



Amtrak Fact Sheet, Fiscal Year 2016

State of Oregon

Amtrak-Oregon partnership

- *Amtrak Cascades* – two daily round trips, Eugene-Portland
- With extended service to Seattle and Vancouver, Amtrak Cascades is the 8th most heavily traveled Amtrak corridor in the U.S.
- Over 100,000 Oregon residents are members of the Amtrak Guest Rewards frequent user program

Amtrak Service & Ridership

Amtrak operates one State Supported corridor service, the *Amtrak Cascades*, (Eugene-Portland-Seattle-Vancouver, B.C.), with two roundtrips Eugene-Portland; four roundtrips Portland-Seattle; and two roundtrips Seattle-Vancouver, B.C.). Also, there are two National Network trains serving Oregon:

- The *Coast Starlight* (daily Los Angeles-Klamath Falls-Portland-Seattle)
- The *Empire Builder* (daily Portland/Seattle-Spokane-Chicago)

During FY16 Amtrak served the following Oregon locations:

<u>City</u>	<u>Boardings + Alightings</u>
Albany	33,656
Chemult	10,387
Eugene	93,182
Klamath Falls	33,701
Oregon City	14,858
Portland	590,076
Salem	61,226
Total Oregon Station Usage:	837,086

(up 4.1% from FY15)

Procurement/Contracts

Amtrak spent \$27,923,199 on goods and services in Oregon in FY16, most of it, \$26,623,119, in Tualatin.

Employment

At the end of FY16, Amtrak employed 75 Oregon residents. Total wages of Amtrak employees living in Oregon were \$5,805,065 during FY16.

PRIIA Section 209 and State Supported Services

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties, including Oregon, by the deadline, and the services continued to run without interruption.

The State of Oregon provides funds for the operation of two daily *Amtrak Cascades* roundtrips between Portland and Eugene. Amtrak operates four daily round trips between Seattle and Portland, with support from the State of Washington. Oregon also funds the operation of several connecting buses that enhance the reach of the train service.

With over 792,000 riders in FY16, the *Amtrak Cascades* is the eighth most heavily traveled corridor in the country and often viewed as a model partnership among two states, a Canadian province, Amtrak, freight railroads, a commuter railroad, and local communities.

Service Expansion

The Pacific Northwest Corridor extends 466 miles from Eugene to Vancouver, B.C. Both Washington and Oregon have established 20-year plans for the service to accommodate the growth expected in the region. Oregon's plans call for six roundtrips between Eugene and Portland. Washington State's plans call for 13 roundtrips between Portland and Seattle, and four roundtrips between Seattle and Vancouver, B.C.

In March 2011, the Oregon Department of Transportation (ODOT) announced that the State had invested \$36.6 million in federal stimulus funds to buy two new train sets from Talgo America. The 13-car sets were delivered during 2013. They entered *Amtrak Cascades* revenue service in January 2014.

Capital Projects

BNSF crossovers north of Portland: ARRA funds also were used to complete preliminary engineering and environmental studies for replacement of crossovers and turnouts between Portland Union Station and Vancouver, Washington at two locations, Willbridge and North Portland/Peninsula Junction. New, longer crossovers and turnouts will allow passenger trains to cross tracks at higher speeds and reduce congestion for both freight and passenger traffic.

North Portland Junction: An \$8.3-million grant through the ConnectOregon program was awarded to the Union Pacific Railroad for capital improvements at North Portland Junction to increase the speed of

UP freight trains entering and leaving the BNSF Railway at this key location, thereby reducing the delay to all freight and passenger trains crossing the Columbia River.

Eugene: Through the federal ARRA program, preliminary engineering and an environmental study was conducted for two layover tracks at the station in Eugene. That will eliminate extra time needed to move empty trains between the station and a more remote storage location currently used.

