase I</b>	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.
22	Oregon State Rail Plan 2020	<b>Astoria Upgrade Phase II</b>	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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23	Oregon State Rail Plan 2020	<b>Dallas District Rehabilitation</b>	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.
24	Oregon State Rail Plan 2020	<b>Klamath Northern Track Upgrade</b>	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.
25	Oregon State Rail Plan 2020	<b>Weston Branch</b>	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.
26	Oregon State Rail Plan 2020	<b>Joseph Branch</b>	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 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.
27	Oregon State Rail Plan 2020	<b>Eugene Depot Layover Track</b>	Eugene Depot Layover Track	MP 647.1	MP 647.5	0.4	Brooklyn	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.



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28	Oregon State Rail Plan 2020	<b>Amtrak Cascades Equipment</b>	Amtrak Cascades Equipment	MP 647.1 to MP 771.0 (0.0)	MP 0.0 to MP 9.5	133.2	Brooklyn, Portland, Fallbridge	Additional locomotives and cars are needed to accommodate expansion of Cascades service and pending 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.
29	Oregon State Rail Plan 2020	<b>Union Station Platform Improvements</b>	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.
30	Oregon State Rail Plan 2020	<b>Albany Station Improvements and System Connections</b>	Station Improvements and System Connections	MP 690.75	MP 691.05	0.3	Brooklyn	Platform at Albany has yet to be renovated in accordance with applicable platform standards.
31	Oregon State Rail Plan 2020	<b>Eugene Station Improvements and System Connections</b>	Station Improvements and System Connections	MP 647	MP 647.3	0.3	Brooklyn	Platform at Eugene has yet to be renovated in accordance with applicable platform standards.
32	Oregon State Rail Plan 2020	<b>Klamath Falls Station Improvements and System Connections</b>	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.
33	Oregon State Rail Plan 2020	<b>Union Station Rehabilitation and Improvements</b>	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.
34	Oregon State Rail Plan 2020	<b>Steel Bridge Modernization</b>	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.
35	Oregon Military Department	<b>Camp Umatilla Rail Upgrade and Switch Replacement</b>	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.

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36	Email from LP&N	<b>Longview Portland &amp; Northern Railway</b>	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.
37	Columbia County Rail Safety and Mobility Study Rail Crossings Existing Conditions - Memorandum July 2020	<b>St. Helens Railyard Relocation</b>	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.
38	Port of Coos Bay News Release Sept 1, 2021	<b>Coos Bay Container Terminal</b>	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.
39	Oregon State Rail Plan 2020	<b>Clatskanie River Bridge</b>	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
40	Oregon State Rail Plan 2020	<b>Blind Slough Bridge</b>	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.
41	Oregon State Rail Plan 2020	<b>John Day River Bridge</b>	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.
42	Connect Oregon 2021	<b>N. Suttle Rd. Intermodal Yard</b>	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.

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43	Connect Oregon 2021	<b>Restoration and Reconstruction of the Historic 1924 Brooklyn Roundhouse Turntable at the Oregon Rail Heritage Center</b>	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 and 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.
44	Connect Oregon 2021	<b>Juanita's Fine Foods Spur Track</b>	Juanita's Fine Foods Spur Track	MP 5.72	MP 5.72	0.19	Mainline	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. <b>Funded by Connect Oregon 2021.</b>
45	Connect Oregon 2021	<b>Terminal Ice &amp; Cold Storage and The Fruit Co. Spur Track and Platform</b>	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.
46	Connect Oregon 2021	<b>Hampton Lumber Sales - Banks Spur Extension</b>	Banks Spur Extension	MP 774.60	MP 774.83	0.23	Tillamook	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. <b>Funded by Connect Oregon 2021.</b>
47	Connect Oregon 2021	<b>Hampton Lumber Sales - Front Avenue, Portland Transload Track Expansion</b>	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.
48	Connect Oregon 2021	<b>Westport Siding - Teevin Westport Multimodal Terminal</b>	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. <b>Funded by Connect Oregon 2021.</b>

