

Q2 2023 Report to Legislature

Summary

The Oregon Department of Transportation (ODOT) co-funds the Amtrak Cascades intercity passenger rail service with the Washington State Department of Transportation (WSDOT). Figures for the second quarter of 2023 show increased ridership when compared to the first quarter of 2023 by 31 percent. Ridership for the second quarter has surpassed 2019 pre-pandemic numbers and is approaching the record ridership numbers experienced prior to 2015.

Key drivers of ridership numbers and on-time performance (OTP) during the second quarter included:

- Completion of the Union Pacific track work, higher gas prices, lower ticket prices and the elimination of the 7-day advance purchase rule all contributed to the increased ridership numbers,
- Resumption of the Rose Festival in Portland, spring break and summer travel,
- Annulment of trains in Washington led to trains originating in Portland rather than Seattle, and
- Fewer delays attributed to Union Pacific.

The ridership reports from Amtrak for the first quarter were missing ridership data for the substitute buses in January, February, and March. Amtrak was able to identify the cause of the missing data and corrected the issue. In June, Amtrak provided ODOT with updated ridership reports for January, February, and March and those numbers are reflected in the second quarter charts.

OTP increased slightly for northbound trains from 56 percent in the first quarter of 2023 to 58 percent in the second quarter of 2023. OTP increased for southbound trains from 41 percent in the first quarter of 2023 to 57 percent in the second quarter of 2023. Freight and passenger train meets and reduced speed orders are the primary drivers of late trains for the second quarter of 2023.

Status

Ridership for April through June 2023

- April, May, and June ridership in 2023 was up 31 percent over the first quarter of 2023.
- The pre-pandemic baseline for comparison purposes is 2019. Ridership for the second quarter of 2023 is 16 percent higher than the second quarter of 2019, continuing the upward trend of ridership recovery since the pandemic.
- Ridership increased at a steady pace, with April 2023 being the strongest April in 10 years and June being the first 10,000+ riders in one month since August of 2019.

On-Time Performance for April through June 2023

- OTP for northbound trains was 56 percent and southbound trains was 57 percent.
- OTP for the southbound trains remains low as a result of late arrivals to Portland from Washington.
- The longest delays this quarter were caused by:
 - freight and passenger train interference; and
 - slow order delays (speed reduction).

- Delays this quarter were caused by:
 - 68 percent - Host railroad
 - 29 percent - Amtrak
 - 3 percent- Unassignable (i.e., trespasser strikes, weather-related delays, and drawbridge operation)

Current Progress and Next Quarter Look Ahead

Oregon State Rail Plan - Implementation Plan

The Oregon State Rail Plan – Implementation Plan (OSRP-IP) was endorsed by the Rail Advisory Committee at their March 21, 2023 meeting and approved by the Oregon Transportation Commission on July 14, 2023. The OSRP-IP is designed to be a living, changing plan that engages with (1) ODOT policies, plans and goals; (2) rail stakeholders; and (3) the Rail Needs Inventory (RNI), which aims to be a comprehensive list of rail projects needed in the state. More information on the OSRP-IP can be found on the website [here](#).

The ODOT Passenger Rail Team worked with internal ODOT teams and consultants to create a form that provides the opportunity for the public to submit ideas for projects to add to the [Rail Needs Inventory](#). The form can be found [here](#) and is reviewed by ODOT staff and then either recommended for entry into the RNI or not. The same form can be used to submit edits to previous proposals that are already listed in the RNI.

The [OSRP-IP](#) consists of the Implementation Plan, appendices, and an interactive RNI Map:

- [Appendix A - Rail Needs Inventory](#)
- [Appendix B - Funding](#)
- [Appendix C - Factors and Evaluation Criteria](#)
- [Appendix D - Outreach](#)
- [Appendix E - Rail Needs Inventory Scoring Exercise](#)
- [Interactive Rail Needs Inventory Map](#)
- [Rail Needs Inventory Form](#)

2024 Oregon State Rail Plan

The Federal Railroad Administration (FRA) requires an update to all state rail plans every four years. The Oregon State Rail Plan (OSRP) was last revised in 2020; therefore, ODOT has started the process for an update in 2024. The information included in the newly adopted OSRP-IP will be considered when updating the OSRP in 2024.