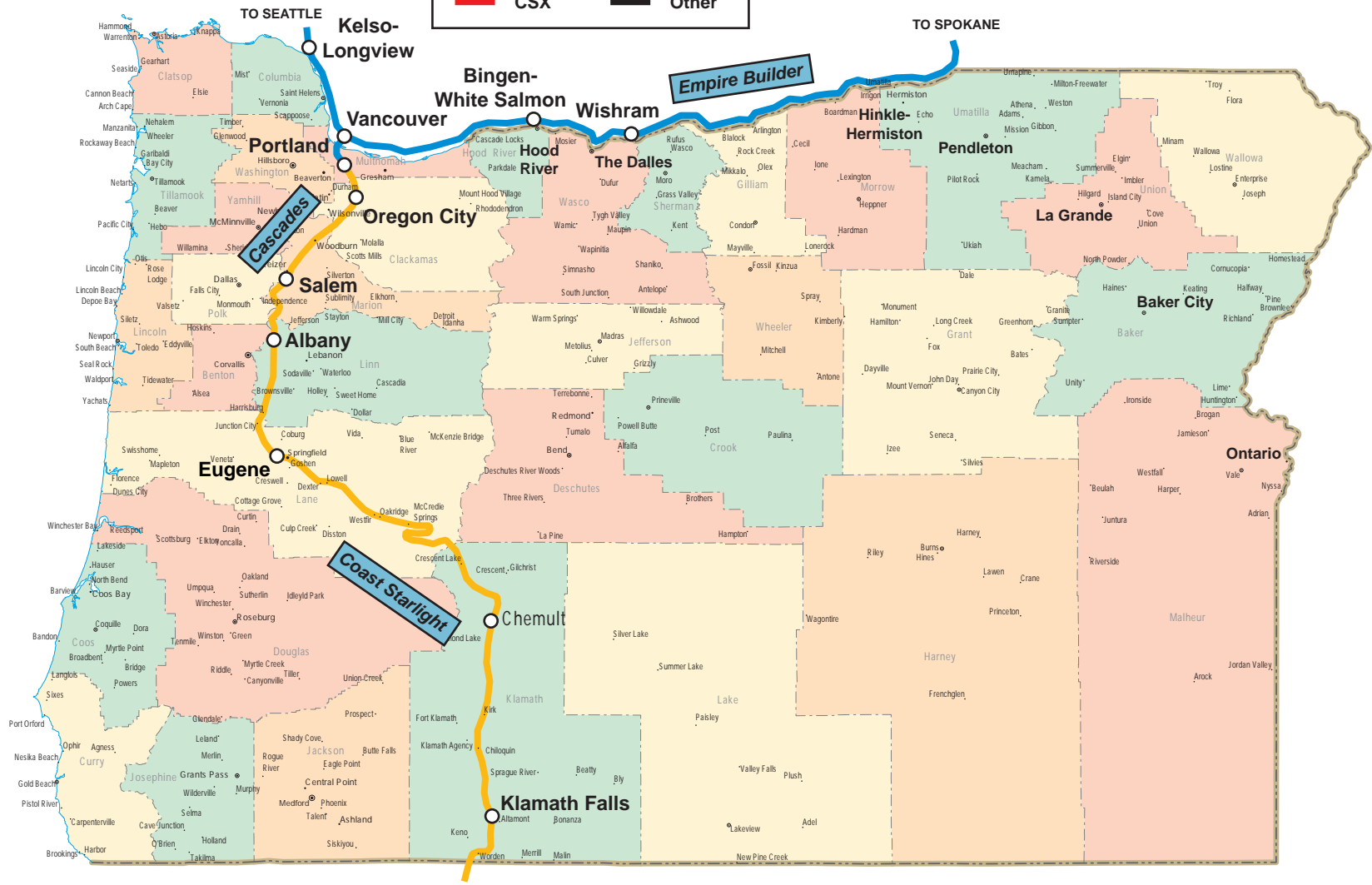
Willamette River Bridge: A \$4-million grant through the ConnectOregon program was awarded to the Union Pacific Railroad for replacement (totaling \$16 million) of a bridge south of Harrisburg (between Albany and Eugene). The bridge project resulted in removing a 30-mph speed restriction for all trains and allows *Amtrak Cascades* trains to operate at 70 mph through the area.

Stations

Portland: Amtrak is working with the Portland Development Commission and the City of Portland in the planning and design of platforms, canopies, and a possible additional track at Union Station. This work will continue through 2017

AMTRAK ROUTES IN OREGON

TRACK OWNERSHIP	
—	Amtrak
—	UP
—	BNSF
—	CSX
—	NS
—	CP
—	CN
—	Other



TO SACRAMENTO