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49	Connect Oregon 2021	<b>Pacific Recycling Spur Track Connection</b>	Pacific Recycling Spur Track Construction	MP 649.93	MP 650.19	0.26	Coos Bay	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. <b>Funded by Connect Oregon 2021.</b>	
50	Connect Oregon 2021	<b>Rehab Oregon Independence Railroad</b>	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.	
51	Connect Oregon 2021	<b>Northwest Passage Willamette Valley Rail Trestle Improvement Project</b>	Oregon Electric District Bridges Rehabilitation	MP 71.3 MP 99.5	MP 71.3 MP 99.5	MP	Oregon Electric	<b>Bridge 71.3</b> , 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. <b>Bridge 99.5</b> , 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.	
52	Connect Oregon 2021	<b>Northwest Passage Willamette Valley Rail Trestle Improvement Project</b>	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 19.9 MP 24.0 MP 24.7	MP 17.8 MP 24.2	United Railways	<b>Bridge 11.9</b> : In span #18 replace stringers and replace all bridge crossties on span 18, 21.5 feet long over McNamee Road. <b>Bridge 16.7</b> : In span #45 replace stringers. Span is 21.5 feet long over Dick Road. <b>Bridge 17.8</b> : Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood treated ties. Bridge is 141 feet long over a drainage ditch. <b>Bridge 19.9</b> : Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood treated ties. One hundred 40 feet long over a drainage ditch. <b>Bridge 24.0</b> : Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood ties. Fifty-five feet long over a cattle pass/drainage ditch. <b>Bridge 24.2</b> : A 15-foot-long bridge over a small drainage ditch. Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood ties. <b>Bridge 24.7</b> : Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood ties. Seventy feet long crossing Bledsoe Creek.	

Rail Needs Inventory			Updated November 30, 2022						
Row #	Source	(Reference ID) OSRP Name	Project Name	Start	Stop	Length	Subdivision	Project Description	
53	Connect Oregon 2021	<b>Coos Bay Rail Line Swing Bridge Steel Repairs</b>	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 - <b>Siuslaw River, MP 716.40</b> (1,473 feet of steel spans); <b>Umpqua River, MP 739.63</b> (754 linear feet of truss spans); and <b>Coos River, MP 763.55</b> (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.	
54	Connect Oregon 2021	<b>RVT Allweather Wood Rail Spur Construction</b>	Allweather Wood Rail Spur Construction	MP 454.90	MP 455.00	0.10	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.	
55	Connect Oregon 2021	<b>Lake County Rail Replacement</b>	Lake County Rail Replacement	MP 462.4	MP 511.6	1.50	Mainline	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. <b>Funded by Connect Oregon 2021.</b>	
56	Connect Oregon 2021	<b>Wilsonart Rail Expansion</b>	Wilsonart Spur Track Construction	MP 552.1	MP 552.1	0.10	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.	
57	Connect Oregon 2021	<b>Klamath Northern Railway Upgrade</b>	Klamath Northern Railway Upgrade	MP 0.0	MP 10.5	1.10	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.	
58	Connect Oregon 2021	<b>Basin Fertilizer &amp; Chemical Co. LLC Spur Track Extension</b>	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.	
59	Connect Oregon 2021	<b>Milton-Freewater Shortline Customer Spur Extensions</b>	Milton-Freewater Shortline Customer Spur Extensions	MP 36.0 MP 39.8	MP 37.0 MP 40.2	1.40	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. <b>Funded by Connect Oregon 2021.</b>	

<b>Rail Needs Inventory</b>			<b>Updated November 30, 2022</b>					
<b>Row #</b>	<b>Source</b>	<b>(Reference ID) OSRP Name</b>	<b>Project Name</b>	<b>Start</b>	<b>Stop</b>	<b>Length</b>	<b>Subdivision</b>	<b>Project Description</b>
60	Connect Oregon 2021	<b>Umatilla Terminal Multimodal Energy Project</b>	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.
61	CIP Service Development Plan	<b>Judkins Siding Extension (Double Track Judkins to Junction City)</b>	Judkins Siding Extension (Double Track Judkins to Junction City)	MP 645.7	MP 659.1	13.4	Brooklyn	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.
62	CIP Service Development Plan	<b>Alford Siding Extension &amp; Halsey New Passing Track (Double Track Alford to Halsey)</b>	Alford Siding Extension & Halsey New Passing Track (Double Track Alford to Halsey)	MP 665.9	MP 674.0	8.10	Brooklyn	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.
63	CIP Service Development Plan	<b>Hallawell Siding Extension - South (Double Track Tangent to North Hallawell)</b>	Hallawell Siding Extension - South (Double Track Tangent to North Hallawell)	MP 683.5	MP 687.3	3.80	Brooklyn	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.
64	CIP Service Development Plan	<b>Hallawell Siding Extension - North (Double Track South Hallawell to Albany)</b>	Hallawell Siding Extension - North (Double Track South Hallawell to Albany)	MP 688.8	MP 690.1	1.30	Brooklyn	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.
65	CIP Service Development Plan	<b>Millersburg Siding Extension North and South</b>	Millersburg Siding Extension North and South	MP 693.4	MP 697.56	4.16	Brooklyn	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.
66	CIP Service Development Plan	<b>Marion Siding Extension North and South (Double Track Jefferson-Marion)</b>	Marion Siding Extension North and South (Double Track Jefferson-Marion)	MP 699.8	MP 706.84	7.04	Brooklyn	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.
67	CIP Service Development Plan Modified based on add'l details from UP May 2022 (Related Project Row 9)	<b>Renard Siding Southern Extension</b>	Renard Siding Southern Extension	MP 713.3	MP 714.0	0.7	Brooklyn	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.