New Reduced Fares for Travel between Portland and Eugene

Reduced fares began on January 4, 2023, to increase awareness of the service and ridership. Tickets from Portland to Eugene are as low as \$17. The annulments related to the Union Pacific track work made it difficult to analyze how the new pricing has impacted ridership. ODOT will monitor how the new pricing will affect ridership.

Elimination of 7-day Advance Purchase Requirement:

In May, ODOT and WSDOT agreed to eliminate the 7-day advance purchase requirement on tickets for Amtrak Cascades in May. These changes demonstrate ODOT's commitment to equity in access to public transportation. The goal is to make train travel more accessible and introduce train travel to younger passengers to build lifelong habits.

Update on Resumption of Service for 5th and 6th Round Trips SEA-PDX.

ODOT, WSDOT, and Amtrak are adjusting the train schedules in anticipation of the 5th and 6th round trips from Seattle to Portland in the fall. The addition of these trains will bring the service to full capacity for the first time since the pandemic.

Federal Railroad Administration Long-Distance Study

The FRA launched its Amtrak Daily Long-Distance Service Study to evaluate the restoration of daily intercity passenger rail service and the potential for new Amtrak long-distance routes. The study is expected to result in FRA issuing a report to Congress of prioritized long-distance routes and associated costs and funding opportunities. Amtrak expects to complete this work in early 2024. ODOT, along with other western states, are participating in a series of meetings with the FRA on this topic, including examining the restoration of the Pioneer route. More information is available on the [FRA Amtrak Daily Long-Distance Service Study](#) website.

Ultra High-Speed Ground Transportation

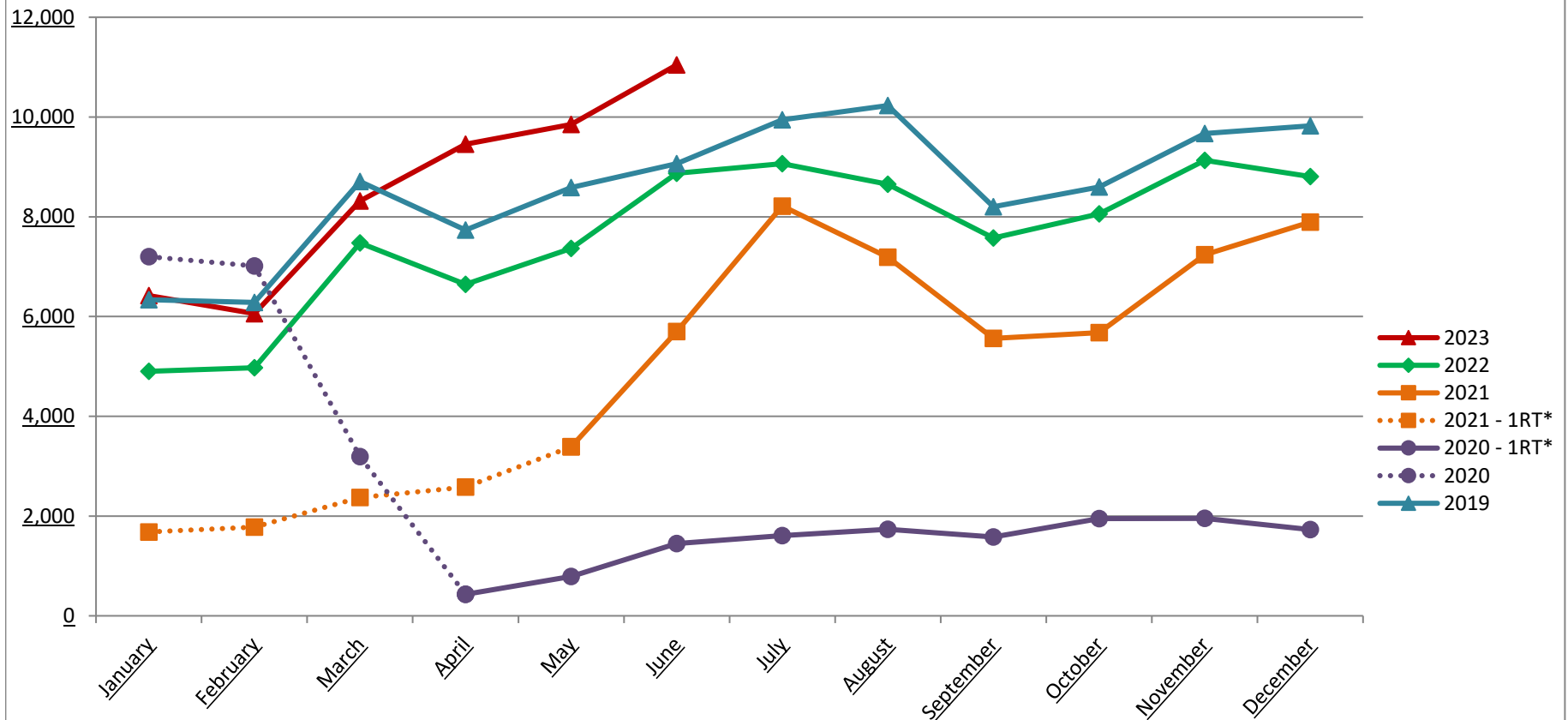
WSDOT is the lead for the Ultra High Speed Ground Transportation (UHSGT) project, with ODOT participating on the Policy Advisory (PAC) and Technical Advisory Committees (TAC). The TAC and PAC met on May 23, 2023.

