



Amtrak Fact Sheet Fiscal Year 2022 State of Oregon

Amtrak Service & Ridership

At the end of FY 2022, Amtrak operated 10 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*** (three roundtrips daily Eugene-Portland-Seattle-Vancouver, B.C.)

Stations Served

During FY 2022, Amtrak trains served the following locations in Oregon.

| City (Code) | Ridership |
|------------------------------------|----------------|
| Albany (ALY) | 26,256 |
| Chemult (CMO) | 2,618 |
| Eugene (EUG) | 70,980 |
| Klamath Falls (KFS) | 20,627 |
| Oregon City (ORC) | 11,685 |
| Portland (PDX) | 375,071 |
| Salem (SLM) | 39,701 |
| Total Oregon Station Usage: | 546,938 |

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 2022:

| Service | Host Railroad (s) | FY22 OTP |
|------------------------|--|----------|
| <i>Coast Starlight</i> | BNSF, Union Pacific, Southern California Regional Rail Authority | 53% |
| <i>Empire Builder</i> | BNSF, Canadian Pacific, Metra | 48% |
| Cascades | BNSF, Union Pacific | 56% |

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 2022, there were approximately 14.4 million members of Amtrak Guest Rewards (AGR), with 200,998 members listing an address in Oregon. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2022, Amtrak procured goods and services worth \$2.85 billion, and 99.0% of that figure was sourced from firms headquartered domestically. In Oregon, Amtrak spent \$3,869,082, broken down in the following locations:

| City | Amount (\$) |
|-------------|-------------|
| Beaverton | 147,430 |
| Bend | 279,631 |
| Lake Oswego | 128,702 |
| McMinnville | 717,533 |
| Portland | 2,189,029 |
| Tigard | 269,203 |

Employment & Wages

At the end of FY 2022, Amtrak employed 18,689 people, including 64 Oregon residents. Total FY 2022 wages were \$1.92 billion, of which Oregon residents earned \$5,884,488.

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.

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 will consist of two daily Amtrak Cascades roundtrips between Portland and Eugene, six 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 much 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 upgraded 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.

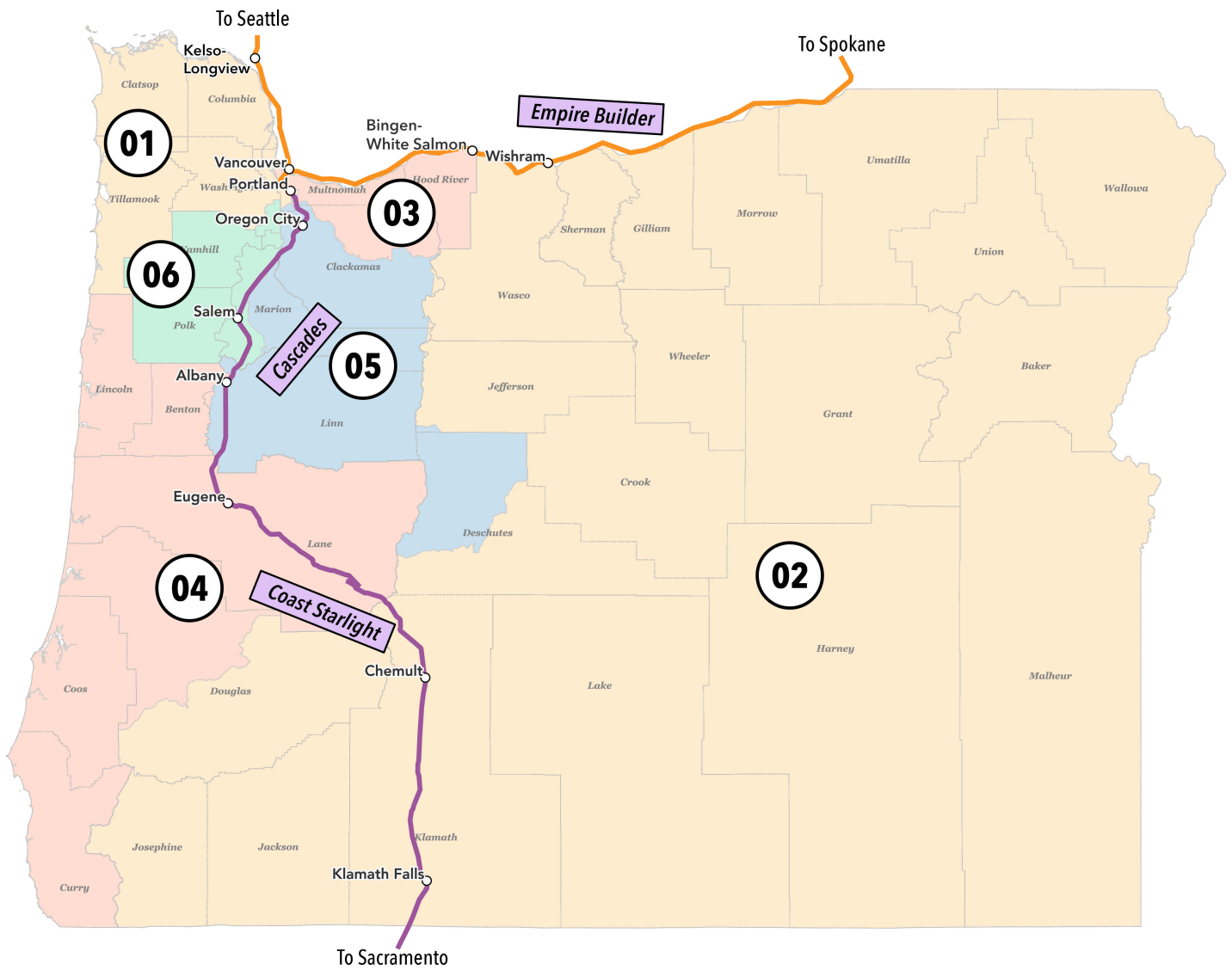
In addition to the comfort and convenience benefits that such an expansion of service would bring to residents and visitors in the region, expanding passenger rail service is a tremendous opportunity to reduce hazardous air pollution, GHG emissions, and vehicle collisions and the accompanying injuries and fatalities. Passenger rail is 34% more energy efficient than driving and 34

Stations Improvements

Albany and Klamath Falls: Amtrak plans to modify these stations to ensure ADA compliance. Designs will include providing an accessible route from the public right of way to the platforms, constructing new platforms with associated ramps, stairs, railings, and signage, and providing platform city identifier signs. Construction will be complete in FY 2024.

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. Construction is set to commence in FY 2025.

AMTRAK ROUTES IN OREGON



| Track Ownership | | | |
|-----------------|--------|--|-------|
| | Amtrak | | CSX |
| | BNSF | | NS |
| | CN | | UP |
| | CPKC | | Other |

① Congressional District

Route Name