

Amtrak: America's Railroad



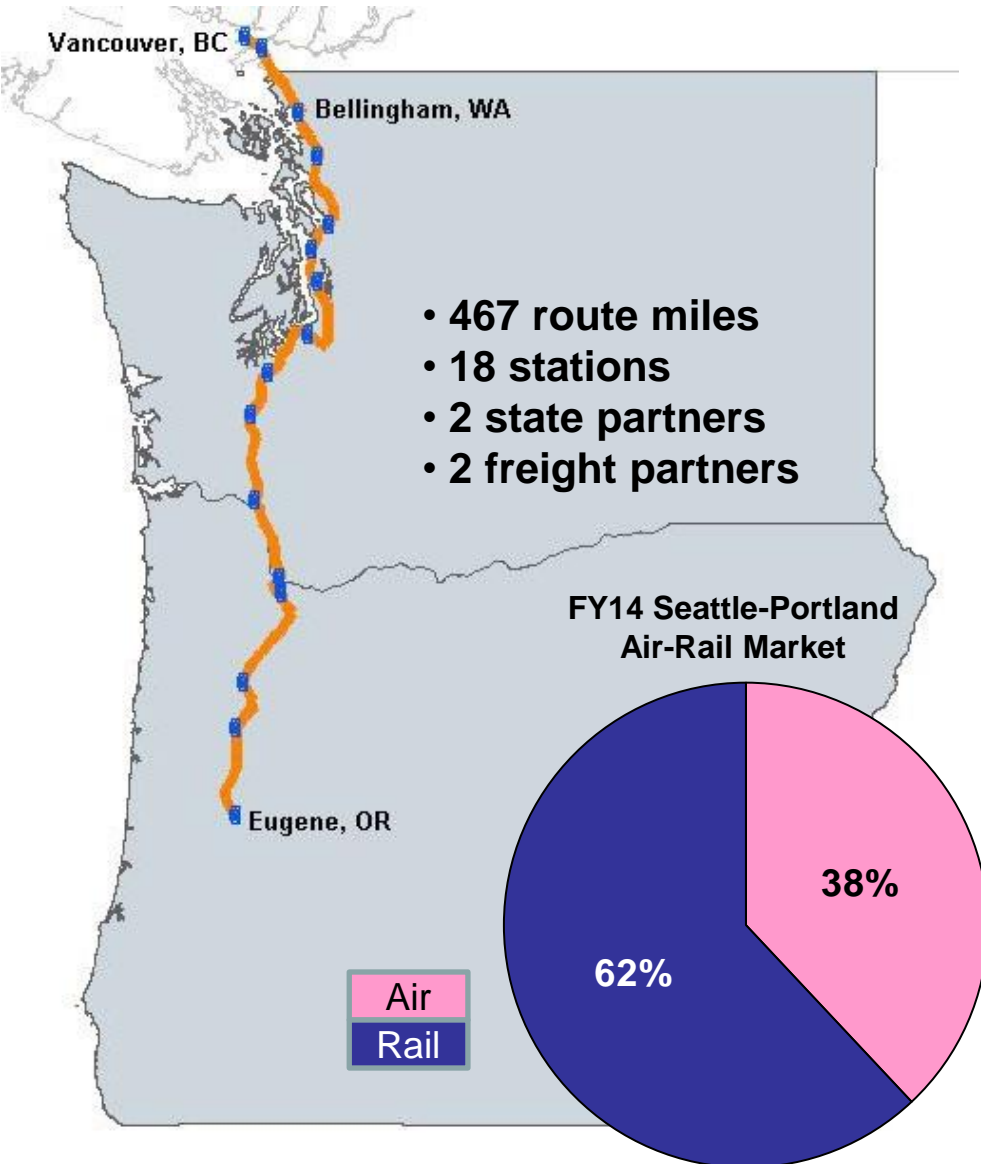
**House Committee
on Transportation
and Economic
Development**

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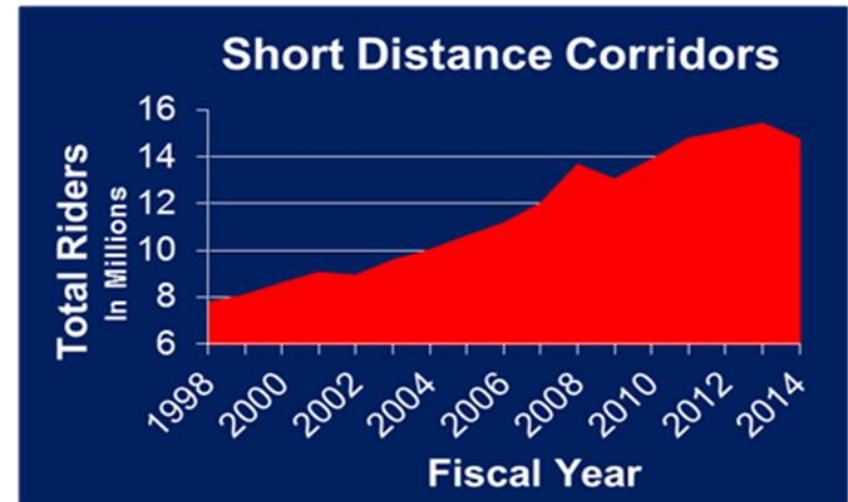
Government Affairs

