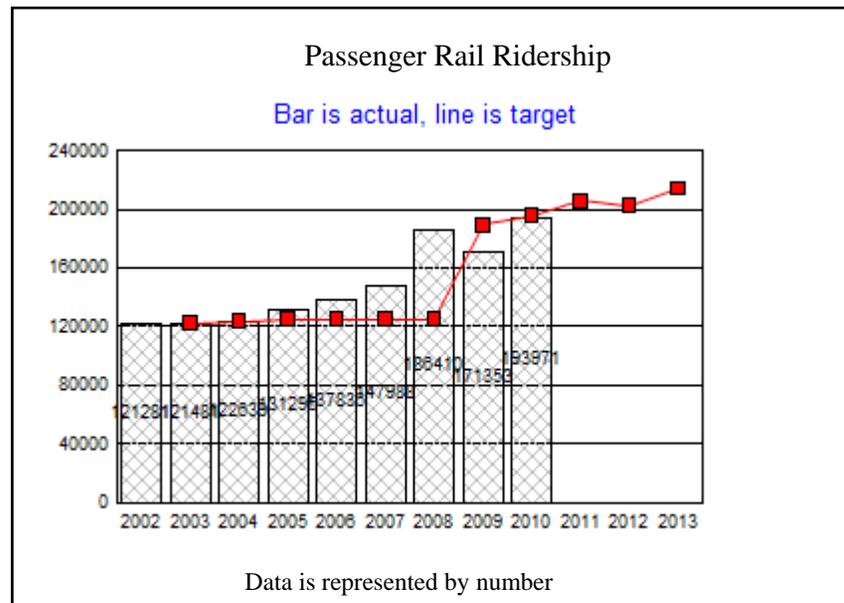


KPM #11	Passenger Rail Ridership: Number of state-supported rail service passengers.	1999
Goal	ODOT Goal #3: Mobility/Economic Vitality -- Keep people and the economy moving	
Oregon Context	Oregon Benchmarks #70 - Alternative Commuting, and #71 - Vehicle Miles Traveled (VMT)	
Data Source	Rail Division, ODOT	
Owner	Rail Division, ODOT, Joe Denhof, 503-986-4169	



1. OUR STRATEGY

Transportation Options: ODOT seeks to promote the use of transportation modes other than Single Occupant Vehicles (SOV's) by improving existing facilities and creating new transportation options where possible. Alternative modes of transportation are provided to reduce travel delay and stress on the highway system and ensure multi-modal options for all Oregonians.

2. ABOUT THE TARGETS

The target projections are based on historical increases in state-supported Cascades trains and Thruway buses. An increase in rail ridership is desirable and could be an indication that transportation options in Oregon have expanded.

3. HOW WE ARE DOING

Since 2000, passenger rail ridership has steadily increased, reaching its highest level in 2010. Passenger rail ridership fell short of the 2010 target by 1,664. However, the 2010 ridership shows a 13% increase from 2009 numbers.

4. HOW WE COMPARE

Oregon's passenger rail program is very modest compared to Washington's and California's programs. Both Washington and California have aggressive investment programs for passenger rail, resulting in corresponding benefits for passenger and freight rail.

5. FACTORS AFFECTING RESULTS

In general, ridership increases result from reductions in travel time, increased train frequencies and improvements in on-time reliability. Each of these conditions is largely dependent upon sufficient capital investment. Washington and California are spending \$800 million and \$3.5 billion respectively to improve travel time, frequency and on-time reliability. Washington's investments will allow them to increase their daily round trips between Portland and Seattle resulting in an equipment shortage in the Portland to Eugene segment. Therefore, Oregon recently purchased two new train sets for \$38 million. These train sets will begin service in the summer of 2012 and allow Oregon to continue providing current service levels to its citizenry. These capital investments add to the existing Cascade service pool of five train sets and bring the pool total to seven which will provide expanded service and increased passenger rail ridership.

6. WHAT NEEDS TO BE DONE

There are several steps that ODOT can take in terms of improving rail ridership:

- a. Seek increased funding options to increase train speed and frequency and range of service
- b. Continue passenger rail marketing

7. ABOUT THE DATA

The reporting cycle is calendar year. The data is provided by Amtrak, the passenger rail service provider. This data represents the total number of rail passengers each year and does not indicate how this number relates to changes in the population of Oregon. As the population of Oregon grows and gas prices increase, the number of rail users is likely to rise as well, but a larger number of users does not necessarily correlate to an increased proportion of the population using rail service.