

## Q4 2022 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 fourth quarter of 2022 show increased ridership when compared to the third quarter, which is consistent with pre-pandemic trends and driven by increased holiday travel during November and December. Another key driver of ridership during the fourth quarter included decreased ridership due to canceled trains in December as a result of weather-related issues that caused additional annulments due to lack of equipment and personnel. Ridership was up 3 percent in the fourth quarter ridership than in the third quarter of 2022 and increased 20 percent compared to the fourth quarter in 2021.

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

- Increased ridership due to holiday travel
- Overall delays in minutes were 32 percent lower than the third quarter

The primary focus of marketing is to raise awareness of the Amtrak Cascades passenger rail service in Oregon. In the fourth quarter, 130,166 people visited the [Amtrak Oregon](#) website with 31,170 continuing on to book a trip.

ODOT's service agreement with Amtrak calls for a minimum OTP of 80 percent for Amtrak Cascades service in Oregon. From the inception of service in 1995 through 2022, ODOT has reported OTP for each train based on two events: the time of departure from either Portland or Eugene and the time of arrival at either Eugene or Portland. This has been referred to in previous reports as the "event pairs" method. The Federal Railroad Administration (FRA) finalized new federal standards for measuring and calculating OTP, which went into effect nationwide in July 2021. This and all future OTP reporting will be based on the new rules.

Under the new rules, OTP is based on the total number of passengers that arrive at their detraining point no later than 15 minutes after the scheduled arrival time, divided by the total number of passengers on that train. This new standard reflects what passengers experience at every station served by a train.

OTP increased this quarter to 75 percent NB and 59 percent SB, compared to the third quarter of 2022 which was 57 percent northbound and 44 percent southbound<sup>1</sup>, but remained below the 80 percent target level. Host railroad actions continue to be the predominant cause of delays within Oregon as a result of late arrival of southbound trains from Washington to Oregon. An increase in trespasser strikes caused additional reductions in OTP.

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<sup>1</sup> Third quarter on-time performance numbers shown here do not match the third quarter on-time performance numbers in the Amtrak Cascades Quarterly Report, from September 2022 as we were still using event pairs to report on-time performance. These numbers are the customer on-time performance numbers from the third quarter.

## **Status**

### **Ridership for October to December 2022**

- October to December 2022 ridership increased 20 percent compared to the same period in 2021.
- The pre-pandemic baseline for comparison purposes is 2019. Ridership for the fourth quarter of 2022 is only 8 percent below 2019 ridership.
- Ridership increased in October, November, and December 2022 compared to the same months in 2021.
- Ridership in Q4 2022 tracks with ridership in Q4 2021 and Q4 2019 with the exception of December, which was lower than expected.
- Ridership increased 6 percent from September to October and 12% from October to November 2022 and decreased 4 percent from November to December 2022.

### **On-Time Performance for July to September 2022**

- OTP for northbound trains averaged 75 percent and southbound trains averaged 59 percent.
  - OTP for the southbound trains remains low as a result of late arrivals to Portland from Washington
- Delays this quarter were caused by:
  - 67% - Host railroad
  - 20% - Amtrak
  - 13% - Unassignable (i.e., trespasser strikes, weather-related delays, and drawbridge operation)
- The longest delays this quarter were caused by:
  - Freight and passenger train interference
  - Signal delays; and
  - Trespasser incidents.

### **Current Progress and Next Quarter Look Ahead**

#### Oregon State Rail Plan - Implementation Plan Update

The 2020 Oregon State Rail Plan – Implementation Plan was submitted to the Rail Advisory Committee (RAC) for review in December 2022 with the goal of finalization at the March 2023 RAC meeting. The plan will provide guidance, transparency and documentation for prioritizing rail infrastructure investments. It includes a Rail Needs Inventory, a comprehensive list of needed rail projects in Oregon by location, description, source and magnitude-of-order cost. The plan also contains a review of how rail is currently funded in Oregon, how other states fund rail, how Oregon compares to other states in terms of investment, limitations to current Oregon funding sources, and potential options for increasing public investment.

#### Union Pacific Railroad Track Work

Union Pacific has a Willamette Valley maintenance project that will occur on 39 days between January 9 and March 12, 2023, between Portland and Seattle. This project will upgrade and align the track structure. The work will ensure track quality continues to comply with federal specifications permitting passenger trains to operate up to 79 mph. Amtrak is substituting buses for the trains for the evening northbound and afternoon southbound trains. Ridership is expected to diminish on affected days.

### New Reduced Fares for Travel between Portland and Eugene

In an effort to increase ridership, reduced fares began on January 4, 2023. Tickets from Portland to Eugene are as low as \$17.