The PAC meeting attendees discussed the content of the report on the project due to the Washington Legislature on June 30, 2023. The report covers engagement, governance, and scenario planning.

The TAC held a workshop the morning prior to the PAC meeting. Topics of discussion included: 1) alignment of Washington, Oregon, and British Columbia strategies, 2) land use, integrated development, and planning, 3) Indigenous engagement and reconciliation, and 4) climate goals and actions.

The next PAC meeting will be held in Portland on Sept. 18, 2023.

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.

***RT = Roundtrip PDX-EUG**

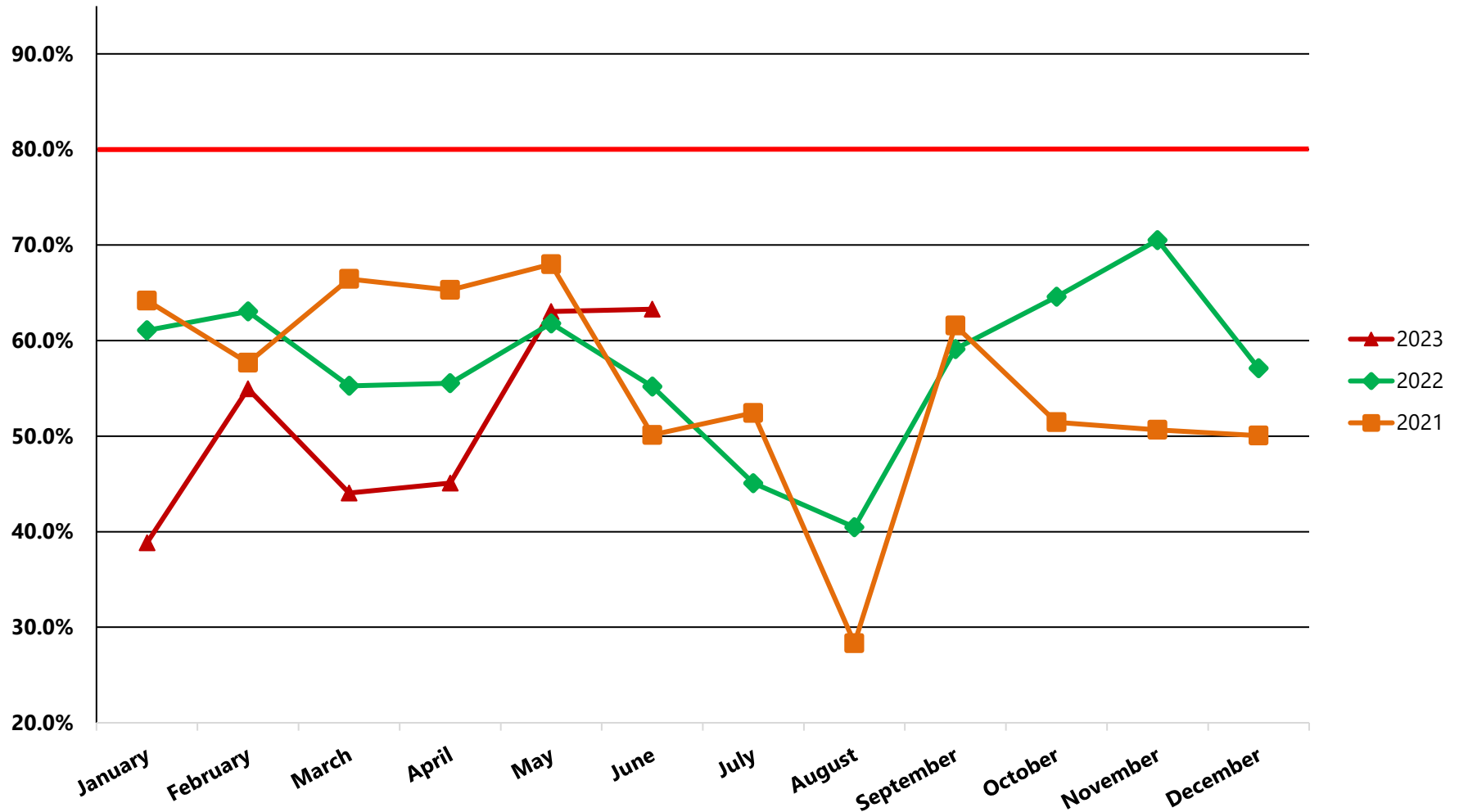
Amtrak Cascades Ridership in the Eugene-Portland Corridor

