

Summary

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The Oregon Department of Transportation (ODOT) co-funds the Amtrak Cascades intercity passenger rail service with the Washington State Department of Transportation (WSDOT). Ridership for the first quarter of 2022 follows normal annual ridership trends, with decreased ridership in January and increased ridership for February and March because of spring break-related travel. Ridership is higher than the same period in 2021. During the next quarter, ridership typically increases as summer traveling begins. Additional ridership gains are expected as increased use of public transportation occurs when gas prices rise. When fuel prices neared \$5 per gallon in 2008, ridership increased 17% over 2007.

In February 2022, ODOT launched the new Amtrak Cascades Oregon website. The new website offers information that is easily accessible and user friendly for customers to explore the Amtrak Cascades service with a focus on Oregon. The website receives 615 daily visitors (the industry benchmark is 257) and has over 1,500 subscribers. The website's purpose is to increase public awareness that the Amtrak Cascades service results in fewer cars on the road and is a clean and convenient transportation option.

On-time performance (OTP) improved this quarter compared to the fourth quarter of 2021, but remained below target levels. Freight and passenger train interference continues to be the predominant cause of delays within Oregon. Late arrival of southbound trains from Washington to Oregon are the primary cause of the poor southbound OTP. Weather-related issues such as flooding and mudslides caused annulments and delays further exacerbating OTP. Issues with aging trainsets and delays caused by trespasser strikes caused additional OTP issues.

During the second quarter of 2022, OTP is expected to improve as weather-related problems decrease and maintenance work on the tracks is completed between Portland and Seattle. Amtrak continues to work on restoration of the service to British Columbia, but delays continue to occur because of staffing and equipment shortages.

Status

Ridership for Jan to March 2022

- January to March 2022 ridership increased year-over-year as compared to the same period in 2021.
- Ridership has remained steady in January and February 2022, with an increase in March 2022. Ridership in Q1 2022 tracks with ridership in Q1 2021 and Q1 2019. The pre-pandemic baseline for comparison purposes is 2019.
- Ridership increased 2.5% from January to February, increased 50.1% from February to March. March historically brings higher ridership associated with spring break travel.

On-Time Performance for January to March 2022

- OTP for northbound trains averaged 74.7% and southbound trains averaged 52.0%.
 - OTP for the March southbound trains was considerably lower than February due to an increase in late arrivals to Portland from Washington
- Delays this quarter were caused by:
 - 61.1% - Host railroad
 - 31.0% - Amtrak

- 6.4% - Unassignable (i.e., trespasser strikes, weather-related delays, and drawbridge openings)
- The longest delays this quarter were caused by:
 - Weather-related delays due to excessive rain;
 - Freight train interference;
 - Trespasser incidents, which led to stopping all train movements through the affected area while authorities conducted their investigation. These investigations can sometimes exceed three hours; and
 - Reliability issues with operation of the 110-year-old Steel Bridge across the Willamette River, which affects arrivals and departures at Portland's Union Station.

Next Quarter

Oregon State Rail Plan Implementation Plan Update

The implementation plan for the 2020 Oregon State Rail Plan will be completed and in use around the end of 2022's second quarter. The plan will provide guidance, transparency and documentation for prioritizing rail infrastructure investments.

The Rail Needs Inventory (RNI) database was developed as part of the State Rail Plan Implementation Plan. The RNI provides a ranking methodology that considers grant requirements while addressing Oregon's goals and objectives. ODOT is currently conducting outreach to stakeholders and the public for [input](#) on the RNI and supporting documents for the Oregon State Rail Plan Implementation Plan. Scoring of the projects will take place once the implementation plan is finalized.

Infrastructure Investment Jobs ACT (IIJA) Funding and Federal Earmarks

ODOT is working with Amtrak, Union Pacific Railroad (UPRR) and Prosper Portland to identify beneficial rail projects that meet eligibility requirements of various grant programs energized by passage of the IIJA. The challenge is finding projects that have a high level of readiness and support with matching funds.

ODOT and UPRR requested a federal earmark to replace the aging safety locks and signal system with advanced technology on the Steel Bridge in Portland. The outdated bridge equipment is responsible for many of the current delays to both freight and passenger trains. Replacement of this equipment will restore consistent reliability to Steel Bridge operations.

Oregon City Siding Capital Improvement Project

ODOT and UPRR are working with the Federal Railroad Administration to gain approval of a revised design for resurrection of a retired siding at Oregon City that will greatly benefit movement of passenger trains between Portland and Eugene. Funding for this project includes \$2.6 million from HB 2017 (2017), a \$3.7 million federal CRISI grant, and \$1.1 million in matching funds from ODOT and Amtrak.