### Child Discount

Effective February 5, 2023, Amtrak will change the child discount policy. The current discount allows 50% off per child for each fare-paying adult. Under the new policy all children are eligible for the discount regardless of the number of adults traveling. This change will make ticketing more affordable for families.

### Update on Resumption of Service in Washington and B.C.

The second round-trip of the Amtrak Cascades service to Vancouver, B.C. will start on March 6, 2023. The states and Amtrak plan to begin the fifth and sixth frequencies of the Amtrak Cascades service between Seattle and Portland in the fall of 2023. These returns to service are anticipated to increase ridership as Oregonians traveling to Seattle and on to points further north will have additional travel options.

### Federal Railroad Administration (FRA) Long Distance Study

The Federal Railroad Administration has launched its Amtrak Long-Distance Service Study to evaluate restoration of the *Pioneer*, this will include the portion of the route between Portland and Ontario, Oregon. The study is expected to result in FRA issuing a report to Congress of prioritized long-distance routes and associated costs and funding opportunities. ODOT, along with other western states, is participating in a series of meetings with the FRA on this topic.

### FRA Corridor Identification (CID) Program

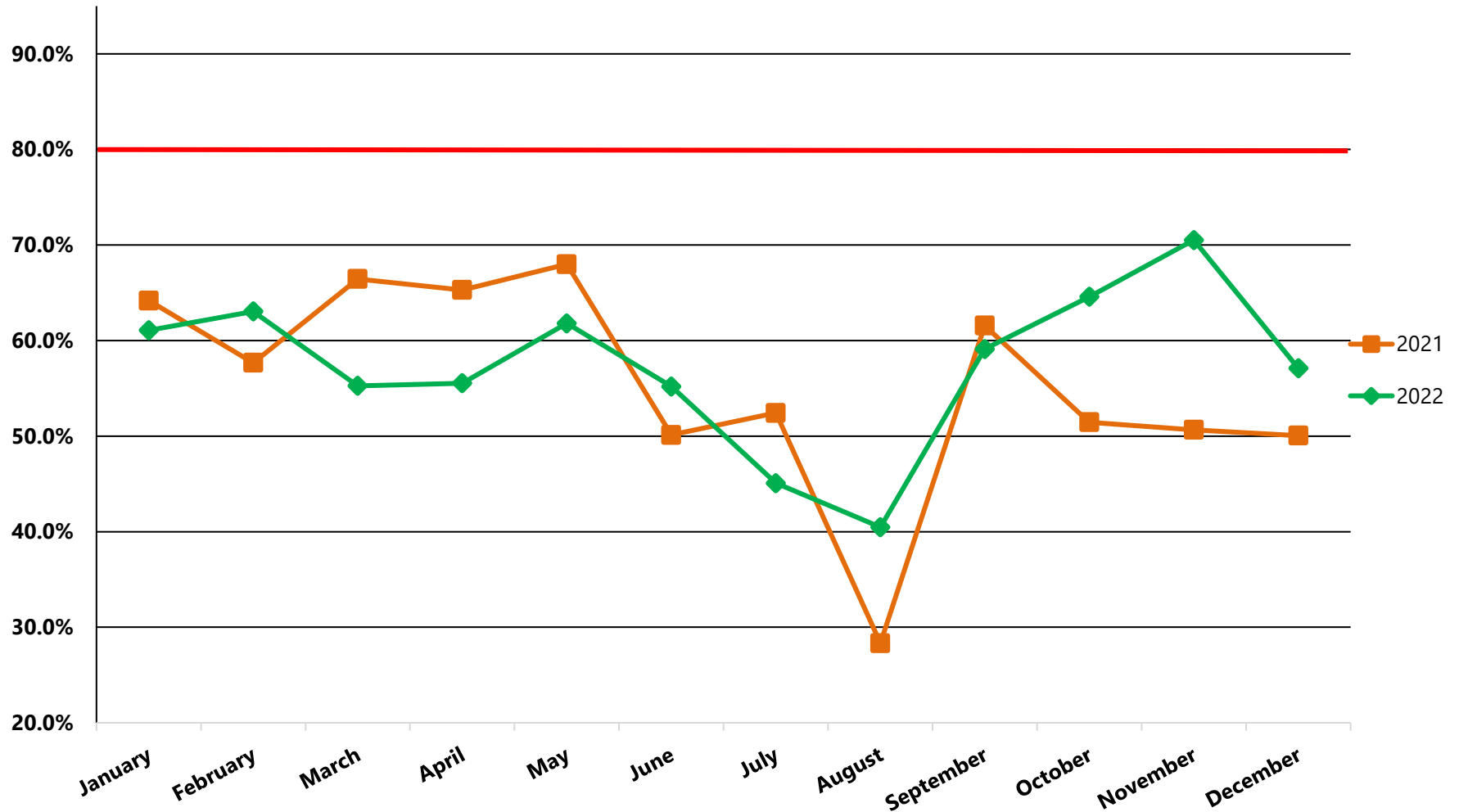
The CID is a new grant program developed by the FRA as a way get money out the door fast. This initial application is to get an existing passenger rail service in the program or to start a new service. No match is required, and each approved corridor will get \$500k to start.

