Amtrak Fact Sheet, Fiscal Year 2017

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.
- Nearly 116,000 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 FY17 Amtrak served the following Oregon locations:

City	Boardings + Alightings
Albany	33,933
Chemult	10,457
Eugene	93,167
Klamath Falls	31,380
Oregon City	13,678
Portland	597,127
Salem	63,311
Total Oregon Station Usage:	**843,053**
	(up 0.7% from FY16)

Procurement

Amtrak spent $19,890,018 on goods and services in Oregon in FY17, most of it, $17,962,939, in Tualatin.

Employment

At the end of FY17, Amtrak employed 81 Oregon residents. Total wages of Amtrak employees living in Oregon were $5,907,836 during FY17.

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 810,000 riders in FY17, 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.

With funds provided by the American Recovery and Reinvestment Act (ARRA), the Washington Department of Transportation has built capacity on the BNSF railroad in Washington State to add two additional frequencies on the Cascades route between Seattle and Portland. Those new frequencies will become operational in late December of 2017.

Capital Projects

Brooks: In 2017, the Oregon State Legislature, as part of the Transportation Revenue Package, designated approximately $2.6 million for a new siding track at Brooks. This investment to the Union Pacific rail system will provide a much needed siding track that will support better train performance, reduce

congestion and improve the rail passenger experience on the ***Amtrak Cascades*** service between Eugene and Portland.

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.

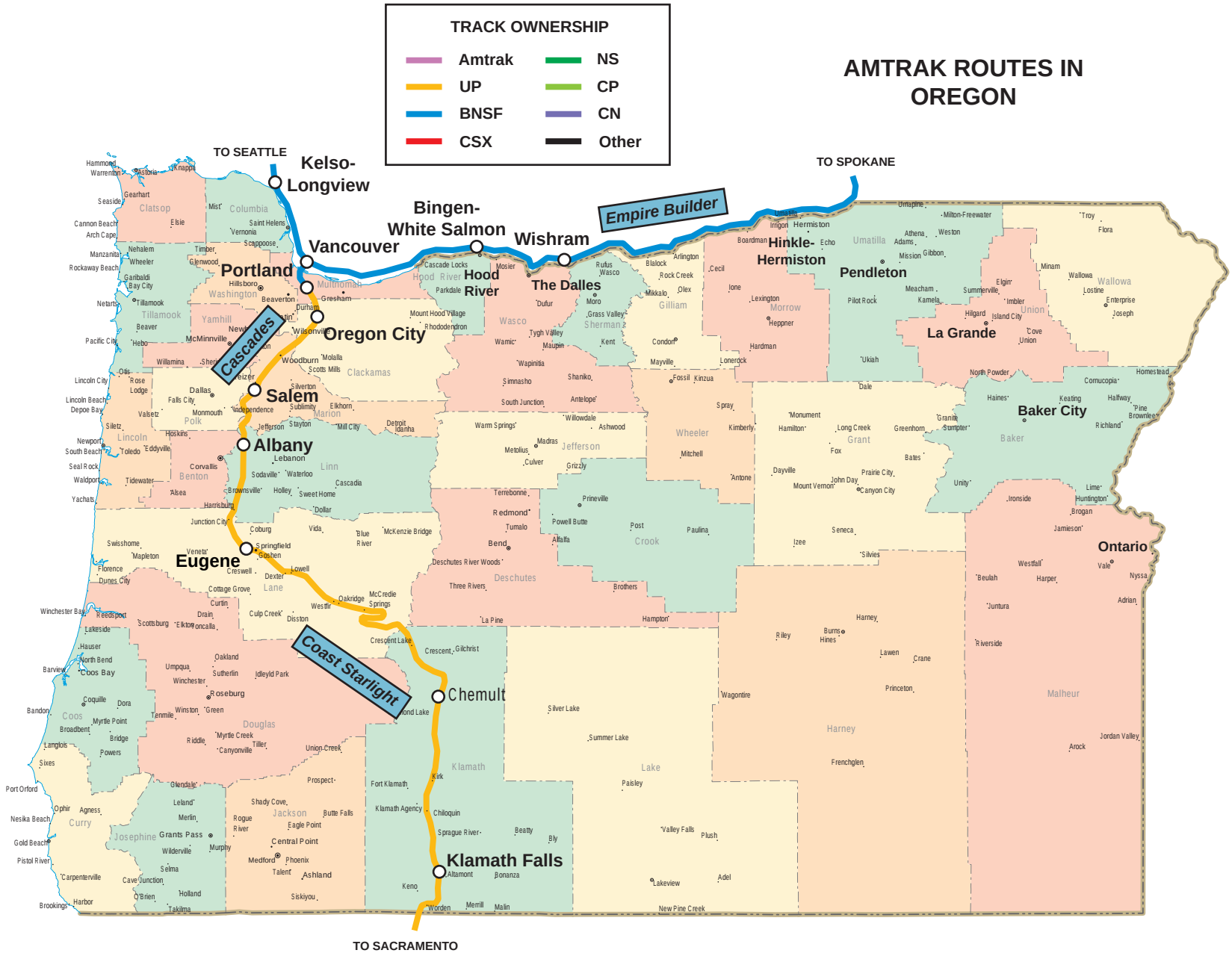
Willamette River Bridge: A $4-million grant through the ConnectOregon program was awarded to the Union Pacific Railroad for replacement (totaling $16 million) of a bridge south of Harrisburg (between Albany and Eugene). The bridge project resulted in removing a 30-mph speed restriction for all trains 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 2018.

Salem: The State of Oregon has invested approximately $2.5 million at the Salem station location, renovating the baggage building, which is the remaining portion of Salem's second station that operated between 1888 and 1918. This investment has created a new multi-modal facility for bus operations that connects with both Amtrak Cascades and Coast Starlight rail service. In 2017, Amtrak completed the design for the Passenger Information Display System (PIDS) for this station. Installation of PIDS will take place in 2018.

AMTRAK ROUTES IN OREGON



--Amtrak Government Affairs, summer 2011