



Connect Oregon - Federal Grant Match Application

To ensure you have current program information, sign up for the [Connect Oregon electronic mailing list](#).

The *Draft Grant Agreement* and *Frequently Asked Questions* are available on the [Connect Oregon website](#).

You must complete all required fields and upload required documentation for your application to be eligible to compete.

You can save your progress via the 'Save' button in the lower right corner of the page and revisit this form as you go.

You should have a pre-application consultation with the Oregon Business Development Department for Marine projects, Oregon Department of Aviation for Aviation projects, and Oregon Department of Transportation for Rail projects prior to submitting applications.

Application ID

Region 2 Rail, Class I Railroad

1. Applicant information

Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity. The authorized representative is someone who is authorized to make decisions and sign a funding agreement with ODOT should your project be chosen for funding.

Entity/Organization/Company Name

Oregon Department of Transportation

Address

355 Capitol St. NE MS43, Salem, Oregon 97301

Website address

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

Contact person name

Mike Jenkins

Contact person title

Passenger Rail Equipment Manager

Email

michael.l.jenkins@odot.oregon.gov

Phone

(503) 508-8610

Authorized representative name, if different from the applicant contact

Authorized representative title

Phone

Email

2. Entity type

Entity type

Public

Business registry number

We recommend saving your application now. Click the save button to do so.

3. Project name and location

The project name should be brief, and clearly describe the project. The name you provide will be used in summary reports and other published materials. The project location should include county and state, and if applicable, the city where the project is physically located. Provide GPS coordinates (latitude and longitude).

Project name

Eugene Station Layover Track Project

Check this box if the project address is the same as the address listed above.

No

Project address (same as previously entered)

355 Capitol St. NE MS43, Salem, Oregon 97301

Project address, (or nearest street intersection or landmark)

433 Willamette St., Eugene, Oregon 97401

Latitude (degrees and decimal)

44°03'20.2"N

Longitude (degrees and decimal)

123°05'41.8"W

To find the latitude and longitude, you can use Google Maps or other mapping service. Within Google Maps, you can right-click on the location of the project, select "What's here?", to get the address and the coordinates.

For example, the State Capitol Building's coordinates are 44.938422, -123.030740, thus 44.938422 goes into the Latitude box, and -123.030740 goes into the Longitude box.

4. Mode

Rail, Class I Railroad

5. Connect Oregon region

Region 2

6. Brief summary of project

The Project will increase the efficiency of the Amtrak Cascades by constructing a layover track at Amtrak's Eugene Station. The current track cannot facilitate overnight storage or servicing of the Amtrak Cascades, forcing the Cascades to use Union Pacific Railroad's Eugene Yard to layover. The track will include 480-volt standby power, allowing the locomotive to be shut down during layover, reducing fuel expense, local pollution, and will also facilitate light maintenance duties.

7. Project purpose and description

The purpose of this independent utility project is to eliminate periodic unexpected late departures of passenger trains from Eugene Station that occur when freight operations at Eugene Yard unintentionally interfere with non-revenue movement of Cascades trainsets to the station to entrain passengers. The Project will enhance the functional utility of Eugene Station by keeping freight and passenger trains separated by providing storage for the passenger trains at the station, ending the use of Eugene Yard for passenger train layover.

ODOT's rail needs inventory in its Oregon State Rail Plan Implementation Plan has recognized the project need for over 20 years, with the funding gap as the largest obstacle.

The Project will benefit intercity passenger rail service and freight rail service by enabling layover storage and light servicing of Amtrak Cascades regional passenger trains at Eugene Station. The current track configuration at the station includes two tracks running through the station; one is a mainline, and the other is a parallel siding that accesses the passenger platform. There is a single main track to the east of Eugene Station and two tracks, mainline and siding, to the west. The mainline and siding extend to Eugene Yard 1.8 miles to the northwest.

The current track configuration cannot facilitate the layover storage and/or servicing of Amtrak Cascades trains for two reasons: 1) the siding must accommodate the through Coast Starlight trains; 2) the siding is frequently used by freight trains arriving and departing Eugene Yard. Therefore, Amtrak Cascades trains must retire to Eugene Yard for layover. Due to the location of the layover track in the yard, switching priorities, and yard congestion, passenger trainsets are vulnerable to freight rail interference. Such delays effect on-time departure.

The new layover stub track will diverge from the siding just east of Lincoln Street and be located parallel to the existing siding track. The existing platform that serves the siding track in front of the station is to be rebuilt to a 21-foot width and extended as a peninsula platform to serve both the existing siding track and the proposed stub track. The design includes necessary components for maintenance of Amtrak Cascades rolling stock, including 480-volt standby power hookups, platform lighting, a materials storage building, and environmental drip control. The Project also includes acquisition of approximately 0.13-acre of additional property to be under City ownership.

Currently, boarding and alighting occurs only on the siding during which time UPRR policy is to not utilize the parallel mainline until the Amtrak Cascades and Coast Starliner trains have cleared the area. The Project will resolve this issue, through a new stub track that will serve Amtrak Cascades trains, while the yard lead (siding) will serve the purposes of boarding/alighting of the Amtrak Coast Starlight. This Project will provide a safer rail passenger track and platform facility. The Project is not dependent on any other future phases in order for the project to be fully functional.

The primary beneficiary will be the traveling public through improved on-time reliability of Oregon's Amtrak Cascades service. Amtrak Cascades riders will benefit through increased safety due to the separation of freight and passenger trains while the community as a whole will benefit from the elimination of the deadhead movements between Eugene Station and Eugene Yard. As this Project improves reliability over time, potential riders may feel more comfortable traveling along the Amtrak Cascades route and will benefit from increased mobility and associated educational, travel, or occupational opportunities. The Oregon portion of the Amtrak Cascades saw record ridership in 2024 with 161,899 trips, and this project will only increase that number as the service becomes more reliable, convenient, and less polluting.

Several agencies and jurisdictions will also benefit from the Project, including ODOT, Amtrak, and the City of Eugene. ODOT and Amtrak will benefit because the reduction in non-revenue movements will result in time- and cost-savings. The City of Eugene will benefit from having more reliable intercity connections. The Project will restore UPRR capacity in the immediate area to move passenger and freight trains. These service enhancements will also benefit major metropolitan cities with stations along the Amtrak Cascades route.

8. Useful life (years)

30 years for new rail improvements.

9. Federal Grant Information

Federal Granting Agency

Federal Railroad Administration

Federal grant being applied for

National Railroad Partnership Program /
Federal-State Partnership for Intercity
Passenger Rail (FSP) Grant Program/Corridor
ID

Estimated date for Notice of Funding Opportunity

9/22/2025

Estimated deadline for federal grant application submission

1/7/2026

10. Project Schedule

Answer whether milestones above have been met; fill in projected start and completion dates. Funding agreements are anticipated to be executed with construction needing to begin within one year from agreement execution, and be completed within three years of execution. Project schedule should demonstrate how the project will meet this requirement. Milestones 4 and 5 should reflect the dates the plans are ready and a construction contract is awarded for the first construction contract to complete the project.

- Scoping and planning means the development of the project size and scope, determination of operational requirements, and required public comment periods.
- Right-of-way and land acquisition means the process of securing land for the project site, including purchases, leases, eminent domain/condemnation, and the acquisition of required easements.
- Permits means the process of securing any required permits, approvals, or permission from any local, state, or federal agency.
- Final plans/bidding engineering documents means the development of any structural or operational documents required to advertise and build the project.
- Construction contract award means the securing of a contract to build, install, or otherwise prepare the project for operations or use.
- Project completion means construction or installation is complete and the project is ready for

operation or use.

Milestone 1: Scoping and planning	Has the milestone been met? Yes	Projected start date of milestone work 9/1/2012	Projected milestone completion date 5/6/2015
Milestone 2: Right of way and land acquisition	Has the milestone been met? No	Projected start date of milestone work 9/1/2026	Projected milestone completion date 7/31/2027
Milestone 3: Permits	Has the milestone been met? No	Projected start date of milestone work 12/1/2027	Projected milestone completion date 3/31/2028
Milestone 4: Final plans/bidding engineering documents	Has the milestone been met? No	Projected start date of milestone work 5/1/2027	Projected milestone completion date 8/31/2028
Milestone 5: Construction contract award	Has the milestone been met? No	Projected start date of milestone work 1/1/2028	Projected milestone completion date 5/31/2028
Milestone 6: Project completion	Has the milestone been met? No	Projected start date of milestone work 5/1/2028	Projected milestone completion date 2/28/2029
11. Will the project's construction schedule be constrained by environmental considerations (bird-nesting, fish-spawning seasons, temperature or weather)? No		If yes, then please explain and provide limitation dates	

12. Who was responsible for determining the project schedule and what is their level of expertise? (i.e. city or consulting engineer, construction project manager, city staff, etc.)

Bob Melbo, the ODOT State Rail Planner, brings over 33 years of railroad operations management experience to the table. His decades of experience in the railroad industry have helped develop a healthy project schedule with contingency periods built in. Bob consulted with Jacobs Engineering to develop the project schedule, a worldwide renowned firm with over 75 years of experience in projects in the railroad industry.

13. Project property control

Property used for a Connect Oregon project must be committed for such use for 20 years following construction. If the property is not yet secured, describe the steps and timeline to complete the transaction(s). Note: All property transactions must be completed 60 days prior to OTC final selection of projects.

Identify the method of control for project property

Long-term lease for 20 years following project completion

Provide the steps and timeline to complete the acquisition or lease transactions:

14. Describe any project risks or barriers to being ready for construction and your plan to address the risks/barriers

ODOT has identified project cost overruns, schedule delays, and quality issues as risks to being ready for construction. To prevent cost overruns during the design phase, ODOT used a fixed-price contract with the design firm. To prevent schedule delays, ODOT required the design firm to integrate a delay contingency and be prepared to implement mitigation efforts. To prevent quality issues, ODOT required design criteria and reviews by ODOT staff.

During construction ODOT will implement a risk management plan to create an integrated scheme of risk allocation and management that will support the achievement of safety, cost, schedule, and quality. ODOT's risk management process includes a continuous identification of risks, planning and organizing of appropriate risk control, risk transfer, and risk financing techniques, and implementation of those techniques internally at all levels of the project, and externally with insurers, loss adjusters, and other risk finance specialists.

15. Describe your public and stakeholder engagement process efforts

During Project development, ODOT held multiple meetings with UPRR, the City of Eugene, and Amtrak to solicit feedback and guidance on the Project. Although no project-specific public outreach has been conducted, the project was included in public project materials for the Oregon Passenger Rail Investment Plan as well as the corresponding Environmental Impact Statement, which was made available for public comment.

16. Public body approvals and permits

Identify all public body approvals and permits needed to complete the project; indicate the status of each approval/permit. Add approvals/permits as needed. Below are descriptions of some possible approvals/permits that projects are subject to. Other potentially required permits may involve wetlands, material sources, fish passage, airport clearance, railroad clearance, waterways and other federal, state and/or local requirements. All permits needed for construction must be secured within nine months following execution of a grant funding agreement.

- The National Environmental Policy Act (NEPA) applies whenever a proposed activity or action:
 - o is proposed on federal lands;
 - o requires passage across federal lands;
 - o is to be funded – either entirely or in part – by the federal government; or
 - o affects the air or water quality that is regulated by federal law.

When any one of these four conditions are present, the federal agency with the greatest expertise, regulatory authority, and capacity to manage the NEPA process for the proposed project becomes the lead agency for that project.

These actions are defined at [40 CFR 1508.1](#). The environmental review under NEPA can involve three different levels of analysis:

1. [Categorical Exclusion determination \(CATEX\)](#)
2. [Environmental Assessment/Finding of No Significant Impact \(EA/FONSI\)](#)

3. [Environmental Impact Statement \(EIS\)](#)

- Identify if in-water work permits are required for the project. More information can be found at the following website: <https://www.oregon.gov/dsl/www/pages/permits.aspx>
- Identify if United States Army Corps of Engineers (USACE) permits are required for the project. More information can be found at the following website: <https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/Obtain-a-Permit/>
- Coordination with Native American tribal representatives is often required prior to construction. Projects located along or crossing borders may require coordination with jurisdictions and/or state agencies in bordering states.

Complete the following:

NEPA Categorical Exclusion (CE)	Status Completed	Expected completion date
NEPA Environmental Assessment (EA)	Status Not applicable	Expected completion date
Environmental Impact Statement (EIS)	Status Not applicable	Expected completion date
In-water work permit	Status Not applicable	Expected completion date
Army Corps of Engineers permit	Status Not applicable	Expected completion date
Coordination of project approval with any Native American tribe or another state	Status Completed	Expected completion date

Any additional specific permits or approvals needed

Specific permit or approval needed	Status	Expected completion date

17. Planning and land use

Demonstrate the project's compliance with land use documents identified below or describe how you will achieve compliance. Add any additional planning/land use efforts that are not listed. A limited land use decision must be complete within six months of the execution of a grant funding agreement. If the use is not permitted outright and/or requires a land use decision to be a legally allowable use on the site, the land use decision must be complete 60 days prior to the OTC's final action to select projects.

- A Transportation System Plan (TSP) is a plan for one or more transportation facilities planned,

developed, operated, and maintained in a coordinated manner to supply continuity of movement among modes, and within and between geographic and jurisdictional areas.

- *Comprehensive Plan means a generalized, coordinated land use map and policy statement of the governing body of a local government that interrelates all functional and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation systems, educational facilities, recreational facilities, and natural resources and air and water quality management programs.*
- *A Regional Transportation Plan (RTP) is a 20-year plan prepared by a Metropolitan Planning Organization (MPO) that identifies needed transportation projects and funding sources.*
- *A zoning amendment is a formal changing of the land use, which requires approval and adoption by the pertinent local government.*
- *A Goal Exception is a decision to exclude certain land from the requirements of one or more applicable statewide goals. (See our [list of Statewide Planning Goals](#))*

Identified in adopted transportation system plan (TSP)	Status Completed	Expected completion date
Identified in adopted local comprehensive plan	Status Not applicable	Expected completion date
Identified in adopted regional transportation plan (RTP)	Status Not applicable	Expected completion date
Requires amendment to local zoning to change the use of the property	Status Not applicable	Expected completion date
Goal exception (if required by state planning goals)	Status Not applicable	Expected completion date
Identified in public or corporate planning document	Status Not applicable	Expected completion date

Any additional planning or land use efforts not specified above

Planing/land use effort	Status	Expected completion date
Oregon State Rail Plan	Completed	

Planning/land use narrative

ODOT maintains a rail needs inventory in its Oregon State Rail Plan Implementation Plan, which includes the Eugene Station Layover Track Project. The need for this project has been recognized for over 20 years.

In 2011, ODOT received \$1.5 million in American Recovery and Reinvestment Act (ARRA) funds for the

planning and early design of the layover facility. Through this funding, preliminary engineering and NEPA analysis were completed for the Project in 2017. Since then, designs have advanced, but additional funding is required to complete NEPA reevaluation, final design, and construction.

The Project also includes acquisition of approximately 0.13-acre of additional property to be under City ownership. The area to be procured includes a nearby parking lot and is an extension of city property to the south, east of Lincoln Street. It is not anticipated that any acquisition or construction activities will displace residences, businesses, or other buildings.

18. Project budget

As the Connect Oregon program is intended to support Oregon's economy, we would generally encourage grant recipients to contract out the work to the private sector. While grant recipients may need to perform some specialized work in-house, please confirm your plans with the Connect Oregon program office following grant award. Private sector recipients should review the sample grant agreement clarifying what is not allowed around "related parties." No additional Connect Oregon funds will be available; grant recipients who are awarded funds will be responsible for any additional project costs and will be held to completing the scope of work in their funding agreement.

The Connect Oregon program is a reimbursement program. Grant recipients will be required to pay its consultants/contractors/vendors prior to seeking reimbursement from the Connect Oregon program.

18a. Budgeted amount: land acquisition
\$2,000,000.00

18b. Budgeted amount: permits, other public body approvals (application preparation/fees)
\$193,828.00

18c. Budgeted amount: design/engineering
\$1,453,710.00

18d. Budgeted amount: design/engineering contract administration
\$0.00

18e. Budgeted amount: construction
\$9,691,400.00

18f. Budgeted amount: construction contract administration
\$1,162,968.00

18g. Budgeted amount: miscellaneous
\$79,500.00

Subtotal
\$14,581,406.00

Contingency
\$2,111,461.00

Total project cost
\$16,692,867.00

19. Who was responsible for determining the project budget and what is their level of expertise?

Bob Melbo, the ODOT State Rail Planner (with over 33 years of railroad operations management experience) was responsible for developing the project budget. His decades of experience in the railroad industry have helped develop a healthy project budget that accounts for inflation. Bob consulted with Jacobs Engineering to develop the project budget, a worldwide renowned firm with over 75 years of experience in projects in the railroad industry. Bob and Jacobs are confident the budget is sound.

20. Grant request/matching funds requirement

Enter the grant request; the total project cost will come from question 18 above. The applicant match and

match percentage will calculate automatically. An applicant must provide at least 30% of the project's funding or 50% for Class I railroads. This statutory requirement should be primarily met through securing the federal funds identified below.

The amount of matching funds an applicant makes available is used in scoring your application. Should an applicant be chosen for funding, the commitment of matching funds shown in the application may not be reduced through the life of the project.

Total project cost	Federal grant requested amount	Connect Oregon Federal Grant Match amount requested
\$16,692,867.00	\$13,354,293.00	\$1,838,574.00

Please identify additional sources of matching funds you will use for the project

21 Matching Funds

Source	Amount
Amtrak	\$1,500,000.00

Additional Matching Funds: \$1,500,000.00

Applicant match (dollars)	Applicant match (percent)
\$14,854,293.00	88.99%

Federal grant requested amount plus additional funding sources must equal at least 30% of the total project costs (50% for Class I Railroads).

Economic Benefits

21. How does the project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

The Project eliminates the deadhead train movements for Amtrak Cascades trains from Eugene Station to the UPRR Eugene Yard, instead storing and serving the trains on the layover track. Estimated to be about 2,600 train-miles, or 242 train-hours, per year, the reduction in train movements generates cost savings from reduced labor and maintenance. The cost savings are based on average maintenance costs per train-mile and the median employee costs. These cost savings benefit Amtrak Cascades services and can be reinvested into additional labor services and/or infrastructure investments.

22. What are the specific economic benefits to this state that will result from this project?

Amtrak Cascades trains must travel 1.8 miles across seven grade crossings to the UPRR Eugene yard in order to layover, generating greenhouse gas (GHG) emissions. The project will remove this wasteful 3.6-mile non-revenue round-trip. It is estimated that the project will save Amtrak more than 2,600 miles of non-revenue movements annually in Eugene, or 242 train-hours, per year in savings. This reduction will generate cost savings and emissions reductions as economic benefits to the state.

Currently, Amtrak Cascades trains stored at the Eugene Yard idle their locomotives continuously to provide power to the train. The new track will include 480-volt standby power, allowing the locomotive to be shut down during layover, significantly reducing fuel expenses for Amtrak. With ridership increasing, late departures from Eugene will impact a greater number of passengers than ever before, and these issues may dissuade travelers from choosing passenger rail. Implementing critical passenger rail infrastructure that mitigates delays from Eugene Station can directly improve the perception of the Amtrak Cascades, which will result in greater ridership numbers resulting in increases in revenue for Amtrak ridership across

the state.

23. Describe how the project provides a critical link connecting elements of Oregon's transportation system, and how it will measurably improve utilization and efficiency of the transportation system.

Infrastructure at Eugene Station does not concurrently accommodate both freight operations and Cascades trainsets. The Project will increase the efficiency of moving both passengers and freight along the corridor by separating respective trains and providing storage for passenger trains, ending their use of the Eugene Yard. Passenger rail is an alternative to driving single-occupancy vehicles, which leads to greater integration with non-motorized active and public transportation modes.

24. How does the project improve Oregon's transportation system efficiency and/or utilization?

Increases system capacity
Relieves a bottleneck or congestion point
Removes an existing barrier
Reduces traffic or use conflicts
Implements technology

Explain:

An increase in system capacity will allow for the movement of more freight and people. The Project will improve intercity passenger rail by reducing delays in the departure of passenger trains from Eugene Station, reducing the amount of non-revenue movements, and improving efficiency at the Eugene Station. By providing a new track for arrival and departure of Amtrak Cascades trains separate from the siding and mainline, the Project will improve availability of the mainline for movement of freight while passengers can board and disembark from Cascades trains at a safe location. It is estimated the Project will save more than 2,600 miles of non-revenue movements annually in Eugene and reduce congestion at the south end of the Eugene Yard by keeping passenger and freight movements apart. The 2021 ODOT Service Development plan references the Project will increase system capacity.

Explain:

Under current schedules, it is not unusual for a late-running northbound Coast Starlight to arrive around the same time as a southbound Cascades Train 503, resulting in one or the other being held out of town and incurring delay. The new track will allow both trains to access Eugene Station at the same time. The Project will also avoid the use of Eugene Yard for passenger train layovers, thus eliminating conflicts associated with hoteling passenger trains and increasing the efficiency of freight movement throughout the corridor.

The City of Eugene will benefit from having more reliable intercity connections, and the absence of incident risk attendant to eliminating four daily passenger train movements over the seven crossings between the depot and the yard. The Project will restore UPRR capacity in the immediate area to move passenger and freight trains.

Explain:

Explain:

The current track configuration at Eugene Station creates a physical restriction on passenger rail movement, as it cannot facilitate the overnight storage or servicing of the Amtrak Cascades and still accommodate the passing Coast Starlight trains and freight trains entering and leaving Eugene, forcing the Cascades to use the nearby

UPRR Eugene Yard to layover. From Eugene Station to the designated Amtrak Cascades storage area at Eugene Yard is a one-way distance of 1.8 miles over seven at-grade street crossings via non-signalized

trackage that is vulnerable to interference from freight activity at the south end of Eugene Yard, often resulting in delays to Amtrak Cascades service.

The new layover track will eliminate wasteful non-revenue trips between Eugene Station and Eugene Yard, which will facilitate quicker turnaround of trainsets while not interfering with the arrival and departure of Amtrak’s long-distance services.

Explain:
As discussed in the previous section, the Project will ensure the Cascades are no longer forced to use the UPRR Eugene Yard to layover. This will eliminate detours over unsignalized trackage, facilitating quicker turnarounds of trainsets, avoiding conflicts between freight and passenger rail. This will also lead to a reduction in greenhouse gas emissions, as wasteful deadhead trips between Eugene Station and UPRR Eugene Yard will no longer be necessary. A 2024 report to the Oregon Legislature explains how the Project will eliminate conflicts between passenger and freight trains at Eugene Station.

Explain:

Explain:
The new track will implement 480-volt standby power, allowing the locomotive to be shut down during layover, significantly reducing fuel expenses and carbon emissions emanating from current practice and will also facilitate light maintenance duties such as watering, cleaning, and restocking of consumables to allow for more efficient maintenance of the Amtrak Cascades.

Explain:

Measures of Success

25. a) How is success measured for this project (include methodology for calculation)?
Success will be measured through an increase in on-time performance and a reduction of layover-related delays. Upon the project’s completion ODOT will begin to compare on-time performance for previous fiscal years to the on-time performance post project completion. To fully evaluate the effectiveness of the project, ODOT will cross-reference the on-time performance levels with a comparison of the number of layover-related delays between prior fiscal years and post project completion.

b) What is the existing measurement today?
The existing measurement today is on-time performance and the frequency of delays.

c) What is the anticipated measurement when the project is fully operational?
When the project is fully operational, the measurement will remain the same.

26. Does the project improve an existing transportation connection or add a new connection to an industrial oremployment center?
Yes

If yes, check all that apply.
The project improves an existing connection

27. This project improves or creates access to:
Employment center

Name of the Industrial Center	Name of the employment center Worksource Oregon	Name of the certified "Project Ready" site
--------------------------------------	---	---

28. Does the project improve safety?

Yes

Explain. Please note the number and type of incidents (fatal accident, injury accident, property-damage accident, crime, or other) within a specified timeframe.

According to FRA, there have been ten accidents at six of the seven at-grade crossings between the Eugene Train Station and the UPRR Eugene Yard with 3 fatalities and 3 injuries.

Safety will be improved through the avoidance of risk to motorists and pedestrians caused by the deadhead movements over seven closely spaced at-grade crossings.

29. Does the project serve one or more of Oregon's Statewide Business Clusters? Check all that apply.

Tourism

Athletic & Outdoor

Provide detail on the Business Clusters served.

The Project serves both the Athletic & Outdoor and Tourism clusters. Amtrak Cascades service runs north into Canada, helping facilitate national and international tourists to Oregon.

In terms of athletics, the University of Oregon Ducks games are held at Autzen Stadium (largest sports venue in the state), which has a capacity of over 50,000 and connects to Eugene Train Station to bring people to games.

30. Job Creation

a) Does this project benefit the Oregon economy by generating a net increase in or retention of long-term jobs (beyond short-term construction jobs) and/or increasing private investment in Oregon?

No

b) Number of long-term (non-construction) jobs created or retained as a direct result of the project:

c. Average annual wage of long-term (non-construction) jobs created or retained:

d. List up to 5 businesses that will verify job creation/retention or new private investment:

Business Name	Name of contact person	Contact Person Phone

e. What is the increase by these businesses in Oregon as a result of this project?

Commitment Letter Acknowledgement

f) Explain

31. Is the project located within 10 miles of a site Please explain for mining or processing aggregate that is allowed under ORS 215.213 (2)(d) or 215.283 (2)(b) on land that is zoned exclusive farm use? This is not common.
No

32. Maintenance and Operations

What is the source/are the sources of funds for the continued maintenance and operation of the project for the useful life of the project?

Upon Project completion, it is anticipated that Amtrak will assume responsibility for the longterm O&M of the track and new facilities.

What is the status of these funds?

Budgeted (committed for future)

Describe the steps remaining to commit maintenance and operations funding for the useful life of the project?

If selected for award, ODOT and Amtrak will finalize a cooperative agreement that details O&M responsibilities and funding expectations.

Have you had previous Connect Oregon grant awards?

No

Which cycle(s)?

What was the total award?

33. Documentation

Property Ownership, land lease/control

Screenshot 2025-11-19
130558.png

Letters of support

Attachment 9 - Letters of Funding
Support_v2.pdf

Secretary of State Business ID

Site Plans, if available

Attachment 10 - Design
Drawings.pdf

Planning/Permitting Documents

Attachment 5 -
Environmental
Compliance
Documentation.pdf

Commitment Letters

Miscellaneous

Attachment 4 - Benefit-
Cost Analysis Technical
Memorandum_v2.pdf

Eugene Station CO
Narrative FY 2024.pdf

34. Authorizations and Signatures

Please read and check all boxes

By checking this box, I certify that above-mentioned Applicant Organization supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Connect Oregon funds. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

By checking this box, I certify that all of the content of this application is true to the best of my knowledge

and that I have read the Sample Draft Agreement and will sign the Agreement if selected. I understand that non-compliance with the agreement and program may result in a cancelled project and return of grant funds.

By checking this box, I certify that per Oregon Administrative Rule (OAR) 731-035-0050(2)(b), as a condition of Connect Oregon program eligibility, applicants must be current on all state and local taxes, fees and assessments where applicable. Inasmuch, as an authorized representative, I declare, that MY ORGANIZATION, is to the best of the undersigned(s) knowledge, current on all Oregon state and local taxes, fees and assessments. As a continuing requirement to remain eligible, I understand that MY ORGANIZATION will remain current on all Oregon state and local taxes, fees and assessments and failure to comply with this rule may result in corrective action up to and including a determination of ineligibility for Connect Oregon funding. I further understand that Connect Oregon funds may be withdrawn should it be determined that this certification was signed falsely or in error, or that MY ORGANIZATION has become delinquent in its state and local tax, fee or assessment obligation.

By checking this box, I acknowledge that in accordance with Oregon Administrative Rule (OAR) 731-35-0160(7), if awarded, an Oregon Transportation Commission selection of this project is provisional and conditional upon my securing the named federal grant application. If MY ORGANIZATION is unsuccessful in securing the federal grant, the funds will no longer be allocated for my project, and I will need to reapply for a Federal Grant Match Application through the Connect Oregon program to act as a match for future federal funding opportunities.

Signature of authorized representative

Michael Jenkins

The Connect Oregon program is a reimbursement program. Grant recipients will be required to pay its consultants/contractors/vendors prior to seeking reimbursement from the Connect Oregon program.

Statute:

(c)(A) "Transportation project" means a project or undertaking for rail, marine or aviation capital infrastructure, including bridges, or a project that facilitates the transportation of materials, animals or people.

(B) A transportation project does not include costs associated with operating expenses.

(3) In selecting transportation projects, the commission shall consider:

(a) Whether a proposed transportation project reduces transportation costs for Oregon businesses or

improves access to jobs and sources of labor;

(b) Whether a proposed transportation project results in an economic benefit to this state;

(c) Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system;

(d) How much of the cost of a proposed transportation project can be borne by the applicant for the grant from any source other than the Connect Oregon Fund;

(e) Whether a proposed transportation project is ready for construction;

(f) Whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state; and

(g) Whether a proposed transportation project is located near operations conducted for mining aggregate or processing aggregate as described in ORS 215.213 (Uses permitted in exclusive farm use zones in counties that adopted marginal lands system prior to 1993) (2)(d) or 215.283 (Uses permitted in exclusive farm use zones in nonmarginal lands counties) (2)(b).

Attached hereto is a copy of ODOT's project narrative submitted to the Federal Railroad Administration for the Fiscal Year 2024 Federal-State Partnership for Intercity Passenger Rail Program. ODOT is updating this application for submission in response to the FRA's recently reissued Notice of Funding Opportunity for this rail funding program.

ODOT's changes include adjusting costs for inflation, emphasizing safety improvements, adjusting the Benefit-Cost-Analysis (BCA) and calibrating language to reflect the new administration's priorities.

While there are some edits to the project narrative, the context of the project including its summary and detailed description remain relatively unchanged. The attached document is provided to the Connect Oregon team as an additional information resource about the Eugene Station Layover Track Project.

ODOT will also submit previous site plans, BCA, letters of support, and environmental compliance documentation. There won't be significant changes to the foregoing except for the BCA which will be updated to reflect the new administration's priorities.



EUGENE STATION

LAYOVER TRACK PROJECT



Applicant: Oregon Department of Transportation

Application for Funding Under the Fiscal Year 2024 Federal-State Partnership for Intercity Passenger Rail Program (FSP-National)

1. Cover Page

Project Title	Eugene Station Layover Track Project
Lead Applicant Name	Oregon Department of Transportation (ODOT)
Joint Applicant Name(s)	Not applicable (N/A)
Amount of FSP Program funding requested under this NOFO	\$12,026,670
Amount of proposed non-Federal share	\$3,006,667
Source(s) of proposed non-Federal share	ODOT Transportation Operating Fund (TOF) funding National Railroad Passenger Corporation (Amtrak) funding
Amount of other Federal funding, if applicable	N/A
Source(s) of other Federal funding, if applicable	N/A
Total Project Cost	\$15,033,337
Total cost by Lifecycle Stage(s) for which funding is requested under this NOFO (list each Lifecycle Stage and cost separately)	Project Development = \$15,000 Final Design = \$2,786,006 Construction = \$9,170,947 Contingency = \$1,960,870
Was a Federal grant application previously submitted for this project?	Yes; ODOT received FRA American Rescue and Recovery Act grant funding in 2011 to complete the planning and preliminary engineering phases for the project.
City(ies), State(s) where the project is located	Eugene, Oregon
Congressional District(s) where the project is located	OR 4th Congressional District
Geospatial data for project location(s) in decimal degrees (with at least five decimal places of precisions) If a track segment or corridor, provide start and end point data	Start point: 44.055972, -123.097314 End point: 44.055243, -123.092776
Current Lifecycle Stage of project at time of application	Project Development



Anticipated completion date of current Lifecycle Stage	September 2025
Application Track and Lifecycle Stage proposed to be funding by this NOFO	Track 2 – Project Development Track 3 – Final Design/Construction
Existing Intercity Passenger Rail service(s) on routes not more than 750 miles benefiting from the project	Amtrak Cascades
If applicable, existing Long-Distance service(s) (routes greater than 750 miles) benefiting from the project	Amtrak Coast Starlight
If applicable, existing Commuter Rail service(s) benefiting from the project	N/A
If applicable, what Corridor as identified in FY 2022 CID Selections is benefiting from the project	Amtrak Cascades Corridor
Host Railroad / infrastructure owner(s) of project assets and property	Union Pacific Railroad (UPRR) is the owner of the adjacent railroad infrastructure. The City of Eugene is the owner of Eugene Station.
Other impacted Railroad(s)	None
Tenant Railroad(s), if applicable	None
If applicable, is a 49 U.S.C. 22905-compliant Railroad Agreement in place or pending?	Pending
LOI/PFA requested?	No
If LOI requested for Projects in Project Development, provide amount of future request of Final Design/Construction request.	N/A
If PFA requested for Final Design and Construction: (a) Provide amount of request under this NOFO for initial obligation (b) Provide amount of request under this NOFO for contingent commitment (equal to the remaining amount of the project cost)	N/A



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6. Corridor Identification Program Coordination (if applicable)	3
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Attachments

SF 424 – Application for Federal Assistance

SF 424A – Budget Information for Non-Construction or SF 424C – Budget Information for Construction

SF 424B – Assurances for Non-Construction or SF 424D – Assurances for Construction

FRA F30 – Certification Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirements and Lobbying, located at

<https://railroads.dot.gov/elibrary/fra-f-30-certifications-regarding-debarment-suspension-and-other-responsibility-matters>

FRA F251 – Applicant Financial Capability Questionnaire, located at

<https://railroads.dot.gov/elibrary/fra-f-251>

SF LLL – Disclosure of Lobbying Activities

Attachment 2: Statement of Work (SOW), Project Schedule, Project Budget, Performance Measures (Articles 4-7 of Attachment 2: Project Specific Terms and Conditions of FRA’s grant template)

Attachment 3: Benefit-Cost Analysis

Attachment 4: Benefit-Cost Analysis Technical Memorandum

Attachment 5: Environmental Compliance Documentation

Attachment 6: Draft or Finalized Agreements Required Under 49 U.S.C. 22905(c)(1)

Attachment 7: Corridor ID Documentation

Attachment 8: Letters of Funding Commitment

Attachment 9: Letters of Support

Attachment 10: Design Drawings



2. Project Summary

The Eugene Station Layover Track Project (Project) will reduce congestion and increase the efficiency and reliability of the Amtrak Cascades, an intercity passenger rail service located along the Pacific Northwest Rail Corridor (PNWRC), by constructing a layover track at the National Railroad Passenger Corporation's (Amtrak) Eugene Station in Eugene, Oregon. The Eugene Station is the southern terminus for two daily roundtrip Amtrak Cascades trains between Eugene and Portland, Oregon, that continue on the PNWRC to Seattle, Washington, and is also served by the Amtrak Coast Starlight that runs between Los Angeles, California, and Seattle. The current track configuration at Eugene Station cannot facilitate the overnight storage or servicing of the Amtrak Cascades and still accommodate the passing Coast Starlight trains and freight trains entering and leaving Eugene, forcing the Cascades to use the nearby Union Pacific Railroad (UPRR) Eugene Yard to layover. From Eugene Station to the designated Amtrak Cascades storage area at Eugene Yard is a one-way distance of 1.8 miles over seven at-grade street crossings via non-signalized trackage that is vulnerable to interference from freight activity at the south end of Eugene Yard, often resulting in delays to Amtrak Cascades service. The new layover track will eliminate wasteful non-revenue trips between Eugene Station and Eugene Yard, which will facilitate quicker turnaround of trainsets while not interfering with the arrival and departure of Amtrak's long-distance services. The new track will include 480-volt standby power, allowing the locomotive to be shut down during layover, significantly reducing fuel expense and carbon emissions emanating from current practice and will also facilitate light maintenance duties such as watering, cleaning, and restocking of consumables to allow for more efficient maintenance of the Amtrak Cascades.

3. Grant Funds, Sources and Uses of Project Funds

The total cost for the Project is \$15,033,337, which will allow for completion of National Environmental Policy Act (NEPA) reevaluation, final design, and construction. Oregon Department of Transportation (ODOT), the lead applicant, seeks a Fiscal Year (FY) 2024 Federal-State Partnership for Intercity Passenger Rail (FSP-National) grant of \$12,026,670 (80.0% of total project costs), which will be met with a local cost share of \$3,006,667 (20.0% of total project costs). Table 1 includes a breakdown of eligible project costs by task and source of funds.

Supporting documentation for the non-Federal match is provided in Attachment 8. All non-Federal match is currently available, and there are no deadlines by which the non-Federal match must be spent.

- ODOT's source of match funds is the Transportation Operating Fund (TOF) allocated to ODOT's Public Transportation Division rail program eligible for use in leveraging Federal grants.
- Amtrak's source of match funds is considered cash.



Table 1. Project Funding, Overview

Task #	Task Name/Project Component and Lifecycle Stage	Cost	Percentage of Total Cost	Source of Funds and Citation, as Applicable
1	Project Administration and Management	\$1,100,514	7%	
2	Project Development: NEPA Reevaluation	\$15,000	0.10%	
3	Final Design	\$2,786,006	18.53%	
4	Construction	\$9,170,947	61.00%	
N/A	Contingency	\$1,960,870	13.04%	
Total Project Cost		\$15,033,337	100%	
Federal FSP Funding Requested in this Application		\$12,026,670	80.0%	
Non-Federal Funding (Total)		\$3,006,667	20.0%	ODOT, Amtrak
Non-Federal Funding (State)		Cash: \$1,506,667 In-Kind: \$0	10.02%	ODOT TOF Funding
Non-Federal Funding (Local)		Cash: \$0 In-Kind: \$0		
Non-Federal Funding (Private Sector)		Cash: \$0 In-Kind: \$0		
Other Federal Funding Committed and Pending (e.g., Federal Transit Administration, Earmark, other Federal Rail Administration [FRA] Grant Program)		Committed Amount: \$0 Pending Amount: \$0		
Other Non-Federal Funding (Other)		Cash: \$1,500,000 In-Kind: \$0	9.98%	Amtrak

4. Applicant Eligibility Criteria



ODOT is the lead applicant for the Project. ODOT, established in 1969 by the Oregon Legislative Assembly (Oregon Revised Statute 184.615), is an eligible applicant under Section C(1)(a) of the Notice of Funding Opportunity (NOFO): “a State.”