ODOT and WSDOT jointly submitted an Expression of Interest in the CID in August 2022 and will jointly submit applications to the CID for the Amtrak Cascades service and the Ultra High Speed Ground Transportation study in March. ODOT is preparing a legislative request for this joint application.

### Federal-State Partnership for Intercity Passenger Rail Grant

The FSP is a traditional competitive grant program specific for passenger rail with the FRA that requires an applicant and a match. ODOT will provide a joint commitment letter with WSDOT for an application to the FSP grant for the next phase of UHSGT planning.

# 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

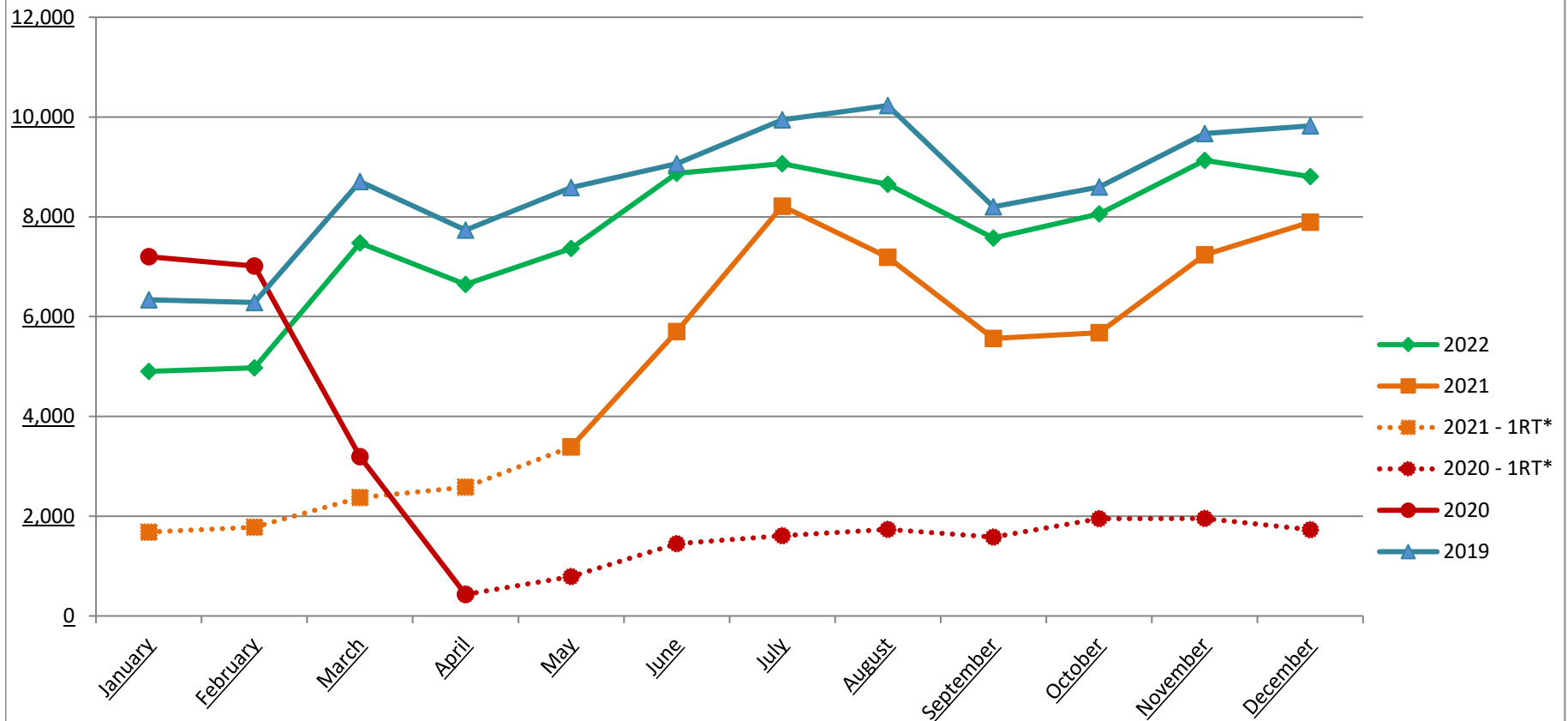
TRAINS OPERATED UNDER CONTRACT FOR THE OREGON DEPARTMENT OF TRANSPORTATION

TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
<b>500</b>	<b>2</b>	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%
<b>508</b>		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%
<b>Northbound Trains</b>	<b>0</b>	<b>69.7%</b>	<b>53.5%</b>	<b>65.4%</b>	<b>54.9%</b>	<b>63.8%</b>	<b>66.1%</b>	<b>53.6%</b>	<b>54.7%</b>	<b>62.5%</b>	<b>75.8%</b>	<b>77.9%</b>	<b>70.6%</b>	<b>64.6%</b>
<b>503</b>	<b>2</b>	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%
<b>505</b>		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%
<b>Southbound Trains</b>	<b>2</b>	<b>57.3%</b>	<b>67.9%</b>	<b>50.5%</b>	<b>55.8%</b>	<b>60.9%</b>	<b>50.7%</b>	<b>41.6%</b>	<b>34.6%</b>	<b>57.7%</b>	<b>59.3%</b>	<b>67.1%</b>	<b>50.7%</b>	<b>53.8%</b>
<b>All</b>	<b>2</b>	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
<b>500</b>	<b>2</b>	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%
<b>508</b>						60.0%	41.0%	72.1%	28.4%	67.0%	62.7%	37.5%	54.0%	52.0%
<b>Northbound Trains</b>	<b>0</b>	<b>77.1%</b>	<b>77.9%</b>	<b>71.5%</b>	<b>93.9%</b>	<b>83.3%</b>	<b>59.7%</b>	<b>77.9%</b>	<b>49.4%</b>	<b>76.3%</b>	<b>72.6%</b>	<b>48.1%</b>	<b>59.0%</b>	<b>65.6%</b>
<b>503</b>	<b>2</b>					59.4%	39.4%	59.7%	12.1%	56.3%	41.4%	53.5%	45.0%	44.5%
<b>505</b>		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%
<b>Southbound Trains</b>	<b>1</b>	<b>64.2%</b>	<b>57.7%</b>	<b>66.4%</b>	<b>65.3%</b>	<b>68.0%</b>	<b>50.1%</b>	<b>52.4%</b>	<b>28.3%</b>	<b>61.6%</b>	<b>51.4%</b>	<b>50.7%</b>	<b>50.1%</b>	<b>51.8%</b>
