

HSIPR Program Project List
 Pacific Northwest Rail Corridor: Oregon Segment

No.	Project	Description	Track 1a	Track 1b & 2	Track 2	Track 2 Total
			FD/Construction (shovel ready)	PE/NEPA	FD/Construction	PE/NEPA + FD/Construction
1	UP Connection at North Portland & Peninsula Junctions	Reconfigure the UP connection with BNSF Railway at North Portland Jct. by installing a No. 24 universal crossover and easing curvature. BNSF received a 2009 federal stimulus grant from ODOT to install three No. 20 crossovers to fix 75% of the restrictions at this key interlocker. The remaining 25% addresses the current restrictive UP trackage that limits train speed to 10 MPH. Project includes building a new connection between Peninsula Terminal Company's line and BNSF's A and B Yards at Terminal 6. Also included is easing of curvature on trackage at Peninsula Jct. connecting UP's Kenton Line with the UP Seattle Subdivision (trackage between Peninsula Jct. and North Portland Jct.), and establishing an interface between the BNSF and UP CTC systems to insure continuous movement of UP trains entering and exiting BNSF at North Portland Jct.	\$0	\$1,600,000	\$19,400,000	\$21,000,000
2	Union Station	Make permanent structural repairs to the station building as part of a general rehabilitation to bring the structure into a good state of repair and in conformity with seismic requirements. Upgrade existing trackage and construct a sixth track to accommodate through freight traffic now routed via Track 5. Track 5 would then be available for use as a support track for increasing service frequency of passenger trains.	\$7,525,474	\$4,200,000	\$33,874,526	\$45,600,000
3	East Portland Graham Line Connection	Construct a new connection between UP's Brooklyn Subdivision and the Graham Line allowing trains to move from the Willamette Valley to the Columbia Gorge and vice versa without passing through Albina Yard, Tunnel 18 and Peninsula Jct. Project to include adding a crossover to restore access between the Steel Bridge and Graham Line, and construction one of four potential sidings between East Portland and Troutdale to allow trains using this route to meet and pass another train.	\$0	\$10,000,000	\$129,130,000	\$139,130,000
4	The Curves Between East Portland and Albina	Track speed between East Portland and Albina Yard is limited to 6 MPH while negotiating severe curvature near East Portland. Slow moving freight trains using this route can cause congestion for passenger trains and other freight trains as they slowly creep out of the way. Realigning the track by cutting into the bluff will permit speed to increase to 20 MPH.	\$0	\$1,200,000	\$19,880,000	\$21,080,000
5	Lake Yard Upgrades	At the north end of Guilds Lake Yard, upgrade an existing No. 11 power-operated double crossover between main tracks to No. 15 power-operated crossovers, and similarly upgrade the initial switch to the yard. At the south end, upgrade an existing No. 11 turnout to a No. 15 power-operated switch. These two upgrades will eliminate the need for movements entering and leaving the yard to stop and manually throw switches necessary for travel, reducing the amount of time necessary to occupy the main tracks. This smoothing of freight train ingress/egress will reduce congestion that can delay passenger trains.	\$0	\$700,000	\$8,900,000	\$9,600,000
6	Willbridge	By upgrading existing No. 11 power-operated double crossover to No. 20 power-operated crossover, this project will greatly speed up freight movements required to change tracks at this location, thus reducing opportunities for delay that can affect passenger trains. The connection between the Astoria Line and the BNSF main line will be reconfigured somewhat also.	\$0	\$500,000	\$5,930,000	\$6,430,000
7	Double track from Willsburg Jct to Clackamas	Extend double track south from Willsburg Jct to allow full efficiency of queuing trains to allow better fluidity for passenger trains approaching Willsburg Jct.	\$0	\$3,700,000	\$44,100,000	\$47,800,000
8	Eugene Station Layover Tracks	Construct two stub tracks at the downtown Eugene passenger station to permit Cascades corridor passenger trains to be parked overnight, eliminating the current practice of storing them at Eugene Yard, which requires extra time and expense to travel back and forth. Install a new power-operated crossover between the main track and WP siding north of the passenger depot for enhanced freight access to Eugene Yard.	\$0	\$1,500,000	\$29,750,000	\$31,250,000
9	Track Improvements	Conduct EIS, upgrade service and increase capacity in the Willamette Valley.	\$0	\$84,270,076	\$1,894,500,000	\$1,978,770,076
10	PTC Vancouver to Portland	Install Positive Train Control system between Vancouver Washington and Portland Union Station.	\$0	\$0	\$1,000,000	\$1,000,000
			Total Track 1 Request	\$115,195,550	Total Track 2 Request	\$2,301,660,076

Note: Eugene Station increased from \$25,500,000 million in Track 1 to \$31,250,000 in Track 2.