Cascades Service



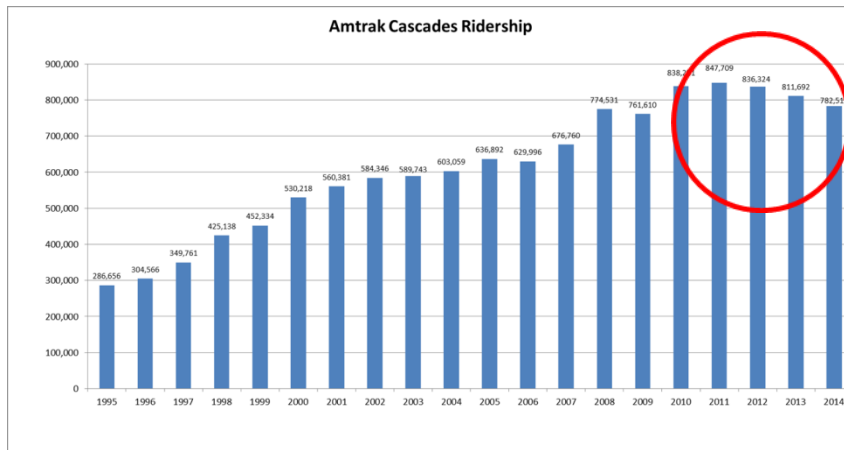
- New equipment in service
 - 2 New trainsets – Oregon.
 - 7 Trainset fleet
- Daily Schedule
 - 2 RT's South to Eugene
 - 4RT's Portland to Seattle
 - 2 RT's North to Vancouver, BC
 - *Coast Starlight* provides an additional frequency between Seattle and Eugene via Portland
- Strong support from WSDOT, ODOT, BNSF, and UP
 - Some rail dates from the 1870s
 - Significant curvature
 - States, British Columbia, and Sound Transit have invested in capacity improvements

Ridership Trends

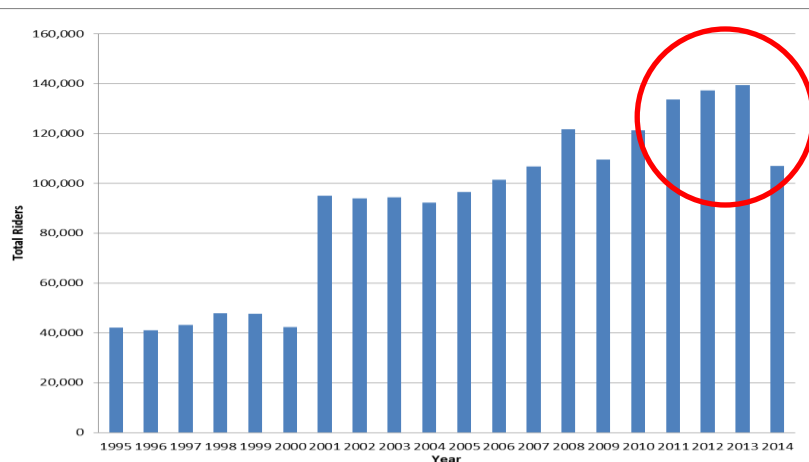


Freight congestion, which reduces OTP, and low gas prices contribute to modest ridership declines.

Oregon Ridership Continues to Increase



- Ridership on Long Distance and State supported services (including Amtrak Cascades) began to decline in 2012