<b>Rail Needs Inventory</b>			<b>Updated November 30, 2022</b>						
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68	CIP Service Development Plan	<b>Labish Siding Extension North and South (Double Track Labish-Brooks)</b>	Labish Siding Extension North and South (Double Track Labish-Brooks)	MP 719.24	MP 727.52	8.28	Brooklyn	Construct 8.28 miles of two main tracks incorporating the present-day Labish siding located between MP 720.35 and MP 721.8.	
69	CIP Service Development Plan	<b>Gervais Siding Extension - North (Double Track Gervais to Hubbard)</b>	Gervais Siding Extension - North (Double Track Gervais to Hubbard)	MP 732.32	MP 738.04	5.72	Brooklyn	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.	
70	CIP Service Development Plan	<b>Coalca Siding Extension North and South (Double Track Canby-Pulp)</b>	Coalca Siding Extension North and South (Double Track Canby-Pulp)	MP 746.48	MP 752.06	5.58	Brooklyn	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.	
71	CIP Service Development Plan	<b>Brooklyn Yard New Passing Track (Third Main Track Willsburg Jct. to East Portland)</b>	Brooklyn Yard New Passing Track (Third Main Track Willsburg Jct. to East Portland)	MP 765.04	MP 769.97	4.93	Brooklyn	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.	
72	CIP Service Development Plan - Proposal Reiterated by UP in May 2022	<b>Second Main Track Willsburg Jct. to Clackamas</b>	Second Main Track Willsburg Jct. to Clackamas	MP 758.1	MP 765.0	7.00	Brooklyn	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.	
73	21-24 STIP	<b>Albany-Queen Ave</b>	Albany-Queen Ave	690.35	690.35	90'	Brooklyn	Improvements-sidewalks, panels, road approaches, signage, pavement markings	
74	21-24 STIP	<b>Albany-Water St Corridor</b>	Albany-Water St Corridor	97.51	98.45	4800'	Oregon Electric	Improvements-sidewalks, panels, road approaches, signage, pavement markings	
75	21-24 STIP	<b>Bend-US97/Cooley</b>	Bend-US97/Cooley	147.55	147.55	70'	Oregon Trunk	Redesign of Hwy 97, establish QZ, nearby preemption changes	
76	21-24 STIP	<b>Canby-OR99E</b>	Canby-OR99E	747.6	747.6	200'	Brooklyn	Improvements-sidewalks, panels, road approaches, signage, pavement markings	
77	21-24 STIP	<b>Creswell-OR99 &amp; Front St</b>	Creswell-OR99 & Front St	635.5	635.5	90'	Roseburg	Improvements-sidewalks, panels, road approaches, signage, pavement markings	
78	21-24 STIP	<b>Eugene-Prairie Rd</b>	Eugene-Prairie Rd	138.34	138.34	100'	Oregon Electric	Improvements-sidewalks, panels, road approaches, signage, pavement markings	
79	21-24 STIP	<b>Eugene Quiet Zone</b>	Eugene Quiet Zone	647.06	648.14	6000'	Brooklyn	Improvements for quiet zone-corridor project	
80	21-24 STIP	<b>Portland-NW 112th</b>	Portland-NW 112th	7.54	7.54	50'	Astoria District	Signalize a passive public crossing	
81	21-24 STIP	<b>Salem-Salem Industrial Dr</b>	Salem-Salem Industrial Dr	68.92	68.92	65'	Oregon Electric	Upgrading 1 signalized xing and signalizing an adjacent crossing	

