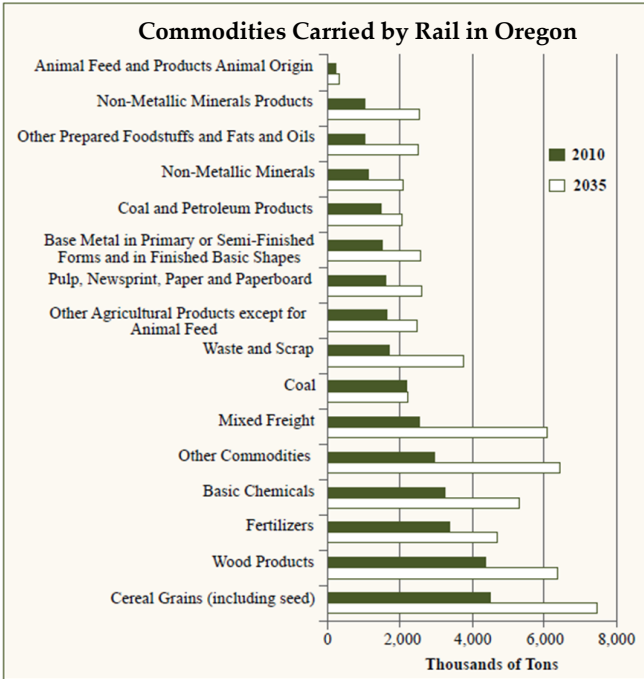


Oregon's Rail System

A Private System Visible to the Public

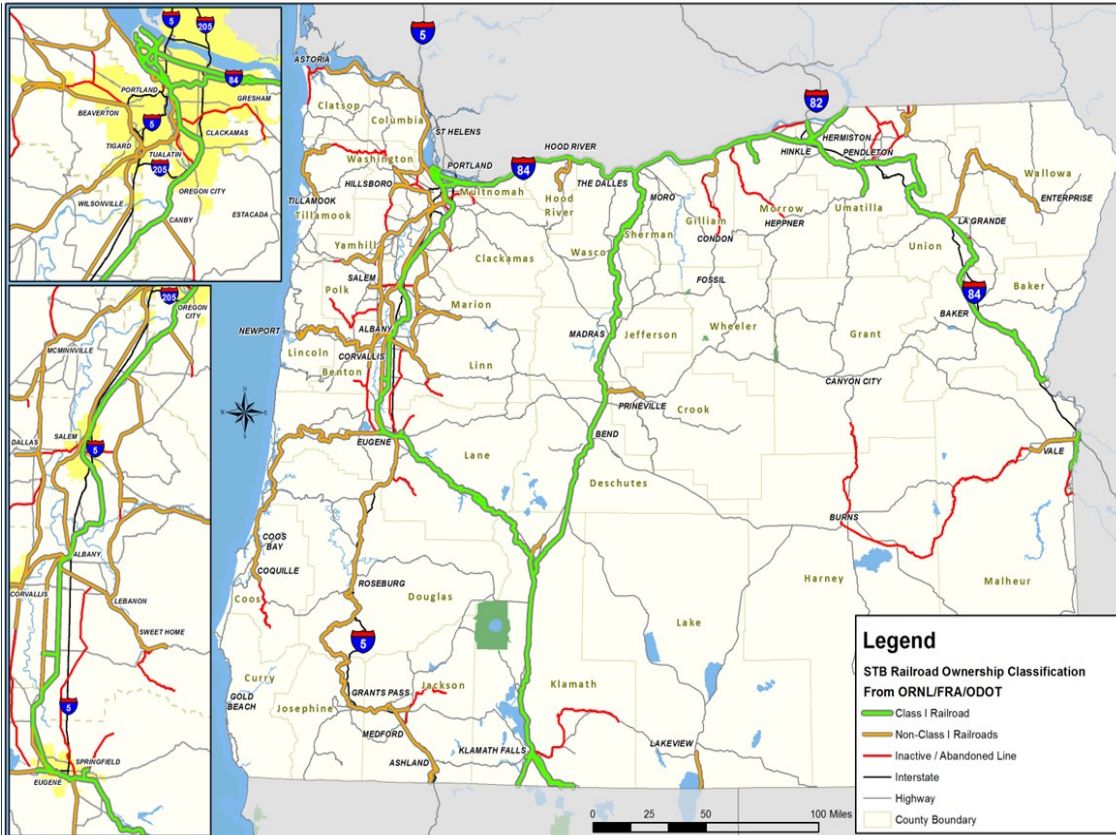
Rail transportation plays a vital role in Oregon's economy, carrying goods and serving passengers. Although primarily privately owned, the rail system (e.g. tracks, trains, crossing safety devices) is prominent in many Oregon communities. To maximize benefits and ensure safety, ODOT and local communities have public-private partnerships with railroads. ODOT inspects track and railcars for safety, coordinates on rail-roadway crossing projects and partners on passenger service.