As the Oregon State transportation agency, ODOT develops and administers Oregon’s system of highways, public transportation services, rail passenger and freight systems, bicycle and pedestrian paths and routes, transportation safety programs, driver and vehicle licensing and registration, and commercial motor carrier regulations. If awarded, ODOT will provide all project management and grant administration.

Although ODOT is applying as the sole applicant, Amtrak and the City of Eugene are project partners. While ODOT sponsors the Amtrak Cascades intercity passenger service, it contracts with Amtrak to operate the service. UPRR owns the PNWRC right-of-way upon which a portion of the Project is located, and the City of Eugene owns Eugene Station and most of the property needed for the Project; as such, all three entities are highly invested in the success of the Project and are



supportive of this application, as demonstrated by Amtrak’s cost share and the attached letters of support from UPRR and the City of Eugene.

5. Project Eligibility Criteria

The Project is eligible for an FSP-National grant award under the following NOFO articles in Section C(3)(i)(B): “A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary.”

The Project track is identified as Track 2 – Project Development and Track 3 – Final Design/Construction. FSP-National funding will be used to complete the NEPA reevaluation, final design, and construction of the Project, which will decrease conflict and delays for both freight and passenger service and improve rail line fluidity, improving Amtrak Cascades on-time performance and service reliability between Eugene and Portland.

6. Corridor Identification Program Coordination (if applicable)

The Amtrak Cascades Corridor has been selected as part of the Corridor Identification and Development (CID) program. ODOT and Washington State Department of Transportation (WSDOT) submitted the Amtrak Cascades application in partnership. As Corridor Sponsors, WSDOT and ODOT have been working with FRA to move through Step 2 and Step 3 of the CID process, which will focus on finalizing the Service Development Plan. ODOT expects to continue to advance the design for the Eugene Station Layover Track Project under the CID program while it anticipates a pending award under this FSP-National NOFO. A letter of support from WSDOT is included as Attachment 9.

7. Detailed Project Description

7.1 Project Background

The PNWRC spans from Eugene, Oregon, to Vancouver, British Columbia (B.C.), via Portland and Seattle, linking the most populous cities in the Pacific Northwest region of the United States. In 1992, FRA designated the PNWRC as one of five original corridors called for in the Intermodal Surface Transportation Efficiency Act of 1991, and today it is one of 11 federally designated high-speed rail corridors. UPRR owns the existing PNWRC railroad infrastructure in Oregon south of Portland’s Union Station and BNSF Railway (BNSF) owns most of the existing PNWRC railroad infrastructure north of Portland’s Union Station, in Washington, and in B.C. The PNWRC serves a mix of freight and passenger services, including Amtrak’s Coast Starlight, Empire Builder, and Amtrak Cascades trains.

Amtrak Cascades service in Oregon began in 1994 when ODOT initiated a daily Amtrak passenger rail roundtrip between Eugene and Portland, with a second daily roundtrip added in 2000. Today, Amtrak Cascades offers 12 daily trains between Seattle and Portland, four daily trains between Seattle and Vancouver, B.C., and four daily trains between Portland and Eugene. In Oregon, the





**Figure 1. Amtrak Cascades
Passenger Rail Route**

Amtrak Cascades serves the Willamette Valley with stops in Eugene, Albany, Salem, Oregon City, and Portland before continuing on through Washington to Canada (Figure 1). Because of its connection to major metropolitan areas in the Pacific Northwest, the majority of riders use the Amtrak Cascades for leisure and travel throughout the region rather than daily commutes to work, school, or other destinations. However, passenger rail service is growing in popularity as an alternative to travel by car, especially as Interstate 5, the main highway through the region, experiences heavy traffic congestion during peak periods, which is only expected to increase as the region grows. ODOT has been advancing projects to address reliability, frequency, and connectivity challenges along the corridor to ensure the Cascades can meet current and future demand.

Since the inception of Amtrak Cascades service, ODOT has invested millions of dollars in passenger rail improvements to benefit the growing number of riders who use passenger rail. ODOT maintains a rail needs inventory in its Oregon State Rail Plan Implementation Plan, which includes the Eugene Station Layover Track Project. The need for this project has been recognized for over 20 years, although a funding gap remains the largest obstacle to project completion. In 2011, ODOT received \$1.5 million in American Recovery and Reinvestment Act (ARRA) funds for the planning and early design of the

layover facility. ODOT contracted with David Evans and Associates for services in connection with Oregon's High-Speed Intercity Passenger Rail vision for improvements along the PNWRC. Through this funding, preliminary engineering and NEPA analysis were completed for the Project in 2017. Since then, designs have advanced, but additional funding is required to complete NEPA reevaluation, final design, and construction. Once this critical project is completed, benefits including increased fluidity and improved reliability of passenger rail service, will finally be realized.

7.2 Project Scope

The Project will benefit intercity passenger rail service and freight rail service by enabling layover storage and light servicing of Amtrak Cascades regional passenger trains at the Eugene Station and enhancing operations at the station for trains exiting or entering the mainline track. The current track configuration at the station includes two tracks running through the station; one is a mainline and the other is a parallel siding that accesses the passenger platform. There is a single main track to the east of the Eugene Station and two tracks, mainline and siding, to the west. Figure 2 shows the current Eugene Station and tracks. The mainline and siding extend to Eugene Yard 1.8 miles to the northwest. The current track configuration at Eugene Station cannot facilitate the layover storage and/or servicing of Amtrak Cascades trains for two reasons: 1) the



siding must accommodate the through Coast Starlight trains; 2) the siding is frequently used by freight trains arriving and departing Eugene Yard. Therefore, Amtrak Cascades trains must retire to Eugene Yard for layover. Because of the location of the layover track in the yard, switching priorities, and yard congestion, passenger trainsets are vulnerable to freight rail interference when necessary to return to Eugene Station to board passengers. Such delays can affect on-time departure from the initial terminal. In addition, current boarding and alighting occurs on the siding during which time UPRR policy is to not utilize the parallel mainline until the Amtrak Cascades train has cleared the area. Because the new station layover track will also serve as the arrival track for Amtrak Cascades, where passengers will alight, and the departure track, where passengers will board, these activities will no longer entail cessation of mainline traffic while they are occurring.



Figure 2. Photos of Existing Eugene Station and Tracks

As a result, this Project will provide a safer rail passenger track and platform facility for access and waiting, allowing through rail traffic to use the mainline concurrently with Amtrak Cascades activity at the station. The existing crossover connecting the mainline and siding between Lawrence Street and Lincoln Street (milepost 647.50) will continue to provide passenger trains access to the station area. The new layover stub track (proposed track D) will diverge from the siding just east of Lincoln Street and be located parallel to the existing siding track 103. The existing platform that serves the siding track in front of the station is to be rebuilt to a 21-foot width and extended as a peninsula platform to serve both the existing siding track and the proposed stub track. The design also includes necessary components for maintenance of Amtrak Cascades rolling stock, including 480-volt standby power hookups, platform lighting, a materials storage building, and environmental drip control. Design drawings are included in Attachment 10. Construction will include the following activities:

- Remove existing fence, platform, and lighting standards.
- Relocate utility poles.
- Install track underdrain.
- Construct new Americans with Disabilities Act (ADA)-compliant 400-foot long, 21-foot wide peninsula platform.



- Install new No. 11 turnout and construct new track.
- Install new fencing.
- Install signals.
- Provide maintenance infrastructure (watering facilities, drip pans, power supply).

The Project will make track and signal improvements largely within an existing railroad right-of-way partially owned by UPRR and mainly owned by the City of Eugene. ODOT has coordinated directly with UPRR regarding the Project's preliminary design, and UPRR is supportive of the Project as demonstrated through its letter of support (Attachment 8) because of the expected benefits to UPRR's freight operations. The Project also includes acquisition of approximately 0.13-acre of additional property to be under City ownership. The area to be procured includes a nearby parking lot and is an extension of city property to the south, east of Lincoln Street within an area bordered by Lincoln Street, West 4th Avenue, Charnelton Street, and Willamette Street. It is not anticipated that any acquisition or construction activities will displace residences, businesses, or other buildings. Figure 3 provides a map of where the Project will take place.

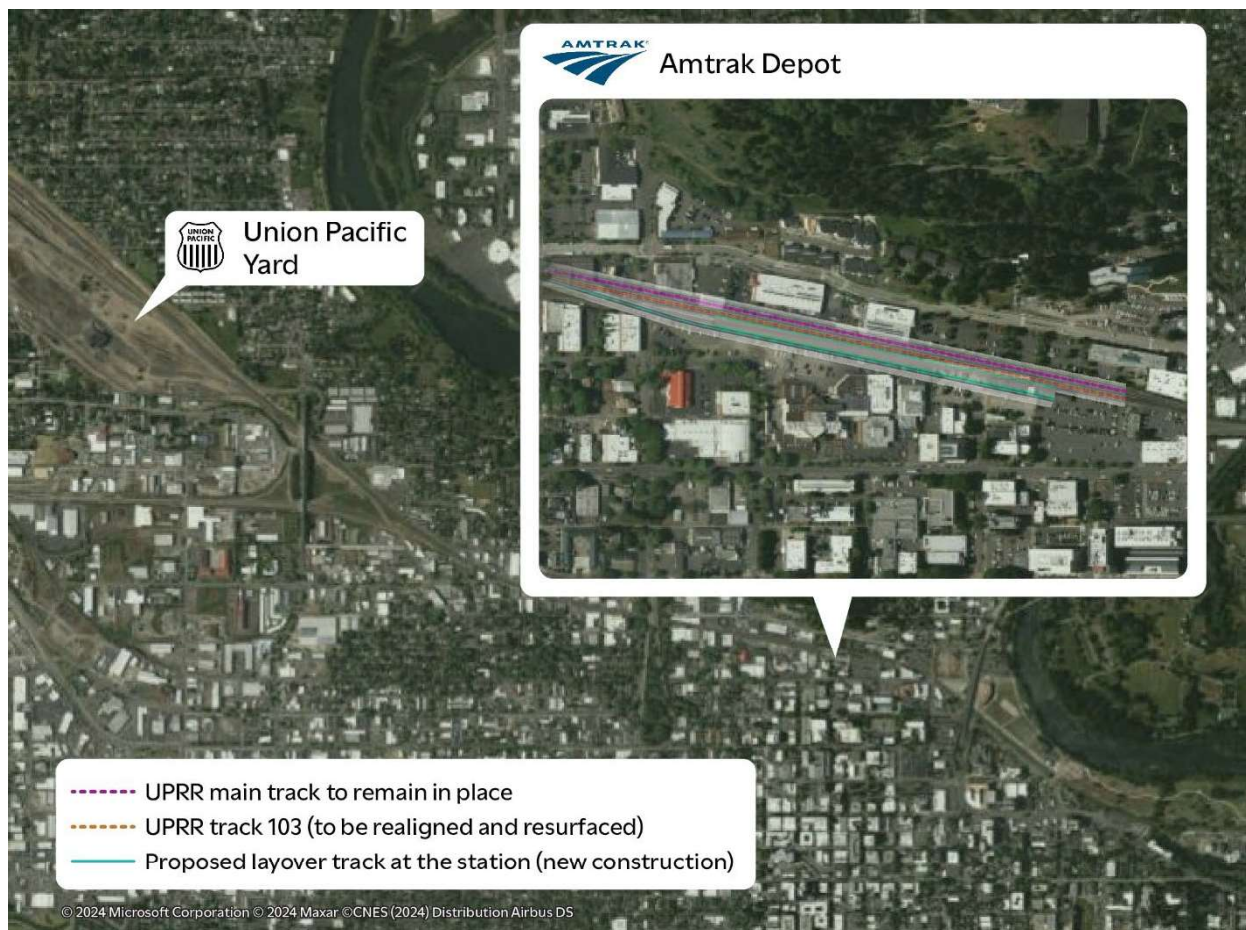


Figure 3. Proposed Eugene Layover Track

7.3 Project Schedule

The Project schedule is detailed in Table 2 and includes estimated start and completion dates for each project milestone.

Table 2. Project Schedule

Project Phase	Task Name	Start Date	Completed Date
Project Development	NEPA Reevaluation	July 2025	September 2025
Final Design	Consultant Procurement (Design & GeoTech)	July 2025	October 2025
	Right-of-Way Acquisition	September 2025	July 2026
	Survey	October 2025	November 2025
	GeoTech Analysis	October 2025	January 2026
	60% Design	November 2025	March 2026
	UPRR/Amtrak/FRA Review of 60% Design	March 2026	May 2026
	90% Design	May 2026	July 2026
	UPRR/Amtrak/FRA Review of 90% Design	July 2026	August 2026
	Invitation for Bid Design	August 2026	October 2026
	UPRR Signal Design	March 2026	July 2026
	UPRR Review and Approval	October 2026	December 2026
	Bid Development	December 2026	January 2027
	Permitting	December 2026	March 2027
	Contractor Procurement (Amtrak Procurement)	January 2027	March 2027
Construction	Construction	March 2027	November 2027

7.4 Transportation Challenges the Project Will Address

The Project aims to improve the efficiency and reliability of intercity passenger rail service through allowing storage and light servicing of Amtrak Cascades regional passenger trains between runs at the Eugene Station and enhancing operations for trains exiting or entering the mainline track. Currently, Amtrak Cascades trains cannot remain at the Eugene Station between trips and must instead go to the Eugene Yard, 1.8 miles away, for this purpose. Movement between the Eugene Station and Eugene Yard does not generate revenue and wastefully emits greenhouse gases. Current conditions generate congestion and interference between passenger trains and freight trains at Eugene Yard. Additionally, the deadhead movements between the station and yard involve passing over seven closely spaced at-grade crossings resulting in inconvenience to motorists and pedestrians. Current configuration of Amtrak Cascades and long-distance train schedules result in 10 daily passenger train movements over the seven at-grade crossings west of Eugene Station. With completion of the depot layover facility, this will be reduced to six daily passenger train movements, a 40% reduction.

Amtrak Cascades in Oregon is experiencing growing ridership due to increased service levels and reductions in fares. In 2023, ODOT reported 125,193 Amtrak Cascades passengers, a 37%



increase from 91,518 riders in 2022¹. In 2024, the Amtrak Cascades in Oregon experienced its highest ridership in the service’s history. Through October 2024, the service has seen 134,966 passengers, a 36% increase from the ridership levels of 2023 through October. The Amtrak Cascades has also seen improved on-time performance (from 65% in January 2023 to 72% in December), although on-time performance continues to remain below ODOT’s goal of 80% and remains a challenge.² Surveys of Amtrak Cascades riders indicated that a major concern is on-time performance. With ridership increasing, late departures from Eugene will impact a greater number of passengers than ever before, and these issues may dissuade travelers from choosing passenger rail, instead opting to drive personal vehicles or use other forms of transportation. Completion of this project will better support on-time performance and continue to increase the value of this travel mode. The Project will also improve passenger experience and attract travelers onto rail rather than single-occupancy vehicles, further reducing greenhouse gas emissions. Annually, this project will save 2,600 miles of deadhead movement of passenger trains, saving fuel and eliminating associated greenhouse gas emissions.

7.5 Current and Proposed Rail Operations

Amtrak Cascades service includes 12 daily trains between Seattle and Portland, four daily trains between Seattle and Vancouver, and four daily trains between Portland and Eugene. Oregon’s long-range goal is to gradually increase the number of roundtrips between Eugene and Portland from two to six. The UPRR-owned portion of the PNWRC includes a mix of freight and passenger trains, including the long-distance Coast Starlight in each direction. For the full PNWRC, Amtrak Cascades ridership has grown from about 287,000 riders in 1995 to 746,000 riders in 2023 and is projected to reach 1 million passengers annually by the end of 2024. In 2024, the Amtrak Cascades had the highest ridership of any Amtrak route outside of the Northeast Corridor and California and the sixth highest ridership of any Amtrak route within the country. Since 1995, rail ridership along the PNWRC has grown at an average annual growth rate of 4.8%, underscoring the importance of this Project to maintain reliable, efficient travel along the corridor.

7.6 Expected Users and Beneficiaries

The Project will improve intercity passenger rail by reducing delays in the departure of passenger trains from Eugene Station, reducing the amount of non-revenue movements, and improving efficiency at the Eugene Station. By providing a new track for arrival and departure of Amtrak Cascades trains separate from the siding and mainline, the Project will improve availability of the mainline for movement of freight while passengers can board and disembark from Cascades trains at a safe location.

The primary beneficiary will be the traveling public through improved on-time reliability of Oregon’s Amtrak Cascades service. Amtrak Cascades riders will benefit through increased safety due to the separation of freight and passenger trains while the community as a whole will benefit from the elimination of the deadhead movements between Eugene Station and Eugene Yard. As

¹ <https://www.oregon.gov/odot/RPTD/RPTD%20Document%20Library/Passenger%20Rail%20Annual%20Report-FINAL.pdf>

² [Q3 2023 Passenger Rail Report to Legislature](#)



this Project improves reliability over time, potential riders may feel more comfortable traveling along the Amtrak Cascades route and will benefit from increased mobility and associated educational, travel, or occupational opportunities.

Several agencies and jurisdictions will also benefit from the Project, including ODOT, Amtrak, and the City of Eugene. ODOT and Amtrak will benefit because the reduction in non-revenue movements will result in time- and cost-savings. The City of Eugene will benefit from having more reliable intercity connections, and the absence of incident risk attendant to eliminating four daily passenger train movements over the seven crossings between the depot and the yard. The Project will restore UPRR capacity in the immediate area to move passenger and freight trains. The Project will also avoid the use of Eugene Yard for passenger train layovers, thus eliminating conflicts associated with hoteling passenger trains and increasing the efficiency of freight movement throughout the corridor. These service enhancements will also benefit major metropolitan cities with stations along Amtrak Cascades route, such as Portland, Seattle, and Vancouver (B.C.), and growing intermediate communities such as Salem, Oregon, and Olympia, Washington.

7.7 Public Involvement

During Project development, ODOT held multiple meetings with UPRR, the City of Eugene, and Amtrak to solicit feedback and guidance on the Project. Although no project-specific public outreach has been conducted, the Project was included in public project materials for the Oregon Passenger Rail Investment Plan as well as the corresponding Environmental Impact Statement, which was made available for public comment.

7.8 Project Outcomes

The purpose of this project is to eliminate periodic unexpected late departures of passenger trains from Eugene Station that occur when freight operations at Eugene Yard unintentionally interfere with non-revenue movement of Cascades trainsets to the station to entrain passengers. The Project also will enhance the functional utility of Eugene Station by keeping freight and passenger trains further separated. The Project is expected to achieve this purpose through providing storage for the passenger trains at the station, ending the use of Eugene Yard for passenger train layover.

Currently, it is not feasible for the Amtrak Cascades and the through Coast Starlight trains to simultaneously use the existing track. The new Amtrak Cascades arrival, layover, and departure track adjacent to the Eugene Station will allow the Coast Starlight trains to use the facility simultaneously, as the Cascades trains will be sequestered on their own track. Under current schedules, it is not unusual for a late-running northbound Coast Starlight to arrive around the same time as southbound Cascades Train 503, resulting in one or the other being held out of town and incurring delay. The new track will allow both trains to access Eugene Station at the same time. The improvements will permit between-trips storage and light maintenance of the Amtrak Cascades regional passenger trains and enhance operations at the station for trains exiting or entering the mainline track, resulting in improved intercity passenger rail service. It is estimated to save more than 2,600 miles of non-revenue movements annually in Eugene and



reduce congestion at the south end of the Eugene Yard by keeping passenger and freight movements apart. As required by the FSP-National NOFO, Table 3 details anticipated outcomes related to ridership, train counts, and operating speeds. Due to the nature of the Project, it is not anticipated that the Project will have a significant impact on these specific measures.

Table 3. Project Outcomes

Ridership in the Project Area						
	No Build Scenario			Build Scenario		
Total Annual Ridership	746,000			746,000		
Annual Intercity Passenger Rail Ridership	746,000			746,000		
Annual Commuter Passenger Rail Ridership	N/A			N/A		
Train Counts in the Project Area						
	No Build Scenario			Build Scenario		
Total Weekly Trains	119			119		
Weekly Intercity Passenger Rail Trains	42			42		
Weekly Commuter Rail Trains	N/A			N/A		
Weekly Freight Trains	77			77		
Operating Speeds in the Length of Track Improvement Area						
	No Build, IPR	Build, IPR	Build, CR	No Build, CR	No Build, Freight	Build, Freight
Average Operating Speed (mph)	10	10	10	N/A	N/A	N/A
Highest Maximum Authorized Speed (mph)	10	10	10	N/A	N/A	N/A
Lowest Maximum Authorized Speed (mph)	10	10	10	N/A	N/A	N/A
Average Scheduled Travel Time (Time/Trip)	2' 35"	2' 35"	2' 35"	N/A	N/A	N/A

Notes:

IPR = intercity passenger rail

CR = commuter rail

8. Project Location

Project activities will take place along a 1,200-foot rail segment on the UPRR Brooklyn Subdivision from Lincoln Street (44.055972, -123.097314) at milepost 647.50 to a point approximately 32 feet west of the west end of Eugene Station (44.055243, -123.092776) at milepost 647.27. The Project is located directly adjacent to the Amtrak Eugene Station (44.055272, -123.092334) in the north end of downtown Eugene, Oregon. The Project is within Oregon's 4th Congressional District, in Lane County, approximately 60 miles east of the Oregon Coast. The Eugene Station is the southern terminus of the PNWRC and is located between Census Tracts 39 and 40. A project location map is shown in Figure 4.



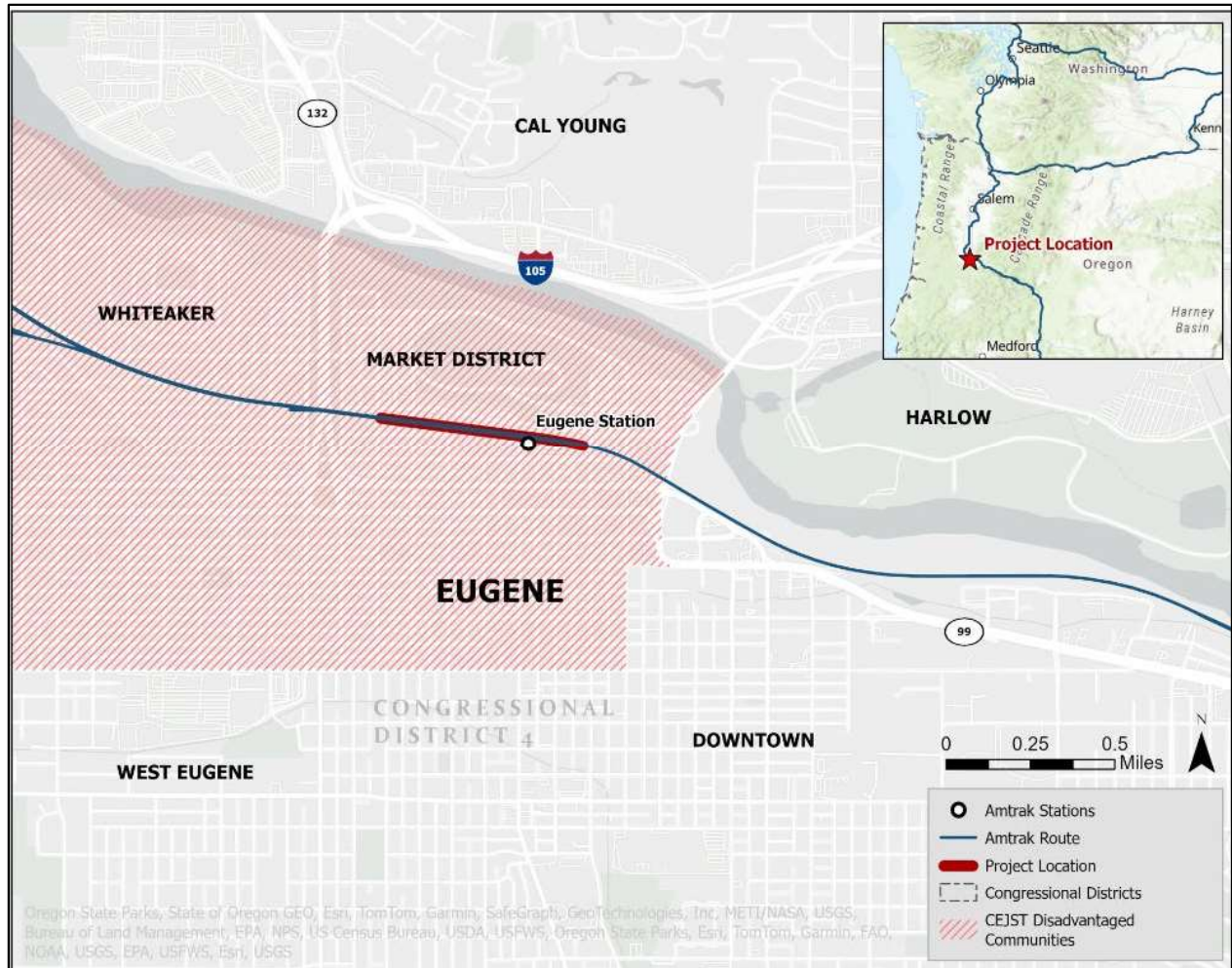


Figure 4. Project Location Map

9. Evaluation and Selection Criteria

9.1 Evaluation Criteria

9.1.1 Project Readiness

ODOT has the capacity to implement the Project and is prepared to begin the Project in a timely manner to meet the schedule outlined in Section 7.3 and Attachment 2. ODOT is equipped to meet Project milestones and use Federal funds efficiently to deliver the Project. This is evidenced by the details provided below related to environmental review, Lifecycle Stages, partner coordination and commitments, CID Corridor coordination, agreements, and financial commitment.

9.1.1.1 Environmental Review

FRA provided concurrence on the Eugene Station Layover Track Project NEPA Categorical Exclusion (CE) in August 2017 (also referred to as Eugene Stub Tracks Project in the FRA-approved



CE documentation [Attachment 5]). Four commitments were identified in the FRA-approved CE, and ODOT is aware of all NEPA compliance requirements and prepared to fulfill the commitments. Additional environmental actions/permitting requirements identified in the CE include Section 106 Historic Properties and Section 402 of the Clean Water Act. ODOT does not anticipate any major delays or obstacles to completing all environmental and permitting requirements prior to the construction period.

Considering the FRA-approved CE is over 7 years old, ODOT will revisit NEPA with the FRA Northwest Regional office with minor updates as part of this Project’s scope. The NEPA reevaluation is expected to be initiated in July 2025 and conclude with FRA concurrence by September 2025.

9.1.1.2 Lifecycle Stages

ODOT has identified the appropriate Lifecycle Stages for the Project, as shown in Table 4. The Systems Planning and Project Planning Lifecycle Stages in Track 1 are complete. Conducting the NEPA reevaluation will complete the Project Development Lifecycle Stage and allow the Project to advance to the Final Design and Construction Lifecycle Stages. The Project remains on schedule for Final Design beginning in 2025 and Construction beginning in 2027.

Table 4. Lifecycle Stages

Track	Lifecycle Stage	Current Status	Scope of FY24 FSP-National Application
Track 1	Systems Planning	Complete	Not included in scope
Track 1	Project Planning	Complete	Not included in scope
Track 2	Project Development	95% complete – NEPA reevaluation estimated for completion in September 2025	☑ Included in scope
Track 3	Final Design	30% design complete	☑ Included in scope
Track 3	Construction	Not started	☑ Included in scope
Track 3	Operation	Not started	Not included in scope

9.1.1.3 Partner Coordination and Commitments

All Project coordination is well underway, and necessary commitments are secured, as shown in Table 5. This includes commitment from Amtrak as well as support from WSDOT, UPRR, and the City of Eugene.

Table 5. Partner Coordination and Commitments

Role/Relationship	Agency Name	Documentation
Funding Partner	Amtrak	Letter of Commitment for funding contribution (Attachment 8)
Corridor ID Co-Sponsor	WSDOT	Letter of Support (Attachment 9)
Adjacent Railroad Owner	UPRR	Letter of Support (Attachment 9)
Infrastructure Owner of Project Assets and Property	City of Eugene	Letter of Support (Attachment 9)



9.1.1.4 Agreements

Upon notice of award, ODOT and UPRR will work with FRA to determine whether a railroad agreement under 49 U.S.C. 22905(c)(1) is required. If such an agreement is deemed necessary, ODOT and UPRR will finalize the draft agreement provided in Attachment 6 prior to funding obligation.

Similarly, upon notice of award, ODOT and Amtrak will finalize a Cooperative Agreement or Memorandum of Understanding that clearly delineates roles and responsibilities for each entity in this Project's implementation and long-term management and control.

9.1.1.5 Financial Readiness

As outlined in Section 3, no other Federal funding is anticipated to complete this project, and without FSP-National funding, the Project cannot be delivered. ODOT and Amtrak have demonstrated full commitment of funds for the non-Federal matching sources in ODOT's and Amtrak's Letters of Commitment (Attachment 8).

9.1.2 Technical Merit

9.1.2.1 Tasks Appropriate to Achieve Outcomes

ODOT will conduct the Project as described in the attached Statement of Work (Attachment 2), using industry best practices and a sound scientific and engineering basis. The proposed approach and the costs associated with installing the required hardware and software are based on ODOT's experience delivering similar projects. Attachment 2 details the following tasks necessary to achieve the expected project outcomes:

- Task 1: Project Administration and Management
 - Subtask 1.1: Project Administration
 - Subtask 1.2: Project Management Plan
 - Subtask 1.3: Project Closeout
- Task 2: NEPA Reevaluation
- Task 3: Final Design
 - Subtask 3.1: 60% and 90% Designs
 - Subtask 3.2: Invitation For Bid (IFB) Design
- Task 4: Construction

The construction will comprise track and signal improvements, which include building a new stub-ended track, installing a switch in the existing siding track to access the new track, and rebuilding and extending the existing station platform. A derail will be installed near the clear point of the layover track to protect the siding track from potential unintended fouling from a train on the layover track. The stub track will provide 706 feet of storage behind the derail, sufficient for the layover of a standard Amtrak Cascades train, plus an additional locomotive.

The signal system will also be modified for the new turnout connections to provide appropriate signal aspects for movements into and out of the new layover track. To facilitate the light



servicing of the Amtrak Cascades trains, provisions for providing standby electrical power to the train for inspecting and cleaning, heating, ventilation, and air conditioning (HVAC) operation, and maintaining refrigeration for perishables will be provided. Potable water will also be available as well as drip pans to contain any seepage. The existing platform that serves the siding track in front of the station is proposed to be rebuilt to ADA specifications to serve both the siding track and the new layover track. Fencing will also be installed along the southern boundary of the layover track.

9.1.2.2 Technical Qualifications and Experience of Key Personnel

ODOT has the technical staff who are experienced and qualified to undertake this Project. Additionally, ODOT will contract with a consultant team with expertise to support the final design and construction of the Project. Refer to Section 10, Project Implementation and Management, for additional details.

9.1.2.3 Private Sector Participation

As Amtrak is operated as a private entity, this Project includes private sector participation through Amtrak’s local cost share and participation in Project implementation and operations.

9.1.2.4 Legal, Financial, and Technical Capacity

As a state transportation agency, ODOT has the capacity to develop and administer the Project and grant financing. Funding match is committed by ODOT (lead applicant) and Amtrak (project partner and beneficiary). ODOT will seek a consultant, as necessary, to perform the work described in this grant application.

Other Project stakeholders include UPRR, the railroad owner; the City of Eugene, the owner of Eugene Station; and Amtrak, the Amtrak Cascades operator. ODOT has the support of UPRR, the City of Eugene, and Amtrak to complete the Project.

9.1.2.5 Innovative Technologies and Delivery

ODOT is leading the nation in implementing innovative technologies and project delivery practices into its capital projects. Throughout final design and construction, ODOT will explore opportunities to deploy innovative technologies to enhance the Project’s expected outcomes and benefits.

9.1.2.6 Consistency with Planning Guidance

The Project is consistent with USDOT planning guidance as well as with the following plans: Oregon State Rail Plan, Oregon Corridor Investment Plan, and the CID program.

9.1.3 Project Benefits

The Project is expected to improve the reliability and on-time performance of the Amtrak Cascades passenger service while reducing labor, maintenance, and fuel costs related to deadhead train movements; significantly reduce diesel locomotive emissions; and promote



safety at seven at-grade crossings by eliminating four daily train movements. Additionally, the Project will improve utilization of existing railroad infrastructure in the general vicinity by doubling the capacity of Eugene Station to host two passenger trains simultaneously whereas today Eugene is decidedly a one-train-at-a-time town. As an example, it is not unusual for a late-running northbound Coast Starlight, scheduled to leave Eugene at 12:37 p.m., and a southbound Amtrak Cascades train, scheduled to arrive at Eugene at 1:40 p.m., to be at loggerheads over access to the depot. Preference is at the discretion of the UPRR dispatcher, but the standoff invariably results in delay to one of the trains. After Project construction is complete, both trains can be accommodated simultaneously at Eugene Station. Freed line capacity will thus be available for movement of freight. The ability of Amtrak Cascades trains to immediately pull into their layover track upon arrival in Eugene and disappear off UPRR's network also will provide more capacity for freight train usage of the Track 103 siding. Currently, the Centralized Traffic Control system dispatcher frequently routes freight trains in and out of the Eugene Yard via the power-operated west switch of the siding. Today, aggregated siding occupancy by Amtrak Cascades trains to load and unload passengers, and deadhead back and forth between the depot and the yard, totals three to four hours daily, time that is currently not available for freight movement.

9.1.3.1 Effects on System and Service Performance

This Project will reduce delays in the departure of passenger trains from Eugene Station, reduce the amount of non-revenue movements for Amtrak trains, improve utilization of existing infrastructure and enhance efficiency of Eugene Station facilities, and eliminate conflicts between Amtrak Cascades passenger trains and freight trains within Eugene Yard. Approximately 30 delay events occur per year, causing passengers departing from their initial station of Eugene to experience travel delays. The reductions in passenger travel delay are based on the 2023 ridership at Eugene Station and the intermediate stations through to King Street Station in Seattle. Given the effect of propagated delay in a single-line service corridor, passengers expected to use the same delayed train for their travel are likely to experience delay equivalent to the original delay. The Project is expected to eliminate the yard conflicts between Amtrak Cascades trains and freight trains, thereby reducing incidents of late departures experienced by passengers.

9.1.3.2 Effects on Safety, Competitiveness, Reliability, Greenhouse Gas Emissions, Trip or Transit Time, and Resilience

The Project reduces the consumption of locomotive diesel by reducing deadhead movements and eliminating layover train idling. As described above, deadhead train movements with their attendant risk to motorists and pedestrians at downtown crossings will be reduced by 2,600 train-miles per year. The layover track includes electrical grid connections to provide power to the locomotive and train consist during train servicing and layover. Currently, trains stored at the Eugene Yard idle their locomotives continuously to provide power to the train. Consistent on-time departures will help achieve improved Customer On-Time Performance, as prescribed by Federal metrics and standards, as the trains originating from Eugene progress northward.



9.1.3.3 Effects of Anticipated Positive Economic and Employment Impacts

The Project eliminates the deadhead train movements for Amtrak Cascades trains from Eugene Station to the Eugene Yard, instead storing and servicing the trains on the new layover track at the depot. Estimated to be about 2,600 train-miles, or 242 train-hours, per year, the reduction in train movements generates cost savings from reduced labor and maintenance. The cost savings are based on average maintenance costs per train-mile and the median employee costs.

9.1.3.4 Efficiencies from Improved Integration with Other Modes

Current infrastructure at the Eugene Station does not concurrently accommodate both freight operations and Cascades trainsets. The Project will increase the efficiency of moving both passengers and freight along the Amtrak Cascades corridor through further separating respective trains and providing storage for passenger trains at Eugene Station, ending the use of Eugene Yard for passenger train layover. Additionally, passenger rail is used as an alternative to driving single-occupancy vehicles, which leads to enhanced integration with non-motorized active transportation modes.

9.1.3.5 Ability to Meet Existing or Anticipated Demand

Amtrak Cascades is currently experiencing record-breaking ridership and is expected to reach 1 million passengers annually by the end of 2024. As the anticipated demand for this service grows rapidly, reliability is a primary concern, as a greater number of passengers will be impacted by potential delays. This Project better allows for ridership demands to be met by increasing efficiency through separation of freight and passenger trains, reducing delay for a greater number of passengers.

9.1.3.6 Historically Unconnected or Under Connected Communities

According to the Climate and Economic Justice Screening Tool (CEJST), communities surrounding the Project have been categorized as experiencing disproportionately higher disadvantages related to transportation. This jeopardizes community members' abilities to attend work, school, or otherwise reach their fullest potential. This Project will facilitate connectivity to critical community amenities by increasing service reliability.

9.1.3.7 Benefit-Cost Analysis Results

A benefit-cost analysis (BCA) was conducted for the Project for submission to FRA as a requirement of a discretionary grant application for the FY 2024 FSP-National Program. The analysis was conducted in accordance with the benefit-cost methodology as outlined by the U.S. Department of Transportation in the *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, published in November 2024. The period of analysis corresponds to 25 years and includes 5 years of design and construction and 20 years of benefits after the first full year of operations begin in 2028.