<b>Rail Needs Inventory</b>			<b>Updated November 30, 2022</b>					
<b>Row #</b>	<b>Source</b>	<b>(Reference ID) OSRP Name</b>	<b>Project Name</b>	<b>Start</b>	<b>Stop</b>	<b>Length</b>	<b>Subdivision</b>	<b>Project Description</b>
82	21-24 STIP	<b>Salem-Mill St</b>	Salem-Mill St	718.36	718.36	100'	Brooklyn	Improvements-sidewalks, panels, road approaches, signage, pavement markings
83	21-24 STIP	<b>St Helens-Millard/Bennett</b>	St Helens-Millard/Bennett	25.95 Millard	24.78 Bennett	70' ea	Astoria District	Improvements in conjunction with changes in highway intersections with PNWR
84	N/A Planning stages	<b>Westport-Westport Ferry Rd</b>	Westport-Westport Ferry Rd	71.27	71.27	40'	Astoria District	Close Westport Ferry Rd and open a new crossing to accommodate an industry
85	24-27 STIP	<b>Marion County-Waconda Rd</b>	Marion County-Waconda Rd	61.29	61.29	40'	Oregon Electric	Signalize a passive public crossing
86	24-27 STIP	<b>Albany-Beta Dr SW</b>	Albany-Beta Dr SW	687.15	687.15	30'	Brooklyn	Signalize a passive public crossing
87	24-27 STIP	<b>Aurora-Ehlen Rd NE</b>	Aurora-Ehlen Rd NE	743.17	743.17	100'	Brooklyn	Improve queuing within the safe stopping distance
88	24-27 STIP	<b>Prescott-Graham Rd</b>	Prescott-Graham Rd	41.74	41.74	40'	Astoria District	Signalize a passive public crossing, widen roadway and crossing
89	24-27 STIP	<b>Scappoose-SE Maple St</b>	Scappoose-SE Maple St	19.67	19.67	75'	Astoria District	Install ADA/pedestrian improvements
90	24-27 STIP	<b>Lakeside-N 8th St</b>	Lakeside-N 8th St	752.1	752.1	70'	Coos Bay	Improve crossing surface and add pedestrian crossing on the west side
91	24-27 STIP	<b>Central Point-Scenic Ave</b>	Central Point-Scenic Ave	447.1	447.1	70'	Roseburg	Interconnect crossing and remove humped crossing
92	24-27 STIP	<b>Celilo-Celilo Frontage Rd</b>	Celilo-Celilo Frontage Rd	1.825	1.825	60'	Oregon Trunk	Install lights and gates
93	24-27 STIP	<b>Merrill-Merrill Pit Rd</b>	Merrill-Merrill Pit Rd	540.81	540.81	140'	Modoc	Install lights and gates
94	24-27 STIP	<b>Bend-NW Revere Ave</b>	Bend-NW Revere Ave	150.5	150.5	100'	Oregon Trunk	Pedestrian upgrades, add bike lanes, ADA accommodations and general crossing upgrade.
95	24-27 STIP	<b>La Pine-Reed Rd</b>	La Pine-Reed Rd	30.382	30.382	60'	Oregon Trunk	Install lights and gates
96	24-27 STIP	<b>Echo-Buckley St</b>	Echo-Buckley St	192.12	192.12	25'	La Grande	Ped path, safety & ADA improvements on safe route to school
97	24-27 STIP	<b>La Grande-Gekeler Ln</b>	La Grande-Gekeler Ln	292.05	292.05	60'	Huntington	Install lights and gates
98	24-27 STIP	<b>Haines-Pole Line Ln</b>	Haines-Pole Line Ln	334.86	334.86	50'	Huntington	Install lights and gates
99	Port of Morrow	<b>Port of Morrow Rail Rehabilitation</b>	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
100	Email from Union Pacific	<b>UP Portland Grade Separations</b>	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.
101	Email from Union Pacific	<b>Albina Yard Modernization</b>	Albina Yard Modernization	0.37	3.0	2.63	Portland - Kenton	Install power switches and other improvements at Albina Yard for better efficiency and reduce delays.



