



## Amtrak Fact Sheet Fiscal Year 2021 State of Oregon

### Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated over eight trains per day in Oregon, as part of the following routes:

- **Long Distance**  
*Coast Starlight* (daily Los Angeles-Oakland-San Francisco Bay Area-Sacramento-Eugene-Portland-Seattle)  
*Empire Builder* (daily Chicago-St. Paul-Seattle/Portland)
- **State Supported**  
**Cascades** (Eugene-Portland-Seattle-Vancouver, B.C.), with two roundtrips Eugene-Portland; four roundtrips Portland-Seattle; and two roundtrips Seattle-Vancouver, B.C.)

### Stations Served

During FY 2021, Amtrak served the following locations in Oregon.

City (Code)	Ridership
Albany (ALY)	13,918
Chemult (CMO)	2,642
Eugene (EUG)	35,570
Klamath Falls (KFS)	21,482
Oregon City (ORC)	5,262
Portland (PDX)	187,314
Salem (SLM)	22,168
<b>Total Oregon Station Usage:</b>	<b>288,356</b>

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

### Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. 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 customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>Coast Starlight</i>	BNSF, Union Pacific, Southern California Regional Rail Authority	56.8%

Service	Host Railroad (s)	FY21 OTP
<i>Empire Builder</i>	BNSF, Canadian Pacific, Metra	59.3%
Cascades	BNSF, Union Pacific	58.7%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers’ experience.

### Amtrak Guest Rewards

At the end of FY 2021, there were approximately 13.5 million members of Amtrak Guest Rewards (AGR), with 160,219 members listing an address in Oregon. This is a 3.6% increase from FY 2020. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

### Procurement

In FY 2021, Amtrak procured goods and services worth \$2.63 billion, and more than 99% of that figure was sourced from firms headquartered domestically. In Oregon, Amtrak spent \$2,353,008, broken down in the following locations:

City	Amount (\$)
Bend	210,169
Klamath Falls	176,869
Portland	1,519,377
Tigard	179,485

### Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including 75 Oregon residents. Total FY 2021 wages were \$1.54 billion, of which Oregon residents earned \$6,233,823.

### Section 209 Service

In the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432), Congress 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 by the deadline, and the services continued to run without interruption.

### Additional Information

Amtrak operates two long distance trains with daily service in Oregon: the *Empire Builder*, which provides service at Portland’s Union Station to and from Chicago; and the *Coast Starlight*, which makes six station stops in Oregon, providing service north to Seattle and south to Los Angeles. Amtrak, in partnership with the states of Oregon and Washington, also operates Amtrak Cascades providing frequent, daily service in the Pacific Northwest from Eugene to Vancouver, B.C. In addition, Amtrak provides an extensive network of Thruway Motorcoach services to link communities that otherwise have no direct rail access to the Amtrak system.

### **Bipartisan Infrastructure Law**

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA), or “Bipartisan Infrastructure Law,” provides \$66 billion in guaranteed funding for intercity passenger and freight rail over the next five years. That includes \$22 billion in dedicated Amtrak funding – for fleet modernization, state-of-good-repair work, and other specified project types – and another \$44 billion for FRA-administered grants. This historic federal investment will rebuild crumbling infrastructure, improve accessibility onboard and at our stations, enable overdue service expansions, and transform U.S. passenger rail service.

### **Amtrak Connects US**

In 2021, Amtrak released the Amtrak Connects US vision for growing America’s passenger rail system and meeting the needs of both fast-growing metro areas and other underserved communities. Our vision proposed 39 new routes, 25 enhanced routes, and 160 new stops to serve 20 million new riders across the United States. Since then, the Federal Railroad Administration has launched the Corridor Identification & Development Program to establish a pipeline of intercity passenger rail projects ready for federal investment and technical assistance.

Importantly, the Amtrak Connects US vision was only a starting point. Amtrak is ready to work with States and other eligible entities to begin or expand service anywhere – regardless of whether the route was included in the vision.