The Project is expected to generate benefits for passengers of the Amtrak Cascades intercity passenger service and residents of Eugene valued at \$26.5 million in discounted 2023 dollars using a 3.1% discount rate (the value of CO₂ emissions are discounted at a rate of 2%). The capital



cost for the Project is expected to be \$15.6 million in undiscounted 2023 dollars, or \$14.1 million with a 3.1% discount rate. The capital costs include all previously expended and future costs related to the Project for environmental, design, and construction. Operations and maintenance (O&M) costs are projected to average \$0.1 million per year in undiscounted 2023 dollars in the long term. Over the entire 20-year operations period, these costs accumulate to \$2.4 million in undiscounted 2023 dollars, or \$1.6 million when discounted at 3.1%. The O&M costs are assumed to represent the costs of keeping the Project improvements in a state of continuous operability under the Build scenario. The benefits of the Project outweigh the potential costs, as indicated by the Benefit Cost Ratio (BCR) of 1.88. Table 6 summarizes the BCA results. See Attachment 3 for the Benefit-Cost Analysis Model spreadsheet file and Attachment 4 for the BCA Technical Memorandum documenting assumptions and methodology.

Table 6. Summary of Benefit-Cost Analysis Results

BCA Metric	Monetized Value	
	Undiscounted	Discounted
Total Benefits	\$41,785,000	\$26,498,000
Total Capital Costs	\$15,590,000	\$14,064,000
Net Present Value	\$26,195,000	\$12,434,000
Benefit-Cost Ratio	2.68	1.88

9.2 Selection Criteria

9.2.1 Program Preferences

9.2.1.1 Projects for which Amtrak is not the sole applicant

ODOT is the applicant for this grant. Amtrak is a project partner and will contribute toward the non-Federal cost share.

9.2.1.2 Projects that improve the financial performance, reliability, service frequency, or address the state of good repair of an Amtrak route

As described previously, this Project will improve financial performance, reliability, and timeliness of the Amtrak Cascades by reducing delays in the departure of passenger trains from Eugene Station, reducing the amount of non-revenue movements for Amtrak trains, and reducing passenger risk and train congestion at Eugene Station by improving separation between passenger and freight trains. The Project also doubles the capacity of the station by allowing simultaneous use by Amtrak Cascades trains and Amtrak long-distance trains.

9.2.1.3 Project that are identified in, and consistent with, a corridor inventory prepared under the Corridor Identification and Development Program pursuant to 49 U.S.C. 25101

The Amtrak Cascades Corridor was selected by the FRA in December 2023 to receive an FY22 Corridor Identification and Development Program award of \$500,000 for improvements to the existing state-supported Amtrak Cascades between Eugene, Oregon, and Vancouver, B.C. ODOT and WSDOT were co-applicants on the grant, with WSDOT serving as the lead applicant due to



the majority of the train miles being within Washington state. Major areas of concern revolve around improvements to align state goals that would promote intercity passenger rail service as an alternative for motor vehicle travel, which will reduce roadway congestion and cut greenhouse gas emissions. Other areas that coincide with state goals include on-time performance and enhancing reliability of existing services, which in turn will allow for addressing efficiencies without sacrificing safety and additional rider services. The Eugene Station Layover Track Project is consistent with the goals of the Amtrak Cascades Corridor selection.

9.2.1.4 Final Design and/or Construction Lifecycle Stage

The Project is requesting funding to complete Track 2 – Project Development and Track 3 – Final Design and Construction. The majority of the requested FSP-National funding award would go toward Track 3 activities.

9.2.2 Administration Priorities

9.2.2.1 Safety

According to ODOT records, there are documented train accidents that could have been avoided in the Project vicinity with the Eugene Station Layover Track Project. The Project will improve community and rider safety by improving the utilization of existing railroad infrastructure within the general vicinity of downtown as previously described. A major benefit is the avoidance of risk to motorists and pedestrians caused by the deadhead movements over seven closely spaced at-grade crossings between the depot and the freight yard through a mixed commercial and residential area of Eugene. This project would reduce passenger train movement through these grade crossings and reduce the potential for a safety-related incident. The new ADA-compliant station platforms will include the added safety feature of tactile strip edges and lessened height for ingress and egress to passenger train vestibules. Further, with Cascades trains boarding and alighting passengers from the new layover track, passenger safety will be enhanced because of greater physical separation between Cascades trains and freight trains passing through on the mainline.

9.2.2.2 Climate Change and Sustainability

Passenger trains currently travel between the Eugene Yard and the Eugene Station when they need to be stored and serviced, emitting unnecessary greenhouse gases and contributing to local environmental degradation. Once at the yard, Amtrak Cascades trains continuously idle to maintain power for heating and air conditioning, lighting, food car refrigeration, and other features. A primary benefit of the Project will be a major reduction in harmful greenhouse gas emissions associated with nonrevenue trips between the station and yard and passenger train idling during layovers. The new track will include a 480-volt power connection, which will eliminate the need for idling during layover periods. It is estimated that the Project will result in a reduction of approximately 660 metric tons of carbon emissions over the 20-year analysis period, or an average of 33 metric tons annually. There are also health benefits to be realized through elimination of emissions produced by locomotives.



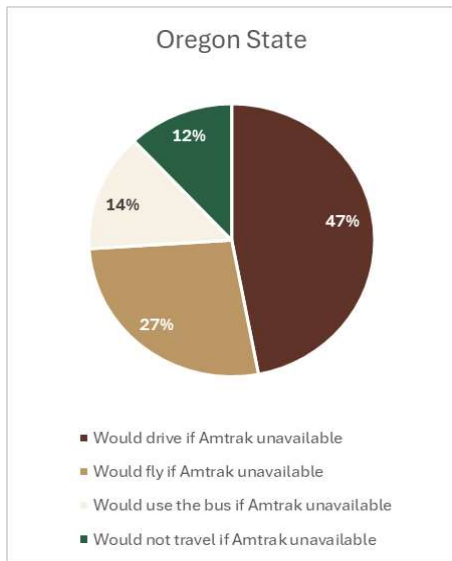


Figure 5. Amtrak Modes of Transportation in Oregon

An additional Project benefit is the increased efficiency of service times and reliability of passenger rail service. Reliable service is a significant factor in whether travelers choose passenger rail over another form of transportation like driving or flying, which have a significantly higher rate of emissions per capita compared to Amtrak service. According to data from Amtrak, 47% of present-day Amtrak riders in Oregon would drive and 27% would fly if Amtrak were not available (Figure 5). By maintaining and improving passenger rail service, Amtrak can continue to attract riders, which may reduce the emissions associated with driving or flying. This environmental impact is heightened when considering that ridership growth is expected to increase significantly over the next two decades as a result of continued population growth in the corridor.

This Project aligns with ODOT’s commitment to delivering sustainable public transportation through building a more climate-resilient transportation system, increasing the energy efficiency of fleets and facilities, and reducing vehicle miles traveled and greenhouse gas emissions by providing mass transit options. In March 2013, ODOT presented the Oregon Statewide Transportation Strategy – a 2050 Vision for Greenhouse Gas Emission Reduction (STS). The STS was initiated out of legislative direction to examine ways that transportation can reduce greenhouse gas emissions and help achieve Oregon’s reduction goals. It describes what it would take for the transportation sector to get as close to the 2050 goal as is plausible; examines all aspects of the transportation system, including the movement of people and goods; and identifies transportation system, vehicle and fuel technology, and urban land use pattern strategies. Based on policy discussions and analysis, the STS 2050 Vision results in a future with 60% fewer greenhouse gas emissions than 1990.

9.2.2.3 Equity and Justice40

In addition to the environmental justice benefits associated with the reduction in greenhouse gases, equity benefits of this project include expansion of mobility access to marginalized communities. The CEJST tool indicates that this project is surrounded by historically disadvantaged communities, most of which experience burdens associated with climate change and transportation. Additionally, all tracts have a relatively high proportion of people who earn low incomes, and several census tracts are near or above the 90th percentile in this category. This project will increase the efficiency and reliability of the Amtrak Cascades route, facilitating greater mobility for marginalized communities. The impacts of greater mobility will extend to destinations along the Amtrak Cascades Corridor.

Figure 5 shows that 12% of present-day Amtrak riders in Oregon would not travel if the train were not an option. This means that without Amtrak, a portion of current riders would not be able to access work, school, medical services, or fulfill other needs that are met by this mode of access. Marginalized communities, such as those who earn low incomes, who identify as a racial



minority, or are otherwise disadvantaged are most likely to rely on transit. If this service is insufficient, these populations have a disproportionately higher likelihood of having no alternative means of meeting these critical needs. By optimizing service efficiency and reducing travel time, people who currently travel on passenger rail will be able to continue to maintain their mobility and have greater access to educational or occupational opportunities.

ODOT's Commitment to Equity

ODOT recognizes the many benefits of a workplace environment that values and embraces individual differences. In fact, diversity and inclusion are among its core values. ODOT's inclusive culture is defined by its values, and ODOT continuously seek employees from all backgrounds with distinctive ideas, perspectives, insights, and talents. Because diversity is so critical, ODOT actively supports and engages in a variety of associations, programs, coalitions, and initiatives to support and accommodate employees from diverse communities and backgrounds. ODOT's people are its strength, and the organization takes great care in investing in and valuing them as such.

ODOT's Affirmative Action program is a specific and results-oriented program by which the department commits through active measures to ensure equal employment opportunity without regard to race, color, religion, national origin, disability, or sexual orientation. The objective of the Affirmative Action program is that it seeks to redress past discrimination through active measures. Programs without a concerted effort to make them work are meaningless; and effort, undirected by specific and meaningful programs, is inadequate.

9.2.2.4 Workforce Development, Job Quality, and Wealth Creation

ODOT offers resources to create quality jobs and staff advancement through workforce development and other programs that advance job opportunities. These aim to provide the following benefits:

- Foster meaningful connections with area high schools.
- Support employees early in their career through apprenticeships and other support to build skills and develop agency supports.
- Offer staff development workshops on inclusive behavior, diversity management, cultural competence, and serving customers with limited English proficiency.
- Provide health care and education benefits, including comprehensive health insurance, flexible spending account options, commute and parking benefits, and an investment account for higher education.
- Ensure strong labor standards.

The 2011 Oregon State Freight Plan (OFP) estimates that freight demand will grow by nearly 90% between 2002 and 2035, comprising a substantial part of Oregon's overall economy. The OFP estimated 31% of Oregon's economy is based on goods movement-dependent industries, including a substantial portion served by rail such as timber, wood products, and paper; agriculture and food; manufacturing; construction; and wholesale and retail trade. At the same time, Oregon is expected to add about 1.3 million residents through 2040.



Without preservation and strategic investments in the rail system, other modes will have to shoulder the load, and Oregon’s highway system will experience increased congestion alongside accelerated wear and tear. Both degenerative highway and rail systems will negatively impact Oregon industries and reduce competitiveness in an increasingly challenging global economy. Rail system investments are critical to retaining Oregon’s existing jobs and businesses and provide an opportunity to leverage private sector funds. Rail also plays a key role in growing existing Oregon industries and attracting new ones to the state. Maintaining and growing rail connections to ports and identifying opportunities to spur Cargo-Oriented Development are two examples of investments communities can spearhead, in partnership with private sector partners, to contribute to state and local economic development efforts.

The 2020 Oregon State Rail Plan highlights the importance of both freight and passenger rail service as a significant conduit for economic and job activity throughout Oregon. Specific to passenger rail service, the Oregon State Rail Plan notes that intercity passenger rail connects job markets, recreation, and tourism centers throughout the state (supporting local economies), provides mode choice and relieves congestion, contributes positively to the environment, and enhances community quality of life. Strategies to leverage the rail system in Oregon to promote and grow jobs throughout the state include the following:

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

The CEJST tool indicates that several tracts near this project area also experience disadvantages in workforce development, including relatively high rates of unemployment and low rates of educational attainment, where a disproportionately high percentage of the population have not received a high school diploma. These characteristics may lead to lower overall lifetime wages and less financial security. Through partnerships with local area high schools and promoting investments in high-quality workforce development programs, ODOT will enhance community access to career opportunities and facilitate access to higher levels of educational attainment.



10. Project Implementation and Management

10.1 Project Contracting and Contract Oversight and Control

ODOT is the lead applicant for this grant and will be responsible for project implementation, management, completion, and closeout. Contracting, oversight, risk management, and other key tasks will be managed within ODOT and by its contractors.

ODOT's Contract Administration Unit is responsible for uniform administration of all ODOT construction contracts, including payments, contract change orders, labor compliance, document compliance, and contractor claims or disputes.

Cost overruns will be minimized throughout the planning and project development process. ODOT has consulting firms on-call with extensive experience in similar planning and cost estimating efforts. If changes arise, ODOT will review cost overruns and make adjustments to bring the Project back within budget. ODOT will manage funding and provide funding oversight for the construction and management of the Project for consistency with the funding scope. Project agreements will be in place with UPRR and Amtrak for finalizing design in conjunction with FRA and ODOT review. ODOT or its delegates will obtain contractors for constructing the Project.

It is expected that ODOT will achieve completion of the design within budget. ODOT has completed a geotechnical analysis of the area, including exploratory drilling, to determine the field conditions. There is no concern with the current field conditions that could pose a risk to the Project or that could present an unexpected condition. However, if unexpected conditions are encountered due to field concerns or other needed items such as base stabilization, the project contingency could be managed to cover these unforeseen issues.

10.2 Change-Order Management

As the Project progresses through final design, ODOT, Amtrak, UPRR, the City of Eugene, and FRA will review project designs at the 60%, 90%, and 100% milestones and will approve final designs before the Project proceeds to construction. Once construction begins, UPRR and ODOT inspectors will oversee the track work per UPRR standards and approved project designs. ODOT will perform regular inspections of the civil work and financial expenditures related to the approved plan set and will continue to regularly review expenditures against the project timeline. Any deviations from the plans or contract will result in a timely discussion among FRA, ODOT, and UPRR to discuss necessary changes. Cost overruns will also be minimized throughout the planning and project development process. ODOT has consulting firms on-call with extensive experience in similar planning and cost estimating efforts. If changes arise, ODOT will review cost overruns and make adjustments to bring the Project back within budget.

10.3 Risk Management

ODOT has identified potential project risks and mitigation strategies. The risk management plan will create an integrated scheme of risk allocation and management that will support the



achievement of the Project’s goals for safety, cost, schedule, and quality. ODOT’s risk management process includes the following:

- Continuous identification of risks, their causes, nature, severity, and potential impact on the Project.
- Planning and organizing of appropriate risk control, risk transfer, and risk financing techniques to minimize the cost of pure risk.
- Implementation of those techniques internally at all levels of the Project, and externally with insurers, loss adjusters, and other risk finance specialists.

ODOT staff and its contractors involved with site visits, construction inspection, and project oversight will obtain e-rail safe certification and attend regular safety briefings led by both the host railroad and ODOT Public Transportation Division. These regular meetings will cover the issues and concerns of working in the railroad right-of-way, on and around the tracks, and around construction equipment performing the work. The risk management plan for specific areas of concern is summarized in Table 7.

Table 7. Project Risks and Mitigation Strategies

Risk	Mitigation Strategy
Project Cost	Fixed-price contracts; contingency; value engineering
Project Schedule	Requirements for designers to provide construction planning and mitigation efforts; constructability analyses; early start construction program (Design Build Contracts); schedule control
Project Quality	Consultant quality assurance programs and contractor quality control programs; design criteria; design reviews
Operability and Maintainability	Design reviews by ODOT
Worker Injury	Review of contractor safety program; training; owner-controlled insurance program (OCIP); “hold harmless” or indemnity clauses in contracts
Damage to an Operating Train	Diversion of trains; track outage; work schedules during off-hours; OCIP
Business Interruption	Designer-prepared construction and mitigation plans; community outreach program; contractor participation

10.4 Conformance to Federal Requirements for Project Progress Reporting

In conformance to Federal requirements for project progress reporting, regular progress reports, completion of key milestones, and coordination with FRA and other project parties will also be managed by ODOT.

10.5 Employing Small Businesses

ODOT offers many innovative programs that empower small, underutilized businesses to compete successfully for all types of ODOT contracts and gain valuable experience as prime contractors. Those programs include the following:

- **Small Business Development Program:** Identifies transportation construction projects that are suitable for qualified small businesses to undertake as prime contractors, and provides support and resources for successful delivery.



- **Emerging Small Business Program:** Serves to help Oregon’s small business community overcome barriers to participation in the state’s multi-billion-dollar public contracting process. This program helps small Oregon firms increase their capacities to perform and bid on contracts, and then expand their market shares.

10.6 Applicant Qualifications

As the lead agency responsible for the Project and grant award, ODOT has extensive experience in managing federal grants and complex transportation projects through the Public Transportation Division. ODOT has successfully managed and delivered planning, rail design, and construction projects that meet FRA guidelines and standards, including six ARRA projects awarded in 2009. Over several years, ODOT worked with FRA and has successfully managed and delivered commitments set by FRA. A relevant example is ODOT’s Oregon Passenger Rail project that was funded by an FRA grant under its High-Speed Intercity Passenger Rail Program in 2011, to analyze and select a route, station locations, and service characteristics for these improvements. ODOT successfully managed and oversaw the implementation of this project from initiation through extensive analysis and public outreach. FRA’s Tier 1 Final Environmental Impact Statement and Record of Decision were signed on April 14, 2021.

The ODOT Multimodal and Rail Services Section Manager will oversee this contract, supported by the State Rail Planner at ODOT, both of whom have a long history of operations and capital improvement projects on the Oregon rail network. Additionally, ODOT will assign a project manager, who will have experience and knowledge necessary to properly deliver and support the project requirements, including grant administration requirements. Other key personnel from ODOT who will be involved in project oversight and management include the following:

- Bob Melbo, ODOT State Rail Planner – Responsible for ODOT rail technical review of draft and final deliverables to ensure compliance with grant management. Experience includes 40 years of railroad operations management.
- Jennifer Sellers, ODOT Multimodal and Rail Services Manager – Responsible for ODOT rail technical review of draft and final deliverables to ensure compliance with grant requirements.

10.7 Project Closeout

Upon Project completion, it is anticipated that Amtrak will assume responsibility for the long-term O&M of the track and new facilities. If selected for award, ODOT and Amtrak will finalize a cooperative agreement that details O&M responsibilities and funding expectations.



Eugene Station Layover Track Project

Benefit-Cost Analysis Technical Memorandum



Oregon Department of Transportation

Federal Railroad Administration FY 2024 Federal-State
Partnership-National (FSP-N) Program

December 2024

Executive Summary

The benefit-cost analysis evaluates the impacts of constructing a layover track and service facility at the Eugene Station in Eugene, OR to provide overnight storage and train servicing for Amtrak Cascades passenger trains as part of the **Eugene Station Layover Track Project** (or, "the Project"). The current track configuration at Eugene Station cannot facilitate the overnight storage and/or servicing of Amtrak Cascades trains and still accommodate passing Coast Starlight trains, therefore Cascades trains use the UPRR Eugene Yard to layover. In the analysis, the Project will include the environmental, design and construction of a second UPRR main track from west of High Street to Lincoln Street and a stub track to the west of the Eugene station connected to the existing siding track. The existing platform that serves the siding track in front of the station is to be rebuilt as a part of the project to serve both the siding track and the proposed stub track, and a new secondary platform will be introduced to serve solely the relocated main track. In addition, the Project will provide separation between passenger and freight movements through the station area.

The environmental, design, and construction activities of the Project are assumed to be completed in 2027 with the first full year of operations in 2028. The analysis period for the Project is 20 years of operations following project completion. The analysis was conducted in compliance with the *Benefit-Cost Analysis Guidelines for Discretionary Grant Programs* published by the U.S. Department of Transportation (USDOT) in November 2024. The methodology of the analysis conforms to USDOT and other federal guidelines regarding benefit-cost analysis and was performed in line with industry standards and best practices.

Executive Summary Matrix

Table ES-1 summarizes the key components of the analysis, describing the baseline status of train operations in the project area and the expected impacts of implementing the Project.

Table ES-1. Executive Project Summary Matrix

Project Parameters	Description
Current Status / Baseline and Problem to be Addressed	Currently, passenger trains from the Amtrak Cascades service stored at the UPRR Eugene Yard frequently experience conflicts with freight trains when moving to Eugene Station. These conflicts cause service delays to departing passengers leaving from Eugene Station and intermediate stations on the northbound service. Amtrak Cascades currently travel 1.8 miles to the UPRR Eugene Yard to store and maintain the trains overnight.
Change to Baseline Conditions Due to Project	The Project includes the construction of a layover track to provide service and overnight storage for Amtrak Cascades trains. The construction of the layover track eliminates the delay events related to conflicts with freight trains, reduces the deadhead travel distance and time, and reduces overnight train idling.
Type of Impacts	Avoided Passenger Delay (Direct and Propagated Delay): The Project is expected to reduce travel delay experienced by departing passengers at Eugene Station and passengers at intermediate stations on the northbound service. The layover track eliminates conflicts with freight trains, eliminating the frequent delays affecting the Amtrak Cascades trains exiting the UPRR Eugene Yard.
	Avoided Vehicle Delay at Railroad Crossings: The Project is expected to reduce travel delay experienced by roadway traffic at seven railroad crossings in Eugene, OR. Storing and servicing the Amtrak Cascades service trains at the

	Eugene Station eliminates four train movements per day to and from the UPRR Eugene Yard, avoiding delays for vehicles at the railroad crossings.
	Deadhead Labor Time and Maintenance Cost Savings: Storing the Amtrak Cascades trains at the layover track instead of moving trains to the UPRR Eugene Yard reduces the deadhead movements for overnight storage and service. The reduction in deadhead movements reduces the labor costs for train and service staff and train maintenance costs.
	Reduced Fuel Consumption and Emissions by Trains: Amtrak Cascades trains stored at the layover track will have access to electric grid connections, avoiding the need to idle the trains overnight. The reduction in idling reduces the fuel consumption of the trains.
	Reduced Fuel Consumption and Emissions by Roadway Vehicles: The Project is expected to eliminate four train movements per day to and from the UPRR Eugene Yard at the seven railroad crossings in Eugene, OR. The reduced number of train movements avoids idling by vehicles at the railroad crossings, reducing fuel consumption and related emissions.
	Residual Value: The new track and facilities are expected to have a useful life of at least 30 years, representing a long-term investment in railroad infrastructure. The analysis monetizes the useful life of the capital investment remaining at the end of the 20-year analysis period.

Summary of Benefit-Cost Analysis Results

The benefit-cost analysis evaluates and monetizes the social benefits and costs of the Project over a five-year design and construction period and a 20-year operations period. The construction period of the Project is expected to occur from 2023 to 2027 and includes environmental review, preliminary engineering, design, right-of-way acquisition and construction. The analysis period of the Project is, following the completion of construction, from 2028 to 2047 and evaluates the operational impacts and user benefits of the new railroad improvements. The benefits and costs evaluated in the analysis are calculated in 2023 constant dollars and their present value is calculated using a 3.1 percent discount rate, per USDOT BCA guidance; the value of CO₂ emissions are discounted at a 2 percent discount rate.¹

Costs

The total capital cost of the Project is expected to be \$17.2 million in year-of-expenditure dollars. The construction costs for the Project represent the previously incurred costs and the future costs for preliminary engineering, environmental, design, right-of-way acquisition and construction of the railroad improvements. When deflating from year-of-expenditure dollars assuming an annual escalation rate of 3.0 percent, the capital costs are calculated to be \$16.0 million in undiscounted 2024 dollars. Using BEA's GDP implicit price deflator², the capital costs are adjusted to \$15.6 million in undiscounted 2023 dollars. At a 3.1 percent discount rate, the capital costs would be \$14.1 million in 2023 dollars. The capital costs by year are summarized below in Table ES-2.

¹ "Benefit-Cost Analysis Guidance for Discretionary Grant Programs", US Department of Transportation, November 2024

² "Table 1.1.9 Implicit Price Deflator for Gross Domestic Product", Bureau of Economic Analysis, 2024

Table ES-2. Project Costs (in dollars)

Cost Category	Total
Year-of-expenditure dollars	
Environmental, Design and Engineering	\$3,742,000
Right-of-Way Acquisition	\$1,216,000
Construction	\$12,232,000
Total	\$17,191,000
Adjusted 2023 constant dollars	
Environmental, Design and Engineering	\$3,564,000
Right-of-Way Acquisition	\$1,130,000
Construction	\$10,897,000
Total	\$15,590,000

The annual maintenance costs for the new safety improvements are calculated to be \$119,000 in 2023 dollars. Over the 20-year analysis period, the total maintenance costs are calculated to be \$2.4 million in undiscounted 2023 dollars, or \$1.6 million when discounted at 3.1 percent. The annual operations and maintenance costs are summarized below in Table ES-3.

Table ES-3. Annual Operations and Maintenance Costs (in undiscounted 2023 dollars)

	No Build Scenario	Build Scenario
Operations and Maintenance Costs	-	\$119,000

Benefits

The Project is expected to improve the reliability of the Amtrak Cascades passenger service while reducing the labor, maintenance and fuel costs related to deadhead train movements. Over the 20-year analysis period, the monetized impacts include the following:

Avoided Passenger Delay (Direct and Propagated Delay)

The Project is expected to eliminate the conflicts between Amtrak Cascades passenger trains and freight trains on the mainline due to the restricted capacity leaving the UPRR Eugene Yard. Approximately 30 delay events occur per year, causing passengers departing from Eugene Station and at intermediate station on the northbound service to experience travel delays. The reductions in passenger travel delay is based on the 2023 ridership at Eugene Station and the intermediate stations through to King Street Station in Seattle. Given the effect of propagated delay in a single-line service corridor, passengers expected to use the same delayed train to complete their trip with experience delay equivalent to the original delay. The Project is expected to eliminate the conflicts between Amtrak Cascades trains and freight trains, thereby reducing the travel delays experienced by passengers.

Avoided Vehicle Delay at Railroad Crossings

The Project is expected to eliminate four train movements per day between Eugene Station and the UPRR Eugene Yard, reducing the travel delay experienced by vehicles waiting at the seven railroad crossings in Eugene, OR. The reductions in travel delay is based on traffic count data at each railroad crossing by hour of the day and an average wait time of five minutes per train movement. The Project is expected to avoid vehicles idling at the railroad crossing during train movements, reducing travel delay, fuel consumption and vehicle emissions.

Deadhead Labor Time and Maintenance Cost Savings

The Project eliminates the deadhead train movements for Amtrak Cascades trains from Eugene Station to the UPRR Eugene Yard, instead storing and serving the trains on the layover track. Estimated to be about 2,600 train-miles, or 242 train-hours, per year, the reduction in train movements generates cost savings

from reduced labor and maintenance. The cost savings are based on average maintenance costs per train-mile and the median employee costs.

Reduced Fuel Consumption and Emissions by Trains

The Project reduces the consumption of locomotive diesel by reducing deadhead movements and eliminating overnight train idling. As described above, deadhead train movements are reduced by 2,600 train-miles per year. The layover track includes electrical grid connections to provide power to the locomotive and power car during train servicing and overnight storage. Currently, trains stored at the UPRR Eugene Yard run on their own fuel source to provide power to the power car.

Asset Useful Life and Residual Value

The analysis assumes a useful life of at least 30 years for the new railroad improvements, signifying a significant investment in the regional railroad infrastructure. The residual value measures the remaining value of the capital investment after the first 20 years of straight-line depreciation at the end of the analysis period.

Benefit-Cost Analysis Results

The total benefits generated from the project improvements within the analysis period are calculated to be \$26.5 million in discounted 2023 dollars. The total capital costs, including environmental, design and construction, are calculated to be \$14.1 million in discounted 2023 dollars. The difference of the discounted benefits and costs equals a net present value of \$12.4 million in discounted 2023 dollars, resulting in a benefit-cost ratio (BCR) of 1.88. Table ES-4 below summarizes the results of the base analysis for the Project by benefit category.

Table ES-4. BCA Summary Results (in 2023 dollars)

BCA Metric	Monetized Value	
	Undiscounted	Discounted
Total Benefits	\$41,785,000	\$26,498,000
<i>Intercity Rail Passenger Travel Time Savings</i>	\$13,655,000	\$8,818,000
<i>Auto and Truck Travel Time Savings</i>	\$5,957,000	\$3,847,000
<i>Labor Time Savings</i>	\$921,000	\$601,000
<i>Reduced Fuel Consumption by Trains</i>	\$1,047,000	\$680,000
<i>Reduced Fuel Consumption by Autos and Trucks</i>	\$242,000	\$156,000
<i>Reductions in Emissions by Trains</i>	\$15,434,000	\$10,068,000
<i>Reductions in Emissions by Autos and Trucks</i>	\$197,000	\$125,000
<i>Roadway Safety Benefits</i>	\$613,000	\$400,000
<i>Train Maintenance Cost Savings</i>	\$2,476,000	\$1,615,000
<i>Residual Value</i>	\$3,632,000	\$1,746,000
<i>System O&M Costs</i>	(\$2,388,000)	(\$1,558,000)
Total Capital Costs	\$15,590,000	\$14,064,000
Net Present Value	\$26,195,000	\$12,434,000
Benefit-Cost Ratio	2.68	1.88

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1. Introduction

The benefit-cost analysis (BCA) evaluates the proposed *Eugene Station Layover Track Project* (or, “the Project”), details the methodology and assumptions used to calculate benefits and costs, summarizes project benefits, and details project costs. The BCA is a requirement of the FY2024 Federal-State Partnership-National (FSP-N) Program administered by the Federal Railroad Administration.

1.1 BCA Framework

A BCA is an evaluation framework to assess the economic advantages (benefits) and disadvantages (costs) of an investment alternative. Benefits and costs are broadly defined and are quantified in monetary terms to the extent possible. The overall goal of a BCA is to assess whether the expected benefits of a project justify the costs from a national perspective. A BCA framework attempts to capture the net welfare change created by a project. It includes cost savings and increases in welfare (benefits), disbenefits where costs can be identified (e.g., project capital costs), and welfare reductions where some groups are expected to be made worse off because of the proposed Project.

The BCA framework involves defining a Base Case or “No Build” scenario, which is compared to the “Build” scenario, where the grant request is awarded, and the Project is built as proposed. The BCA assesses the incremental difference between the No Build and the Build, which represents the net change in welfare. BCAs are forward-looking exercises which seek to assess the incremental change in welfare over a project life cycle. The importance of future welfare changes is determined through discounting, which is meant to reflect both the opportunity cost of capital as well as the societal preference for the present.

The analysis was conducted in accordance with the benefit-cost methodology as recommended by the USDOT in the *BCA Guidance for Discretionary Grant Programs* released in November 2024.³ This methodology includes the following analytical assumptions:

- Defining existing and future conditions under a No Build scenario as well as under the Build scenario;
- Estimating benefits and costs during project construction and operation, including 20 years of operations beyond the Project completion when benefits accrue;
- Using USDOT recommended monetized values for travel time savings, vehicle operating cost savings, and emissions, while relying on best practices for monetization of other benefits;
- Presenting dollar values in real 2023 dollars. In instances where cost estimates and benefits valuations are expressed in historical or future dollar years, using an appropriate inflation rate to adjust the values;
- Discounting future benefits and costs with a real discount rate of 3.1 percent; the value of CO₂ emissions are discounted at 2 percent.

1.2 Report Contents

The Report illustrates the methodology, assumptions and inputs used in the BCA and an evaluation of its results. Section 2 provides an explanation of the BCA methodology and a description of the project. Section 3 provides an explanation of the project costs. Section 4 provides an outline of the calculation of the benefit categories. Section 5 outlines the summary results of the BCA.

³ U.S. Department of Transportation. “Benefit-Cost Analysis Guidance for Discretionary Grant Programs”, November 2024.

2. Project Overview

2.1 Description

The Project will provide storage and light servicing for up to two Amtrak Cascades layover trains at the Eugene Station. The existing UPRR main track will be realigned and a second UPRR main track will be installed from west of High Street to Lincoln Street. A stub track will be constructed to the west of the Eugene station, connected to the existing siding track and providing storage for a single Amtrak Cascades train. A left-hand number (No.) 11 crossover will be installed between Washington Street and Lawrence Street (MP 647.61) which, in conjunction with the No. 11 right-hand crossover between Lawrence Street and Lincoln Street (MP 647.50), will allow universal crossover movements for trains navigating the mainline tracks. The existing platform that serves the siding track in front of the station is to be rebuilt as a part of the project to serve both the siding track and the proposed stub track, and a new secondary platform will be introduced to serve solely the relocated main track. In addition, the project will provide separation between passenger and freight movements through the station area.

The expected benefits from the Project include the following:

- Avoided Passenger Delay (Direct and Propagated Delay)
- Avoided Vehicle Delay at Railroad Crossings
- Deadhead Labor Time Savings and Train Maintenance Cost Savings
- Reduced Fuel Consumption (Trains, Autos and Trucks)
- Reduced Vehicle Emissions (Trains, Autos and Trucks)
- Avoided Train Crossing Collisions
- Asset Useful Life and Residual Value

2.2 General Assumptions

The BCA requires a number of general assumptions that guide the overall analysis. These are presented in Table 2-1.

Table 2-1: General Assumptions

Assumption	Value
Environmental/Design/Construction Start Date	2023
Environmental/Design/Construction End Date	2027
Project Opening	2028
End of Analysis Period	2047
Operations Period	20 years (post-construction)
Base Year Dollars	2023
Capital Cost Adjustment	YOE dollars adjusted to 2023 with a factor of 0.9760 (in line with USDOT guidance)
Real discount rate	3.1 percent; 2 percent for CO ₂ emissions (consistent with USDOT guidance for discretionary grants and OMB Circular A-94)

2.3 No Build Scenario and Build Scenario

The BCA assesses whether a proposed infrastructure investment is economically viable by comparing the quantified benefits to the expected costs of both the Build scenario and the No Build scenario.

Benefits/disbenefits are estimated through changes in user costs and impacts on the wider community with the Project. Net project impacts are measured by comparing benefits to (a) capital costs and (b) ongoing operational expenditures for both the Build and No Build.

The No Build scenario assumes the existing infrastructure remains and current service levels for Amtrak Cascades passenger trains and freight trains on the UPRR main track. Amtrak Cascades trains are moved from the Eugene Station to be serviced and stored overnight at the UPRR Eugene Yard; trains are kept idling to provide power to the train. Passenger delays at Eugene Station and on the Amtrak Cascades service line from Eugene Station to King Street Station in Seattle are based on the historical delays and the distribution of ridership in 2023. Conflicts between freight trains and Amtrak Cascades trains leaving the UPRR Eugene Yard continue to occur about 30 times per year. Roadway vehicles experience delays at the seven railroad crossings in Eugene, OR for the current number of train movements between Eugene Station and UPRR Eugene Yard.

The Build scenario assumes the construction of the railroad improvements and facilities at the Eugene Station to service and store up to two passenger trains. Without the conflicts between freight trains and Amtrak Cascades trains on the main track, the related travel delays for passengers at Eugene Station and at intermediate stations on the northbound service to Seattle are eliminated. The reduced train deadhead movements would save costs on labor and maintenance, while the electrical grid connections allow serviced and stored passengers trains to run on power without idling. Roadway vehicles experience less delays at the seven railroad crossings in Eugene, OR due to four fewer train movements per day between Eugene Station and UPRR Eugene Yard.

3. Project Costs

3.1 Capital Costs

The total capital cost of the Project is expected to be \$17.2 million in year-of-expenditure dollars. The construction costs for the Project represent the estimated costs for environmental, design, and construction of the railroad improvements. When deflating from year-of-expenditure dollars assuming an annual escalation rate of 3.0 percent, the capital costs are calculated to be \$16.0 million in undiscounted 2024 dollars. Using BEA's GDP implicit price deflator⁴, the capital costs are adjusted to \$15.6 million in undiscounted 2023 dollars. At a 3.1 percent discount rate, the capital costs would be \$14.1 million in 2023 dollars. **Error! Reference source not found.** below summarizes the capital costs for the Project by cost category.

Table 3-1: Project Costs by Year (in dollars)

Cost Category	Total
Year-of-expenditure dollars	
Environmental, Design and Engineering	\$3,742,000
Right-of-Way Acquisition	\$1,216,000
Construction	\$12,232,000
Total	\$17,191,000
Adjusted 2023 constant dollars	
Environmental, Design and Engineering	\$3,564,000
Right-of-Way Acquisition	\$1,130,000

⁴ "Table 1.1.9 Implicit Price Deflator for Gross Domestic Product", Bureau of Economic Analysis, 2024

Cost Category	Total
Construction	\$10,897,000
Total	\$15,590,000

3.2 Operations and Maintenance Costs

The annual maintenance costs for the new safety improvements are calculated to be \$119,000 in 2023 dollars. Over the 20-year analysis period, the total maintenance costs are calculated to be \$2.4 million in undiscounted 2023 dollars, or \$1.6 million when discounted at 3.1 percent. **Error! Reference source not found.** below presents the annual operations and maintenance costs for the Project under the No Build and Build scenarios.

Table 3-2: Annual Operations and Maintenance Costs (in undiscounted 2023 dollars)

	No Build Scenario	Build Scenario
Operations and Maintenance Costs	-	\$119,000

4. Project Benefits

The Project generates direct user benefits, operational benefits for infrastructure owners, and broader community benefits. The analysis uses standardized factors provided by governmental and industry sources to efficiently determine the monetized value of user and social benefits resulting from the Project. The Project is expected to generate the following benefits:

- Avoided Passenger Delay (Direct and Propagated Delay)
- Avoided Vehicle Delay at Railroad Crossings
- Deadhead Labor Time Savings and Train Maintenance Cost Savings
- Reduced Fuel Consumption (Trains, Autos and Trucks)
- Reduced Vehicle Emissions (Trains, Autos and Trucks)
- Avoided Railroad Crossing Collisions
- Asset Useful Life and Residual Value

The analysis quantifies the benefits above in terms of monetized present values in 2023 dollars. The following section describes the methodology for calculating each benefit.