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	2 0 2 3	1,469	1,526	2,253	1,844	2,146	2,323							11,561	
508		1,288	1,348	1,897	2,346	2,571	2,788							12,238	
Northbound Trains		2,757	2,874	4,150	4,190	4,717	5,111								23,799
503		2,018	1,720	2,253	2,527	2,514	3,034								14,066
505		1,647	1,465	1,915	2,739	2,620	2,900								13,286
Southbound Trains		3,665	3,185	4,168	5,266	5,134	5,934								27,352
All		6,422	6,059	8,318	9,456	9,851	11,045								51,151
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	
500	2 0 2 2	999	1,032	1,587	1,430	1,637	1,863	1,804	1,956	1,693	1,762	1,903	2,168	19,834	
508		1,246	1,392	2,023	1,712	1,835	2,283	2,399	2,281	1,885	2,098	2,361	2,243	23,758	
Northbound Trains		2,245	2,424	3,610	3,142	3,472	4,146	4,203	4,237	3,578	3,860	4,264	4,411	43,592	
503		1,354	1,304	1,980	1,803	2,063	2,790	2,744	2,455	2,114	2,036	2,297	2,205	25,145	
505		1,303	1,245	1,887	1,699	1,830	1,936	2,115	1,963	1,880	2,160	2,571	2,192	22,781	
Southbound Trains		2,657	2,549	3,867	3,502	3,893	4,726	4,859	4,418	3,994	4,196	4,868	4,397	47,926	
All		4,902	4,973	7,477	6,644	7,365	8,872	9,062	8,655	7,572	8,056	9,132	8,808	91,518	
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	
500	2 0 2 1	714	839	1,106	1,159	1,267	1,305	1,857	1,727	1,423	1,289	1,501	1,605	15,792	
508						287	1,250	1,948	1,602	1,337	1,399	1,967	2,179	11,969	
Northbound Trains		714	839	1,106	1,159	1,554	2,555	3,805	3,329	2,760	2,688	3,468	3,784	27,761	
503						304	1,682	2,261	1,929	1,423	1,485	1,911	2,349	13,344	
505		968	938	1,268	1,420	1,530	1,462	2,149	1,931	1,377	1,500	1,862	1,761	18,166	
Southbound Trains		968	938	1,268	1,420	1,834	3,144	4,410	3,860	2,800	2,985	3,773	4,110	31,510	
All		1,682	1,777	2,374	2,579	3,388	5,699	8,215	7,189	5,560	5,673	7,241	7,894	59,271	
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	
500	2 0 2 0	1,357	1,359	606	194	328	615	737	812	730	853	854	765	9,210	
506		832	871	297											2,000
508		1,557	1,597	760											3,914
Northbound Trains		3,746	3,827	1,663	194	328	615	737	812	730	853	854	765	15,124	
511 (M-F)		474	464	228											1,166
513 (S-S-H)		445	438	131											1,014
505		2,535	2,286	1,172	237	460	833	871	920	851	1,095	1,099	966	13,325	
Southbound Trains	3,454	3,188	1,531	237	460	833	871	920	851	1,095	1,099	966	15,505		
All	7,200	7,015	3,194	431	788	1,448	1,608	1,732	1,581	1,948	1,953	1,731	30,629		

Amtrak Cascades Customer On-Time Performance Eugene-Portland Corridor

Trains Operated Under Contract for the Oregon Department of Transportation



The data presented is based on the new federal standards for OTP. This new standard measures the timeliness of each individual passenger rather than the train and represents the percentage of customers who reached their stations in Oregon no later than 15 minutes after their published scheduled arrival time.