### **New Trainsets for Amtrak Cascades**

Amtrak Cascades is funded primarily by ticket revenues, with the balance of operating costs paid for by the states of Washington and Oregon. At full operation, Amtrak Cascades consists of two daily Amtrak Cascades roundtrips between Portland and Eugene, four daily roundtrips between Seattle and Portland, and two daily roundtrips between Seattle and Vancouver, B.C. The state of Oregon also funds the operation of several connecting buses that enhance community connections to the train service.

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. Passenger rail in the Seattle to Portland corridor has successfully attracted a majority of the endpoint-to-endpoint travel share in the region from airlines.

As part of a nationwide program to update train equipment that is in many cases 40-to-50-years old, Amtrak has announced a \$7.3 billion investment plan to acquire 83 new, state of the art passenger trainsets and upgrade facilities. The new trainsets will be manufactured by in California by Siemens AG and the first deliveries are expected by 2024, with the first eight new trainsets being delivered for service on the Amtrak Cascades. These new trains will feature more comfortable seating; individual power outlets and USB ports; onboard Wi-Fi; enhanced lighting and panoramic windows; larger vestibules; a more contemporary food service experience, including self-service options; as well as state-of-the-art customer trip information, digital seat reservation system, and navigation display systems. The trains were designed with the latest health and safety standards, including enhanced HVAC, touchless restroom controls, and automated steps.

## **Service Expansion Plans and Benefits**

The Pacific Northwest Corridor extends 466 miles from Eugene to Vancouver, B.C. and significant demand exists for more frequent, reliable passenger rail service in the region. As highlighted in Amtrak Connects US, Amtrak's vision to grow rail service across America, both the states of Washington and Oregon have established long-term plans for the service to meet expected demand in the region: Oregon's plans call for six roundtrips between Eugene and Portland; Washington's plans call for 13 roundtrips between Portland and Seattle and four roundtrips between Seattle and Vancouver, B.C.

In addition to the comfort and convenience benefits that such an expansion of service would bring to residents and visitors in the region, expanding passenger rail service is a tremendous opportunity to reduce hazardous air pollution, GHG emissions, and vehicle collisions and the accompanying injuries and fatalities. Passenger rail is 46% more energy efficient than driving and 34% more efficient than flying, which means that by taking Amtrak between Seattle and Portland in 2019 instead of driving alone, our riders avoided 35 million pounds of CO<sub>2</sub> emissions, the equivalent of eliminating over 39 million miles driven by average gasoline-powered passenger vehicles. Intercity passenger rail is also a safe mode of transportation, with a passenger death rate per billion passenger miles less than 6% that of the automobile.

## **Stations Improvements**

**Albany:** In FY 2022, Amtrak plans to modify the station to ensure ADA compliance. This will include providing an accessible route from the public right of way to the platform, constructing a new platform with associated ramps, stairs, railings, and signage, and providing platform city identifier signs.

**Klamath Falls:** In FY 2022, Amtrak plans to modify the station to ensure ADA compliance. This will include providing an accessible route from the public right of way to the platform, constructing a new platform with associated ramps, stairs, railings, and signage, and providing platform city identifier signs.