4.1 Avoided Passenger Delay (Direct and Propagated Delay)

The analysis evaluates the impacts on the passengers using the Amtrak Cascades northbound service from Eugene Station following a delay event. On average, 30 delay events lasting an average of about 11 minutes occur per year for a total of 323 minutes in train delays. Based on the historical annual boardings from 2023, the service ridership on the Amtrak Cascades northbound services from Eugene Station is expected to be 27,000 per year. In 2023, 2,200 passengers departing from Eugene Station were affected by delay events; extrapolated to the passengers on the northbound service between Eugene Station and King Street Station in Seattle, an additional 83,200 passengers experienced the additional travel time as propagated delay. Propagation delay affects all users within a single service corridor, who experience the equivalent delay resulting from a disruption in service. The total passenger delay in 2023 totaled 14,900 person-hours. The analysis evaluates the impact of future service delays by applying the historical average in service delays to the projected ridership for the Amtrak Cascades service; the projected future ridership is calculated by applying the annual growth rate of 1 percent from Amtrak's Five-Year Ridership Projection for FY24 to FY29 to the ridership in 2023.

Over the 20-year analysis period, the total value of avoided passenger delay is calculated to be \$13.7 million in undiscounted 2023 dollars. Assuming a base year of 2023 and real discount rate of 3.1 percent, the net present value of avoided passenger delay is calculated to be \$8.8 million in discounted 2023 dollars. Table 4-1 summarizes the monetized value of avoided passenger delay for departing passengers on the Amtrak Cascades northbound service.

Table 4-1: Value of Avoided Passenger Delay (in 2023 dollars)

	Monetized Value (undiscounted)	Monetized Value (discounted)
Avoided Direct Passenger Delay	\$272,000	\$176,000
Avoided Propagated Passenger Delay	\$13,383,000	\$8,642,000
Total Avoided Passenger Delay	\$13,655,000	\$8,818,000

4.2 Avoided Vehicle Delay at Railroad Crossings

The analysis evaluates the impacts on the roadway vehicles affected by the movements of the Amtrak Cascades trains between Eugene Station and UPRR Eugene Yard at the seven railroad crossings in Eugene, OR. The construction of the proposed improvements at Eugene Station would eliminate four train movements between Eugene Station and UPRR Eugene Yard, avoiding the delays for autos and trucks. The traffic count data for the railroad crossings is published by the Oregon DOT for the year 2022.⁵ The information about railroad crossings and traffic data is shown below in Table 4-2.

Table 4-2: Railroad Crossings and Traffic Count Data (2022)

Crossing ID	Traffic Count Station ID	Crossing Location	Average Daily Vehicle-Trips
756536V	22397	Van Buren St BETWEEN Railroad Blvd/W 1st Ave and W 2nd Ave	2,270
756540K	22396	Monroe St BETWEEN W 2nd Ave and W 3rd Ave	1,576
756542Y	22395	Madison St BETWEEN W 2nd Ave and W 3rd Aly	603
756539R	11882	Jefferson St NORTH OF W 3rd Alley	1,496
756537C	22394	Washington St BETWEEN W 3rd Ave and W 4th Ave	3,865
756538J	22393	Lawrence St BETWEEN W 3rd Ave and W 4th Ave	1,417

The analysis calculates the total avoided travel delay of roadway traffic based on the projected vehicle-trips at the railroad crossings during the movements of the Amtrak Cascades trains and an average crossing time of five minutes per train movement. The traffic count data includes an hourly distribution of daily vehicle-trips, so the analysis projects the number of vehicle-trips at the time of the scheduled train movements for departing and arriving trains; the affected vehicle-trips account for approximately one-fourth of total daily vehicle-trips. The distribution of vehicle-trips by hour for each railroad crossing is shown below in Table 4-3.

Table 4-3: Affected Traffic Count by Railroad Crossing (2022)

Traffic Count Station ID	Percentage of Daily Vehicle-Trips by Scheduled Train Movements				
	8 AM	2 PM	4 PM	9 PM	Total Affected
22397	4.8%	7.6%	9.5%	2.0%	23.9%
22396	6.5%	7.1%	8.9%	2.5%	25.0%
22395	3.3%	8.0%	11.4%	2.4%	25.1%
11882	5.5%	7.7%	8.7%	3.1%	24.9%

⁵ Oregon DOT, *Oregon Traffic Monitoring System Traffic Count (TCDS)*,
<https://ordot.public.ms2soft.com/tcds/tsearch.asp?loc=Ordot&mod=TCDS>

Traffic Count Station ID	Percentage of Daily Vehicle-Trips by Scheduled Train Movements				
	8 AM	2 PM	4 PM	9 PM	Total Affected
22394	5.1%	8.2%	10.7%	2.0%	26.0%
22393	4.7%	9.1%	10.4%	1.6%	25.8%

The analysis includes a projection of affected vehicle-trips at each railroad crossing based on an annual growth rate of 1 percent per year and a traffic mix of 92 percent autos and 8 percent trucks; the assumptions are based on the average historical growth rate of traffic and the traffic mix from ODOT's TCDS traffic data portal. The average delay time during train movements and the traffic mix is applied to the projected vehicle-trips to calculate the avoided vehicle delays resulting from the Project. The projected avoided vehicle delay resulting from the Project for the latest data year, the project opening year and the last year of the analysis period is shown below in Table 4-4.

Table 4-4: Projected Avoided Vehicle Delay at Railroad Crossings by Vehicle Type (VHTs)

	2022	2028	2047
Total Annual Vehicle Delay (Auto)	7,245	7,691	9,291
Total Annual Vehicle Delay (Truck)	630	669	808
Total Annual Vehicle Delay	7,875	8,360	10,099

Over the 20-year analysis period, the total value of avoided vehicle delay is calculated to be \$6.0 million in undiscounted 2023 dollars. Assuming a base year of 2023 and real discount rate of 3.1 percent, the net present value of avoided vehicle delay is calculated to be \$3.8 million in discounted 2023 dollars. Table 4-5 summarizes the monetized value of avoided vehicle delay for autos and trucks in Eugene, OR.

Table 4-5: Value of Vehicle Travel Time Savings (in 2023 dollars)

	Monetized Value (undiscounted)	Monetized Value (discounted)
Travel Time Savings (Auto)	\$5,431,000	\$3,507,000
Travel Time Savings (Truck)	\$526,000	\$339,000
Total Travel Time Savings	\$5,957,000	\$3,847,000

4.3 Deadhead Labor Time and Maintenance Cost Savings

Currently, Amtrak Cascades trains are moved from the Eugene Station to the UPRR Eugene Yard located 1.8 miles away. The Project, with the layover track at Eugene Station, would reduce deadhead train movements by an estimated 2,600 train-miles per year; at an average speed of 11 MPH, those reduced movements would be equivalent to 242 train-hours. Using the average maintenance cost per train-mile of \$47.61, the annual cost savings from maintenance would equal about \$107,000 per year. Based on the value of time for locomotive engineers and train service personnel, the annual labor cost savings would equal \$45,000 per year. These cost savings benefit Amtrak Cascades services and can be reinvested into additional labor services and/or infrastructure investments.

The total cost savings from reduced deadhead train movements is calculated to be \$3.4 million in undiscounted 2023 dollars. Assuming a base year of 2023 and real discount rate of 3.1 percent, the net present value of the cost savings from reduced deadhead train movements is calculated to be \$2.2 million in discounted 2023 dollars. The monetized value of cost savings from reduced deadhead train movements is summarized below in Table 4-6.

Table 4-6: Deadhead Labor Time and Maintenance Cost Savings (in 2023 dollars)

	Monetized Value (undiscounted)	Monetized Value (discounted)
Deadhead Travel Maintenance Cost Savings	\$2,476,000	\$1,615,000
Deadhead Labor Time Savings (Locomotive Engineers)	\$513,000	\$334,000
Deadhead Labor Time Savings (Train Service Personnel)	\$408,000	\$266,000

	Monetized Value (undiscounted)	Monetized Value (discounted)
Total Reduced Deadhead Cost Savings	\$3,397,000	\$2,216,000

4.4 Reduced Fuel Consumption (Trains, Autos and Trucks)

With the Project, the reduction in fuel consumption is generated from the reduction in idling during deadhead train movements and elimination of overnight idling by stored trains. As described above, as train deadhead movements are reduced, fuel consumption will be lowered. The layover track includes electrical grid connections, allowing trains to be connected to power, instead of idling their engines overnight. The analysis assumes a fuel consumption rate of 3.2 gallons of locomotive diesel per hour.

The analysis evaluates the reduction in fuel consumption related to avoiding idling by roadway vehicles waiting at railroad crossings during train movements. The Project is expected to eliminate the train movements by Amtrak Cascades trains between Eugene Station and UPRR Eugene Yard, reducing the travel delay experienced by roadway vehicles across the seven railroad crossings in Eugene, OR. The vehicle delay calculated in section 4.2 represents idling by vehicles while waiting for train movements to be completed. The Project would avoid the idling of vehicles at railroad crossings, resulting in a reduction in fuel consumption. The average fuel consumption rate for personal vehicles and trucks is based on standardized factors published by the Department of Energy; the fuel consumption rate is based on gallons of fuel per vehicle-hour of idling.⁶ The avoided fuel consumption by trains, autos and trucks in the project opening year and the last year of the analysis period are shown below in Table 4-7.

Table 4-7: Projected Avoided Fuel Consumption by Vehicle Type

	2028	2047
Annual Fuel Consumption (Train)	13,500	13,500
Annual Fuel Consumption (Auto)	3,000	3,600
Annual Fuel Consumption (Truck)	300	400
Total Annual Fuel Consumption	16,800	17,500

Over the 20-year analysis period, the total value of reduced fuel consumption is calculated to be \$1.3 million in undiscounted 2023 dollars. Assuming a base year of 2023 and real discount rate of 3.1 percent, the net present value of fuel cost savings is calculated to be \$0.8 million in discounted 2023 dollars. The monetized value of reduced fuel consumption is summarized below in Table 4-8.

Table 4-8: Value of Reduced Fuel Consumption (in 2023 dollars)

	Monetized Value (undiscounted)	Monetized Value (discounted)
Reduction in Fuel Consumption (Trains)	\$1,047,000	\$680,000
Reduction in Fuel Consumption (Auto)	\$214,000	\$138,000
Reduction in Fuel Consumption (Truck)	\$28,000	\$18,000
Total Reduction in Fuel Consumption	\$1,289,000	\$836,000

4.5 Reduced Vehicle Emissions (Trains, Autos and Trucks)

With the Project, the projected reduction in fuel consumption by trains, autos and trucks results in a reduction in greenhouse gas emissions. The analysis evaluates the reduction in greenhouse gas emissions related to avoiding idling by trains stored at the UPRR Eugene Yard and by roadway vehicles waiting at railroad crossings during train movements. The Project is expected to eliminate the idling by trains with

⁶ Dept. of Energy, Idle Fuel Consumption for Selected Gasoline and Diesel Vehicles, Feb 2015, <https://www.energy.gov/eere/vehicles/fact-861-february-23-2015-idle-fuel-consumption-selected-gasoline-and-diesel-vehicles>

the availability of trackside electrical hookups while reducing idling by roadway vehicles at train crossings by eliminating the train movements by Amtrak Cascades trains between Eugene Station and UPRR Eugene Yard. The CO₂ emissions of roadway vehicles are calculated from the reduction in the consumption of gasoline and diesel fuels, while the non-CO₂ and CO₂ emissions of trains are calculated based on the avoided idling time in the UPRR Eugene Yard and eliminated deadhead travel. The emissions factors of gasoline and diesel fuels consumed by roadway vehicles are extracted from the U.S. EPA's GHG Emissions Factors Hub published in September 2024.⁷ The Project is estimated to avoid 660 metric tons of CO₂-equivalent by reducing idling by roadway vehicles. The value of non-CO₂ and CO₂ emissions related to avoided train idling and deadhead movements are based on the cost per train-hour published in the USDOT BCA guidance documents.

Over the 20-year analysis period, the total value of avoided greenhouse gas emissions is calculated to be \$15.6 million in undiscounted 2023 dollars. Assuming a base year of 2023 and real discount rate of 3.1 percent for non-CO₂ emissions and 2 percent for CO₂ emissions, the net present value of avoided greenhouse gas emissions is calculated to be \$10.2 million in discounted 2023 dollars. The monetized value of avoided greenhouse gas emissions is summarized below in Table 4-9.

Table 4-9: Value of Avoided Greenhouse Gas Emissions (in 2023 dollars)

	Monetized Value (undiscounted)	Monetized Value (discounted)
Avoided Greenhouse Gas Emissions (Train)	\$197,000	\$125,000
Avoided Greenhouse Gas Emissions (Auto & Truck)	\$15,434,000	\$10,068,000
Total Avoided Greenhouse Gas Emissions	\$15,631,000	\$10,193,000

4.6 Avoided Railroad Crossing Collisions

The analysis evaluates the reduction in the risk of collisions between roadway vehicles and Amtrak Cascades trains at the seven railway crossings in Eugene, OR. The elimination of the train movements of the Amtrak Cascades trains between Eugene Station and UPRR Eugene Yard reduces the risk of a collision with roadway vehicles. Based on the accident data from the FRA Safety Data Inventory for the seven railroad crossings in Eugene, OR, two accidents have occurred between 2019 and 2023; the severity of injuries from the accidents are not known.⁸ The expected reduction in the accident risk is calculated as the percentage change in the number of daily train movements for each crossing. The historical accident data and the projected change in the likelihood of future accidents are shown below in Table 4-10.

Table 4-10: Historical and Projected Accident Data by Railroad Crossing

Crossing ID	Total Accidents (2019 - 2023)	Annual Average	Reduction in Accident Risk	Projected Accidents with Project
756536V	1	0.20	40%	0.12
756540K	1	0.20	27%	0.15
756542Y	0	-	27%	-
756539R	0	-	27%	-
756537C	0	-	27%	-
756538J	0	-	27%	-

Over the 20-year analysis period, the total value of reduced accident risk is calculated to be \$0.6 million in undiscounted 2023 dollars. Assuming a base year of 2023 and real discount rate of 3.1 percent, the net present value of reduced accident risk is calculated to be \$0.4 million in discounted 2023 dollars. The monetized value of the reduction in accident risk at railroad crossing is summarized below in Table 4-11.

⁷ U.S. EPA, GHG Emissions Factors Hub, 2024, <https://www.epa.gov/system/files/documents/2024-02/ghg-emission-factors-hub-2024.pdf>

⁸ U.S. FRA, Accident Prediction System, 2024, <https://safetydata.fra.dot.gov/gxaps-app/#/>

Table 4-11: Value of Avoided Injuries and Fatalities (in 2023 dollars)

	Monetized Value (undiscounted)	Monetized Value (discounted)
Total Avoided Injuries and Fatalities	\$613,000	\$400,000

4.7 Residual Value

The residual value is calculated by determining the percentage of useful life remaining beyond the analysis period and multiplying that percentage by the construction cost for that component. Since the analysis uses a 20-year analysis period and the Project has at least a 30-year design life, the residual value is 33% of the initial construction cost using the straight-line depreciation method. The remaining capital value is viewed as cost offset or “negative cost” and is applied to the last year of analysis period as a benefit. The summarized results of the residual value benefits are shown in below in Table 4-12.

Table 4-12: Residual Value Benefits Summary (in 2023 dollars)

	Monetized Value (undiscounted)	Monetized Value (discounted)
Residual Value	\$3,632,000	\$1,746,000

5. Summarized Results

5.1 Evaluation Measures

The BCA converts potential gains (benefits) and losses (costs) with the Project into monetary units and compares them. The following common benefit-cost evaluation measures are included in this BCA:

Net Present Value (NPV): NPV compares the net benefits (benefits minus costs) after being discounted to present values using the real discount rate assumption. The NPV provides a perspective on the overall dollar magnitude of cash flows over time in today’s dollar terms.

Benefit Cost Ratio (BCR): The evaluation also estimates the benefit-cost ratio; the present value of incremental benefits is divided by the present value of incremental costs to yield the benefit-cost ratio. The BCR expresses the relation of discounted benefits to discounted costs as a measure of the extent to which a project’s benefits either exceed or fall short of the costs.

Internal Rate of Return (IRR): The IRR is the discount rate which makes the NPV from the Project equal to zero. In other words, it is the discount rate at which the Project breaks even. Generally, the greater the IRR, the more desirable the Project.

5.2 Benefit-Cost Analysis Results

The economic value of the impacts of the Project are evaluated based on the FSP-N grant program guidelines, USDOT technical guidance and standard practices for developing a benefit-cost analysis. The benefit and costs are adjusted to constant 2023 dollars and discounted at a 3.1 percent discount rate, in accordance with the USDOT and FSP-N grant program requirements; the value of CO₂ emissions are discounted at 2 percent.

The total benefits from the Project over the 20-year analysis period are calculated to be \$26.5 million in discounted 2023 dollars. The total capital costs, including preliminary engineering, environmental, design right-of-way acquisition and construction, are calculated to be \$14.1 million in discounted 2023 dollars. The difference of the discounted benefits and costs equals a net present value of \$12.4 million in

discounted 2023 dollars, resulting in a benefit-cost ratio (BCR) of 1.88. Table 5-1 below presents the results of the base analysis for the Project by benefit category.

Table 5-1: Benefit-Cost Analysis Summary Results (in 2023 dollars)

BCA Metric	Monetized Value	
	Undiscounted	Discounted
Total Benefits	\$41,785,000	\$26,498,000
<i>Intercity Rail Passenger Travel Time Savings</i>	\$13,655,000	\$8,818,000
<i>Auto and Truck Travel Time Savings</i>	\$5,957,000	\$3,847,000
<i>Labor Time Savings</i>	\$921,000	\$601,000
<i>Reduced Fuel Consumption by Trains</i>	\$1,047,000	\$680,000
<i>Reduced Fuel Consumption by Autos and Trucks</i>	\$242,000	\$156,000
<i>Reductions in Emissions by Trains</i>	\$15,434,000	\$10,068,000
<i>Reductions in Emissions by Autos and Trucks</i>	\$197,000	\$125,000
<i>Roadway Safety Benefits</i>	\$613,000	\$400,000
<i>Train Maintenance Cost Savings</i>	\$2,476,000	\$1,615,000
<i>Residual Value</i>	\$3,632,000	\$1,746,000
<i>System O&M Costs</i>	(\$2,388,000)	(\$1,558,000)
Total Capital Costs	\$15,590,000	\$14,064,000
Net Present Value	\$26,195,000	\$12,434,000
Benefit-Cost Ratio	2.68	1.88
Internal Rate of Return	9.9%	



EUGENE STATION

LAYOVER TRACK PROJECT



Applicant: Oregon Department of Transportation

Application for Funding Under the Fiscal Year 2024 Federal-State Partnership for Intercity Passenger Rail Program (FSP-National)

Attachment 5

Environmental Compliance Documentation

The Federal Railroad Administration (FRA) provided concurrence on the Eugene Station Layover Track Project NEPA Categorical Exclusion (CE) in August 2017 (also referred to as Eugene Stub Tracks Project in the FRA-approved CE documentation. Considering the FRA-approved CE is over 7 years old, Oregon Department of Transportation (ODOT) will revisit NEPA as part of this Project's scope. The NEPA reevaluation is expected to be completed in 2025.

FRA Categorical Exclusion Worksheet

Expiration 08/31/2018

OMB No. 2130-0548

Public reporting burden for this information collection is estimated to average 176 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is 2130-0548. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection, including suggestions for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave., N.W., Washington D.C. 20590.

Federal Railroad Administration (FRA) CATEGORICAL EXCLUSION WORKSHEET

The purpose of this worksheet is to assist Project sponsors in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for projects that may qualify as Categorical Exclusions. Categorical Exclusions are categories of actions (i.e. types of projects) that the FRA has determined, based on its experience, typically do not individually or cumulatively have a significant effect on the human environment and which generally do not require the preparation of either an environmental impact statement (EIS) or an environmental assessment (EA). Decisions to prepare EAs and EISs are made by FRA.

Submission of the worksheet by itself does not meet NEPA requirements. FRA must concur in writing with the Categorical Exclusion recommendation for NEPA requirements to be met.

The Project sponsor is responsible for providing FRA with a sufficient level of documentation and analysis to help inform FRA's determination that a Categorical Exclusion is the appropriate NEPA class of action. Documentation and analysis may include background research, results of record searches, field investigations, field surveys, and any past planning or studies.

Instructions for completing this worksheet are available on the FRA website at: <http://www.fra.dot.gov/eLib/Details/L02708>. Please complete this worksheet using compatible word processing software and submit and transmit the completed form in MS Word electronic format.

The following documents must be submitted along with this worksheet:

1. Include maps or diagram of the Project area that identifies locations of critical resource areas, wetlands, potential historic sites, or sensitive noise receptors such as schools, hospitals, and residences.
2. Include maps or diagrams of the proposed modifications to existing railways, roadways, and parking facilities.
3. Copies of all agency correspondence particularly with permitting agencies.
4. Representative photographs of the Project area.

I. PROJECT DESCRIPTION

Project Sponsor Oregon Department of Transportation	Date Submitted to FRA	FRA Funding (TIGER, HSIPR, Rail Line Relocation, RRIF, etc.) or other FRA Action HSIPR
Contact Person Cary Goodman	Phone (503) 986-4230	E-mail address Cary.Goodman@odot.state.or.us
Proposed Project Title Eugene Stub Tracks		

Location (Include Street Address, City or Township, County, and State) City of Eugene, Lane County, Oregon. South of Shelton McMurfhey Boulevard between Hillyard Street and I-105. Township 17 South, Range 3 West, Section 30CD (Lane County Map No. 17033043), 30DC (17033034), 31AA (17033111), and 32BB (17033222). All on the Willamette Meridian.		
NEPA Contact Michael Holthoff	Phone (503) 986-3428	E-mail Address Michael.G.Holthoff@odot.state.or.us
Description of Proposed Action (Project): Fully describe the Project including specifics that may be of environmental concern such as: <i>widening an embankment to stabilize roadbed; repairing or replacing bridge pier foundations, extending culverts, including adding rip-rap in a waterway; earthwork and altering natural (existing) drainage patterns and creating a new water discharge; contaminated water needing treatment; building a new or adding on to a shop building; fueling or collection of fuel or oil and contaminated water; building or extending a siding; and building or adding on to a yard. Where applicable fully describe the operational characteristics of the facility to be improved by the proposed action and any anticipated operational changes that may result.</i> The Eugene Stub Tracks Project (also known as the Eugene Station Layover Tracks Project or Project) would make multiple improvements to allow overnight storage and light servicing of Amtrak "Cascades" regional passenger trains at the Eugene Station and enhance operations at the station for trains exiting or entering the mainline track. The Eugene Station is the southern terminus for two daily round-trip Amtrak Cascades trains between Eugene/Springfield, OR, and Portland, OR, and either connecting to or continuing on to Seattle on the Pacific Northwest Rail Corridor (PNWRC). Eugene is also served by Amtrak's Coast Starlight, which runs between Los Angeles, CA, and Seattle, WA, via Portland, OR. The current track configuration at the station includes two tracks running through the station; one is a through-track and the other serves the passenger platform. There is single-track east of the Eugene Station and double-track to the west; the double-track extends to the Eugene Yard approximately two miles to the northwest. The current track configuration at Eugene Station cannot facilitate the overnight storage and/or servicing of Amtrak Cascades train and still accommodate the passing Coast Starlight trains, therefore Amtrak Cascades trains use the Union Pacific Railroad (UPRR) Eugene Yard to layover. Ultimately, the Project would provide storage and light servicing for up to two Amtrak Cascades layover trains at the Eugene Station. The proposed track and signal improvements include building a new stub-ended track, rebuilding the existing siding track adjacent to the Eugene Station, and building new main track north of its current location. Further, the existing single crossover west of the Eugene Station would be expanded to include a second crossover west of Lawrence Street and a new turnout (also known as a switch) to the new stub track. The installation of a second main track is included in the Project as a second phase, should it be warranted due to an increase in freight traffic. This second main track would include a new turnout east of the Eugene Station under the Coburg Road overpass. The Project's second phase (Phase 2) would also modify the tracks where the stub track meets the main track and would add a turnout just west of the platforms. Attachment 2 shows how the tracks would be modified in Phase 1 and Phase 2. To accommodate the new turnout to the stub track and provide enough space on the stub track for the length of an Amtrak "Cascades" train in Phase 1, the existing highway-rail grade crossing at Lincoln Street is proposed to be closed. Because the proposed new crossover would be close to both the Lawrence Street and Washington Street crossings, the track and the existing concrete panels would be replaced as part of the work. To accommodate the installation of an additional main track in the Phase 2 of the Project, about 0.55 acre of right-of-way would be required from four privately held parcels north of the existing tracks, and 0.13 acre would be required from one parcel south and west of the Eugene Station. The project is not anticipated to result in any building displacements. In addition, up to 5 acres of property could be temporarily leased for use as staging during construction for each phase. The existing platform that serves the siding track in front of the Eugene Station is proposed to be rebuilt to serve both the siding track and the proposed new stub track. The rebuilt platform would be at 15 inches above the top of rail to comply with the U.S. Department of Transportation (USDOT) Americans with Disabilities Act (ADA) standards for transportation facilities. A second new platform is proposed in Phase 2 to serve only the relocated main track, with a fence separating it from the siding track. This proposed second platform would be built at 8 inches above the top of rail to allow continued freight train service. Access to the proposed second platform would be at an Amtrak-controlled at-grade pedestrian crossing over the siding track (currently the main line). The platforms would have lighting, an ADA-compliant audio and visual electronic real-time variable messaging system known as a Public Information Display System (PIDS), and		

covered shelters or canopies that would be visually compatible with the existing station building.

To facilitate the light servicing of the Amtrak "Cascades" trains, provisions for power service to the train without the locomotive or power car idling, inspecting the train, supplying the train with potable water, and occasionally fueling the locomotive and power car are included in the Project plans in Phase 1.

As noted above, the Project is planned to be completed in at least two phases of work, with the first phase including the new stub track, rebuilding the existing side track, adding the second crossover west of Lawrence Street, closing the Lincoln Street crossing, and rebuilding an ADA-compliant platform in front of the Eugene Station. An additional phase(s) would complete the Project by shifting the existing Main 1 track, building the second platform, and then adding a new mainline track through the station area. As noted above, the second main track would include a new turnout east of the station under the Coburg Road overpass and would add a turnout just west of the platforms.

Preliminary engineering (PE) and environmental review for the Project is funded by a grant from the Federal Railroad Administration (FRA) under Round 1 of the American Recovery and Reinvestment Act of 2009. Currently no funding has been identified to advance the Project through final design or construction.

Purpose and Need of Proposed Action (Project).

The purpose of the proposed action (Project) is to enable overnight storage and light servicing of Amtrak "Cascades" regional passenger trains at the Eugene Station and enhance operations at the station for trains exiting or entering the mainline track, resulting in improved intercity passenger rail service. Currently, the Cascades trainsets are overnighed at the Eugene Yard one mile to the north of the Eugene Station. Because of the location of the storage track in the yard, switch priorities, and yard congestion, the passenger trainsets are often boxed in, which affects the On Time Performance (OTP) for the first run of the day. In addition, the current boarding and alighting occurs on the yard lead, which the host railroad (Union Pacific Railroad (UPRR)) has indicated prevents it from utilizing the mainline until the Cascades has cleared the area. ODOT estimates that the Project would save more than 2,600 annual miles of non-revenue movement of passenger trains in Eugene and reduce congestion at the south end of the UPRR Eugene Yard by separating passenger and freight train movements.

The need for the Project is driven by the current inefficient practice of overnighing and servicing Amtrak Cascades trains at the UPRR Eugene Yard. The Project would address the need for a secure and convenient location to store the Cascades trainset(s), as well as to provide a location for passengers boarding and alighting at the Eugene Station without potential interference with the existing UPRR yard lead or the mainline.

II. NEPA CLASS OF ACTION

Please check the category or categories that the Project best fits. If no category applies, contact FRA as an EA or EIS may need to be prepared.

- ☐ Changes in plans for a Project for which an environmental document has been prepared, where the changes would not alter the environmental impacts of the action. *(Describe the full consequences of the changes only in part III)*
- ☐ Maintenance of: existing railroad equipment; track and bridge structures; electrification, communication, signaling, or security facilities; stations; maintenance-of-way and maintenance-of-equipment bases; and other existing railroad-related facilities. *("Maintenance" means work, normally provided on a periodic basis, which does not change the existing character of the facility, and may include work characterized by other terms under specific FRA programs)*
- ☐ Temporary replacement of an essential rail facility if repairs are commenced immediately after the occurrence of a natural disaster or catastrophic failure.
- ☐ Operating assistance to a railroad to continue existing service or to increase service to meet demand, where the assistance will not result in a change in the effect on the environment.
- ☐ Financial assistance for the construction of minor loading and unloading facilities, provided that proposals are consistent with local zoning, do not involve the acquisition of a significant amount of land, and do not significantly alter the traffic density characteristics of existing rail or highway facilities.

- ☒ Minor rail line additions *including construction of side tracks, passing tracks, crossovers, short connections between existing rail lines, and new tracks within existing rail yards*, provided that such additions are consistent with existing zoning, do not involve acquisition of a significant amount of right of way, and do not substantially alter the traffic density characteristics of the existing rail lines or rail facilities.
- ☐ Acquisition of existing railroad equipment, track and bridge structures, electrification, communication, signaling or security facilities, stations, maintenance of way and maintenance of equipment bases, and other existing railroad facilities or the right to use such facilities, for the purpose of conducting operations of a nature and at a level of use similar to those presently or previously existing on the subject properties.
- ☐ Research, development and/or demonstration of advances in signal, communication and/or train control systems on existing rail lines provided that such research, development and/or demonstrations do not require the acquisition of substantial amounts of right-of-way, and do not substantially alter the traffic density characteristics of the existing rail line.
- ☐ Improvements to existing facilities to service, inspect, or maintain rail passenger equipment, *including expansion of existing buildings, the construction of new buildings and outdoor facilities, and the reconfiguration of yard tracks*.
- ☐ Alterations to existing facilities, locomotives, stations and rail cars in order to make them accessible for the elderly and persons with disabilities, *such as modifying doorways, adding or modifying lifts, constructing access ramps and railings, modifying restrooms, and constructing accessible platforms*.
- ☐ Bridge rehabilitation, reconstruction or replacement, the rehabilitation or maintenance of the rail elements of docks or piers for the purposes of intermodal transfers, and the construction of bridges, culverts, or grade separation projects, predominantly within existing right-of-way, that do not involve extensive in-water construction activities, *such as projects replacing bridge components including stringers, caps, piles, or decks, the construction of roadway overpasses to replace at-grade crossings, construction or reconstruction of approaches and/or embankments to bridges, or construction or replacement of short span bridges*.
- ☐ Acquisition (including purchase or lease), rehabilitation, or maintenance of vehicles or equipment that does not cause a substantial increase in the use of infrastructure within the existing right-of-way or other previously disturbed locations, *including locomotives, passenger coaches, freight cars, trainsets, and construction, maintenance or inspection equipment*.
- ☐ Installation, repair and replacement of equipment and small structures designed to promote transportation safety, security, accessibility, communication or operational efficiency that take place predominantly within the existing right-of-way and do not result in a major change in traffic density on the existing rail line or facility, *such as the installation, repair or replacement of surface treatments or pavement markings, small passenger shelters, passenger amenities, benches, signage, sidewalks or trails, equipment enclosures, and fencing, railroad warning devices, train control systems, signalization, electric traction equipment and structures, electronics, photonics, and communications systems and equipment, equipment mounts, towers and structures, information processing equipment, and security equipment, including surveillance and detection cameras*.
- ☐ Environmental restoration, remediation and pollution prevention activities in or proximate to existing and former railroad track, infrastructure, stations and facilities conducted in conformance with applicable laws, regulations and permit requirements, *including activities such as noise mitigation, landscaping, natural resource management activities, replacement or improvement to storm water oil/water separators, installation of pollution containment systems, slope stabilization, and contaminated soil removal or remediation activities*.
- ☒ Assembly or construction of facilities or stations that are consistent with existing land use and zoning requirements, do not result in a major change in traffic density on existing rail or highway facilities and result in approximately less than ten acres of surface disturbance, *such as storage and maintenance facilities, freight or passenger loading and unloading facilities or stations*,

parking facilities, passenger platforms, canopies, shelters, pedestrian overpasses or underpasses, paving, or landscaping.

- ☐ Track and track structure maintenance and improvements when carried out predominantly within the existing right-of-way that do not cause a substantial increase in rail traffic beyond existing or historic levels, *such as stabilizing embankments, installing or reinstalling track, re-grading, replacing rail, ties, slabs and ballast, installing, maintaining, or restoring drainage ditches, cleaning ballast, constructing minor curve realignments, improving or replacing interlockings, and the installation or maintenance of ancillary equipment.*

III. **PROJECT INFORMATION**

Potential impacts from both construction and changes to operations (where applicable) should be analyzed and identified for each resource type below. Where appropriate, the Project sponsor may commit to mitigation measures to avoid, reduce, or minimize impacts, including the use of Best Management Practices (BMP). Mitigation measures necessary to comply with other laws or regulations (e.g. Clean Water Act Section 404) should also be identified and the impacts from mitigation considered.

A. *Affected Environment:* *Briefly describe the ecosystems and environmental conditions in the area affected by the Project (defined as broadly as necessary to evaluate potential impacts and address Project area habitats).*

The Project area is in a flat, developed urban area in downtown Eugene, Oregon. The surrounding environment is composed of roadways, paved and gravel parking lots, and road and railroad embankments. Surrounding tax lots consist of active and abandoned industrial, transportation, commercial, and limited urban residential uses.

The immediate Project area has been disturbed by railroad and urban development and is occupied entirely by invasive species and non-native habitats. Potential staging areas are entirely man-made, with paving and landscaping, or consist entirely of historic fill materials covered by weedy herbaceous species. Attachment 1 shows an overlay of the proposed Project on an aerial map, and Attachment 3 provides site photographs taken during field visits of the Project area.

B. *Location & Land Use:* *Briefly describe the existing land use of the Project site and surrounding properties and resources and identify and discuss any potential inconsistencies the Project might have with local land use plans and policies.*

The Project area is located in an urbanized area in Eugene, Oregon, with the project limits on the west at Washington Street and on the east at East 8th Avenue. Attachment 1 shows the location and layout of the proposed Project, Attachment 2 shows the plan sheets, and Attachment 3 shows photographs from the Project area.

The western terminus of the project is at I-105 and OR 126, near Washington Jefferson Park. The uses on both sides of the existing railroad right-of-way are mainly commercial (retail stores, restaurants, and service establishments), and the zoning is Light-Medium Industrial (I-2) on the south side and Special Areas-Whiteaker (S-W) on the north side. The Lane County Corrections Facility is located just west of the Eugene Station. Skinner Butte Park is two blocks to the north of the project area. There is some residentially zoned land north of Shelton McMurphey Boulevard, adjacent to Skinner Butte Park. These residential uses are separated from the railroad right-of-way by commercial uses along Shelton McMurphey Boulevard. Otherwise, the surrounding area is zoned Major Commercial (C-3) and Community Commercial (C-2), in addition to the Special Areas zoning.

Between Coburg Road and the Project's eastern terminus, north of the railroad right-of-way, most uses are industrial, and the area is zoned Special Areas-Riverfront Park (S-RP) and Downtown Riverfront (S-DR). The Wayne L. Morse U.S. Courthouse uses the entire block between East 6th Avenue and East 8th Avenue, and Coburg Road and Ferry Street (south of

the railroad), which is zoned Heavy Industrial (I-3).

The Project would require acquisition of approximately 0.68 total acres of right-of-way. To accommodate an additional main track, about 0.55 acres of right-of-way would be required from four privately-held parcels north of the existing tracks. The lots are zoned Special Area-Whitaker (S-W). The areas that would be need to be acquired do not have buildings on them; there are some parking and storage areas that would be acquired to implement the Project. The Project would not require modification of the Comprehensive Plan or the Special Areas-Whitaker zoning designation of the affected land. Approximately 0.13 acre would be acquired adjacent to Lincoln Street, West 4th Avenue, and Charnelton Street. This area would provide UPRR and Amtrak access to the south side of the tracks for maintenance of the turnouts on the siding track, the stub track, and the signal bungalow.

No building displacements are anticipated. Up to 5 acres of property could be temporarily leased for use as staging during construction. Potential staging areas are shown on Attachment 2.

C. Cultural Resources: *Is the Project of the type where there is no potential to affect historic properties? Check yes or no depending on whether resources have been identified in the immediate vicinity of the Project (Area of Potential Effect)*

☐ Yes, explain how Project has no potential to affect historic properties. (Continue to D)

☒ No, there is potential to affect historic properties. Describe identification procedures to determine the existence of cultural resources in the Project area.

Built Environment

Background research and a site visit conducted by an ODOT cultural resources specialist in November 2016 identified 21 historic properties, including two National Register listed properties, adjacent to the Area of Potential Effect (APE) but none within the APE. Attachment 4 is FRA's letter to the State Historic Preservation Officer (SHPO), which contains information regarding the historic properties identified in the Project area and includes maps and photographs, as well as justification for FRA's determination of No Adverse Effect pursuant to Section 106 of the National Historic Preservation Act.

Archaeological Resources

An ODOT-hired consultant conducted background research and a pedestrian survey in November 2016.