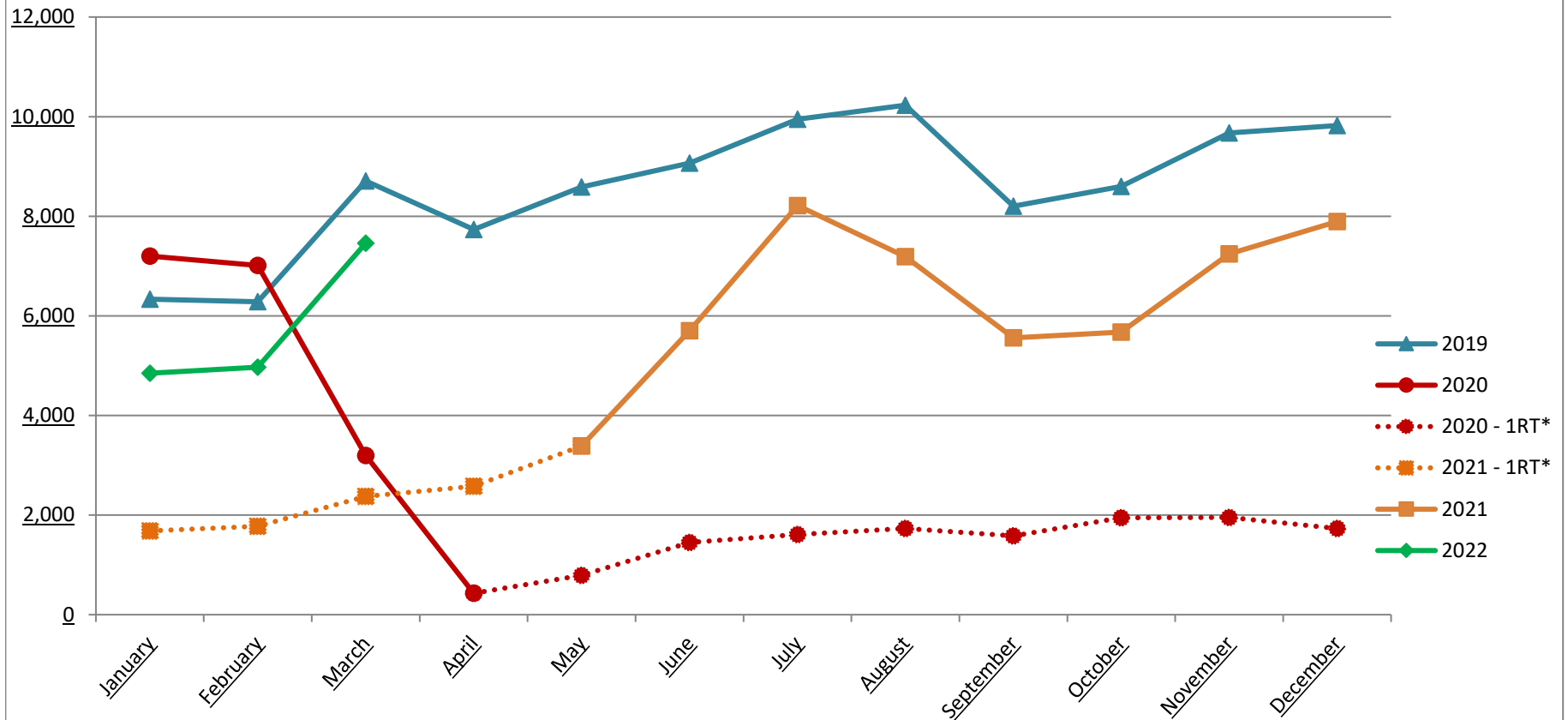
Connect Oregon Update

The Connect Oregon 2021 final review committee met during the first week of April and is submitting to the Oregon Transportation Commission a list of projects recommended for funding.

Oregon-22

ODOT will promote the Amtrak Cascades schedule to the Oregon-22 track and field event in July. ODOT is working with local transit partners to ensure connections from the train and local transit are seamless.

Amtrak Cascades Ridership in the Eugene – Portland Corridor Trains Operated Under Contract for the Oregon Department of Transportation



The COVID-19 pandemic and the resulting decreases in demand led to the decision to reduce service to one round trip per day between Seattle and Eugene. Service was resumed to two daily round trips on May 24, 2021. The dotted lines above depict the timeframe when the service was reduced to one roundtrip daily.