<b>Rail Needs Inventory</b>			<b>Updated November 30, 2022</b>					
<b>Row #</b>	<b>Source</b>	<b>(Reference ID) OSRP Name</b>	<b>Project Name</b>	<b>Start</b>	<b>Stop</b>	<b>Length</b>	<b>Subdivision</b>	<b>Project Description</b>
102	Email from Anzur Logistics	<b>Hood River Railroad Mainline Upgrade</b>	Hood River Railroad Mainline Upgrade	0.0	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.
103	Email from Anzur Logistics	<b>Hood River Railroad Bridge Rehabilitation</b>	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.
104	Email from Anzur Logistics	<b>Hood River Railroad Turnouts Upgrade</b>	Hood River Railroad Turnouts Upgrade	0.0	9.0	9.0	Mt. Hood	Replace yard and industry turnouts at Hood River MP 0.1, Pine Grove MP 5.6 and Odell MP 8.5.
105	City of Milwaukie TSP	<b>Harrison Street Grade Separation</b>	Harrison Street Grade Separation	764.3	764.3	100'	Brooklyn	Grade separate Harrison Street and the mainline of Union Pacific through Milwaukie.
106	City of Milwaukie TSP	<b>37th Avenue Grade Separation</b>	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.
107	Genesee & Wyoming	<b>CORP Medford-Central Point Rail &amp; Turnout Replacement</b>	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.
108	Genesee & Wyoming	<b>CORP Central Point-Gold Hill Rail &amp; Turnout Replacement</b>	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 (3) at MP 449.3, 449.9, and 450.5 Central Point to Gold Hill.
109	Genesee & Wyoming	<b>CORP Gold Hill-Rogue River Rail &amp; Turnout Replacement</b>	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.
110	Genesee & Wyoming	<b>CORP Grants Pass Rail &amp; Turnout Replacement</b>	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.
111	Genesee & Wyoming	<b>CORP Riddle Rail &amp; Turnout Replacement</b>	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.
112	Genesee & Wyoming	<b>CORP Weaver Rail &amp; Turnout Replacement</b>	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.
113	Genesee & Wyoming	<b>CORP Myrtle Creek Rail Replacement</b>	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.
114	Genesee & Wyoming	<b>CORP Dole Rail &amp; Turnout Replacement</b>	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.

<b>Rail Needs Inventory</b>			<b>Updated November 30, 2022</b>						
Row #	Source	(Reference ID) OSRP Name	Project Name	Start	Stop	Length	Subdivision	Project Description	
115	Genesee & Wyoming	<b>CORP Dole-Round Prairie Rail &amp; Turnout Replacement</b>	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.	
116	Genesee & Wyoming	<b>PNWR (WPRR) West Side Rail Replacement</b>	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 part of Willamette & Pacific leasehold.	
117	Genesee & Wyoming	<b>PNWR Cornelius Pass Rail Replacement</b>	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.	
118	Genesee & Wyoming	<b>PNWR United Railways Rail &amp; Turnout Replacement</b>	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.	
119	Genesee & Wyoming	<b>PNWR Harrisburg-Eugene Rail &amp; Turnout Replacement</b>	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.	
120	Email from Anzur Logistics	<b>RVT Rail &amp; Turnout Upgrades</b>	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.	
121	Karl MacNair	<b>Rogue Valley Commuter Rail</b>	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.	
122	Connect Oregon 2021	<b>Oregon Eastern RR 286K Rail Upgrade - Phase 2</b>	Oregon Eastern RR 286K Rail Upgrade - Phase 2	0	24	24	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. <b>Funded by Connect Oregon 2021.</b>	

<b>Rail Needs Inventory</b>			<b>Updated November 30, 2022</b>					
<b>Row #</b>	<b>Source</b>	<b>(Reference ID) OSRP Name</b>	<b>Project Name</b>	<b>Start</b>	<b>Stop</b>	<b>Length</b>	<b>Subdivision</b>	<b>Project Description</b>
123	Oregon State Rail Plan 2020	<b>Oregon Eastern RR 75-lb. Rail Replacement</b>	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.
124	City of Bend TSP City of Bend CIP Central Oregon Rail Plan	<b>Reed Market Road Railroad Overcrossing</b>	Reed Market Road Railroad Overcrossing	1.00	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.
125	Connect Oregon 2021	<b>Oregon Coast Scenic Railroad and Port of Tillamook Bay</b>	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.
126	Connect Oregon 2021	<b>Oregon City Siding</b>	Oregon City Siding	754.46	755.4	0.06	Brooklyn	Reconstruct 5,500-foot industrial siding track south from Oregon City center, and install new signals for passenger rail use in the Brooklyn Subdivision.

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