The background research included a literature review, including precontact and historic context statements; historical map analysis; a review of previously conducted archaeological investigations; and previously recorded archaeological sites within 0.5 mile of the APE. Research also included the results of a preliminary field reconnaissance investigation that consisted of a reconnaissance-level pedestrian survey conducted by a qualified consultant archaeologist. The pedestrian survey involved walking the length of the APE on the north side of the tracks and observing potential construction laydown areas. All portions of the APE were observed. The majority of the APE consists of paved or graveled surfaces, railroad ballast, or previously disturbed areas, as evidenced by signs of dozing and blackberry growth. No cultural resources were observed on the ground surface during the reconnaissance survey. The research was used to identify areas of high and low probability of the presence of archaeological resources. The research indicates that the Project APE was part of an area possibly used during the precontact period, but that was extensively developed during the historic period. No precontact archaeological sites were recorded within 0.5 mile of the APE.

The initial reconnaissance survey suggests that additional pedestrian survey of the surface of the APE would not be meaningful because of the observed level of disturbance that has

resulted from the historic development of the railroad, the Eugene Station, and the surrounding areas of Eugene. Therefore, ODOT's consultant recommended that no additional survey is necessary.

Attachment 5 is the Archaeological Baseline Report prepared for the Project.

Describe any resource(s) identified in the project area and then describe any potential effect of the Project on the resource(s).

Built Environment

In August 2007, the Southern Pacific Passenger Depot (commonly known as the Eugene Depot or Eugene Station) and the associated office/bunkhouse were listed in the National Register of Historic Places (NRHP). At that time, the owner of the American Railway Express Building, which is located on a tax parcel separate from the other two buildings, chose not to list the American Railway Express Building on the NRHP.

As part of the Project, a new platform would be constructed in front of the NRHP-listed Southern Pacific Passenger Depot and office/bunk house. ODOT prepared a Section 106 Finding of Effect (FOE) to document the rationale for a "No Adverse Effect" finding to the historic depot and its ancillary facilities. Attachment 6 contains the Finding of Effect for the historic depot.

Additional buildings in the Project area that are 45 years old or older are listed in Attachment 4. However, the Project would not displace or physically alter any of these buildings, and their historic setting adjacent to an active railroad line would not be altered. Therefore, the Project would have "No Adverse Effect" on historic architectural properties.

Archaeological Resources

The 10.86-acre APE encompasses all areas where ground disturbance is expected to be necessary to implement the Project, including construction and maintenance access, and potential staging areas. The use of temporary laydown and storage areas is expected to cause minimal ground disturbance. Construction of the additional tracks, crossovers, switches, and platform is expected to involve ground disturbance up to 3 feet below the ground surface.

Records from the Oregon State Historic Preservation Officer (SHPO) identified four areas that have a high probability for archaeological resources. Two archaeological sites (35LA1277 and 35LA1478) are adjacent to the APE and associated buried deposits may extend within the APE. The third area is located north of 4th Avenue, west of Lincoln Street, and east of Lawrence Street. The fourth area is located near the intersection of 5th Avenue and High Street. The third and fourth areas have potential for encountering previously unrecorded buried historic resources (residential outbuildings or privies) shown on 1895 Sanborn maps. Modern aerial imagery shows that these areas are now paved and graveled. Although the APE has undergone substantial amounts of previous disturbance, there is still the potential that intact buried archaeological deposits exist within the APE. However, given the amount of graveled and paved areas in the APE, subsurface testing with exploratory shovel probes would be difficult if not impossible. Therefore, if this Project advances to final design and construction using federal funding, a monitoring plan will be developed and a qualified archaeological monitor will be present during ground-disturbing activities in these areas to identify potentially NRHP-eligible archaeological resources if necessary. The monitoring plan would utilize Sanborn maps with APE overlays, provide a description of what would constitute a significant discovery (e.g., undisturbed, stratified deposits of diagnostic artifacts), and prescribe steps for the construction contractor and archaeological monitor to follow in case of a significant discovery.

Based on the analysis outlined above and the need for archaeological monitoring, ODOT recommended and FRA determined that the Project would result in a "Conditional No Adverse Effect."

Has consultation with the State Historic Preservation Office occurred?

☐ No, contact FRA

☒ Yes, describe and attach relevant correspondence

ODOT corresponded with the Oregon SHPO and three Tribal Historic Preservation Offices (THPOs) to notify them about the proposed Project on November 15, 2016. ODOT provided the Oregon SHPO and three THPOs with project information and included maps showing the project area, surveys conducted in the area, and known resources. ODOT asked SHPO and the three THPOs to respond with any comments, questions, concerns, and to identify consulting parties that may be interested in the proposed Project. No SHPO or THPO comments were received. The correspondence is included as Attachment 7. No comments were received in response to ODOT's correspondence.

Using the information provided by ODOT, FRA made a formal combined finding of "Conditional No Adverse Effect" for architectural and archaeological resources pursuant to Section 106 of the National Historic Preservation Act. FRA submitted its determination to SHPO on June 7, 2017. (Attachment 4.) SHPO responded in letters dated July 3, 2017 (architectural properties) and July 5, 2017 (archaeology) that it concurred with FRA's determination, noting that archaeological monitoring would be performed during construction.

What resources of interest to Federally-recognized Native American Tribes are known to be present in the Project area?

There are no known resources of interest to Federally-recognized Native American Tribes present in the Project area.

ODOT notified the following Tribes of the proposed Project and requested that they identify any resources of concern: the Confederated Tribes of the Grand Ronde Community of Oregon, the Confederated Tribes of the Warm Springs Reservation of Oregon, and the Confederated Tribes and Bands of the Yakama Nation. Correspondence is attached in Attachment 7. No responses were received in response to ODOT's correspondence.

D. Parks and Recreational Facilities: *Are there any publicly owned park, wildlife and waterfowl refuge, or recreational area of national, state, or local significance within or directly adjacent to the Project area?*

☐ No, include a short statement describe efforts to identify parks and recreational facilities in the Project area.

☒ Yes, include a detailed description of the property, including map or drawing, describe the recreational uses of the property, any unique characteristics of the property, any consultations with the entity with legal jurisdiction over the property, and the potential impact on the property.

Attachment 1 shows the parks and recreational facilities in the Project area. There are no wildlife or waterfowl refuges in Lane County (USFWS 2016).

Washington Jefferson Park is adjacent to the western terminus of the Project (Washington Street) and approximately 2,200 feet from the station. This 21-acre park includes basketball courts, a skate park, horseshoe pits, and a stage. The park is partially under the cover of the I-105 bridge. The park also has accessible pathways, restrooms, bike racks, benches, drinking fountains, energy-efficient lighting, landscaping, and areas to accommodate food carts and special events.

The Ruth Bascom Riverbank Path System runs along the Willamette River as well as

south/west of the railroad right-of-way; in Eugene, this multi-use path runs on both banks of the river and totals nearly 20 miles of trail. In the Project area, it parallels the railroad east of Coburg Road.

The Park Blocks are three blocks south of the Project area, between 7th Avenue and 8th Avenue and Willamette Street and Pearl Street. The 1.1-acre area hosts the farmers' market, Saturday Market, and food carts. In addition, it has performance space, picnic tables, and shelters.

Skinner Butte Park is north of the station, opposite the tracks and north of Shelton Mcmurphey Road. Dedicated in 1914, Skinner Butte Park includes 100 acres of property along the Willamette River just north of downtown Eugene. It includes Skinner Butte, the Columns climbing area, RiverPlay Discovery Playground, Campbell Senior Center, Lamb Cottage, Skinner City Farm community garden, acres of lawn and meadows, hiking trails, bike paths, picnic areas, and more. It contains several historic resources. It is separated from the railroad right-of-way and the Project area by commercial uses along Shelton Mcmurphey Boulevard and a residential area.

Alton Baker Park is separated from the Project area by the Willamette River.

The Project would not impact the aforementioned parks or recreational areas. The Project would not require the acquisition of new right-of-way from any of these 4(f) resources, nor would construction of the Project require temporary occupancy of any of these 4(f) resources. These 4(f) resources are located in the vicinity of the existing active railroad right-of-way, and the Project would not alter or interfere with user experiences of these parks or recreational areas.

E. Transportation: *Would the Project have any effect (beneficial or adverse) on transportation including but not limited to other railway operations, road traffic, or increase the demand for parking?*

☐ No, explain why the Project would have no effect (beneficial or adverse) on transportation

☒ Yes, describe potential transportation, traffic, and parking impacts, and address capacity constraints and potential impacts to existing railroad and highway operations. Also, summarize any consultation that has occurred with other railroads or highway authorities whose operations this Project will impact.

The Project would have a beneficial effect on intercity passenger rail service and freight rail service by enabling overnight storage and light servicing of Amtrak "Cascades" regional passenger trains at the Eugene Station and enhancing operations at the station for trains exiting or entering the mainline track. Currently, the Cascades trainsets are overnighed at the Eugene Yard one mile to the north of the Eugene Station. Because of the location of the storage track in the yard, switch priorities and yard congestion, the passenger trainsets are often boxed in, which affects the On Time Performance (OTP) for the first run of the day. In addition, the current boarding and alighting occurs on the yard lead, which UPRR has indicated requires it to not utilize the mainline until the Cascades has cleared the area. ODOT estimates that the Project would save more than 2,600 miles of non-revenue movement of passenger trains yearly in Eugene. It will reduce congestion at the south end of the UPRR Eugene Yard by keeping passenger and freight train movements apart.

To accommodate the new turnout to the stub track and provide enough space on the stub track for the length of an Amtrak "Cascades" train, the existing highway-rail grade crossing at Lincoln Street is proposed to be closed. Because the new crossover is close to both the Lawrence Street and Washington Street crossings, the track and the existing concrete panels would be replaced as part of the work.

Lincoln Street would be closed as part of the Project. Lincoln Street is a low-volume roadway, and existing traffic from Lincoln Street would utilize Lawrence Street, a parallel road that is 400 feet to the west. In meetings with ODOT regarding the planned Project, the City of Eugene has stated that the Project would not adversely affect traffic, because the affected area streets and intersections are lightly traveled. Thus, the Project would have minimal temporary or permanent adverse operational impacts to adjacent roadways. Any construction-related traffic impacts would be of a short duration and would depend on the contractor's need to move equipment on and off roadways. Except for the closure of Lincoln Street, no temporary road closures or detours are anticipated to be necessary as part of the Project. The closure of Lincoln would have to go through official closure and street vacation processes during the next phase of design.

ODOT has coordinated directly with UPRR regarding the Project's preliminary design, because UPRR owns railroad within the Project area. UPRR is generally supportive of the purpose and need for the Project because it would improve UPRR's freight operations.

F. Noise and Vibration: *Are there any sensitive receptors in the Project area?*

☐ No, describe why there are no sensitive receptors (residences, parks, schools, hospitals, public gathering spaces) in or near the Project area. (Continue to G)

☒ Yes, will the Project change the noise and/or vibration exposure of the sensitive receptors when applying the screening distances for noise and vibration assessment found in FRA and Federal Transit Administration's noise impacts assessment guidance manuals? Such changes in exposure might include changes in noise emissions and/or events, or changes in vibration emissions and/or events.

If the Project is anticipated to change the noise or vibration exposure of sensitive receptors, complete and attach a General Noise and/or Vibration Assessment. Describe the results of the Assessment and any mitigation that will address potential impacts.

ODOT identified the following five sensitive noise receptor locations in the Project area: (1) single-family residential land uses on the west end, south of West 4th Avenue, between Lawrence Street and Lincoln Street, (2) a multifamily residential apartment complex, north of Shelton McMurfhey Boulevard, (3) a natural area north of Shelton McMurfhey Boulevard with recreational trails (Skinner Butte Park), (4) the gazebo at the Ya-Po-Ah Terrace apartment complex, and (5) the Lane County Corrections Center. ODOT analyzed noise impacts to these receptors using FRA's CREATE railroad noise model. Existing and future noise levels were estimated using the spreadsheet tool. A memorandum summarizing the analysis is attached to this Worksheet (Attachment 8).

As shown in Table 1 of the attached noise memorandum (Attachment 8), existing noise levels range from 51 to 65 decibels (dB). Future noise levels resulting from the proposed Project would range from 53 to 66 dB, with increases above existing levels of up to 1 dB. Specifically, increases in noise levels of 1 dB would occur at each of the four locations. Such increases would result in a less than perceptible change in noise levels to most people.

The startup of the engine would create a new noise source at the station, as the trains will depart at 5:30 a.m. on weekdays and 9:00 a.m. on weekends. The startup process begins approximately 30 minutes before departure. The noise at startup could be as high as 76 dB for a few seconds, after which the train would be brought to an idling condition. The 30 minutes of pre-departure activity include a running locomotive at either end of the train. This will primarily be idle setting and the noise levels at nearby noise sensitive land uses should

not be affected.

Construction is anticipated to occur in two phases for a total of approximately 30 months. During construction, noise from construction activities would add to the noise environment in the Project area. Typical construction equipment includes backhoes, compressors, excavators, and other heavy equipment. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours, although some work could be done at night. Should work occur at night, a noise permit could be required from the City of Eugene. This permit would likely include conditions that specify providing advance notice to adjacent property owners of nighttime operations, and special conditions and restrictions on specific activities.

Based on the FRA vibration screening procedures, ODOT determined that vibration-sensitive locations adjacent to the Project are outside of the distance within which impacts are likely to occur. As a result, the Project would not result in vibration-related impacts.

G. Air Quality: *Is the Project located in a Non-Attainment or Maintenance area?*

☐ No, identify any air emissions increases or benefits that the project will create.
(Continue to H)

☒ Yes, for which of the following pollutants:

- ☐ Carbon Monoxide (CO) ☐ Ozone (O₃), volatile organic compounds or Nitrous Oxides (NO_x)
☒ Particulate Matter (PM₁₀ and PM_{2.5})

The Eugene-Springfield area is in a maintenance area for PM₁₀ (coarse particulate matter). On June 10, 2013, Eugene-Springfield was redesignated by the U.S. Environmental Protection Agency to attainment for PM₁₀ with an approved ten-year maintenance plan. This action was based on the measurements that indicate that the region has not exceeded the air quality standards for this pollutant since 1987.

The purpose of the proposed Project is to allow overnight storage and light servicing of Amtrak "Cascades" regional passenger trains at the Eugene Station and enhance operations at the station for trains exiting or entering the mainline track, resulting in improved intercity passenger rail service. There is already freight and passenger rail operating on the existing line. The improved efficiency of rail operations that would result from this Project would not increase concentrations of ambient criteria pollutants to levels that exceed National Ambient Air Quality Standards (NAAQS). Construction-related heavy equipment emissions would be short term and temporary in nature and limited to the existing railroad right-of-way. Applicable BMPs would be followed during project construction.

Will the Project, both during construction and operation, result in new emissions of criteria pollutants including Carbon Monoxide (CO), Ozone (O₃), volatile organic compounds, or Nitrous Oxides NO_x, Particulate Matter (PM₁₀ and PM_{2.5})?

☒ No ☐ Yes, Attach an emissions analysis for General Conformity regarding CO, O₃, PM₁₀, and NO_x.

Based on the emissions analysis, will the Project increase concentrations of ambient criteria pollutants to levels that exceed the NAAQS, lead to the establishment of a new non-attainment area, or delay achievement of attainment?

☒ No ☐ Yes, Describe any substantial impacts from the Project.

H. Hazardous Materials: *Does the Project involve the use or handling of hazardous materials?*

☒ No (continue to I)

☐ Yes, describe the use and measures that will mitigate any potential for release and contamination.

I. Hazardous Waste: *Is the Project site in a developed area or was previously developed or used for industrial or agricultural production,*

☐ No, describe the steps taken to determine that hazardous materials are not present on the Project site. (Continue to J)

☒ Yes. *If yes, is it likely that hazardous materials will be encountered by undertaking the*

Project? (Prior to acquiring land or a facility with FRA funds, FRA must be consulted regarding the potential presence of hazardous materials)

☒ Yes, complete a Phase I site assessment and attach.

A Phase I Hazardous Materials Reconnaissance Report (HMRR) was prepared by an ODOT consultant to identify known and suspected sites adjacent to the Project area that have been investigated for possible contamination in the past (See Attachment 9). The ODOT consultant performed a database search and field reconnaissance to identify potential hazardous materials sites.

The HMRR identified eight recognized environmental concerns (RECs) and ten historic recognized environmental concern (HRECs) relative to the Project area. Of these 18 sites, 12 have been identified as environmental features of concern (EFOCs). Contaminants of concern related to the RECs include PCE, TCE, benzene, petroleum products, methylene chloride, lead, PAHs, vinyl chloride, and metals. Contaminants of concern related to the HRECs include petroleum hydrocarbons, PCBs, BTEX, PAHs, metals, HVOCs, and other petroleum-related products. Contaminants of concern for the EFOCs include PCE, TCE, benzene, petroleum products, methylene chloride, lead, PAHs, and vinyl chloride. The HMRR is appended to this worksheet as Attachment 9.

☐ No, explain why it is unlikely that hazardous materials will be encountered.

If a Phase I survey was completed, is a Phase II site assessment recommended?

☐ No, explain why a Phase II site assessment is not recommended.

☒ Yes, describe the mitigation and clean-up measures that will be taken to remediate any hazardous materials present and what steps will be taken to ensure that the local community is protected from contamination during construction and operation of the Project.

Based on the current level of Project design (30%), the deepest excavations would occur at the signal mast installments, which could reach depths of 6 feet below ground surface. The shallowest documented groundwater depth in the area has been recorded at 10 feet below ground surface. According to Oregon Department of Environmental Quality (DEQ), there is a confirmed chlorinated solvent plume extending onto the Eugene Station property (1995). Due to the number of RECs, HRECs, and EFOCs found in the direct vicinity of Eugene Station and tracks, a Phase II Environmental Site Assessment (ESA) is recommended during final design in the areas of deepest excavations. The contractor would develop a construction management plan for the Project that would provide appropriate hazardous materials handling methods if these sources are encountered.

J. Property Acquisition: Is property acquisition needed for the Project?

☐ No (continue to K)

☒ Yes, indicate how much property and whether the acquisition will result in relocation of businesses or individuals. **Note:** *acquiring property prior to completing the NEPA process and receiving written FRA concurrence in the NEPA recommendation may jeopardize Federal financial participation in the Project.*

The Project would make track and signal improvements largely within an existing railroad right-of-way. To accommodate an additional main track which is part of the second phase of the Project, approximately 0.68 acre of right-of-way would be required from five privately held parcels (four north of the existing tracks and one to the south). No buildings, business, or residential displacements are anticipated.

The new right-of-way that would need to be acquired is a combination of two areas. The first area is approximately 0.55 acres of right-of-way along the south side of the properties that are to the north of the Eugene Station. This area is required in order to accommodate a second UPRR main track. This acquisition would affect four parcels in private ownership (the owners as of June 2017 are Yew Wood Two LLC, Jenova Land Company, Northside Holdings LLC, and Lichen Yew LLC). The second area that would need to be acquired is south of the UPRR right-of-way within the property bordered by Lincoln Street, West 4th Avenue, and Charnelton Street. The area that would be acquired is a portion of one parcel in private ownership by Simons Oregon Investments LLC. The anticipated acquisition is approximately 0.13 acre, and would provide UPRR and Amtrak access to the south side of tracks for maintenance of the turnouts on the siding track, the stub track, and the signal bungalow.

The Project is not anticipated to result in the displacement of any buildings, business, or residences. In addition to the right-of-way needs identified above, up to 5 acres of property could be temporarily leased for use as staging during construction.

K. Community Impacts and Environmental Justice: *Is the Project likely to result in impacts to adjacent communities? Impacts might be both beneficial (e.g. economic benefits) or adverse (e.g. reduction in community cohesion).*

☒ No, describe the steps taken to determine whether the Project might result in impacts to adjacent communities. (Continue to L)

The Project area is predominately surrounded by industrial and commercial uses. No residences or businesses would be acquired, displaced, or isolated; construction would predominately occur within existing railroad right-of-way; and there would be no negative social impacts associated with the proposed Project.

In meetings between ODOT and city and emergency services staff, no concerns were raised regarding the closure of Lincoln Street in terms of community cohesion, transportation, or the provision of emergency services (i.e., fire, police). Lawrence Street is 400 feet to the east of the Project area, and currently serves higher pedestrian and vehicle volumes than Lincoln Street. It does not appear that the closure of Lincoln Street would create a barrier in the community. In meetings with ODOT regarding the planned Project, the City of Eugene has stated that the Project would not adversely affect traffic, because the area streets and intersections are lightly traveled. The Lincoln Street closure would have to go through official closure and street vacation processes during the next phase of design if this Project advances.

Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours, although some work could be done at night. If work were to occur at night, a noise permit would be required from the local municipality. This permit would likely include conditions that specify providing advance notice to adjacent property owners of nighttime operations, and special conditions and restrictions on specific activities.

☐ Yes, characterize the socio-economic profile of the affected community, including the presence of minority or low-income populations.

Describe any potential adverse effects to communities, including noise, visual and barrier effects. Indicate whether the Project will have a disproportionately high and adverse effect on minority or low-income populations. Describe outreach efforts targeted specifically at minority or low-income populations.

The Project would not adversely affect the local community through increased noise, visual intrusion, barrier effects, worsened air quality, or reduction in community cohesion. The

Project would not have a disproportionately high and adverse effect on low-income or minority populations.

L. Impacts On Wetlands: Does the Project temporarily or permanently impact wetlands or require alterations to streams or waterways?

☒ No, describe the steps taken to determine that the Project is not likely to temporarily or permanently impact wetlands or require alterations to streams or waterways.

An ODOT-hired consultant conducted a wetland determination for the Project on November 18, 2016. The wetland determination was conducted using the Level 2 Routine Delineation Method described in the U.S. Army Corps of Engineers (Corps) Wetlands Delineation Manual (Environmental Laboratory 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual (Corps, Environmental Laboratory 2010). This method requires the simultaneous presence of hydrophytic vegetation, hydric soils, and positive wetland hydrology in wetland delineations. Analysis of precipitation data did not warrant changes to the determination methods. The wetland determination is attached to this worksheet (Attachment 10).

The Area of Potential Impact (API), which is the proposed construction area and includes potential staging areas, lies entirely within a highly developed area adjacent to existing railroad tracks and contains no undisturbed habitat. A map of the API is provided in Attachment 10. In addition, all storm water in the existing railroad ROW currently infiltrates into gravel surfaces. Within the track bed, this is the subballast and subgrade; in the staging areas, the surfaces are either grasses, gravel parking lot or paved parking lots. Only the paved parking lots have connections to the city storm water system. No ditches, wetlands or water resources were present during the site visit, and no connections to the city storm water system occur within the railroad right-of-way or proposed right-of-way. Within the API, there are no wetlands that are mapped on the Local Wetlands Inventory (LWI). Soils mapped within the API consist of Malabon-Urban land complex and Chapman-Urban land complex, which are not listed as hydric. (There is a small portion of the vacant parcel from which 0.43 acre will be acquired for the Project that is mapped 106A – Pengra-Urban land complex.)

Vegetated areas are dominated by non-native herbaceous species such as tall fescue, velvetgrass, chicory, hairy catsear, Queen Anne's lace, narrow-leaf plantain, and various brome species. Small patches of Himalayan blackberry are present in places, but no facultative wetland species were present, and no indications of wetland vegetation or hydrology were found, even in the lowest points adjacent to the tracks.

Two parking lots are included in the API, as shown in Figure 2 in Attachment 10. These parking lots are also completely developed and contain no undeveloped habitat. The only open, semi-natural area in the API lies just south of the Willamette Farm and Food Coalition (WFFC) property, east of the train station. As shown in Photos 4 and 5 in Attachment 10, this lot is entirely dominated by non-native and invasive upland species, and appears to be underlain by extensive historic fill material. A vegetated water quality swale is present along the western boundary of the WFFC property (Photo 7 in Attachment 10). It lies within the API, but is non-jurisdictional, because it is made up entirely of upland soils (based on the soils mapping), is less than 10 feet wide, and does not contain fish. It drains to a catch basin and, from there, likely drains to the storm system of the city of Eugene.

Based on the 30% design plans and the scope of the Project, no impacts to wetlands or waters are anticipated to result from Project implementation. There is a connection from the API to the City of Eugene storm water system via a catch basin that lies outside existing railroad right-of-way on High Street. The Project would utilize best management practices to ensure that the catch basin is protected during construction of the Project.

☐ Yes, show wetlands and waters on the site map and classification. Describe the Project's

potential impact to on-site and adjacent wetlands and waters and attach any correspondence with the US Army Corps of Engineers.

Is a Section 404 Permit necessary?

☐ Yes, attach all permit related documentation

☒ No

M. Floodplain Impacts: *Is the Project located within the 100-year floodplain or are regulated floodways affected?*

☒ No (continue to N)

The Project area from its western terminus to between Charnelton Street and Olive Street is mapped on Flood Insurance Rate Map Panel 41039C1136F, and the east half of the Project area is on Panel 4101221137F Lane County, Oregon and Unincorporated Areas, effective June 2, 1999. The entire Project area is in Zone X, which is defined as areas determined to be outside the 500-year floodplain.

☐ Yes, describe the potential for impacts due to changes in floodplain capacity or water flow, if any and how the Project will comply with Executive Order 11988. If impacts are likely, attach scale maps describing potential impacts and describe any coordination with regulatory entities.

N. Water Quality: *Are protected waters of special quality or concern, or protected drinking water resources present at or directly adjacent to the Project site?*

☒ No, describe the steps taken to identify *protected waters of special quality or concern, or protected drinking water resources present at or directly adjacent to the Project site.*

A field reconnaissance was conducted by an ODOT-hired consultant on November 18, 2016, to identify water resources in the Project area. All storm water runoff in the existing railroad ROW currently infiltrates into gravel surfaces. Within the track bed, this is the subballast and subgrade; in the staging areas, the surfaces are either grasses, gravel parking lot or paved parking lots. Only the paved parking lots have connections to the city storm water system. No ditches, wetlands or water resources were observed to be present during the site visit, and no connections to the city storm water system occur within the railroad right-of-way or proposed right-of-way. A vegetated water quality swale is present along the western boundary of the WFFC property, east of the train station. It lies within the API, but is non-jurisdictional because it is made up entirely of upland soils (based on the soils mapping), is less than 10 feet wide, and does not contain fish. It drains to a catch basin and, from there, likely drains to the storm system for the city of Eugene. At its closest point (the eastern edge of the API), the Willamette River lies approximately 250 feet northeast of the Project. The API is just south of Skinner Butte, which separates most of the Project area from the river. There are no protected waters of special quality or concern or protected drinking water resources present within or directly adjacent to the Project area.

All construction will be performed under a National Pollution Discharge Elimination System (NPDES) construction storm water discharge permit.

☐ Yes, describe water resource and the potential for impact from the Project, and any coordination with regulatory entities.

O. Navigable Waterways: *Does the Project cross or have effect on a navigable waterway?*

☒ No (continue to P)

At its closest point (the eastern edge of the API), the Willamette River lies approximately 250 feet northeast of the Project area.

☐ Yes, describe potential for impact and any coordination with US Coast Guard.

P. Coastal Zones: *Is the Project in a designated coastal zone?*

☒ No (continue to Q)

☐ Yes, describe coordination with the State regarding consistency with the coastal zone management plan and attach the State finding if available.

Q. Prime and Unique Farmlands: *Does the Project impact any prime or unique farmlands?*

☒ No, describe the steps taken to identify impacts to prime or unique farmlands.

While there are mapped soils in the area that correspond to soil types classified as lands of statewide importance, the Project area is highly developed and in mixed industrial and business use; there are no agricultural zones or uses in the Project area.

☐ Yes, describe potential for impact and any coordination with the Soil Conservation Service of the US Department of Agriculture.

R. Critical Habitat and Endangered Species: *Are there any designated critical habitat areas (woodlands, prairies, wetlands, rivers, lakes, streams, and geological formations determined to be essential for the survival of a threatened or endangered species) within or directly adjacent to the Project site?*

☒ No, describe the steps taken to identify critical habitat within or directly adjacent to the Project site.

Suitable habitat for Endangered Species Act (ESA)-listed plant and animal species was not observed within the API or Project vicinity.

No structurally complex old trees for northern spotted owl are present. No wetlands or open water areas that could support water howellia or Bradshaw's lomatium are present. Native or remnant wet and upland prairie habitats that potentially support Willamette daisy, Kincaid's lupine, and Nelson's checkermallow are not present in or near the API. The closest natural area with the potential to support native plants or wildlife is Skinner Butte, which would not be affected by the Project.

A 2016 Oregon Biodiversity Information Center (ORBIC) database search indicates occurrences of USFWS-listed fish, plant, or wildlife species within 2 miles of the API, but those records of occurrences are in habitats that are not present within the API, and none of those records of occurrences are within the API. There were no observations of listed species during ODOT's November 18, 2016 site visit, and no listed species are likely to occur given the very highly disturbed conditions of the entire Project area. The field north of the API contains a small area of weedy herbaceous vegetation, but the vegetation is too tall for streaked horned larks, and the size of the area is too small to be potentially suitable habitat for larks. Therefore, the API does not overlap with listed species, critical habitat or essential fish habitat (EFH).

No waters or wetlands are present within the API, and all storm water outside of roadways and parking lots currently sheet flows to infiltrate the ground, and will continue to do so after construction. The Project API does not host protected aquatic species or their habitats.

These findings are included in the No Effect determination attached to this document (Attachment 11).

☐ Yes, describe them and the potential for impact.

Are any Threatened or endangered species located in or adjacent to the site?

☒ No, describe the steps taken to identify the presence of endangered species directly adjacent to the Project site.

ODOT determined that the Project would have “No Effect” on listed species, designated critical habitat, and/or EFH because they are not present within the API. The determination was made using the USFWS and National Marine Fisheries Service (NMFS) websites species lists; ORBIC database; StreamNet; and a field survey of federally listed fish, wildlife, plant species, and presence of suitable habitat conducted on November 18, 2016. ODOT’s finding is attached to this document (Attachment 11).

Federally-listed Threatened and Endangered Species that occur in Lane County include: Chinook salmon, pop. 23 (Upper Willamette River Evolutionarily Significant Unit [ESU], spring run) (*Oncorhynchus tshawytscha*), Bull Trout (*Salvelinus confluentus*), Northern spotted owl (*Strix occidentalis caurina*), Yellow-billed Cuckoo (*Coccyzus americanus*), Streaked horned lark (*Eremophila alpestris strigata*), Willamette daisy (*Erigeron decumbens* var. *decumbens*), Water howellia (*Howellia aquatilis*), Bradshaw’s desert-parsley (*Lomatium bradshawii*), Kincaid’s lupine (*Lupinus sulphureus* var. *kincaidii*), and Nelson’s checkermallow (*Sidalcea nelsoniana*). All are listed as Threatened, except for Willamette daisy and Bradshaw’s desert-parsley, which are endangered. None of these species are present in the API.

Storm water from the roads crossing the API currently drains to the city stormwater system and ultimately to the nearby Willamette River. Small areas of concrete panel and roadway at the Lincoln Street crossing and the High Street crossing, respectively, would be replaced with concrete panel railroad bed in conjunction with installing crossings for the proposed railroad track. However, there would be no net increase in pollutant-generating impervious area, and the new concrete panels would be installed so that their storm water runoff is dispersed to infiltrate rather than to drain to catch basins. Therefore, there would be no potential effect to listed fish species in off-site waters.

☐ Yes, describe them and the potential for impact. Describe any consultation with the State and the US Fish and Wildlife Service about the impacts to these natural areas and on threatened and endangered fauna and flora that may be affected. If required prepare a biological assessment and attach it and any applicable agency correspondence.

S. Public Safety: *Will the Project result in any public safety impacts?*

☒ No, describe method used to determine whether the Project results in any safety or security impacts

The Project would not add any new at-grade crossings that could negatively impact freight rail, passenger rail, or vehicular safety. The Project would not add any facilities or infrastructure that would negatively impact security of the Project and its facilities, or public safety (employee safety, passenger safety, pedestrian safety, and vehicular safety).

In meetings between ODOT and city and emergency services staff, no concerns were raised regarding the closure of Lincoln Street in terms of transportation mobility or the provision of emergency services (i.e., fire, police). Lincoln Street is a low-volume roadway, and existing traffic from Lincoln Street would utilize Lawrence Street, a parallel road that is 400 feet to the west. Lawrence Street currently serves higher pedestrian and vehicle volumes than Lincoln Street.

☐ Yes, describe the safety or security concerns and the measures that would need to be taken to provide for the safe and secure operation of the Project during and after its construction.

- T. Cumulative Impacts:** A "cumulative impact" is the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts may include ecological effects (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or resulting from smaller actions that individually have no significant impact. Determining the cumulative environmental consequences of an action requires delineating the cause-and-effect relationships between the multiple actions and the resources, ecosystems, and human communities of concern.

Are cumulative impacts likely? ☒ No ☐ Yes, describe the impacts:

No cumulative impacts are anticipated. The Project would improve the efficiency of freight and passenger rail operations along a section of an existing railroad line. Construction impacts would occur predominately within the existing railroad right-of-way or newly acquired right-of-way in areas that have been previously disturbed. There are no known present or foreseeable actions in the vicinity of the Project area, including any projects in the 2015-2018 Statewide Transportation Improvement Program (STIP). For these reasons, the Project, when combined with other past, present, and reasonably foreseeable actions, is not anticipated to result in cumulative impacts. Additionally, the Eugene Stub Tracks Project will be described in the forthcoming Tier 1 Draft Environmental Impact Statement (DEIS) for the Oregon Passenger Rail Project.

- U. Indirect Impacts:** "Indirect impacts" are those that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Are Indirect impacts likely? ☒ No ☐ Yes, describe the impacts:

No indirect impacts are likely to occur. Improved freight and passenger operations and reliability are not anticipated to increase the number of freight and passenger trains that pass through the Project area. ODOT and FRA are currently developing a Tier 1 EIS to support future expansion of passenger rail in Oregon, but funding for any increase in passenger rail service is not currently programmed.

- V. Commitments:** List all measures, procedures and practices that have been incorporated into the Project avoid and minimize impacts, if any, as identified in the above sections of this worksheet.

If the Project advances to Final Design and construction using FRA funding, ODOT or another future Project Sponsor would be required to fulfill the following commitments as they relate to compliance under NEPA or other Federal environmental planning

requirements.

- Due to the number of RECs, HRECs, and EFOCs found in the direct vicinity of the railroad, a Phase II ESA is recommended in the areas of deepest excavations. The Phase II ESA would be conducted during final design. Based on the 30% Project design information, the deepest excavations would occur at the signal mast installments, which could reach depths of 6 feet below ground surface. The shallowest documented groundwater depth in the area has been recorded at 10 feet below ground surface. According to Oregon DEQ, there is a confirmed chlorinated solvent plume extending onto the Eugene Station property (1995).
- The contractor would develop a construction management plan for the Project that would specify appropriate methods of handling, transporting and disposing hazardous materials any are encountered.
- A qualified archaeologist would be retained to monitor ground disturbing activities within the four high probability areas (including Sites 35LA1277 and 35LA1478). In addition, a monitoring plan would be developed to help address resources that could be encountered during construction excavation.
- Up to 5 acres of property could be temporarily leased for use during construction as staging areas, the location of which would be determined during final design. Potential staging areas are highlighted on Attachment 2. The contractor would be responsible for selecting any additional staging areas, and would also be responsible for working with ODOT or other Project Sponsor and FRA to obtain any required environmental clearances associated with the additional staging area (e.g., review under NEPA, Section 106 of the NHPA, Section 7 of ESA, and any other applicable environmental laws and regulations).

W. Public Notification: *Briefly describe any public outreach efforts undertaken on behalf of the Project, if any. Indicate opportunities the public has had to comment on the Project (e.g., Board meetings, open houses, special hearings).*

During project development, ODOT has held multiple meetings with UPRR, the City of Eugene, and Amtrak to solicit feedback and guidance on the Project. No project-specific public outreach has been conducted. However, this Project has been noted as an anticipated future project in the public project materials for the Oregon Passenger Rail Project. The Eugene Stub Tracks Project will be described in the forthcoming DEIS for the Oregon Passenger Rail Project.

Has the Project generated any public discussion or concern, even though it may be limited to a relatively small subset of the community? Indicate any concerns expressed by agencies or the public regarding the Project.

To date, no concerns have been raised by agencies or the public regarding the Project.

X. Related Federal, State, or Local Actions: *Does the Project require any additional actions (e.g., permits) by other Agencies? Attach copies of relevant correspondence. It is not necessary to attach voluminous permit applications if a single cover Agency transmittal will indicate that a permit has been granted. Permitting issues should be described in the relevant resource discussion above.*

☒ **Section 106** *Historic Properties*

☐ **Section 401/404 of the Clean Water Act;** *Wetlands and Water Quality*

☒ **Section 402 of the Clean Water Act**

FRA Categorical Exclusion Worksheet

- ☐ **USCG 404 Navigable Waterways**
- ☐ **Migratory Bird Treaty Act**
- ☐ **Endangered Species Act** *Threatened and Endangered Biological Resources*
- ☐ **Magnuson-Stevens Fishery Conservation and Management Act** *Essential Fish Habitat*
- ☐ **Safe Drinking Water Act**
- ☐ **Section 6(f) Land and Conservation Act**
- ☐ **Other State or Local Requirements** (Describe)

FRA Categorical Exclusion Worksheet

For Agency Use	Date Received: July 10, 2017
Reviewed By: Laura Shick Date: 8/28/2017	Recommendation for action: ☒ Accept ☐ Return for Revisions ☐ Not Eligible
Comments:	
Concurrence by Approving Official: 	Date: 8/31/2017

For Agency Use

Will the Proposal result in the use of a resource protected by 49 U.S.C. §303 (Section 4(f)) of the Department of Transportation Act of 1966?

☐ YES☒ NO

Is the proposal an integral part of a program of current Federally supported actions which, when considered separately, would not be classified as major actions, but when considered together may result in substantial impacts?

