



Amtrak Fact Sheet, Fiscal Year 2009

State of Oregon

Amtrak Service & Ridership

Amtrak operates one short-distance corridor service, the *Amtrak Cascades*, (Eugene-Portland-Seattle-Vancouver, B.C.), with two roundtrips Eugene-Portland; four roundtrips Portland-Seattle; and two roundtrips Seattle-Bellingham, with one extension to Vancouver, B.C.). Also, there are two long-distance trains serving Oregon:

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

Amtrak relaunched the *Coast Starlight* in June 2008, featuring enhanced amenities and upgraded equipment.

The *Empire Builder* was Amtrak's most heavily used long-distance train, carrying 515,444 passengers in Fiscal 2009.

During FY09 Amtrak served the following Oregon locations:

| <u>City</u> | <u>Boardings + Alightings</u> |
|------------------------------------|-------------------------------|
| Albany | 35,735 |
| Chemult | 8,717 |
| Eugene | 104,481 |
| Klamath Falls | 29,382 |
| Oregon City | 7,787 |
| Portland* | 618,131 |
| Salem | 61,783 |
| Total Oregon Station Usage: | 866,016 |

* Portland is the 15th busiest station in the national Amtrak System.

Procurement/Contracts

Amtrak expended \$2,895,718 for goods and services in Oregon in FY09, of which \$1,808,621 was in Lake Oswego.

Employment

At the end of FY09, Amtrak employed 82 Oregon residents. Total wages of Amtrak employees living in Oregon were \$5,599,248 during FY09.

State-Assisted Services

The State of Oregon provides funds for the operation of two daily *Amtrak Cascades* roundtrips between Portland and Eugene. The state also funds a network of connecting motor coach service. Amtrak operates also four daily round trips between Seattle and Portland, with support from the State of Washington.

The State of Oregon also funds the operation of several connecting buses that enhance the reach of the train service.

With over 740,000 riders in FY08, the *Amtrak Cascades* is the seventh 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 that will 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.

Stimulus Funding, Fiscal 2009

The American Recovery and Reinvestment Act of 2009 (ARRA) provided Amtrak with \$1.3 billion for capital investments, including \$446 million for security and life safety improvements and \$842 million for rebuilding and modernizing infrastructure and equipment. Included in the latter category is a Mobility First program, designed as an immediate-action program to reduce as many accessibility barriers as possible prior to Amtrak's deadline of July 26, 2010, to bring stations into compliance with the Americans with Disabilities Act. Mobility First investments can include wheelchair lifts, connecting walkways, and designated parking spaces. Investments planned for Oregon include:

| | | |
|---------------------------------|-----------------------------------|---------------------|
| Chemult | Mobility First | \$ 244,000 |
| Klamath Falls | Mobility First | \$ 33,000 |
| Portland | station security and life safety | \$ 890,000 |
| Portland | wireless access, field operations | \$ 105,000 |
| Total Oregon ARRA funds: | | \$ 1,272,000 |