



Amtrak Fact Sheet Fiscal Year 2019 *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 FY19 Amtrak served the following Oregon locations:

<u>City</u>	<u>Boardings & Alightings</u>
Albany	32,856
Chemult	9,067
Eugene	85,770
Klamath Falls	29,005
Oregon City	13,456
Portland	585,344
Salem	56,569
Total Oregon Station Usage:	812,067

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 FY19:

Service	Host Railroads	FY19 OTP
<i>Coast Starlight</i>	BNSF, Union Pacific, and Southern California Regional Rail Authority	49.4%
<i>Empire Builder</i>	BNSF, Canadian Pacific, and Metra	46.1%
<i>Cascades</i>	BNSF and Union Pacific	62.9%

“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 FY19, there were **141,297** members of the Amtrak Guest Rewards program in Oregon. This is a 10% increase from FY18.

Procurement

Amtrak spent \$2,253,122 on goods and services in Oregon in FY19.

Employment

At the end of FY19, Amtrak employed 82 Oregon residents. Total wages during FY19 of Amtrak employees living in Oregon were \$6,974,998.

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 828,000 riders in FY19, 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 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

Brooks: In 2017, the Oregon Legislature, as part of the Transportation Revenue Package, designated about \$2.6 million for a new siding track at Brooks. Since then an alternate location at Oregon City has been identified and the Legislature has allowed the funding to be used for this project. Amtrak has pledged \$750,000 towards this project as the state seeks federal funding to start the project. 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, 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 a layover facility 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 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

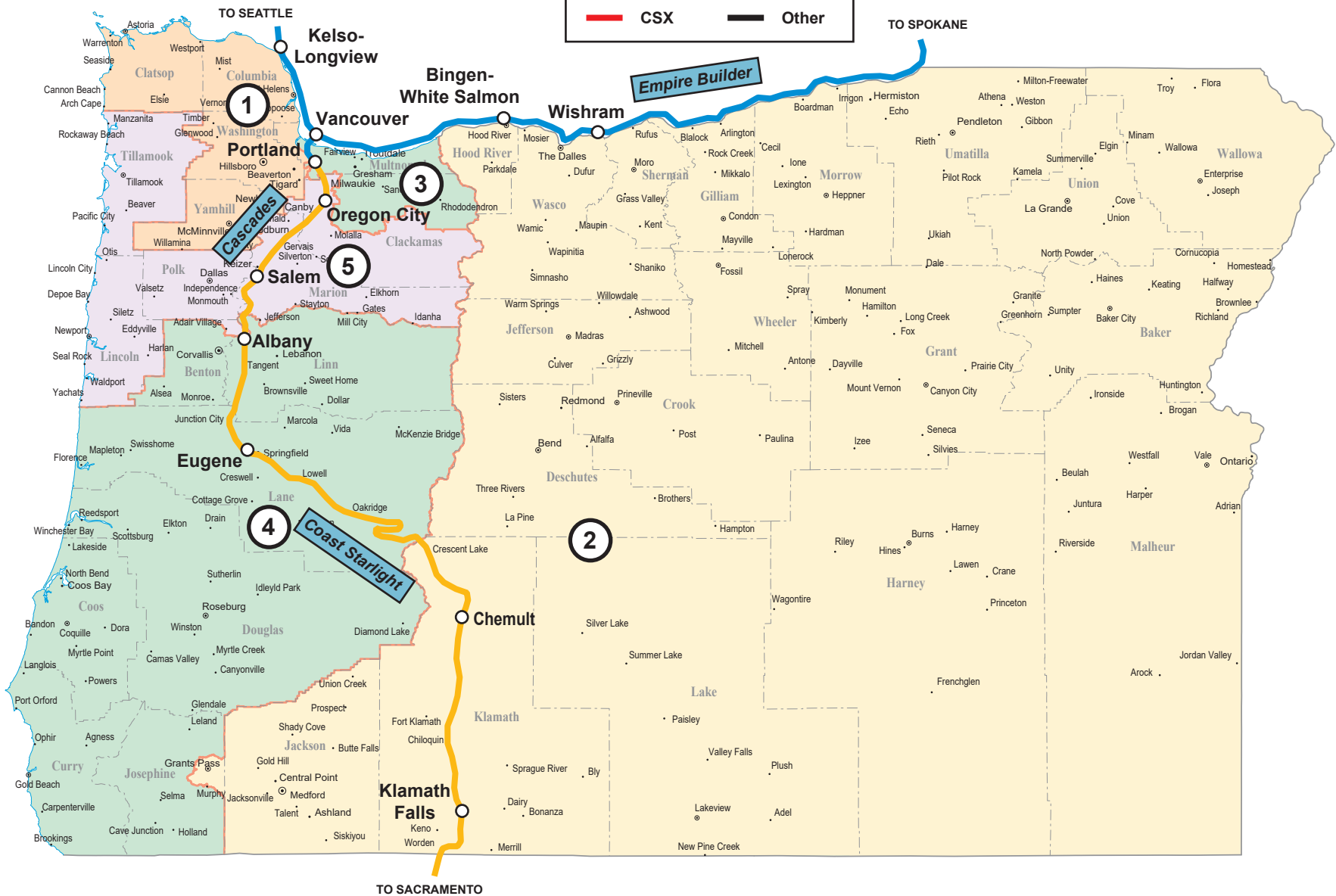
Portland: Amtrak is working with the Portland Development Commission and the City of Portland in the planning and design of platforms, canopies, and a possible additional track at Union Station. This work will continue through 2021.

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.

AMTRAK ROUTES IN OREGON

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

① Congressional District



TO SACRAMENTO