☐ YES☒ NO



EUGENE STATION

LAYOVER TRACK PROJECT

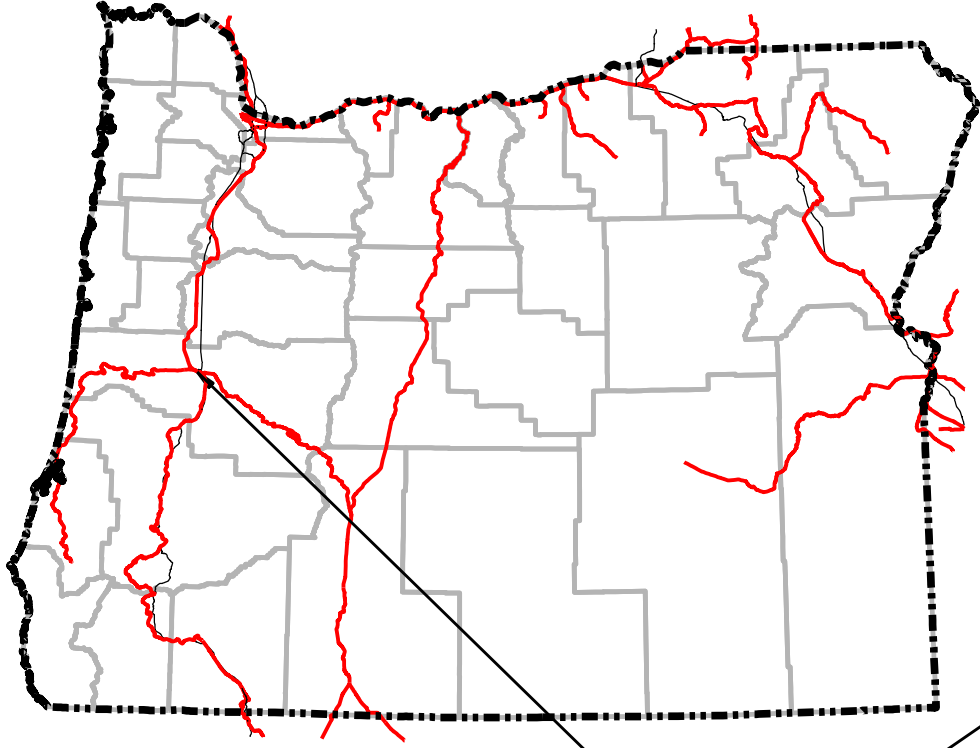


Applicant: Oregon Department of Transportation

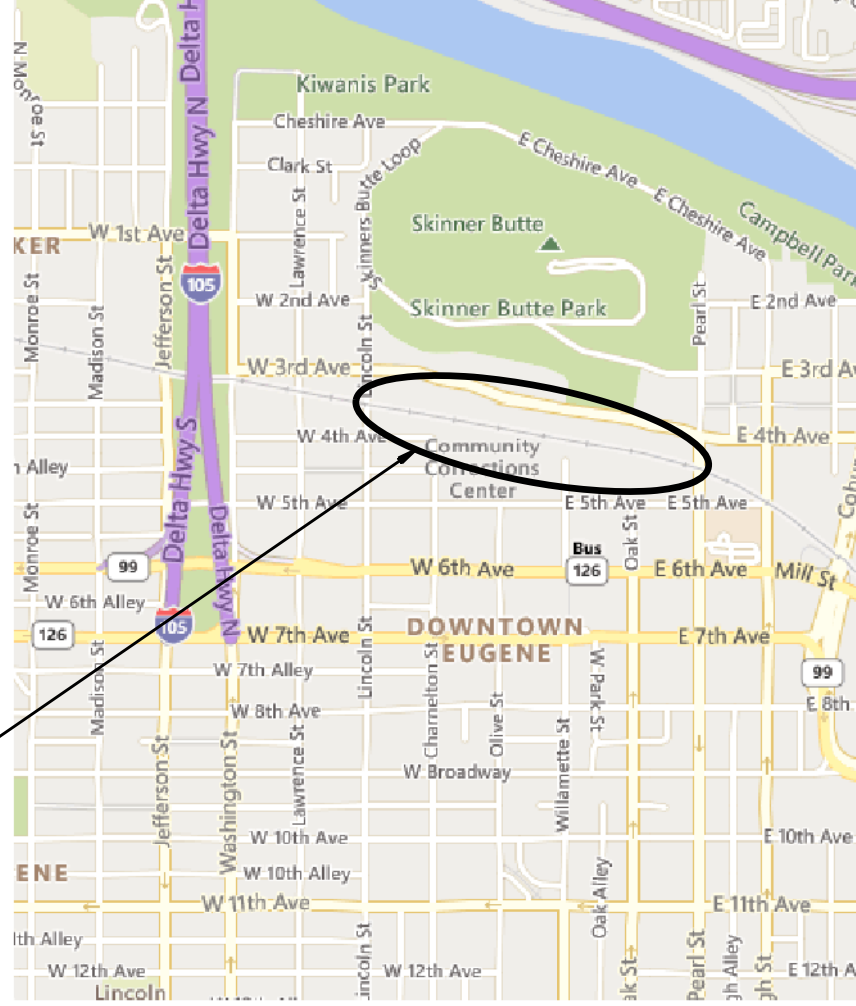
Application for Funding Under the Fiscal Year 2024 Federal-State Partnership for Intercity Passenger Rail Program (FSP-National)



ENGINEERING DESIGN



Project Location
State of Oregon



Project Location Map

EUGENE, OREGON BROOKLYN SUBDIVISION MP 647.16 TO MP 647.60 EUGENE LAYOVER SIDING

PRELIMINARY
NOT FOR CONSTRUCTION

LAST REVISED
MONTH DAY, YEAR

WORK ORDER:
PROJECT NUMBER:
BUDGET REFERENCE:

PROJECT INDEX

PROJECT DESIGN

DESCRIPTION

G001	COVER SHEET WITH VICINITY MAP
G002	PROJECT INDEX & REVISION SHEET
G003	GENERAL NOTES & PROJECT CONTACTS
G004	ABBREVIATIONS & LEGEND
G005	CONTROL POINTS AND GEOMETRY
G006	SCHEMATIC PLAN
P001 to P003	PLAN AND PROFILE SHEETS 1 to 3
T001	TYPICAL SECTIONS
RT001	TRACK GEOMETRY
X001 to X003	CROSS SECTIONS SHEETS 1 to 3

STANDARDS

DESCRIPTION

0016	VERTICAL CURVE DESIGN
0018-0023	TRACK GEOMETRY
0038	STANDARD MINIMAL CLEARANCES
0080	STANDARD TURNOUT APPLICATIONS
0201	CONCRETE TIE 505S W/ SAFELOK III
5051	NO. 11 CONCRETE TIE TO 136/141 LB RAIL

NOTES

THE LOD OF THIS TASK IS BASED UPON SCOPE OF WORK AND PURPOSE.

DETAILED PLATFORM DESIGN IS TO BE DETERMINED IN THE NEXT PHASE (AMTRAK).

BOUNDARY SURVEY, CONTROL LINES, ROW ACQUISITIONS AND TCE SHALL BE DETERMINED IN THE NEXT PHASE OF THE PROJECT AND BASED UPON COMPLETE FIELD AND TITLE DATA VERIFICATION.

ADDITIONAL COMPREHENSIVE SURVEY OF THE TRACK AND WAYSIDE SHALL BE PERFORMED FOR THE FINAL DESIGN.

COORDINATION OF SIGNAL DESIGN AND TRACK GEOMETRY BEYOND SHOWN LIMITS AS REQUIRED BY UPRR STANDARDS SHALL BE PERFORMED IN THE NEXT PHASE OF THE PROJECT.

GRADE CROSSING DESIGN HAS BEEN COMPLETED IN A SCOPE OF SEPARATE PROJECT BY OTHERS.
THE SUBJECT PLANS ARE FOR THE REFERENCE ONLY.

UTILITIES AND DRAINAGE DESIGN ARE PENDING UPON SURVEY SCOPE FOR THE FINAL DESIGN AND TO BE COMPLETED DURING THE NEXT PHASE OF THE PROJECT.

PROJECT REVISIONS

[illegible]

							DRAWN BY: CC	UNION PACIFIC RAILROAD		
							CHECKED BY: AMN			
							DATE:	LOCATION:		Eugene, OR
							X/XX/XXXX	Brooklyn Subdivision, MP 647.16 to MP 647.60		
							SHEET NUMBER:	DWG TITLE:		DWG NUMBER
							02 of 14	PROJECT INDEX & REVISION SHEET		G002

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States

GENERAL NOTES

1. Contractors shall notify Service Alert, (800) 642-2444 and UPRR Fiber Optics Hotline WWW.UP.COM/CBUD, 48 hours prior to any excavation. The USA Authorization Numbers shall be kept at the job site. UPRR Fiber Optics can be reached at 1-800-336-9193 in case of emergencies.
2. No work whatsoever shall be commenced without first notifying the UPRR Engineer.
3. The Contractor shall comply with all Federal, State, County, and City Laws and Ordinances and Regulations of the Department of Industrial Relations, OSHA, NPDES and Industrial Accident Commission related to the safety and character of the work, equipment and labor personnel.
4. Contractor shall be responsible for coordinating with all Utility agencies.
5. Contractor shall protect in place (by any means necessary) all existing utilities to remain unless otherwise specified herein, contractor shall be responsible for the complete repair at his expense, for any damage to existing utilities, structures, or other site features, as a result of his work.
6. Prior to placing curbs, pavements, base, subbase, track, etc., all underground utilities shall be installed, backfill completed, and the Engineer notified by each of the utility companies having facilities within the work area, that the utility installation has satisfactorily passed acceptance tests.
7. All existing underground utilities, that are not to be re-used shall be abandoned in place. All existing pipelines to be abandoned in place shall be cement slurry filled and capped at least 3'-0" below top of proposed subgrade.
8. Contractor shall verify locations and elevations of existing utilities whether known or unknown prior to beginning construction.
9. Any underground structures such as cesspools, cisterns, mining shafts, tunnels, septic tanks, wells, and pipelines not located prior to construction shall be brought to the attention of the engineer for determination of appropriate action such as removal or treatment in a manner judged suitable to the engineer.
10. Contractor shall coordinate location of all proposed utilities with UPRR to assure accuracy of utility connections and compliance with local codes.
11. Any existing conditions found to be a variance with these drawings must be immediately reported to the Engineer.
12. Contractor shall maintain and clean to the satisfaction of the Engineer, all access and service roads used during construction.
13. Contractor shall perform all construction in such a manner as to protect adjacent existing buildings, and other site elements which are to remain in service.
14. Contractor shall provide As-built Drawings for all improvements.

DESIGN CRITERIA

1. UPRR standard plans and trackworks
2. CITY Public Works Engineering Division
3. STATE Department of Transportation Roadway Standards

SURVEY NOTES

1. Railroad stationing for project profiles and alignments is based on stations established for chord definition spiraled curves at the centerline of the existing UPRR Main Line unless otherwise noted.
2. The contractor is responsible for the preservation of all survey control monuments. In the event monuments are damaged or destroyed by the contractor, the Engineer will replace the monument solely at the contractor's expense.

	DATUM
HORIZONTAL	SCALE FACTOR = X.XXXX
VERTICAL	

Survey completed on date XX/XX/XXXX

15. No field changes will be permitted without direct written authorization from the UPRR Engineer or his representative.
16. Contractor shall coordinate work which affects adjacent property owners. Any questions or agreements between adjacent property owners and contractor shall be made in writing. A copy of such agreement shall be provided to the UPRR Engineer or his representative.
17. The contractor is responsible for preparing a Stormwater Pollution Prevention Plan (SWPPP) to comply with State regulations. General specifications and typical erosion control details are included in the plan set.
18. Right-of-way lines shown on the plans were taken from existing UPRR right-of-way map and are approximate.
19. Match lines for sheets are based on the existing Main Line stationing unless otherwise specified.
20. Track laying, ballasting, and installation of road crossing panels will be done by UPRR unless otherwise stated.
21. Where existing culverts are to be extended, the contractor shall expose existing drainage structures and field verify size and type before ordering.
22. The contractor is responsible for the removal of all pavement markings that will be in conflict with the proposed work.
23. Contractor shall comply with all STATE and CITY standard specifications for construction of public improvements requirements. CITY standard specifications shall prevail.
24. Contractor shall maintain at least one access to all affected business. If necessary, multiphase construction shall be utilized.
25. The LOD of this task is based upon scope of work and purpose.
26. Detailed platform design is to be determined in the next phase (Amtrak).
27. Boundary survey, control lines, ROW acquisitions and TCE shall be determined in the next phase of the project and based upon complete field and title data verification.
28. Additional comprehensive survey of the track and wayside shall be performed for the final design.
29. Coordination of signal design and track geometry beyond shown limits as required by UPRR standards shall be performed in the next phase of the project.
30. Grade crossing design has been completed in a scope of separate project by others. The subject plans are for the reference only.
31. Utilities and drainage design are pending upon survey scope for the final design and to be completed during the next phase of the project.

TRAFFIC NOTES

1. All barricades, warning signs, lights, devices, etc. for the guidance of vehicle traffic and pedestrians must conform to the installation shown in the Manual on Uniform Traffic Control Devices (MUTCD), current edition.
2. Contractor shall make twice daily inspections of barricades and flashing lights to ensure proper placement and functioning of warning devices.
3. Grade crossings closed to traffic during construction shall be barricaded in accordance with the MUTCD.
4. At all grade crossings, all grade crossing warning signs (crossbuck) shall temporarily be relocated during construction and reset after the grade crossings construction is completed to a point adjacent to the roadway and 15 feet from the centerline of the near track as stated in the MUTCD except where automatic grade crossing warning signals/gates exist. All automatic warning devices are the responsibility of UPRR. At no time shall a crossing be left open without proper warning signs in place.
5. Contractor shall submit traffic control plans to CITY Traffic Department for approval at least 2 weeks prior to each road closure. Plans shall be 11" x 17" engineered drawings, sealed by a professional engineer from the STATE.
6. The contractor is responsible for the prompt replacemnt and/or repair of all traffic control devices and appurtenances damaged or disturbed due to construction.

PROJECT CONTACTS

CONTACT

PHONE NUMBER

UPRR

Construction Project Manager
Construction Field Manager
Project Design Manager
Project Design Sr. Project Designer
Structures Design Sr. Manager
Structures Design Manager
Information Technology - Fiber
Real Estate - Utilities
Real Estate - Acquisitions
Soil Management Plan

CONTACT

PHONE NUMBER

FIBER

CONTACT

PHONE NUMBER

UTILITIES

CONTACT

PHONE NUMBER

FEDERAL AND LOCAL GOVERMENT AGENCY

PHONE NUMBER

(800) 336-9193
(888) 258-0808
(888) 877-7267

GENERAL

UPRR CALL BEFORE YOU DIG (WWW.UP.COM/CBUD)
CALL BEFORE YOU DIG (NATIONAL DIRECTORY)
UPRR Response Management Communications Center (RMCC)

REVISION #	BY	DATE	DESCRIPTION				DRAWN BY:	UNION PACIFIC RAILROAD			
							CC	LOCATION:	Eugene, OR		DWG NUMBER
							CHECKED BY:		Brooklyn Subdivision, MP 647.16 to MP 647.60		
							AMN	DWG TITLE:	GENERAL NOTES & PROJECT CONTACTS		
							DATE:				
							X/XX/XXXX				
							SHEET NUMBER:				
					03 of 14	G003					

ABBREVIATIONS

MISCELLANEOUS

Ac.	Acres
Ave.	Avenue
Blvd.	Boulevard
Bldg.	Building
BNSF	BNSF Railway
C.Y.	Cubic Yards
Conc.	Concrete
*Degree (s)	
Dia.	Diameter
Dr.	Drive
Dwg.	Drawing
E	East
Elev.	Elevation
Exist.	Existing
'	Foot, Feet or Minute (s)
F.S.	Finished Surface
Horiz.	Horizontal
"	Inch, Inches or Second (s)
Inv.	Invert
Lt.	Left
L	Length
L.F.	Lineal Feet
Max.	Maximum
Min.	Minimum
N	North
NTS	Not to Scale
No.	Number
OH	Overhead
Prop.	Proposed
RR	Railroad
Rwy	Railway
R/W	Right of Way
Rt.	Right
S	South
S.F.	Square Feet
Sta.	Station
Std.	Standard
St.	Street
Twp.	Township
Typ.	Typical
UG	Underground
UPRR	Union Pacific Railroad
V	Velocity
Wt.	Weight
W	West
X-ing	Crossing

SIGNAL

ABS	Automatic Block Signal
ATC	Automatic Train Control
CTC	Centralized Traffic Control
DED	Dragging Equipment Detector
DTC	Direct Traffic Control
ELTO	Electric Lock Turnout
HBD	Hot Box Detector
HTTO	Hand Throw Turnout
HWD	High Wide Dectector
POTO	Power Operated Turnout
TWC	Track Warrant Control
WILD	Wheel Impact Load Dectector

STRUCTURES

Bldg.	Building
Br.	Bridge
CB	Catch Basin
CPT	Concrete Pile Trestle - Ballast Deck
CIP	Cast Iron Pipe
CMP	Corrugated Metal Pipe
CMPA	Corrugated Metal Pipe Arch
CSP	Corrugated Steel Pipe
Culv.	Culvert
DI	Drop Inlet
DPGBD	Deck Plate Girder - Ballast Deck
DPGOD	Deck Plate Girder - Open Deck
EBW	East Backwall
F.L.	Flowline
F.F.	Finished Floor
GIP	Galvanized Iron Pipe
Hdwl	Headwall
NBW	North Backwall
PCB	Prestressed Concrete Box
PSCT	Prestressed Concrete Trestle
RCA	Reinforced Concrete Arch
RCB	Reinforced Concrete Box
RCP	Reinforced Concrete Pipe
SBW	South Backwall
SSP	Smooth Steel Pipe
SPTBD	Steel Pile Trestle - Ballast Deck
SPTOD	Steel Pile Trestle - Open Deck
SPP	Structural Plate Pipe
TPGBD	Through Plate Girder - Ballast Deck
TPGOD	Through Plate Girder - Open Deck
TPTBD	Timber Pile Trestle - Ballast Deck
TPTOD	Timber Pile Trestle - Open Deck
TTBD	Through Truss - Ballast Deck
TTOD	Through Truss - Open Deck
TWB	Treated Wood Box
VCP	Vitrified Clay Pipe
Viad.	Viaduct
WBW	West Backwall
WIP	Wrought Iron Pipe

TRACK

ATR	Above Top of Rail
Align.	Alignment
BBR	Below Base of Rail
Cntrs.	Centers
CWR	Continuous Welded Rail
DSPD	Double Switch Point Derail
EOT	End of Track
HH	Head Hardened
Jtd.	Jointed Rail
LH	Left Hand
ML	Main Line
MM	Mile Marker
MP	Mile Post
NSC	Not Sufficient Clearance
OTM	Other Track Material
PCC	Point of Compound Curve
PC	Point of Curve
PCS	Point of Curve to Spiral
POC	Point on Curve
PF	1/2" Point of Frog
PI	Point of Intersection
PITO	Point of Intersection of Turnout
PS	Point of Spiral
PSC	Point of Spiral to Curve
POS	Point on Spiral
PT	Point of Tangent
POT	Point on Tangent
Pt. Sw.	Point of Switch
PVC	Point of Vertical Curve
PVI	Point of Vertical Intersection
PVT	Point of Vertical Tangent
RH	Right Hand
SH	Second Hand
SSPD	Single Switch Point Derail
TC	Track Centers
T.F.	Track Feet
Trk.	Track
UXO	Universal Cross-Over
X-Over	Cross-Over

UTILITIES

Compressed Air
Fiber Optic Cable
Gas Pipeline
Overhead Power Line
Sanitary Sewer
Overhead Signal Line
Underground Signal Line
Steam Line
Storm Sewer
Telephone
Underground Electric
Water Main
Underground Wire
Under Drain
Valve
Manhole
Catch Basin
Fire Hydrant
Junction Box
Electric Meter
Gas Meter
Water Meter
Monitoring Well
Pump

TRACK

Existing Mainline
Existing Siding or Spur
Proposed
Remove
Shift
Relay
Surface & Line
Future
Foreign Railroad or Industry
In Buildings or Under Structures
Turnout
Power Turnout
Bumping Post
Earthen Bumper
Inert Retarder
Dowty Retarder
Hayes Derail
Double Switch Point Derail

PROPERTY

Section Line
Center Section Line
Parcel or Easement Line
Right of Way
Former Right of Way
Right of Way to be Acquired
Foreign Right of Way

ROAD CROSSING WARNING DEVICES

Crossbuck Sign
Flashing Light Warning Device
Flashing Light Warning Device with Gate
Cantilever Flashing Light Warning Device
Cantilever Flashing Light Signal with Gate

SIGNAL

Absolute Signal
Signal Bridge
Cantilever Signal
ACS or CTC Signal
Dwarf Signal
Begin CTC
Microwave Tower
AEI
Battery Box
Dragging Equipment Detector
Generator
Hot Box Detector

STRUCTURES

Culvert
Culvert with Headwalls
Double Culvert
Railroad Bridge
Highway Overpass
Highway Underpass
Tunnel
Building
Flag Pole

OTHER

Embankment	Control Point
Flow Line	Revision Number
Milepost	Revision Cloud
Milemarker	

SIGNS

Stop
Yard Limit
1 Mile to Yard Limit
Whistle Post
Flanger
Station
Reduce Speed
Resume Speed
General Purpose

FENCES

Barbed Wire
Chain Link
Snow / Sand
Cattle Guard

ROADS

Paved Road
Unimproved Road
Interstate Highway
Federal Highway
State Highway
County Highway

PERMITTING

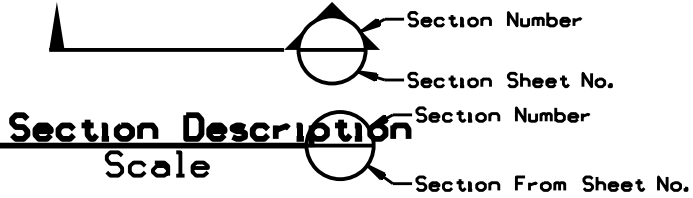
Temporary Workspace - Permitted
Sensitive Resources - Impacted / Permitted
Sensitive Resources - Do Not Impact
FEMA Floodplain
FEMA Floodway

CONSTRUCTION

Note (Work by Contractor)
Note (Work by Others)
Cut Lines
Fill Lines
Grading Limits

LIGHTING

Light Pole
Light Tower



DRAWN BY: CC	UNION PACIFIC RAILROAD
CHECKED BY: AMN	LOCATION: Eugene, OR
DATE: X/XX/XXXX	Brooklyn Subdivision, MP 647.16 to MP 647.60
SHEET NUMBER: 04 of 14	DWG TITLE: ABBREVIATIONS & LEGEND
	DWG NUMBER: G004

These are Construction Lines they will not print if the Fill5000.pen table is used.

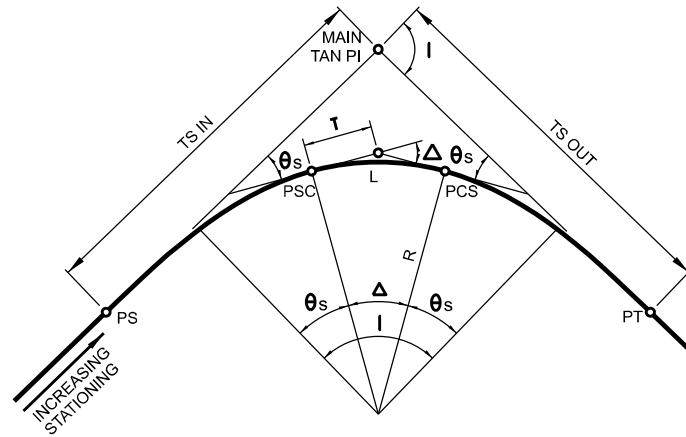


FIGURE A
CIRCULAR CURVES
WITH SPIRAL TRANSITION

| - TOTAL INTERSECTION ANGLE

$$\theta_s - \text{SPIRAL ANGLE} = \frac{AL^2}{2}$$

$$\Delta - \text{CENTRAL ANGLE OF CIRCULAR CURVE} = 2\theta_s$$

Dc - DEGREE OF CURVE

A - RATE OF CHANGE OF DEGREE OF CURVE PER 100-ft. OF LENGTH $\frac{D_c}{L}$

R - RADIUS OF CIRCULAR CURVE

T - TANGENT LENGTH OF CIRCULAR CURVE $= R \tan \frac{\Delta}{2}$

$$L - \text{LENGTH OF CIRCULAR CURVE} = \frac{\Delta}{D_c} \times 100$$

PS - TANGENT TO SPIRAL

PSC - SPIRAL TO CURVE

PCS - CURVE TO SPIRAL

PT - SPIRAL TO TANGENT

MAIN TAN RIPOINT OF INTERSECTION OF MAIN TANGENTS

$$\frac{(TS \text{ IN})}{(TS \text{ OUT})} - \text{TANGENT LENGTH OF COMPLETE CURVE} = (R+o) \tan \frac{1}{2} + t$$

(WHEN SPIRALS OF EQUAL LENGTH
ARE USED ON BOTH SIDES OF
CIRCULAR CURVE, SEE FIGURE C.
FOR α AND t).

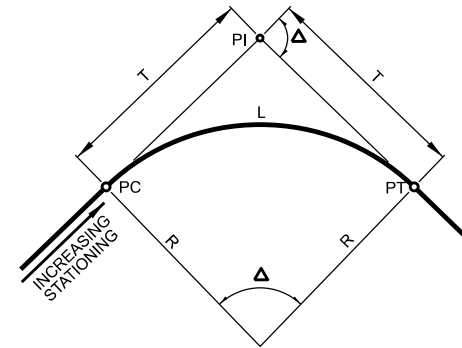


FIGURE B
SIMPLE CIRCULAR CURVE

R = RADIUS OF CIRCULAR CURVE

Δ = CENTRAL ANGLE OF CIRCULAR CURVE

$$T = R \tan \frac{\Delta}{2}$$

$$L = \frac{\Delta}{D_G} \times 100$$

$$D_c = 2 \sin^{-1} (50/R) = \text{DEGREE OF CURVE (CHORD DEFINITION)}$$

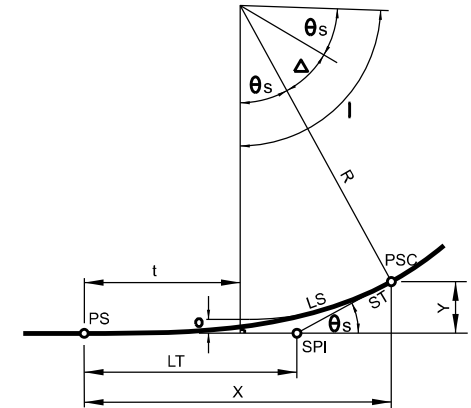


FIGURE C

SPIRAL TRANSITION CURVE

SPIRAL TRANSITION CURVE DATA:
THE SPIRAL USED IS DEFINED BY THE TALBOT SPIRAL.

LS = LENGTH OF SPIRAL (TS TO PSC)

$$\theta_s = \frac{AL^2}{2}$$

$$X = 100 L_1 - 0.000762 A^2 L_1^5$$

$$Y = 0.291AL_1^3 - 0.00000158A^3L_1^7$$

$$0 = 0.0727A_1^3$$

$$t = 50L_1 - 0.000127A^2 L_1^5$$

$$ST = \frac{Y}{\sin \theta_s}$$

$$LT = X - \frac{Y}{\tan \theta_s}$$

$$D_c = 2 \sin^{-1} (50/R) = \text{DEGREE OF CURVE (CHORD DEFINITION)}$$

L_1 - TOTAL NO. OF STATIONS IN SPIRAL

SPI - SPIRAL POINT OF INTERSECTION

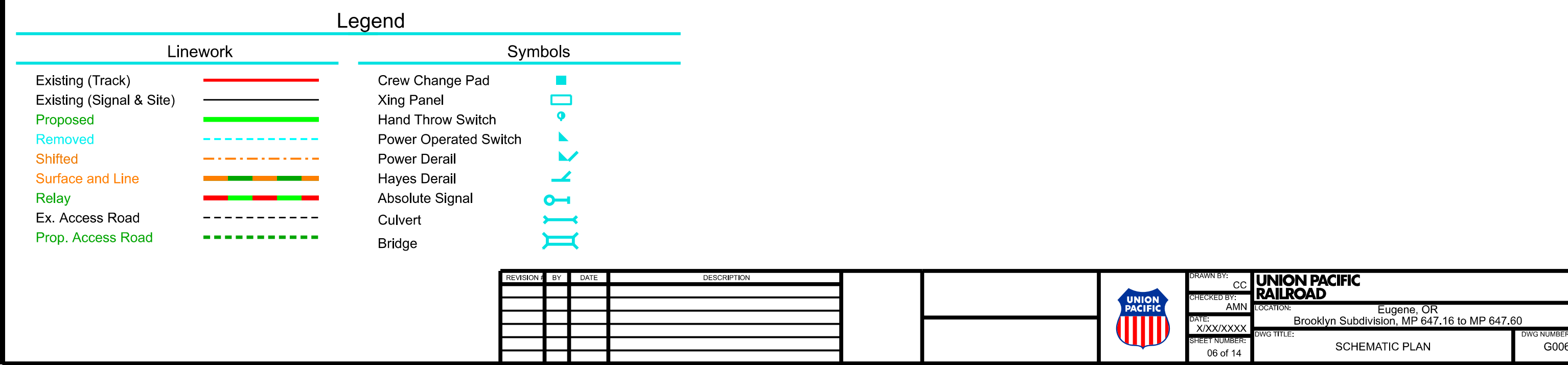
NOTE: D_c , θ_s , Δ , AND I ARE IN DEGREES.
ALL OTHERS DIMENSIONS ARE FEET.

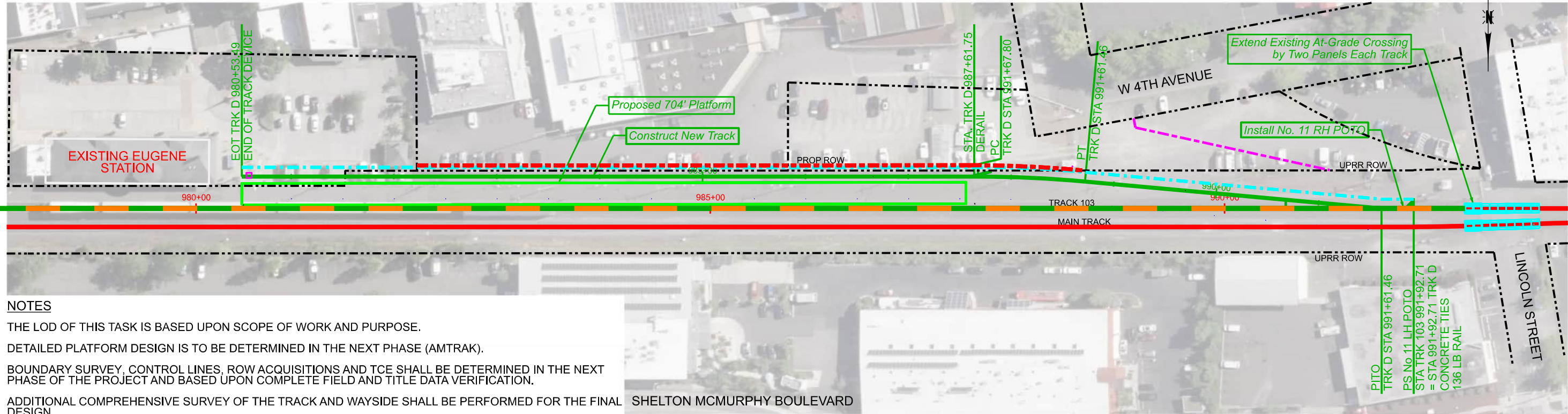
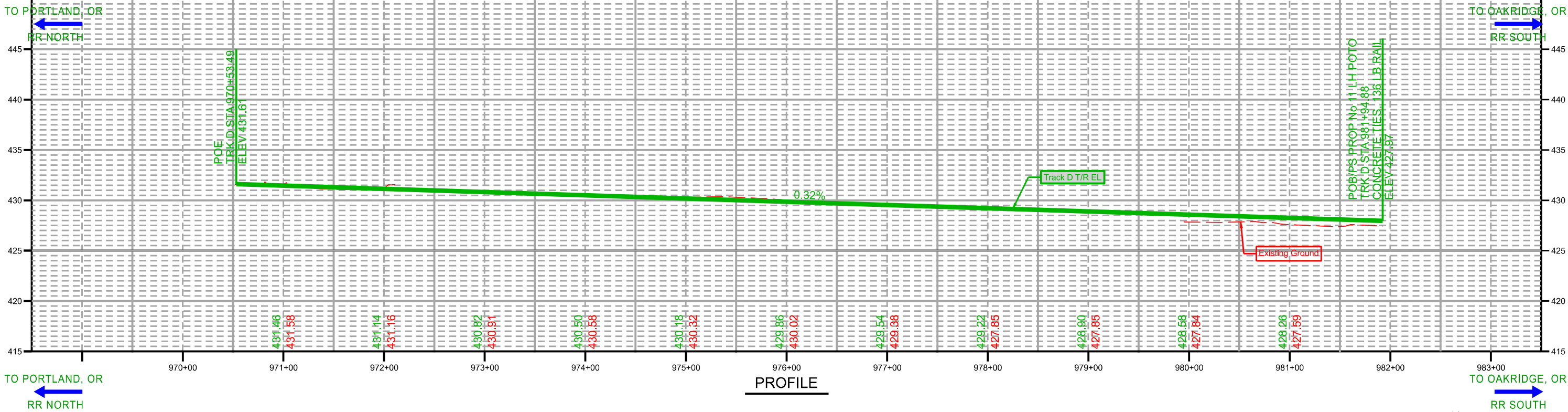
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SHEET NUMBER:	05 of 14

UNION PACIFIC RAILROAD	
LOCATION: Eugene, OR Brooklyn Subdivision, MP 647.16 to MP 647.60	
DWG TITLE: CONTROL POINTS AND GEOMETRY	DWG NUMBER G005

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NOTES

THE LOD OF THIS TASK IS BASED UPON SCOPE OF WORK AND PURPOSE.

DETAILED PLATFORM DESIGN IS TO BE DETERMINED IN THE NEXT PHASE (AMTRAK).

BOUNDARY SURVEY, CONTROL LINES, ROW ACQUISITIONS AND TCE SHALL BE DETERMINED IN THE NEXT PHASE OF THE PROJECT AND BASED UPON COMPLETE FIELD AND TITLE DATA VERIFICATION.

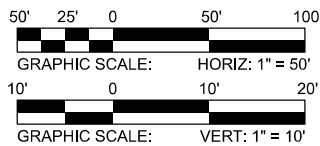
ADDITIONAL COMPREHENSIVE SURVEY OF THE TRACK AND WAYSIDE SHALL BE PERFORMED FOR THE FINAL DESIGN.

COORDINATION OF SIGNAL DESIGN AND TRACK GEOMETRY BEYOND SHOWN LIMITS AS REQUIRED BY UPRR STANDARDS SHALL BE PERFORMED IN THE NEXT PHASE OF THE PROJECT.

GRADE CROSSING DESIGN HAS BEEN COMPLETED IN A SCOPE OF SEPARATE PROJECT BY OTHERS. THE SUBJECT PLANS ARE FOR THE REFERENCE ONLY.

UTILITIES AND DRAINAGE DESIGN ARE PENDING UPON SURVEY SCOPE FOR THE FINAL DESIGN AND TO BE COMPLETED DURING THE NEXT PHASE OF THE PROJECT.

