

## **Q3 Report to Legislature – Draft V4**

### **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 third quarter of 2022 show increased ridership when compared to the second quarter, which is consistent with pre-pandemic trends and is driven by increased recreational travel during the summer months.

Other key drivers of ridership numbers and on-time performance during the third quarter included:

- Increased rail travel in July due to the World Athletics Championships in Eugene
- Decreased ridership due to canceled trains in August as a result of Union Pacific bridge maintenance
- Decreased ridership in September due to an expected strike by host railroad employees. The strike was avoided but this was after passengers had been notified that service would be suspended.
- 15 days with heat delays
- Police and fire activity

On September 26, Amtrak and WSDOT resumed service into Canada from Seattle. The service level is currently one round trip per day compared to the pre-pandemic level of two round trips per day.

The primary focus of our marketing team is to raise awareness of the Amtrak Cascades passenger rail service in Oregon. In the third quarter, 158,137 people visited to the [Amtrak Oregon](#) website with 37,527 continuing on to book a trip. Leading up to Oregon 22 event the team focused on the event and travel to Eugene. This resulted in July's ridership outperforming August, which typically has our highest ridership.

On-time performance (OTP) fell this quarter compared to the second quarter of 2022, and remained below target levels. 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. Safety speed restrictions were implemented when temperatures reached mid-90 degrees exacerbating below-target OTP. An increase in trespasser strikes in this quarter caused additional OTP issues.

### **Status**

#### **Ridership for July to September 2022**

- July to September 2022 ridership increased 21% compared to the same period in 2021. Ridership recovery began in June of 2021 which resulted in smaller increases this quarter than has been reported in previous quarters.
- The pre-pandemic baseline for comparison purposes is 2019. Ridership for the third quarter of 2022 is only 11% below 2019 ridership.
- Ridership increased slightly in July 2022, with slight decreases in August and September 2022 compared to the same months in 2021.
- Ridership in Q3 2022 tracks with ridership in Q3 2021 and Q3 2019 with the exception of August, which was lower than normally expected.

- Ridership increased 2% from June to July 2022, decreased 5% from July to August and 13% from August to September 2022.

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

- OTP for northbound trains averaged 68% and southbound trains averaged 36%.
  - OTP for the southbound trains remain low as a result of late arrivals to Portland from Washington
- Delays this quarter were caused by:
  - 65% - Host railroad
  - 17% - Amtrak
  - 18% - Unassignable (i.e., trespasser strikes, weather-related delays, and drawbridge operation)
- The longest delays this quarter were caused by:
  - Reduced track speeds due to excessive heat;
  - Freight and passenger train interference;
  - Incidents of Portland's century-old Steel Bridge malfunctioning during all three months of the quarter
  - Police and fire activity, which led to stopping all train movements through the affected area; and
  - Slow orders related to normal summer maintenance.

#### **Next Quarter**

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

The implementation plan for the 2020 Oregon State Rail Plan was scheduled for completion and use around the end of 2022's second quarter. The schedule has been extended to the end of Q4 2022 in order to provide staff and consultants more time to complete writing the plan and to devise a procedure for the prioritization scoring of projects. The plan will provide guidance, transparency and documentation for prioritizing rail infrastructure investments.

