



Amtrak Fact Sheet Fiscal Year 2018 *State of Oregon*

Amtrak Service & Ridership

Amtrak operates two National Network services in Oregon:

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

Amtrak also operates one State Supported Service in Oregon:

- The **Cascades**, (Eugene-Portland-Seattle-Vancouver, B.C.), with two roundtrips Eugene-Portland; four roundtrips Portland-Seattle; and two roundtrips Seattle-Vancouver, B.C.)

During FY18 Amtrak served the following Oregon locations:

City	Boardings & Alightings
Albany	30,782
Chemult	9,084
Eugene	89,279
Klamath Falls	36,368
Oregon City	11,382
Portland	576,339
Salem	55,448
Total Oregon Station Usage:	808,682

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains "preference" over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in Oregon with each service's host railroads and on-time performance (OTP) in FY18:

Service	Host Railroads	FY18 OTP
<i>Coast Starlight</i>	BNSF, Union Pacific, and Southern California Regional Rail Authority	53%
<i>Empire Builder</i>	BNSF, Canadian Pacific, and Metra	46.1%
<i>Cascades</i>	BNSF and Union Pacific	64.9%

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

Amtrak Guest Rewards

At the end of FY18, there were **128,696** members of the Amtrak Guest Rewards program in Oregon. This is a 11% increase from 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 806,000 riders in FY18, the **Amtrak Cascades** is one of the most heavily traveled corridors 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 2011, 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 and entered **Amtrak Cascades** revenue service in 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 2019.

Capital Projects

Brooks: In 2017, the Legislature, as part of the Transportation Revenue Package, designated about \$2.6 million for a new siding track at Brooks, on the Union Pacific Railroad. This investment 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 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. That will eliminate extra time needed to move empty trains between the station and the current, more remote storage location.

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 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 2019.

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. The State celebrated the 100th anniversary of this station in 2018. In 2017, Amtrak completed the design for the Passenger Information Display System (PIDS) for this station. Installation of PIDS took place in 2018.