PLAN



REVISION #	BY	DATE	DESCRIPTION



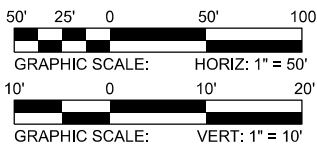
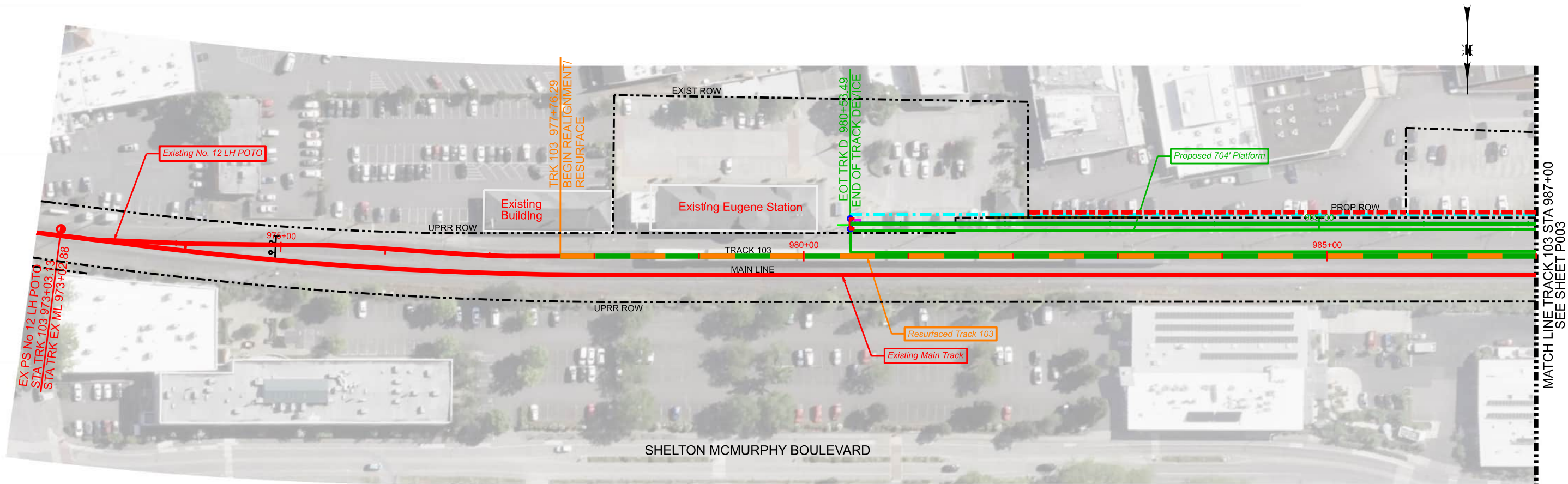
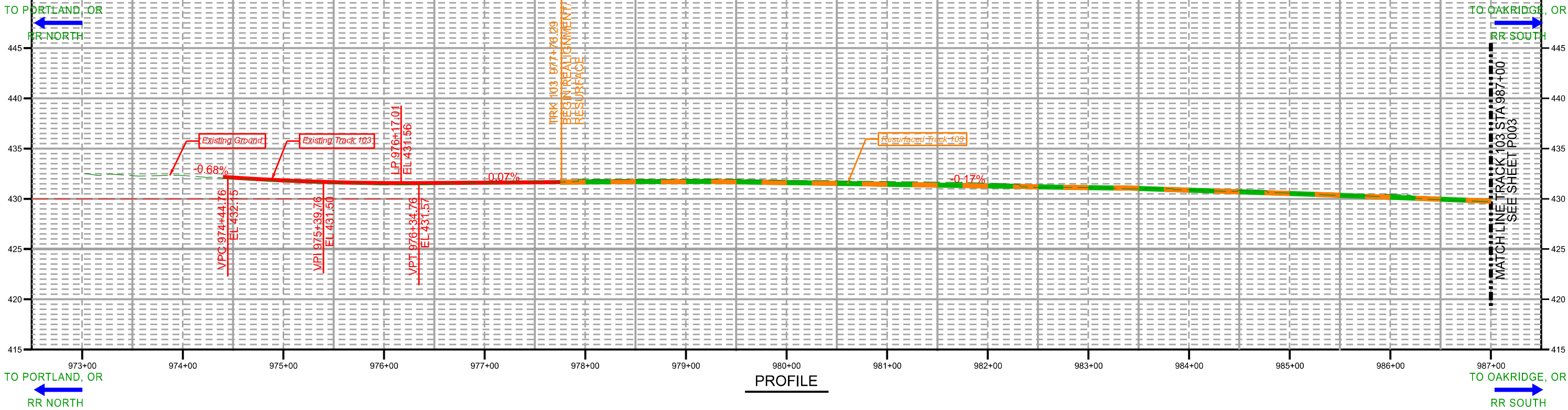
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SHEET NUMBER: 07 of 14

UNION PACIFIC RAILROAD

LOCATION: Eugene, OR
Brooklyn Subdivision, MP 647.16 to MP 647.60

DWG TITLE: TRACK D PLAN & PROFILE
STA 970+53 TO STA 981+95

DWG NUMBER
P001

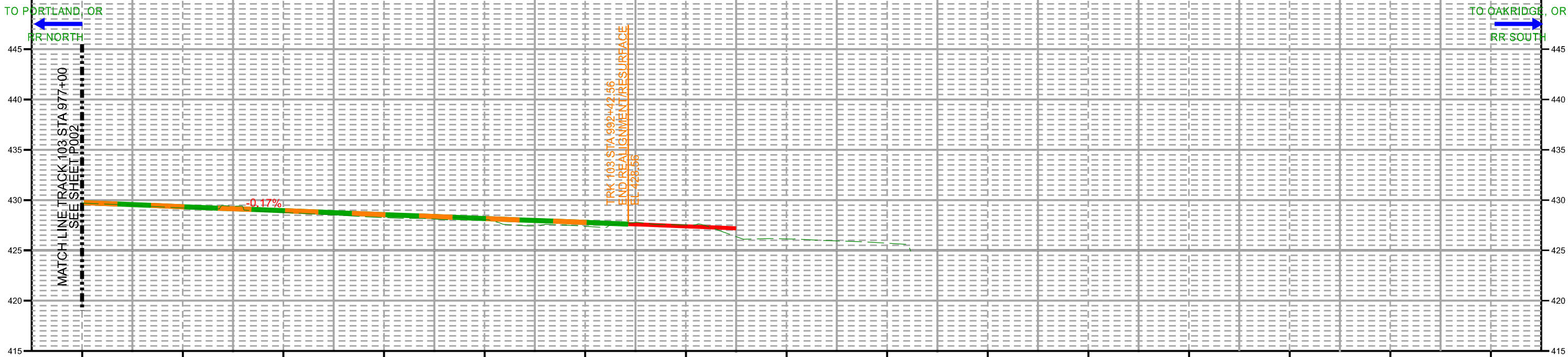


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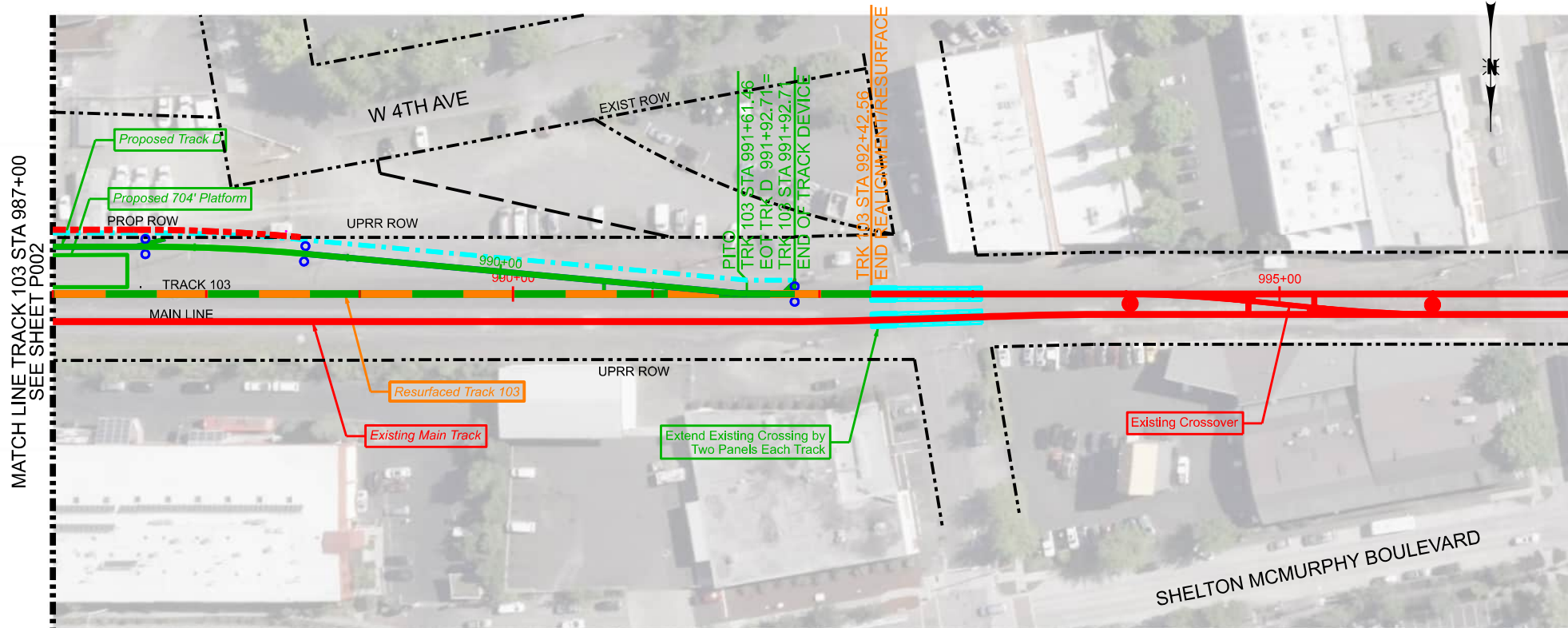


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SHEET NUMBER: 08 of 14

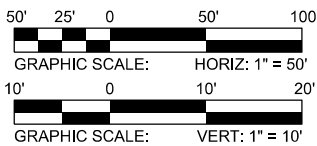
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LOCATION: Eugene, OR Brooklyn Subdivision, MP 647.16 to MP 647.60	
DWG TITLE: TRACK 103 PLAN & PROFILE SHEET 2 STA 982+00 TO STA 958+53	DWG NUMBER: P002



PROFILE



PLAN

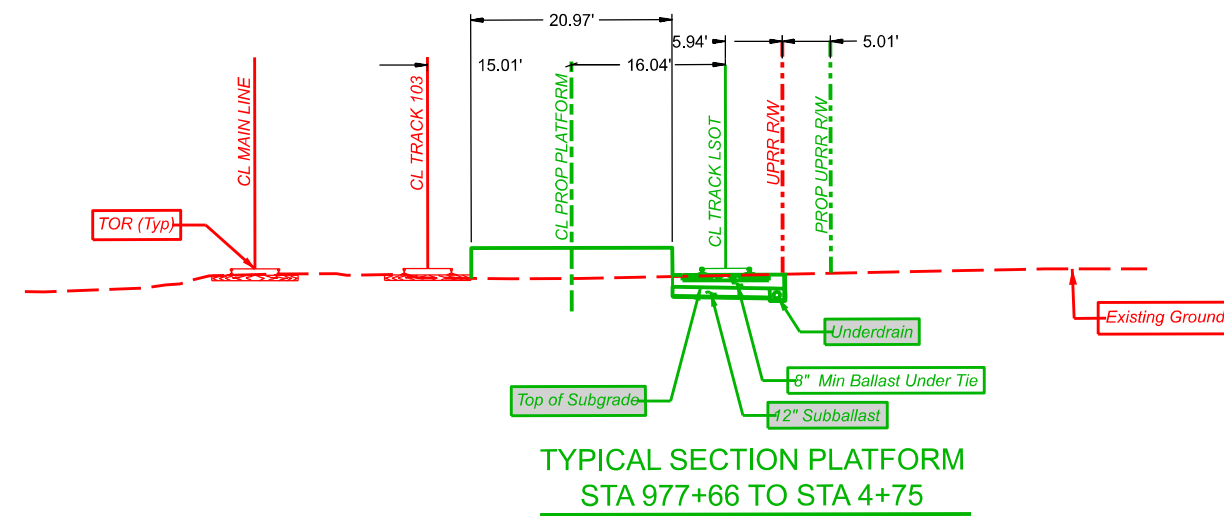
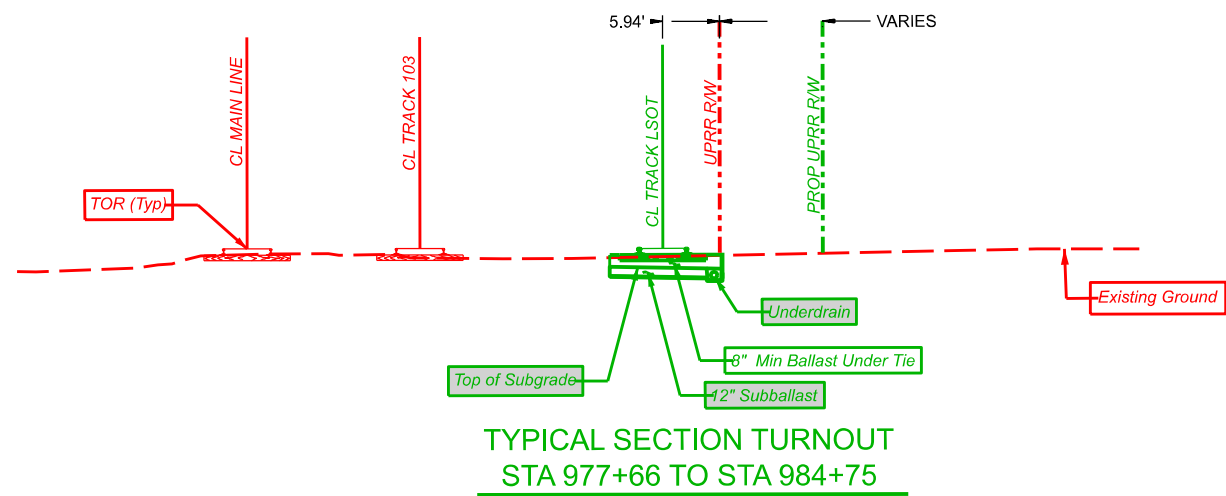


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SHEET NUMBER: 09 of 14

UNION PACIFIC RAILROAD
LOCATION: Eugene, OR
Brooklyn Subdivision, MP 647.16 to MP 647.60
DWG TITLE: TRACK 103 PLAN & PROFILE SHEET 2
STA 982+00 TO STA 958+53
DWG NUMBER: P003



NOTES

THE LOD OF THIS TASK IS BASED UPON SCOPE OF WORK AND PURPOSE.

DETAILED PLATFORM DESIGN IS TO BE DETERMINED IN THE NEXT PHASE (AMTRAK).

BOUNDARY SURVEY, CONTROL LINES, ROW ACQUISITIONS AND TCE SHALL BE DETERMINED IN THE NEXT PHASE OF THE PROJECT AND BASED UPON COMPLETE FIELD AND TITLE DATA VERIFICATION.

ADDITIONAL COMPREHENSIVE SURVEY OF THE TRACK AND WAYSIDE SHALL BE PERFORMED FOR THE FINAL DESIGN.

COORDINATION OF SIGNAL DESIGN AND TRACK GEOMETRY BEYOND SHOWN LIMITS AS REQUIRED BY UPRR STANDARDS SHALL BE PERFORMED IN THE NEXT PHASE OF THE PROJECT.

GRADE CROSSING DESIGN HAS BEEN COMPLETED IN A SCOPE OF SEPARATE PROJECT BY OTHERS. THE SUBJECT PLANS ARE FOR THE REFERENCE ONLY.

UTILITIES AND DRAINAGE DESIGN ARE PENDING UPON SURVEY SCOPE FOR THE FINAL DESIGN AND TO BE COMPLETED DURING THE NEXT PHASE OF THE PROJECT.

REVISION #	BY	DATE	DESCRIPTION



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DATE: X/XX/XXXX
SHEET NUMBER: 11 of 14

UNION PACIFIC RAILROAD

LOCATION: Eugene, OR
Brooklyn Subdivision, MP 647.16 to MP 647.60

DWG TITLE: TYPICAL SECTIONS

DWG NUMBER: T001

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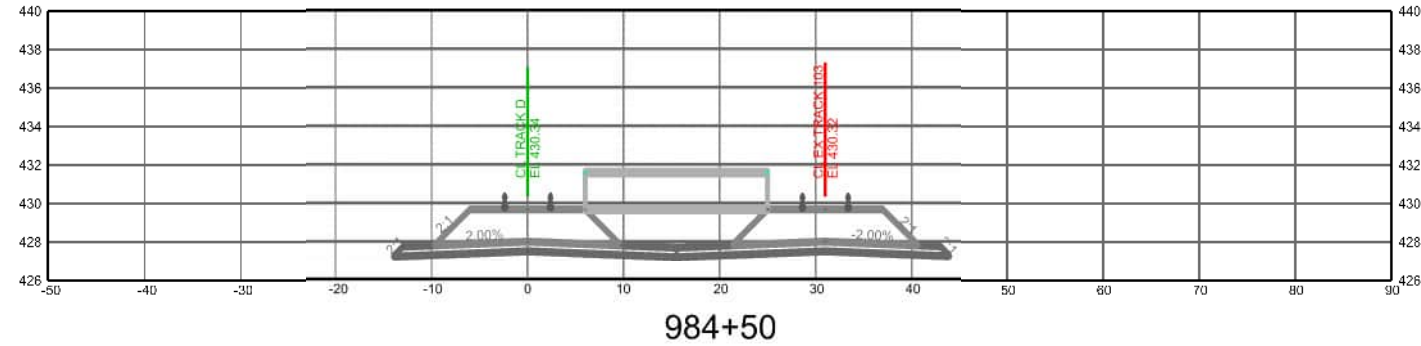
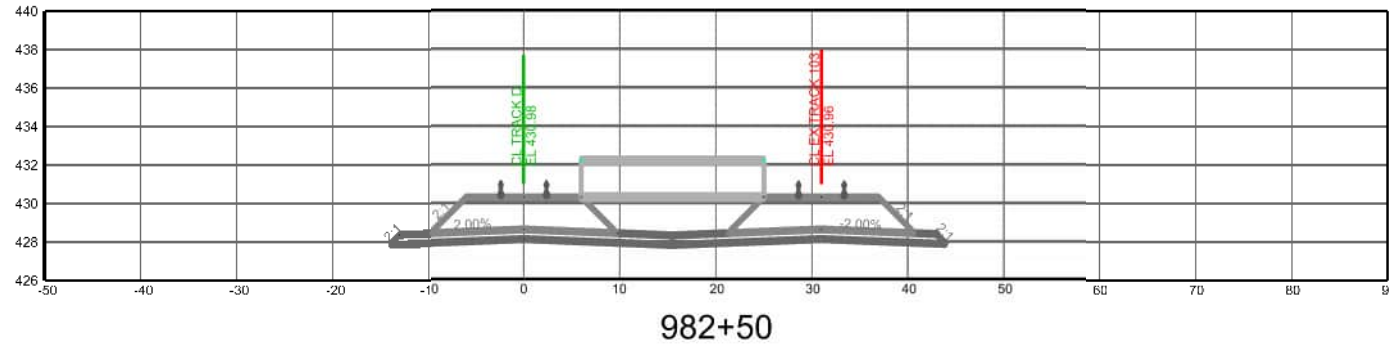
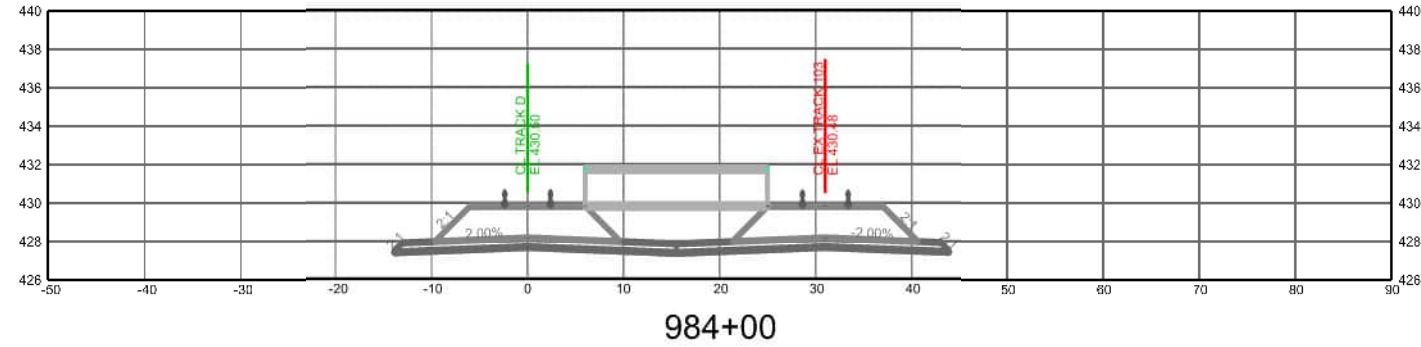
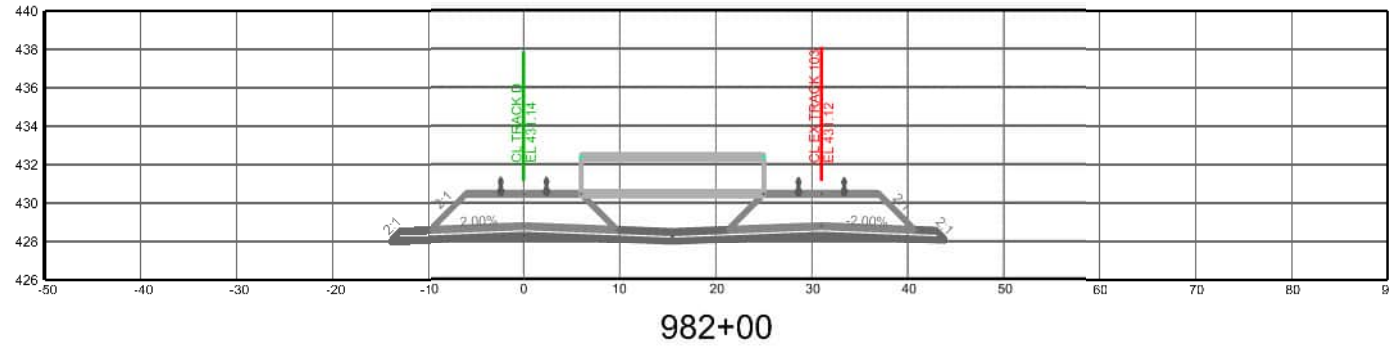
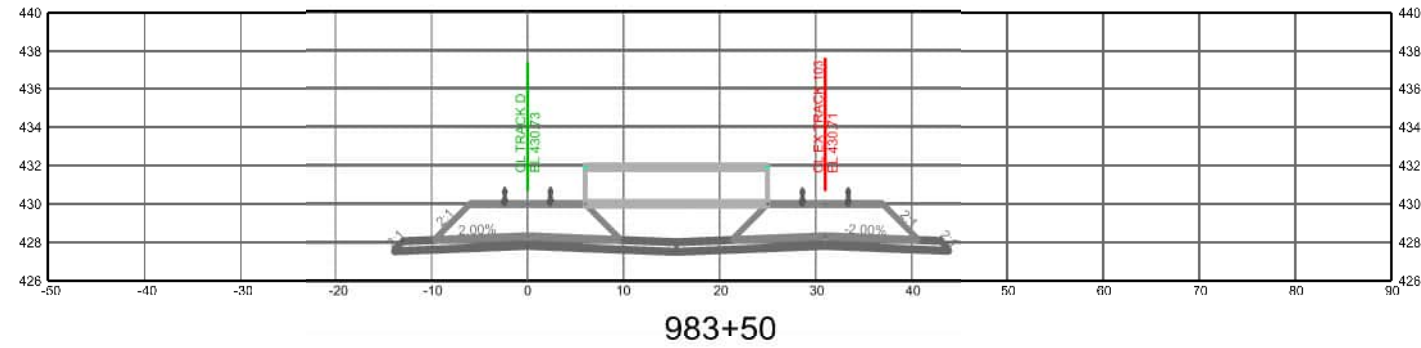
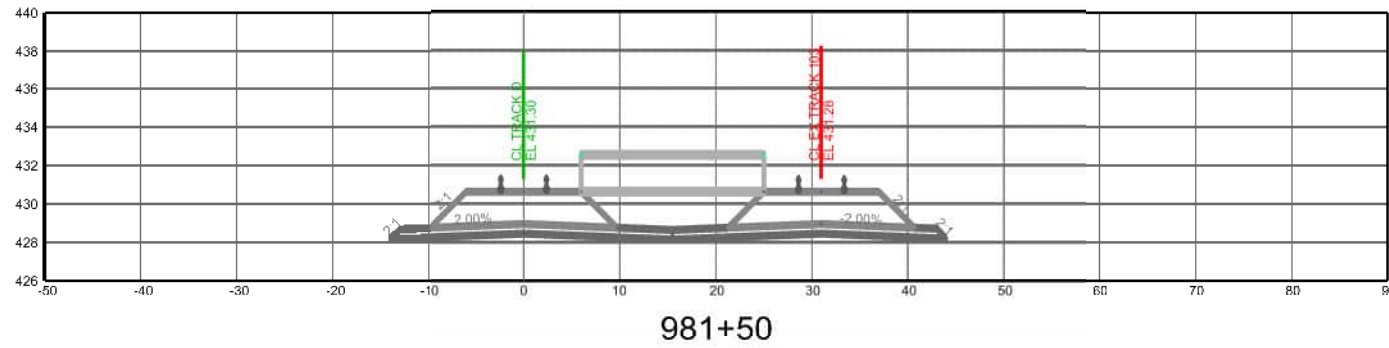
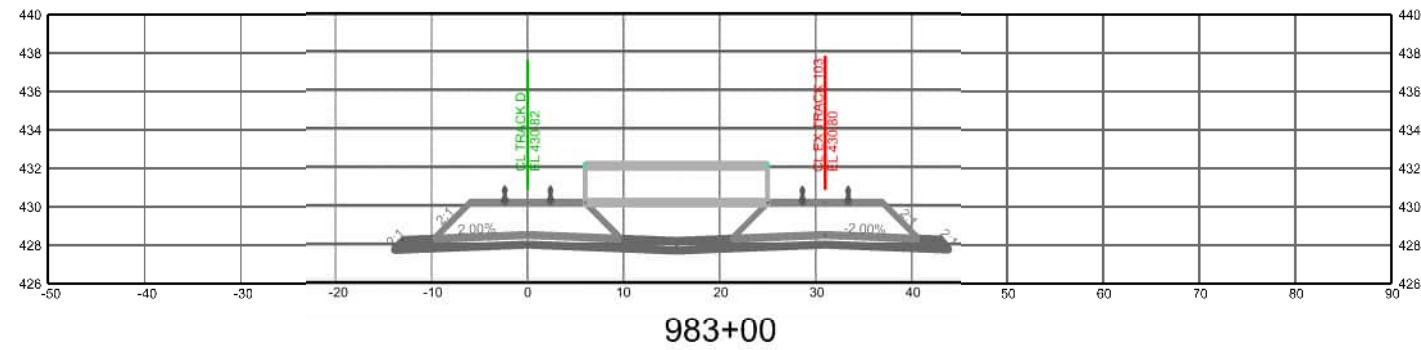
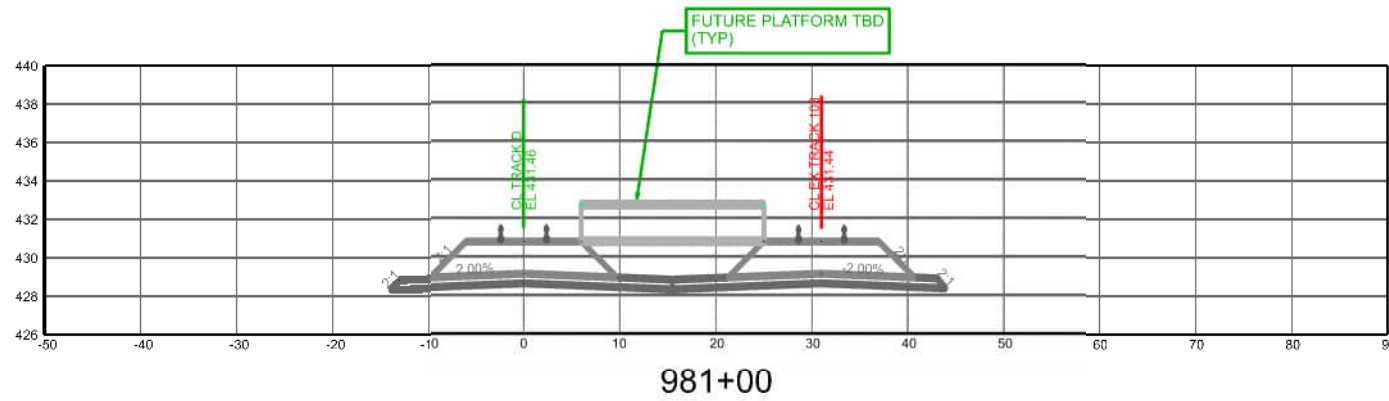
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STATIONING DATA							INPUT DATA						CURVE DATA					SPIRAL DATA							
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							DEGREES	INCHES	INCHES	MPH	MPH	FEET	DEGREES	FEET	DEGREES	FEET	FEET	DEGREES	FEET	FEET	FEET	FEET	FEET	FEET	FEET
#9 RH T.O. (T-4)	POB/PS			981+94.88	111520.73	182361.41																			
	PITO	N72°56'49"	31.25	981+63.63	111515.32	182392.18																			
D-1	PC	N73°43'08"	289.51	979+05.37	111416.95	182773.22																			
	PI			978+53.30	111425.96	182721.90	16°23'56"					0													
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TRACK 103 GEOMETRY TABLE																											
STATIONING DATA							INPUT DATA						CURVE DATA					SPIRAL DATA									
CURVE OR TURNOUT NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(pas)	V(frt)	LS	I	RADIUS	Δ	L	T	Θs	X	Y	k	p	LT	ST	Ts		
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	TS			976+58.88	111253.14	183871.57																					
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							DATE: X/XX/XXXX			Brooklyn Subdivision, MP 647.16 to MP 647.60		
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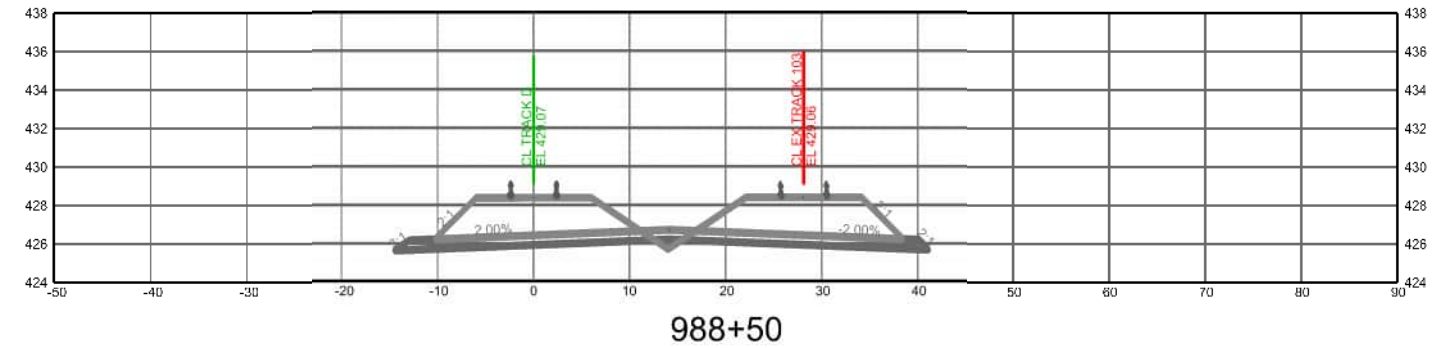
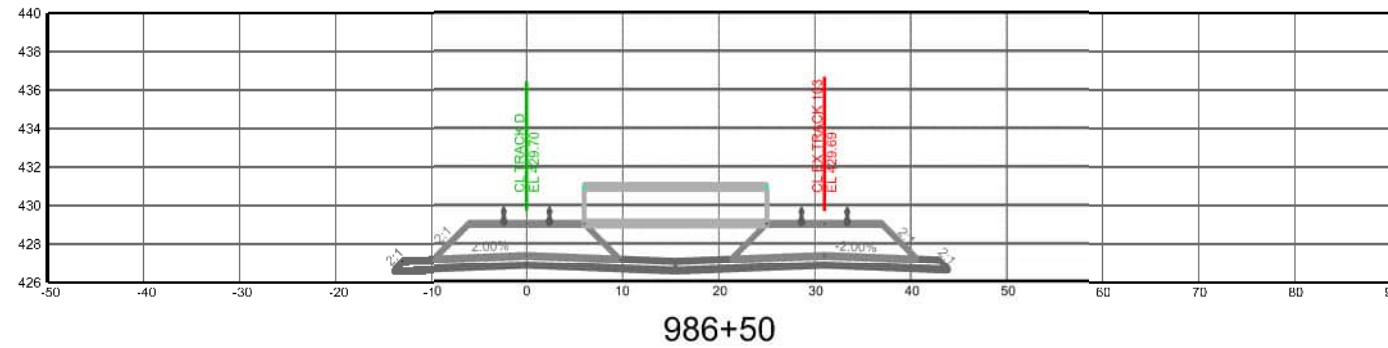
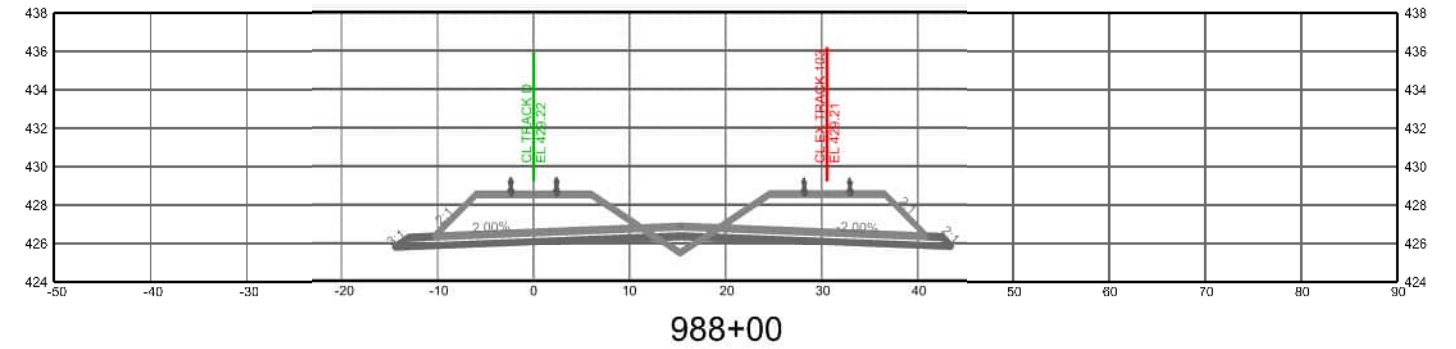
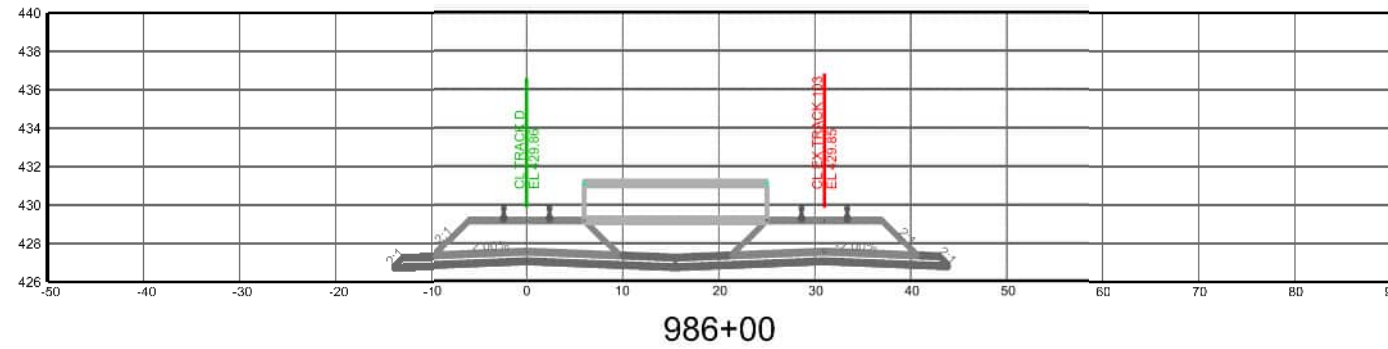
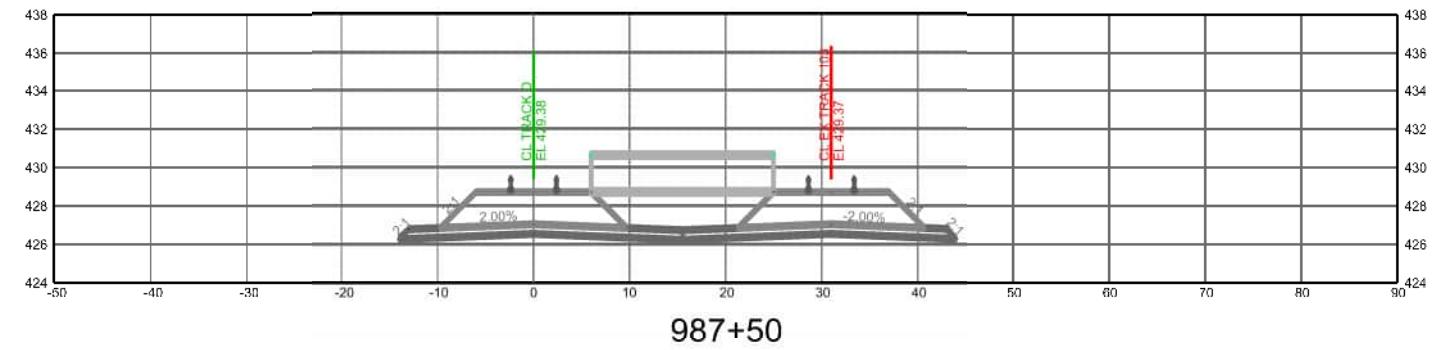
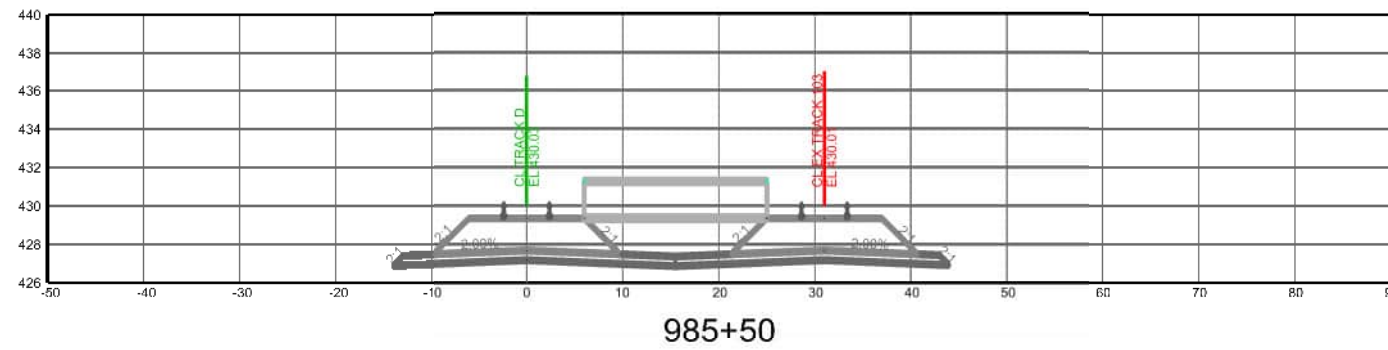
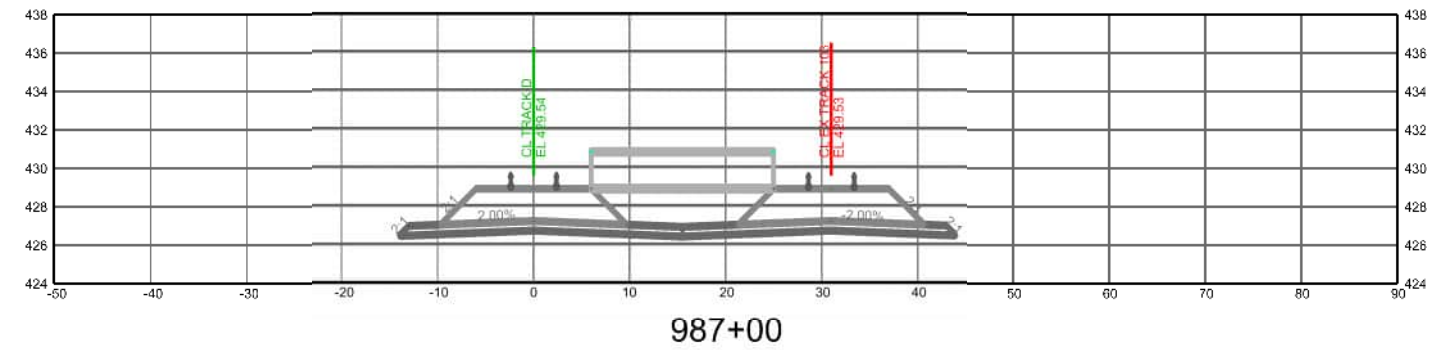
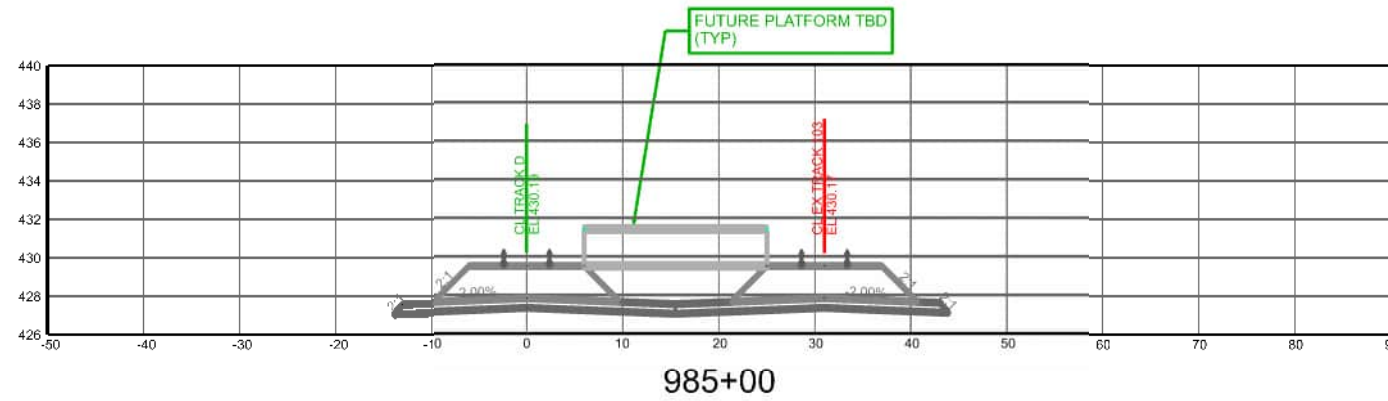