Jan - Mar 2022

Ridership for the first quarter of 2022 follows normal annual ridership trends, with decreased ridership in January and increased ridership for February and March as a result of spring break-related travel.

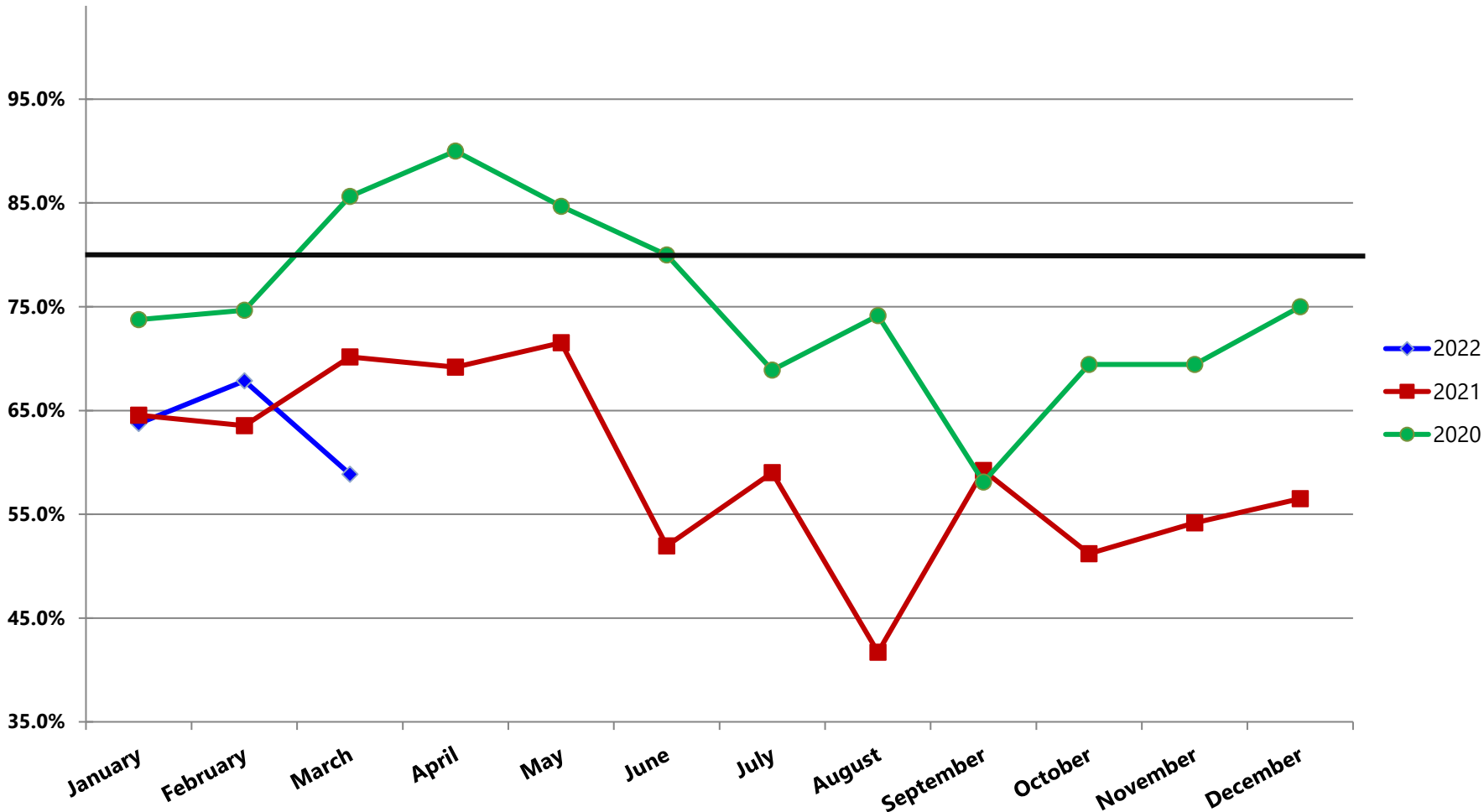
*RT = Roundtrip PDX-EUG

Amtrak Cascades Ridership in the Eugene-Portland Corridor

TRAINS OPERATED UNDER CONTRACT FOR THE OREGON DEPARTMENT OF TRANSPORTATION

TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2022	968	1032	1587										3587
508		1246	1392	2023										4661
Northbound Trains		2214	2424	3610										8248
503		1348	1303	1974										4625
505		1286	1242	1876										4404
Southbound Trains		2634	2545	3850										9029
All		4848	4969	7460	0	0	0	0	0	0	0	0	0	17277
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2021	714	839	1106	1159	1267	1305	1857	1727	1423	1289	1501	1605	15792
508						287	1250	1948	1602	1337	1399	1967	2179	11969
Northbound Trains		714	839	1106	1159	1554	2555	3805	3329	2760	2688	3468	3784	27761
503						304	1682	2261	1929	1423	1485	1911	2349	13344
505		968	938	1268	1420	1530	1462	2149	1931	1377	1500	1862	1761	18166
Southbound Trains		968	938	1268	1420	1834	3144	4410	3860	2800	2985	3773	4110	31510
All		1682	1777	2374	2579	3388	5699	8215	7189	5560	5673	7241	7894	59271
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2020	1357	1359	606	194	328	615	737	812	730	853	854	765	9210
506		832	871	297										2000
508		1557	1597	760										3914
Northbound Trains		3746	3827	1663	194	328	615	737	812	730	853	854	765	15124
511 (M-F)		474	464	228										1166
513 (S-S-H)		445	438	131										1014
505		2535	2286	1172	237	460	833	871	920	851	1095	1099	966	13325
Southbound Trains		3454	3188	1531	237	460	833	871	920	851	1095	1099	966	15505
All	7200	7015	3194	431	788	1448	1608	1732	1581	1948	1953	1731	30629	

Amtrak Cascades On-Time Performance in the Eugene-Portland Corridor Trains Operated Under Contract for the Oregon Department of Transportation