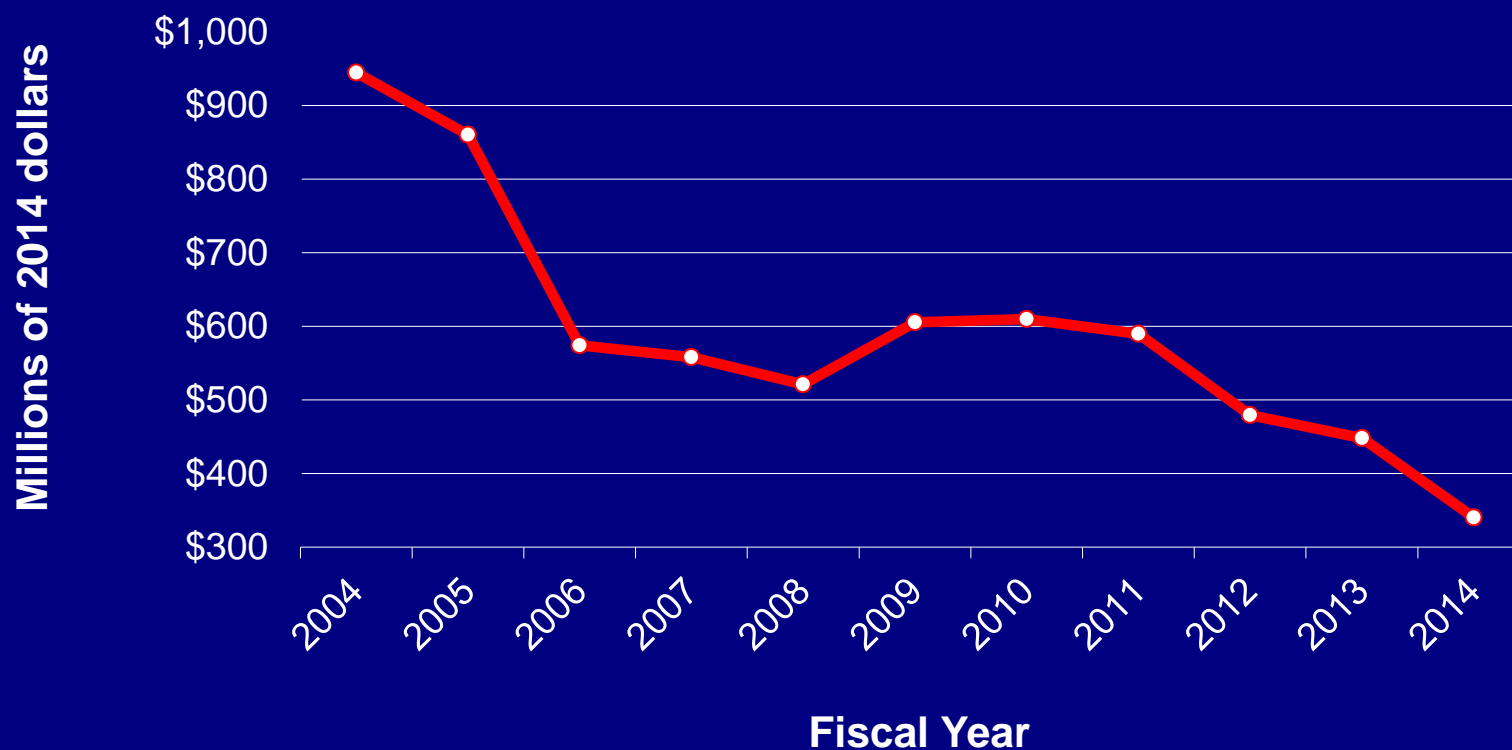


- However, ridership in Oregon continued to **increase** despite the downward trends

Federal subsidies are down



Amtrak Operating Funding Level, 2004-Present



In real terms, value of 2014 operating grant was less than half of 2004

PRIIA Sec. 209



- Following Section 209 of the 2008 Passenger Rail Investment and Improvement Act, Amtrak has service agreements with 19 states, including Oregon
 - Wide range of routes, ridership patterns, freight partnerships, and state goals
 - Talgo trains are unique to service and well-suited to curves associated with local geography
 - Oregon's strong pre-PRIIA partnership with Amtrak means their post-PRIIA costs have risen less than many of Amtrak's partners

Rail's Economic Impact



- In FY14, Amtrak spent \$4.3 million in Oregon for goods and services
- Amtrak employs 81 people in Oregon, with an FY14 payroll of \$5.8 million
 - Those employees paid \$399,000 in withholding taxes in FY14
- Tourists on this route spent \$3.4 million in FY14
- Total Amtrak-related spending, including economic impact, was \$31 million in FY14
- 480 jobs rely on Amtrak-related operations & travel

Additional state funding need is \$5.2 million per year

Cost Improvements



- **Schedule Change**
 - Analysis and implementation of new schedule
 - Increase in ridership and revenue
 - Decrease crew-related costs
- **Capital Improvements**
 - Planned enhancements to the Eugene station to reduce cost of train movements, crew time, and fuel consumption
- **Marketing Initiatives**
 - Increase in ridership and revenue

What's Needed



- Current Ways & Means recommended budget leaves a shortfall
- Additional \$10.4 million needed over next two years