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SHEET NUMBER: 12 of 14

UNION PACIFIC RAILROAD
LOCATION: Eugene, OR
Brooklyn Subdivision, MP 647.16 to MP 647.60
DWG TITLE: CROSS SECTIONS
DWG NUMBER: X001

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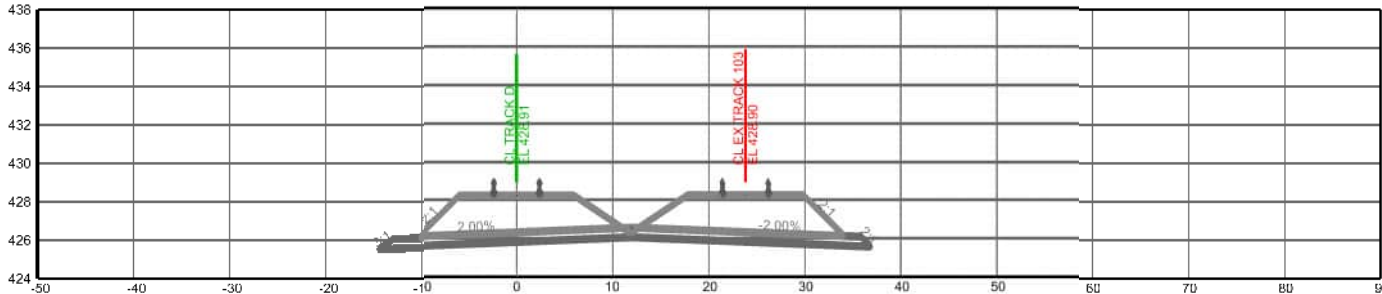
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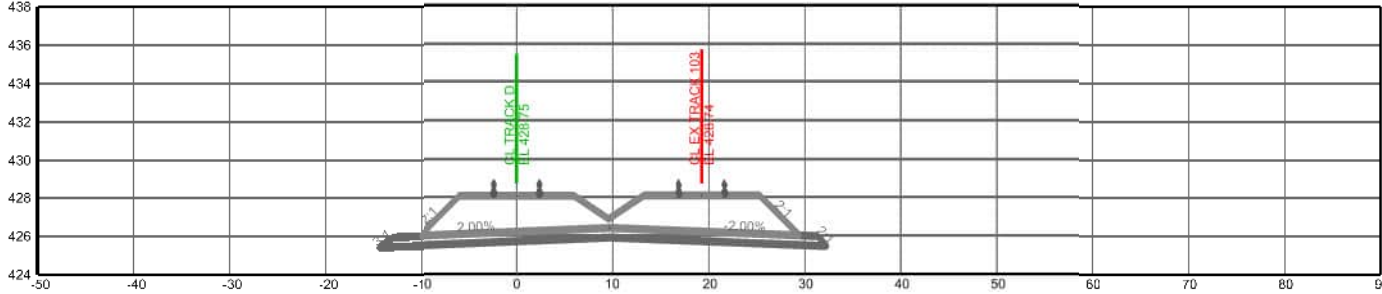
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DATE: X/XX/XXXX	Brooklyn Subdivision, MP 647.16 to MP 647.60	
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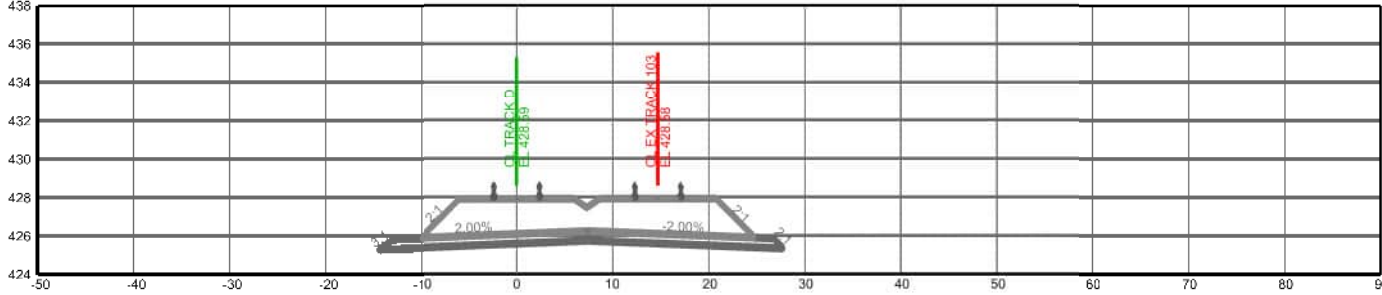
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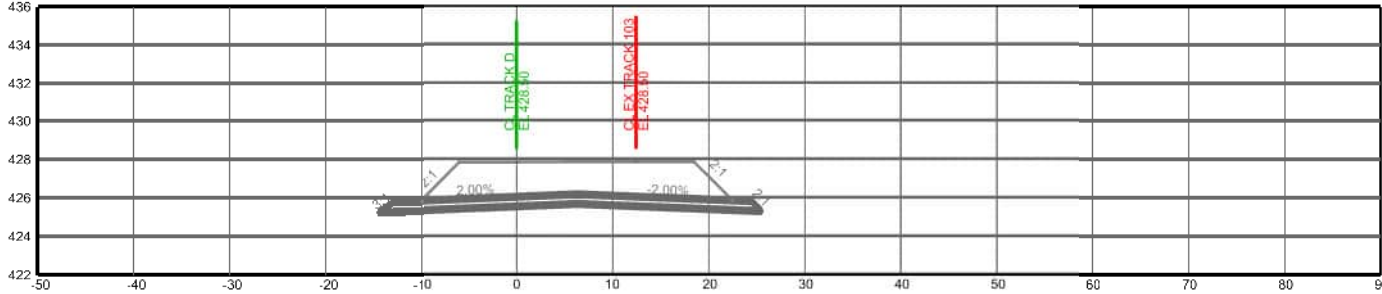
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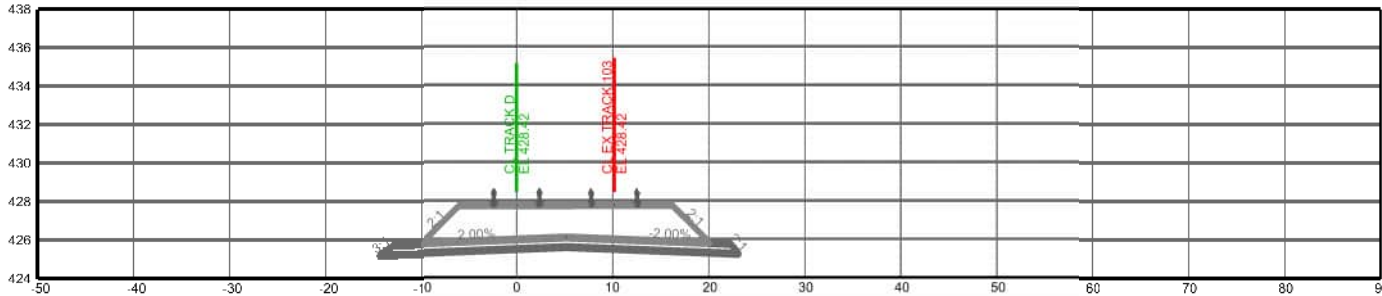
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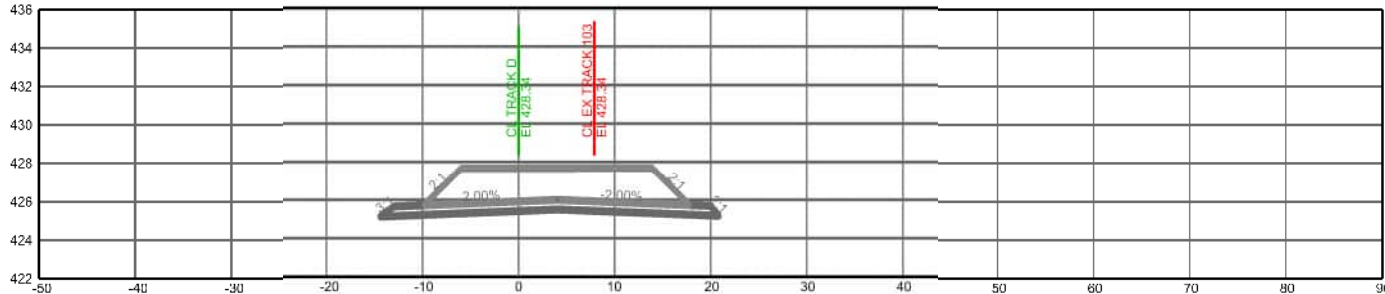
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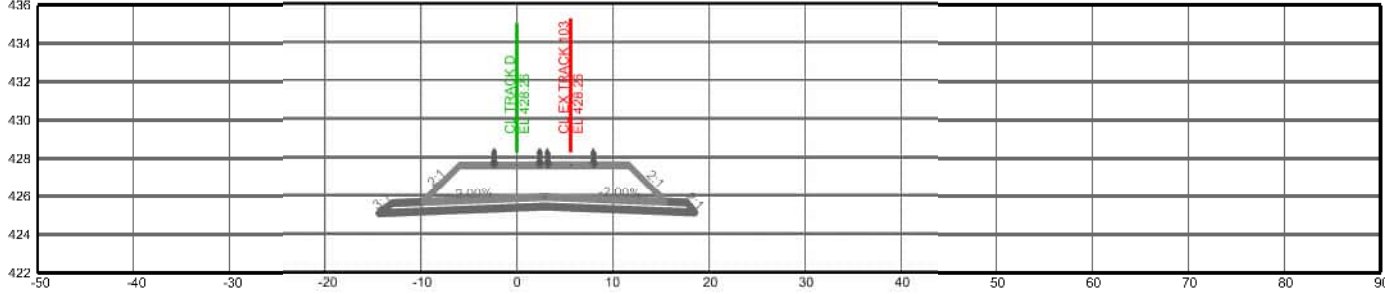
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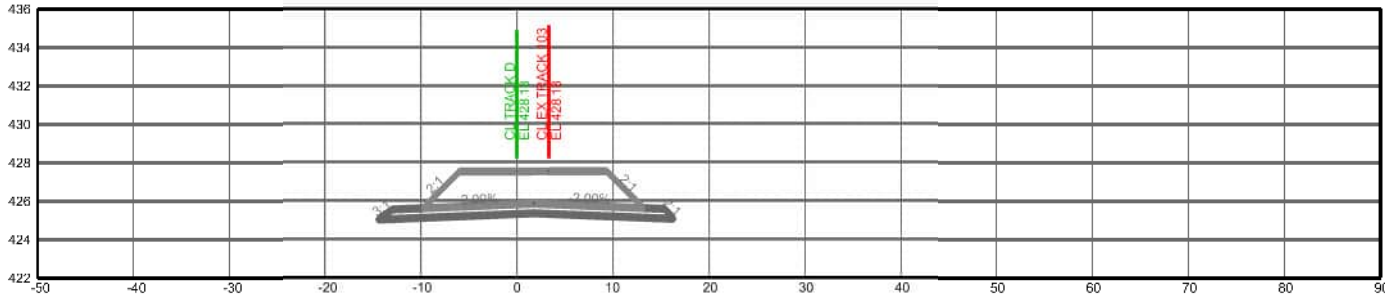
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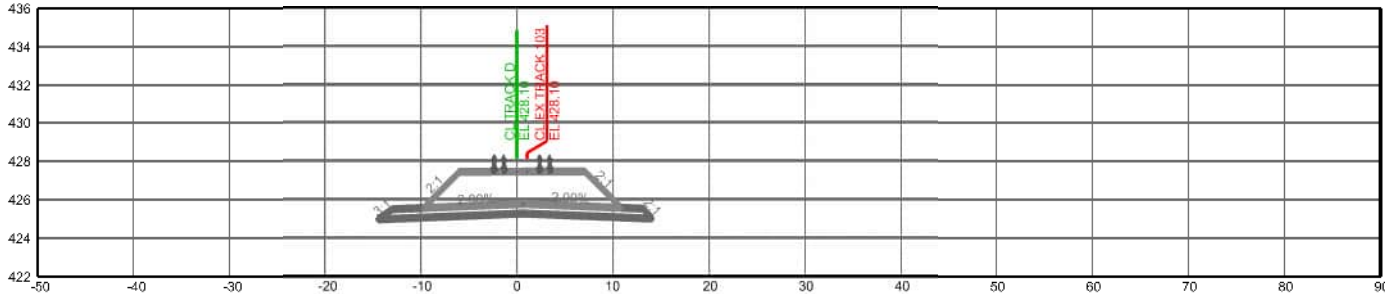
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SHEET NUMBER:	14 of 14	
LOCATION:		Eugene, OR
DWG TITLE:		Brooklyn Subdivision, MP 647.16 to MP 647.60
DWG NUMBER:		X002



EUGENE STATION

LAYOVER TRACK PROJECT



Applicant: Oregon Department of Transportation

Application for Funding Under the Fiscal Year 2024 Federal-State Partnership for Intercity Passenger Rail Program (FSP-National)



BUILDING AMERICA®

December 13, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, D.C. 20590

Re: Oregon Department of Transportation Eugene Station Layover Siding Project

Dear Secretary Buttigieg,

On behalf of Union Pacific Railroad (UP), we are proud to have partnered with you over the last four years as you have led the development and renewal of the nation's transportation infrastructure, including your ongoing implementation of the Infrastructure Investment and Jobs Act (IIJA).

UP operates Oregon's leading Class 1 freight rail network and collaborates with Oregon Department of Transportation (ODOT) for Amtrak Cascades service between Eugene and Portland. With that collaboration in mind, UP writes to make you aware of our interest in and support of ODOT's proposed FY24 Federal-State Partnership for Intercity Passenger Rail Grant (FSP) discretionary funding for the Eugene Station Layover Siding Project.

The Eugene Station Layover Siding Project will improve Amtrak Cascades efficiency. Today Amtrak Cascades trains travel back and forth between Eugene Station and Union Pacific's Eugene yard for layovers. This is a 3.6-mile round trip through seven downtown Eugene at-grade crossings. ODOT's proposed project will construct a 708-foot-long siding at Eugene station for Amtrak Cascades trains to detrain and entrain passengers.

Once the project is complete, Amtrak Cascades rolling stock and locomotives will layover at Eugene station instead of inside UP's yard. This layover shift will eliminate current conflicts between passenger and freight trains generating an estimated 40 percent reduction in daily passenger train movements from yard to station. The project also includes implementation of 480-volt standby electricity that will maintain climate control while eliminating idling Amtrak locomotives.

Eugene Station is a critical destination for the Amtrak Cascades service. This project stands to improve the reliability of the service while continuing the reduction of transportation-related greenhouse gas emissions.

Thank you for your consideration of ODOT's grant application. Feel free to contact me if you have any questions.

Sincerely,



**Washington State
Department of Transportation**

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

December 4, 2024

Amit Bose, Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

**RE: FEDERAL-STATE PARTNERSHIP APPLICATION – EUGENE, OREGON
RAILROAD SIDING**

Dear Administrator Bose,

The Washington State Department of Transportation (WSDOT) expresses its support for the Oregon Department of Transportation's (ODOT's) Federal-State Partnership for Intercity Passenger Rail Program application. This proposed project would build a new single-ended siding track at the Amtrak station in downtown Eugene, Oregon.

WSDOT and ODOT jointly sponsor the Amtrak Cascades passenger train service in the Pacific Northwest. The new siding track in Eugene would be exclusively used by Amtrak Cascades passenger trains for arrival, layover, and departure. It will allow us to reduce emissions, avoid delays and improve on-time reliability.

Eugene is the southern terminus for Amtrak Cascades trains. The current practice is for trains laying over for the night or between trips in Eugene to make a 3.6-mile non-revenue roundtrip to Union Pacific's Eugene freight yard to park between runs. This often causes congestion for passenger and freight trains in the freight yard. It is a particular concern in the mornings as delays in departures of Amtrak Cascades trains leads to scheduling issues for the entire service throughout the day.

Moving the trains to the freight yard requires crossing seven at-grade road intersections. This project will result in a reduction in daily passenger train movements between Eugene's depot and the freight yard and decrease the number idling cars and trucks trying to cross the railroad tracks in downtown Eugene.

Additionally, the new layover track will include 480-volt standby power, allowing shut down of the locomotive during layovers, thus significantly reducing emissions. Presently, locomotives must remain idling during layovers to furnish electrical power to the train for heating, air conditioning, and refrigerated storage in the café cars.

Thank you for your consideration of this important project.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Millar'.

Roger Millar, P.E., FAICP, Dist. M. ASCE
Secretary of Transportation



December 11, 2024

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

RE: Letter of Support Federal State Partnership (FSP) Grant Application

Mr. Buttigieg,

The Central Oregon & Pacific Railroad supports the Oregon Department of Transportation (ODOT) application for the FY24 Federal-State Partnership for Intercity Passenger Rail (FSP) Grant discretionary funding for the Eugene Station Layover Siding Project.

The purpose of the Eugene Station Layover Siding Project is to improve the on-time performance of the Amtrak Cascades service. Currently, Amtrak Cascades must travel back and forth between Eugene Station and Union Pacific's Eugene yard for layovers resulting in a 3.6-mile round trip. ODOT is proposing to construct a 708-foot-long siding at Eugene station exclusively for Amtrak Cascades trains to detrain and entrain passengers, as well as for layovers between runs.

The ability for Amtrak Cascades to layover at Eugene station will eliminate conflicts between passenger and freight trains, resulting in a 40% reduction in daily passenger train movements over seven downtown Eugene at-grade crossings. The project will include providing 480-volt standby electricity that will maintain heating, air conditioning, food car refrigeration, and lighting, a need that is currently being met by leaving Amtrak Cascades locomotives idling for hours.

Eugene Station is a critical destination for the Amtrak Cascades service. As ridership for the Amtrak Cascades continues to increase significantly, it remains of the utmost importance to improve the reliability and on-time performance of the service and reduce Greenhouse Gas emissions.

ODOT is requesting \$12,000,000 in funding through the FSP Program with non-federal matching funds of up to \$3,000,000. We support ODOT and look forward to the continued partnership with the State of Oregon. Thank you for your consideration of investment in this important regional track infrastructure improvement project.

Respectfully,

Ross Lane

Assistant Vice President, Central Oregon & Pacific Railroad

Central Oregon & Pacific Railroad 335 S.E. Mosher P.O. Box 1083 Roseburg, OR 97420



NANCY NATHANSON
STATE REPRESENTATIVE
DISTRICT 13
HOUSE OF REPRESENTATIVES

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Delivered electronically

November 21, 2024

Secretary Buttigieg,

I'm writing to express my support for the Oregon Department of Transportation's application for the FY24 Federal-State Partnership for Intercity Passenger Rail (FSP) Grant discretionary funding for the Eugene Station Layover Siding Project.

The project includes a new stub-end track at the Eugene Station where Amtrak Cascades trains can layover overnight, a new fully ADA-accessible peninsula platform, and other associated improvements that will allow Amtrak operations to take full advantage of the service capabilities offered by the soon-to-be-delivered Amtrak Airo trainsets.

Amtrak's on-time performance remains a notable barrier for riders commuting to work, school, or connections to other travel modes, and I've long pressed for changes to improve reliability. The proposed layover track project would make valuable progress on this issue, eliminating the need for Amtrak to use lengthy deadhead maneuvers from the Eugene Station to the Union Pacific Eugene Yard, 1.7 miles from the station. This process is susceptible to frequent delays due to yard congestion and will continue to be a disruption without the proposed changes.

In addition to improving on-time performance, the project will also provide access to electric power to eliminate unnecessary idling of diesel engines and improve air quality. I'm pleased for the opportunity to address this environmental concern as well.

ODOT is requesting \$12,000,000 in funding through the FSP Program with non-federal matching funds of up to \$3,000,000. Thank you for your consideration of investment in this important regional track infrastructure improvement project.

Sincerely,

Nancy Nathanson, Oregon State Representative, House District 13



November 26, 2024

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Mr. Buttigieg,

The City of Eugene supports the Oregon Department of Transportation (ODOT) application for the FY24 Federal-State Partnership for Intercity Passenger Rail (FSP) Grant discretionary funding for the Eugene Station Layover Siding Project.

The purpose of the Eugene Station Layover Siding Project is to improve the on-time performance of the Amtrak Cascades service. Currently, Amtrak Cascades trains must travel back and forth between Eugene Station and Union Pacific's Eugene yard for layovers resulting in a 3.6-mile round trip. ODOT is proposing to construct a 708-foot-long siding at Eugene Station exclusively for Amtrak Cascades trains to detrain and entrain passengers, as well as for layovers between runs. The ability for Amtrak Cascades to layover at Eugene station will eliminate conflicts between passenger and freight trains, resulting in a 40% reduction in daily passenger train movements over seven downtown Eugene at-grade crossings. The City of Eugene has been working with ODOT for many years to move this project forward and the project is identified as a priority infrastructure investment in the Eugene 2035 Transportation System Plan.

Eugene Station is a critical destination for the Amtrak Cascades service. As ridership for the Amtrak Cascades continues to increase significantly, it remains of the utmost importance to improve the reliability and on-time performance of the service and reduce Greenhouse Gas emissions

ODOT is requesting \$12,000,000 in funding through the FSP Program with non-federal matching funds of up to \$3,000,000.

We support ODOT and look forward to the continued partnership with the State of Oregon. Thank you for your consideration of investing in this important regional track infrastructure improvement project.

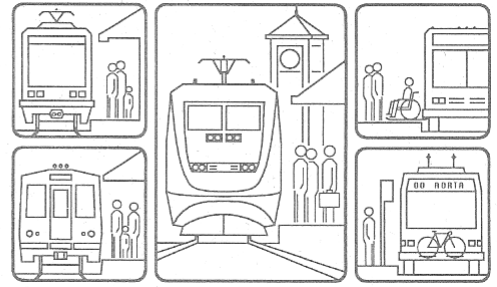
Sincerely,

Mayor Lucy Vinis
Eugene, OR

Association of Oregon Rail and Transit Advocates

AORTA • P. O. Box 2772 • Portland, Oregon 97208-2772

Also known as OreARP • Oregon Association of Railway Passengers



November 18, 2024

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

RE: Letter of Support Federal State Partnership (FSP) Grant Application

Dear Secretary Buttigieg:

The Association of Oregon Rail and Transit Advocates (AORTA) supports the Oregon Department of Transportation (ODOT) application for the FY24 Federal-State Partnership for Intercity Passenger Rail (FSP) Grant discretionary funding for the Eugene Station Layover Siding Project.

The purpose of the Eugene Station Layover Siding Project is to improve the on-time performance of the Amtrak Cascades service. Currently, Amtrak Cascades must travel back and forth between Eugene Station and Union Pacific's Eugene yard for layovers resulting in a 3.6-mile round trip. ODOT is proposing to construct a 708-foot-long siding at Eugene station exclusively for Amtrak Cascades trains to detrain and entrain passengers, as well as for layovers between runs. The ability for Amtrak Cascades to layover at Eugene station will eliminate conflicts between passenger and freight trains, resulting in a 40% reduction in daily passenger train movements over seven downtown Eugene at-grade crossings. The project will include providing 480-volt standby electricity that will maintain heating, air conditioning, food car refrigeration, and lighting, a need that is currently being met by leaving Amtrak Cascades locomotives idling for hours.

Eugene Station is a critical destination for the Amtrak Cascades service. As ridership for the Amtrak Cascades continues to increase significantly, it remains of the upmost importance to improve the reliability and on-time performance of the service and reduce Greenhouse Gas emissions.

ODOT is requesting \$12,000,000 in funding through the FSP Program with non-federal matching funds of up to \$3,000,000.

We support ODOT and look forward to the continued partnership with the State of Oregon. Thank you for your consideration of investment in this important regional track infrastructure improvement project.

Sincerely,

Jon Nuxoll, AORTA President

www.aortarail.org

jonnuxoll@usa.net

November 18, 2024

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

RE: Support for ODOT FSP Grant Application – Eugene Station Layover Siding Project

Dear Secretary Buttigieg:

The Port of Portland (Port) supports the Oregon Department of Transportation (ODOT) application for funding through the FY24 Federal-State Partnership for Intercity Passenger Rail (FSP) grant program for the Eugene Station Layover Siding Project. The Port's mission is to build shared prosperity for the region through travel, trade, and economic development. The Port is also a long-standing member of the Oregon Rail User's League.

The purpose of the Eugene Station Layover Siding Project (Project) is to improve the on-time performance of the Amtrak Cascades service by eliminating the need to travel back and forth between Eugene Station and Union Pacific's Eugene yard for layovers.

The Project will benefit the broader Oregon rail system by eliminating conflicts between passenger and freight trains and resulting in a 40% reduction in daily passenger train movements over seven downtown Eugene at-grade rail crossings.

The Project also has a number of environmental benefits. Improving reliability and on-time performance of the Amtrak Cascades service will encourage greater use of passenger rail in Oregon, which is the most efficient transportation mode from a greenhouse gas emissions perspective. In addition, the Project includes provision of standby electricity to power trains while laying over instead of using an idling locomotive, resulting in improved air quality emissions in Eugene.

The Port supports the ODOT request for \$12M in funding through the FSP program. Thank you for your consideration in funding this important regional rail infrastructure project.

Sincerely,



Curtis Robinhold
Executive Director



December 2, 2024

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

RE: Letter of Support Federal State Partnership (FSP) Grant Application

Mr. Buttigieg,

Oregon Rail Users' League (ORULE) supports the Oregon Department of Transportation (ODOT) application for the FY24 Federal-State Partnership for Intercity Passenger Rail (FSP) Grant discretionary funding for the Eugene Station Layover Siding Project.

The purpose of the Eugene Station Layover Siding Project is to improve the on-time performance of the Amtrak Cascades service. Currently, Amtrak Cascades must travel back and forth between Eugene Station and Union Pacific's Eugene yard for layovers resulting in a 3.6-mile round trip. ODOT is proposing to construct a 708-foot-long siding at Eugene station exclusively for Amtrak Cascades trains to detrain and entrain passengers, as well as for layovers between runs. The ability for Amtrak Cascades to layover at Eugene station will eliminate conflicts between passenger and freight trains, resulting in a 40% reduction in daily passenger train movements over seven downtown Eugene at-grade crossings. The project will include providing 480-volt standby electricity that will maintain heating, air conditioning, food car refrigeration, and lighting, a need that is currently being met by leaving Amtrak Cascades locomotives idling for hours.

Eugene Station is a critical destination for the Amtrak Cascades service. As ridership for the Amtrak Cascades continues to increase significantly, it remains of the utmost importance to improve the reliability and on-time performance of the service and reduce Greenhouse Gas emissions.

ODOT is requesting \$12,000,000 in funding through the FSP Program with non-federal matching funds of up to \$3,000,000.

We support ODOT and look forward to the continued partnership with the State of Oregon. Thank you for your consideration of investment in this important regional track infrastructure improvement project.

Sincerely,

Jenny Dresler, Executive Director
Oregon Rail Users' League (ORULE)



December 13, 2024

Gustavo J. Cruz, Jr.
Commission Chair

Marcelino J. Alvarez
Commissioner

Felisa Hagins
Commissioner

Michi Slick
Commissioner

Serena Stoudamire Wesley
Commissioner

Ted Wheeler
Mayor

Shea Flaherty Betin
Interim Executive Director

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

RE: Letter of Support Federal State Partnership (FSP) Grant Application

Mr. Buttigieg,

Prosper Portland supports the Oregon Department of Transportation (ODOT) application for the FY24 Federal-State Partnership for Intercity Passenger Rail (FSP) Grant discretionary funding for the Eugene Station Layover Siding Project.

Prosper Portland is keenly aware of the need for improvements and investment along the Amtrak Cascades corridor as ridership continues to grow. Prosper Portland, the City of Portland's economic and urban development agency, owns and operates Portland's Union Station. The 128-year-old historic Portland Union Station is a critical regional and national transportation asset supporting Amtrak Cascade services to and through the Portland region. As an asset owner and partner to Amtrak in the Portland market, we see the Eugene Station Layover Siding Project as an important step to investing in the long-term health of passenger rail transportation and operations within Oregon, particularly at major hubs like Eugene and Portland.

Similar to issues faced at Union Station, the Eugene Station Layover Siding Project will improve the on-time performance of the Amtrak Cascades service. ODOT is proposing to construct a 708-foot-long siding at Eugene station exclusively for Amtrak Cascades trains to detrain and entrain passengers, as well as for layovers between runs. The ability for Amtrak Cascades to layover at Eugene station will eliminate conflicts between passenger and freight trains, resulting in a 40% reduction in daily passenger train movements over seven downtown Eugene at-grade crossings. The project will include providing 480-volt standby electricity that will maintain heating, air conditioning, food car refrigeration, and lighting, a need that is currently being met by leaving Amtrak Cascades locomotives idling for hours.

As ridership for the Amtrak Cascades continues to increase significantly, including in Portland and Eugene, it remains of the upmost importance to improve the reliability and on-time performance of the service and reduce Greenhouse Gas emissions.

prosperportland.us

220 NW Second Ave.,
Suite 200, Portland, OR
97209-3943

503-823-3200 Main
503-823-3368 Fax

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
12/13/2024
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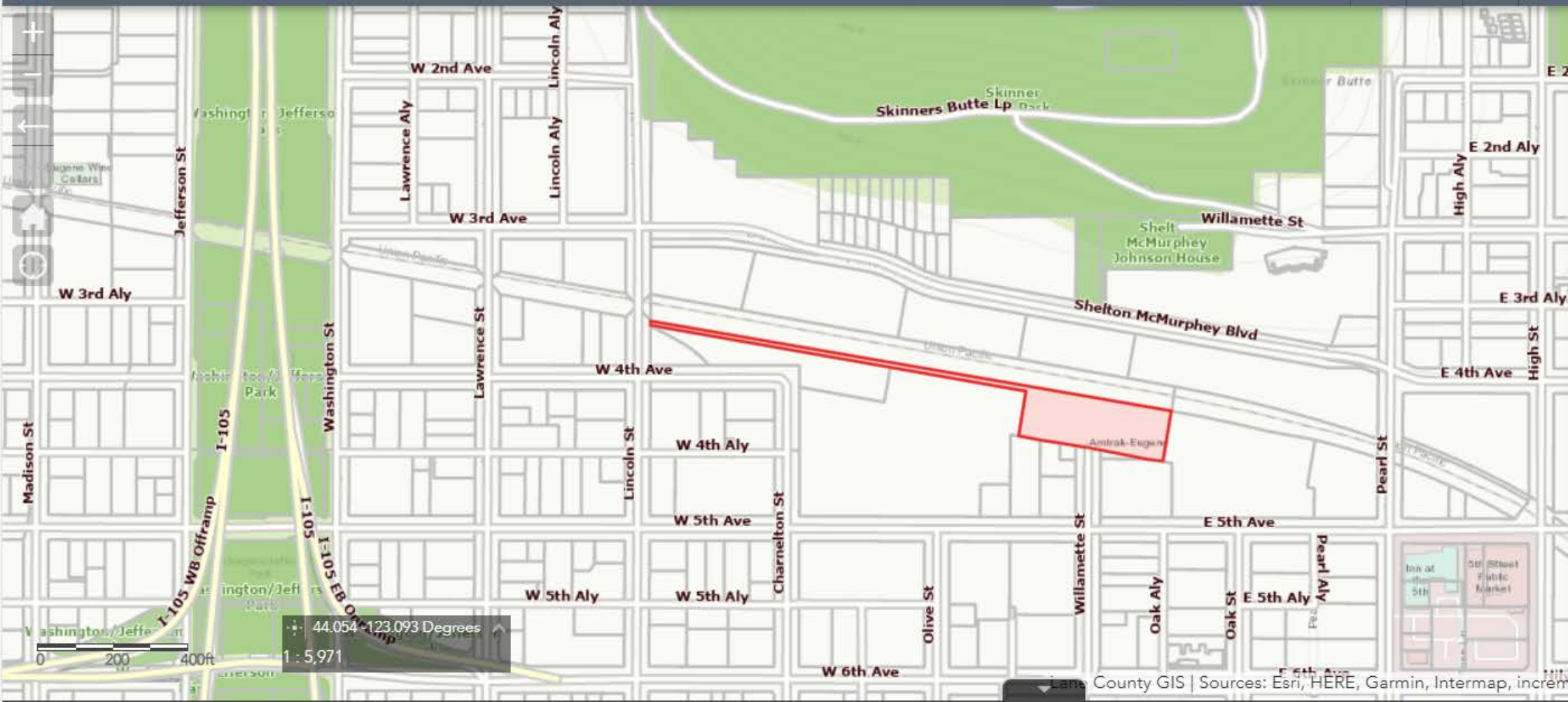
ODOT is requesting \$12,000,000 in funding through the FSP Program with non-federal matching funds of up to \$3,000,000.

We support ODOT and look forward to the continued partnership with the State of Oregon.
Thank you for your consideration of investment in this important regional track infrastructure improvement project.

Sincerely,

A handwritten signature in black ink, appearing to read "Shea Flaherty Betin", with a stylized flourish extending to the right.

Shea Flaherty Betin
Interim Executive Director



Quick Search

Draw Search | Text Search | Buffer Select | Results

Features selected: 1

[LMD Pro](#)

[Property Account Information](#)

[Easy Property Information Lookup](#)

1703304302201

Map: 17033043

Lot: 2201

Account: 1367406

Owner Name: City of Eugene

Owner Mailing Address: Finance Department

Owner Mailing Address 2: 100 W 10th Ave Ste 400

Owner Mailing Address 3:

City: Eugene

State: Oregon

Zip: 97401

Country: United States

Tax Account Acres: 1.46

Search Results: Parcels

Options | Filter by Map Extent | Zoom to | Clear Selection | Refresh

Maplot	Map	Lot	Account	Owner Name	Owner Mailing Address	Owner Mailing Address 2	Owner Mailing Address 3	City	State	Zip	Country	Map Acres	Tax Account Acres
1703304302201	17033043	2201	1367406	City of Eugene	Finance Department	100 W 10th Ave Ste 400		Eugene	Oregon	97401	United States	1.50907661	1.46