Amtrak Cascades

Customer 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	51.3%	52.4%	44.1%	77.2%	78.5%	86.4%							
508		75.6%	74.7%	56.4%	38.9%	61.1%	40.5%							
Northbound Trains	0	61.2%	62.0%	49.9%	50.8%	66.7%	56.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	57.5%
503	2	59.8%	47.6%	47.0%	44.6%	78.5%	65.5%							
505		-58.8%	61.3%	30.0%	40.6%	44.3%	67.7%							
Southbound Trains	3	29.9%	52.0%	41.2%	42.5%	61.2%	66.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	52.3%
All		38.8%	55.0%	44.0%	45.1%	63.0%	63.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	53.9%
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2	73.6%	85.3%	88.7%	95.5%	78.6%	74.8%	65.5%	80.4%	86.4%	63.5%	75.2%	72.9%	77.6%
508		68.0%	38.1%	55.4%	38.8%	56.4%	61.8%	48.0%	42.5%	49.6%	81.4%	79.5%	69.3%	58.3%
Northbound Trains	0	69.7%	53.5%	65.4%	54.9%	63.8%	66.1%	53.6%	54.7%	62.5%	75.8%	77.9%	70.6%	64.6%
503	2	50.6%	69.2%	44.5%	59.8%	56.1%	53.2%	49.2%	32.5%	68.2%	58.9%	79.7%	56.5%	55.9%
505		64.3%	66.6%	57.0%	51.5%	66.3%	46.9%	31.7%	37.1%	45.8%	59.7%	55.7%	45.5%	51.4%
Southbound Trains	2	57.3%	67.9%	50.5%	55.8%	60.9%	50.7%	41.6%	34.6%	57.7%	59.3%	67.1%	50.7%	53.8%
All		61.1%	63.0%	55.3%	55.5%	61.8%	55.2%	45.1%	40.5%	59.1%	64.6%	70.5%	57.1%	57.1%
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2	77.1%	77.9%	71.5%	93.9%	91.2%	87.2%	90.2%	84.7%	91.9%	90.9%	72.4%	70.8%	83.6%
508						60.0%	41.0%	72.1%	28.4%	67.0%	62.7%	37.5%	54.0%	52.0%
Northbound Trains	0	77.1%	77.9%	71.5%	93.9%	83.3%	59.7%	77.9%	49.4%	76.3%	72.6%	48.1%	59.0%	65.6%
503	2					59.4%	39.4%	59.7%	12.1%	56.3%	41.4%	53.5%	45.0%	44.5%
505		60.8%	50.6%	64.7%	56.5%	63.3%	53.6%	24.3%	28.3%	53.0%	40.9%	50.2%	47.7%	47.3%
Southbound Trains	1	64.2%	57.7%	66.4%	65.3%	68.0%	50.1%	52.4%	28.3%	61.6%	51.4%	50.7%	50.1%	51.8%
All		64.2%	57.7%	66.4%	65.3%	68.0%	50.1%	52.4%	28.3%	61.6%	51.4%	50.7%	50.1%	51.8%

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	2 0 1 9	1,528	1,307	1,749	1,682	1,779	1,812	1,986	2,156	1,656	1,817	1,418	1,780	20,670
506		441	645	978	731	840	1,070	974	1,089	929	823	1,571	1,231	11,322
508		1,329	1,435	1,981	1,814	2,015	1,930	2,153	2,182	1,718	2,099	2,261	2,233	23,150
Northbound Trains		3,298	3,387	4,708	4,227	4,634	4,812	5,113	5,427	4,303	4,739	5,250	5,244	55,142
511 (M-F)		395	392	561	558	568	675	789	760	572	744	586	730	7,330
513 (S-S-H)		260	334	545	352	397	536	486	513	435	367	802	696	5,723
505		2,383	2,170	2,892	2,598	2,987	3,043	3,559	3,530	2,893	2,750	3,033	3,152	34,990
Southbound Trains		3,038	2,896	3,998	3,508	3,952	4,254	4,834	4,803	3,900	3,861	4,421	4,578	48,043
All		6,336	6,283	8,706	7,735	8,586	9,066	9,947	10,230	8,203	8,600	9,671	9,822	103,185