Source: STB Waybill Sample for Oregon; FAF3.4 Growth Factors.

DID YOU KNOW?

- ⇒ Federal Railroad Administration (FRA) is responsible for developing and enforcing railroad safety rules, managing funding programs and AMTRAK oversight
 - ⇒ Most of Oregon's rail system is privately held
 - ⇒ Rail crossings are part of the highway system
 - ⇒ Amtrak has an agreement to use private rail lines for passenger service
 - ⇒ Railroads are classified based on annual revenue
 - ⇒ Class I—2024 revenue > \$1.032 billion or more
 - ⇒ Non-Class I—2018 revenue < \$1.032 billion
- (Source: Surface Transportation Board, Oregon State Rail Plan)



By the numbers

- 2,344 track miles
- 26 active railroads
- 2 Class I railroads
- 24 Short Line Railroads
- 1865 public highway grade crossings
- \$241 billion of commodities carried by rail annually (2016)
- Amtrak operates 3 passenger routes

(source: Oregon State Rail Plan 2020)

Oregon's Rail System

Moving Goods by Rail

Rail is an efficient mode of transport for some goods. Certain challenges impact how goods are carried.

- Rail shipping requires a minimum of a carload; railroads don't aggregate less-than-carload (lcl) freight. But there are third parties who containerize lcl freight.
- Distance matters; generally rail transport is more cost efficient exceeding 500 miles.
- Timeliness – Rail shippers generally experience longer transit times but regular customers factor this into their logistics.
- Direct access to rail – Rail is most economical when users have onsite rail service at their facilities and do not need to shuttle goods between plant and the railcar.
- High volumes are needed for most efficiency

Sometimes trucking is a more cost effective choice for cargo movement. For high-value freight in low to medium volumes, trucking better fits the needs. Depending upon distance, some trailers and containers that begin and end their journey by roadway have an intermediate train ride.

Ways Oregon Can Regulate Rail

- Rail and railcar inspections
- Crossing device inspections

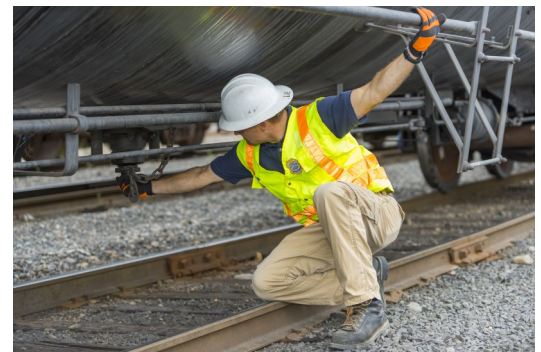
States are preempted by the ICC Termination Act of 1995 which gives Surface Transportation Board (STB) vested regulatory authority over railroads.

What Isn't Regulated by States

- Commodities transported
- Routing and timing decisions
- Crossing blockages
- Safety on railroad property
- Train speed

ODOT's Role & Authority

- ⇒ Safety oversight including inspections, rail-roadway crossing safety efforts, project development and funding programs
- ⇒ Incident response (e.g. derailments, highway crashes)
- ⇒ Coordinate and collaborate with railroads on state investments
- ⇒ Partner on passenger rail
- ⇒ State Rail Plan Implementation initiatives including system investments, leverage project opportunities, run Amtrak Cascades service, manage right-of-way and explore projects to meet ODOT's transportation vision.



An ODOT employee inspects a rail car.



For more information:

<https://www.oregon.gov/odot/mct/pages/index.aspx>

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