ODOT's contract with Amtrak states Amtrak will strive to achieve an OTP of 80% on a quarterly basis. The southbound evening train out of Portland (coming from Seattle) is considered on-time if it arrives within 15 minutes of its scheduled time. All other Amtrak Cascades trains are considered on-time if they arrive within 10 minutes of their scheduled arrival.

Amtrak Cascades On-Time Performance in the Eugene-Portland Corridor

TRAINS OPERATED UNDER CONTRACT FOR THE OREGON DEPARTMENT OF TRANSPORTATION

TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2	80.0%	83.9%	90.3%										84.8%
508		70.0%	62.5%	61.3%										64.6%
Northbound Trains	0	75.0%	73.2%	75.8%										74.7%
503	2	38.3%	58.9%	27.4%										41.0%
505		66.7%	66.1%	56.5%										62.9%
Southbound Trains	2	52.5%	62.5%	41.9%										52.0%
All	2	63.8%	67.9%	58.9%										63.3%
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2	84.6%	83.3%	80.6%	90.0%	91.4%	84.5%	91.7%	86.7%	96.4%	83.9%	81.7%	77.4%	86.0%
508						64.3%	50.0%	77.4%	50.9%	63.3%	61.3%	55.0%	61.3%	60.2%
Northbound Trains	0	84.6%	83.3%	80.6%	90.0%	86.1%	67.2%	84.4%	69.2%	79.3%	72.6%	68.3%	69.4%	76.1%
503	2					50.0%	27.1%	38.7%	8.6%	35.0%	19.4%	41.7%	33.9%	30.0%
505		46.6%	43.8%	59.7%	48.3%	58.6%	46.4%	28.3%	20.0%	43.9%	40.3%	38.3%	53.3%	43.9%
Southbound Trains	1	46.6%	43.8%	59.7%	48.3%	56.9%	36.5%	33.6%	14.4%	39.3%	29.8%	40.0%	43.4%	38.6%
All	1	64.5%	63.5%	70.2%	69.2%	71.5%	51.9%	59.0%	41.7%	59.2%	51.2%	54.2%	56.5%	57.3%
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2	88.1%	86.8%	92.0%	90.0%	88.7%	86.7%	94.8%	94.8%	76.7%	88.9%	88.9%	87.1%	88.6%
506			95.0%	94.4%	100.0%									
508	0	75.0%	77.6%	85.0%										78.5%
Northbound Trains		82.8%	83.3%	90.0%	90.0%	88.7%	86.7%	94.8%	94.8%	76.7%	88.9%	88.9%	87.1%	62.3%
511	2	85.7%	71.1%	86.7%										80.9%
513		88.9%	90.0%	100.0%										91.7%
505	0	43.5%	54.4%	75.8%	90.0%	80.6%	73.3%	44.3%	53.4%	38.6%	50.0%	50.0%	62.9%	61.2%
Southbound Trains		64.8%	66.1%	81.4%	90.0%	80.6%	73.3%	44.3%	53.4%	38.6%	50.0%	50.0%	62.9%	80.8%
All		73.8%	74.7%	85.6%	90.0%	84.7%	80.0%	68.9%	74.1%	58.1%	69.4%	69.4%	75.0%	76.4%