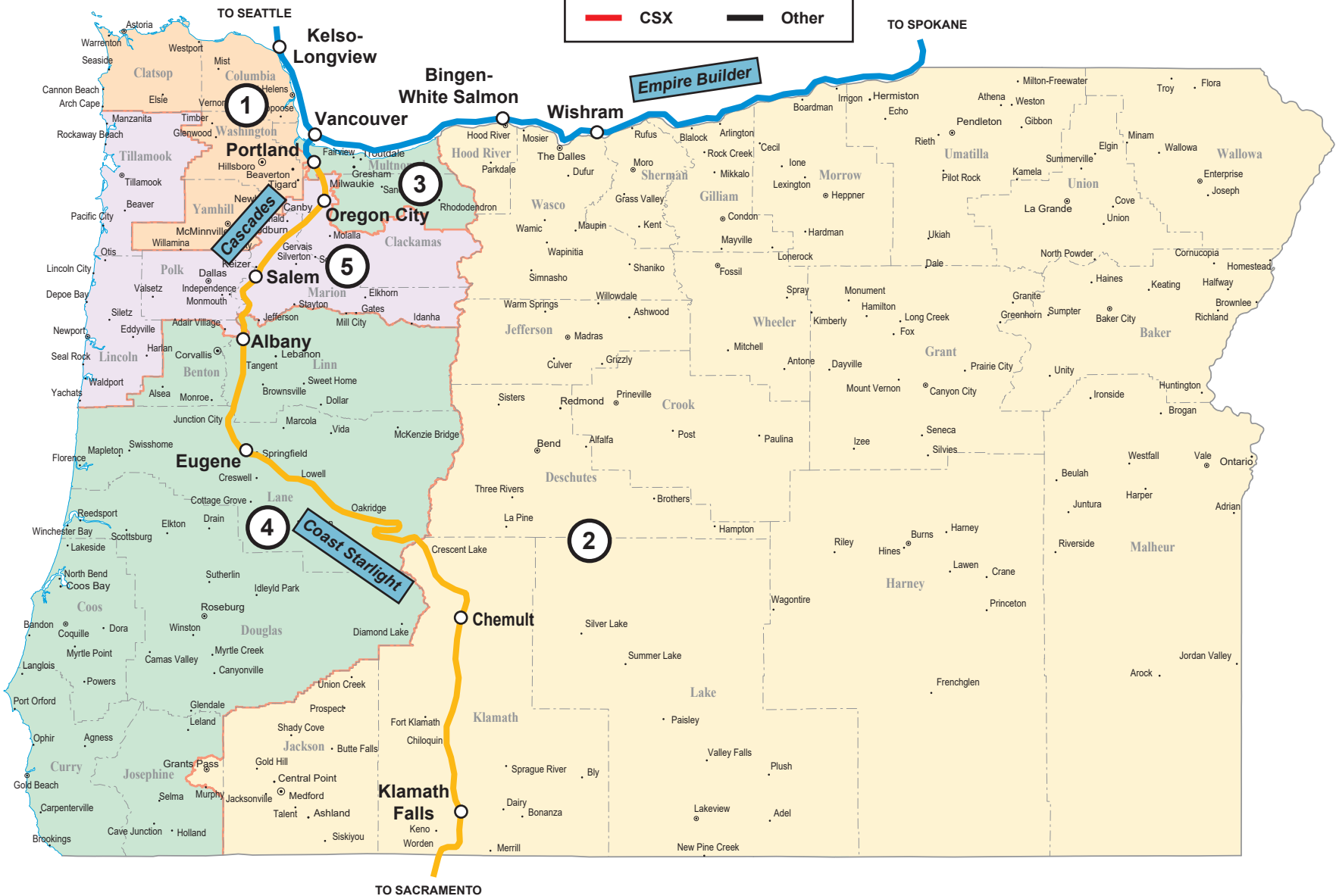
**Portland:** Amtrak is working with the Portland Development Commission and the City of Portland in the planning and design of platforms, canopies, and a possible additional track at Union Station.

**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 100<sup>th</sup> anniversary of the station in 2018. In 2017, Amtrak completed the design for the Passenger Information Display System (PIDS) for the station. Installation of PIDS took place in 2018.

# AMTRAK ROUTES IN OREGON

TRACK OWNERSHIP	
<span style="color: purple;">—</span> Amtrak	<span style="color: green;">—</span> NS
<span style="color: orange;">—</span> UP	<span style="color: lightgreen;">—</span> CP
<span style="color: blue;">—</span> BNSF	<span style="color: purple;">—</span> CN
<span style="color: red;">—</span> CSX	<span style="color: black;">—</span> Other

① Congressional District



TO SACRAMENTO