<b>All</b>	<b>1</b>	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



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
<b>500</b>	<b>2 0 2 2</b>	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
<b>508</b>		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
<b>503</b>		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
<b>505</b>		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
<b>All</b>		<b>4,902</b>	<b>4,973</b>	<b>7,477</b>	<b>6,644</b>	<b>7,365</b>	<b>8,872</b>	<b>9,062</b>	<b>8,655</b>	<b>7,572</b>	<b>8,056</b>	<b>9,132</b>	<b>8,808</b>	<b>91,518</b>
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
<b>500</b>	<b>2 0 2 1</b>	714	839	1,106	1,159	1,267	1,305	1,857	1,727	1,423	1,289	1,501	1,605	15,792
<b>508</b>						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
<b>503</b>						304	1,682	2,261	1,929	1,423	1,485	1,911	2,349	13,344
<b>505</b>		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
<b>All</b>		<b>1,682</b>	<b>1,777</b>	<b>2,374</b>	<b>2,579</b>	<b>3,388</b>	<b>5,699</b>	<b>8,215</b>	<b>7,189</b>	<b>5,560</b>	<b>5,673</b>	<b>7,241</b>	<b>7,894</b>	<b>59,271</b>
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
<b>500</b>	<b>2 0 2 0</b>	1,357	1,359	606	194	328	615	737	812	730	853	854	765	9,210
<b>506</b>		832	871	297										2,000
<b>508</b>		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
<b>511 (M-F)</b>		474	464	228										1,166
<b>513 (S-S-H)</b>		445	438	131										1,014
<b>505</b>		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
<b>All</b>		<b>7,200</b>	<b>7,015</b>	<b>3,194</b>	<b>431</b>	<b>788</b>	<b>1,448</b>	<b>1,608</b>	<b>1,732</b>	<b>1,581</b>	<b>1,948</b>	<b>1,953</b>	<b>1,731</b>	<b>30,629</b>
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
<b>500</b>	<b>2 0 1 9</b>	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
<b>506</b>		441	645	978	731	840	1,070	974	1,089	929	823	1,571	1,231	11,322
<b>508</b>		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
<b>511 (M-F)</b>		395	392	561	558	568	675	789	760	572	744	586	730	7,330
<b>513 (S-S-H)</b>		260	334	545	352	397	536	486	513	435	367	802	696	5,723
<b>505</b>		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
<b>All</b>		<b>6,336</b>	<b>6,283</b>	<b>8,706</b>	<b>7,735</b>	<b>8,586</b>	<b>9,066</b>	<b>9,947</b>	<b>10,230</b>	<b>8,203</b>	<b>8,600</b>	<b>9,671</b>	<b>9,822</b>	<b>103,185</b>