##### Oregon City Siding Capital Improvement Project

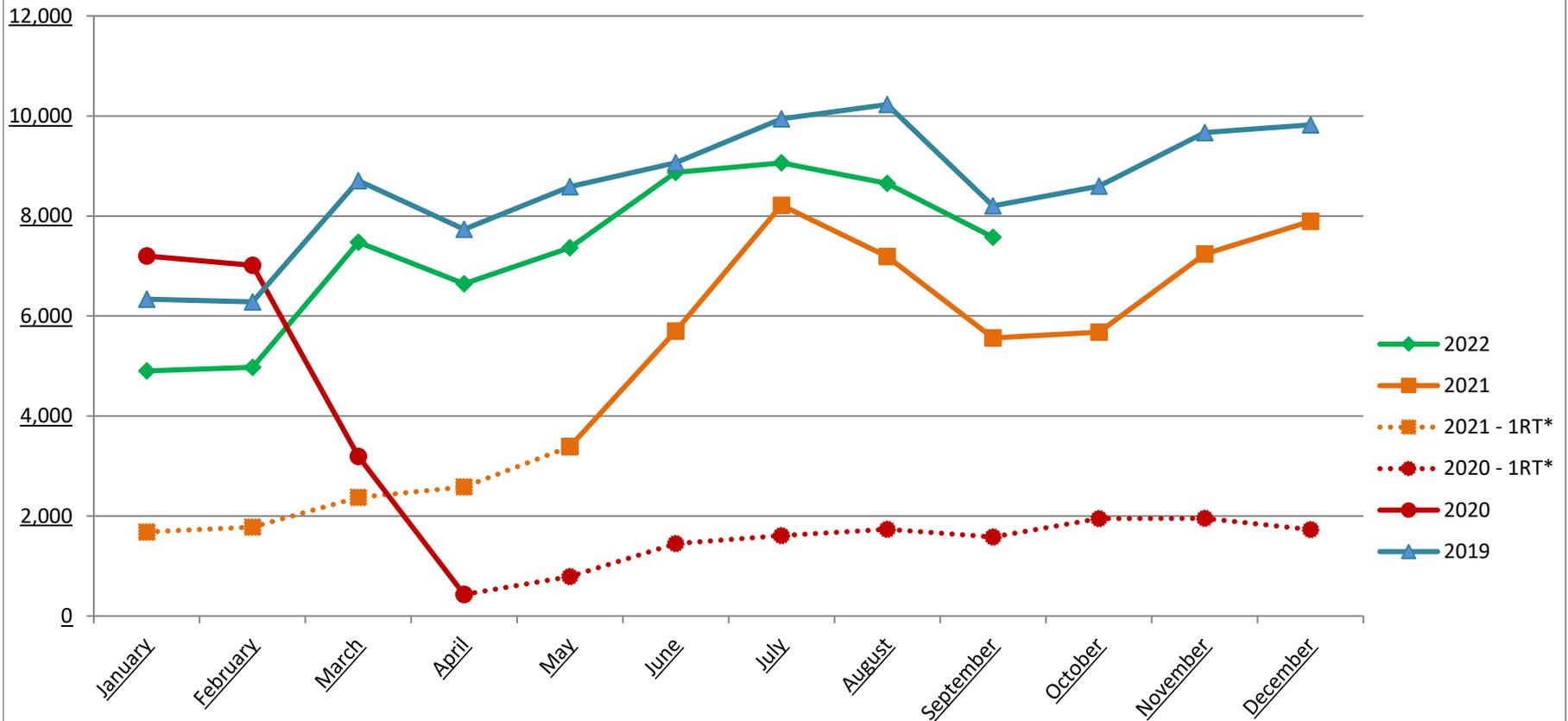
ODOT is coordinating with the Federal Railroad Administration (FRA) on the revised design from Union Pacific (UP) for resurrection of a retired siding at Oregon City to determine the best path forward. Required design updates and costs have changed some project parameters currently being negotiated with project partners, including the FRA. This project will reduce passenger train interference and improve on-time performance 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.

## 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				14,001
<b>508</b>		1,246	1,392	2,023	1,712	1,835	2,283	2,399	2,281	1,885				17,056
Northbound Trains		2,245	2,424	3,610	3,142	3,472	4,146	4,203	4,237	3,578				31,057
<b>503</b>		1,354	1,304	1,980	1,803	2,063	2,790	2,744	2,455	2,114				18,607
<b>505</b>		1,303	1,245	1,887	1,699	1,830	1,936	2,115	1,963	1,880				15,858
Southbound Trains		2,657	2,549	3,867	3,502	3,893	4,726	4,859	4,418	3,994				34,465
<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>0</b>	<b>0</b>	<b>0</b>	<b>65,522</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>

## 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 - June 2022

Ridership continues to follow normal annual ridership trends. June ridership just below June 2019 ridership.

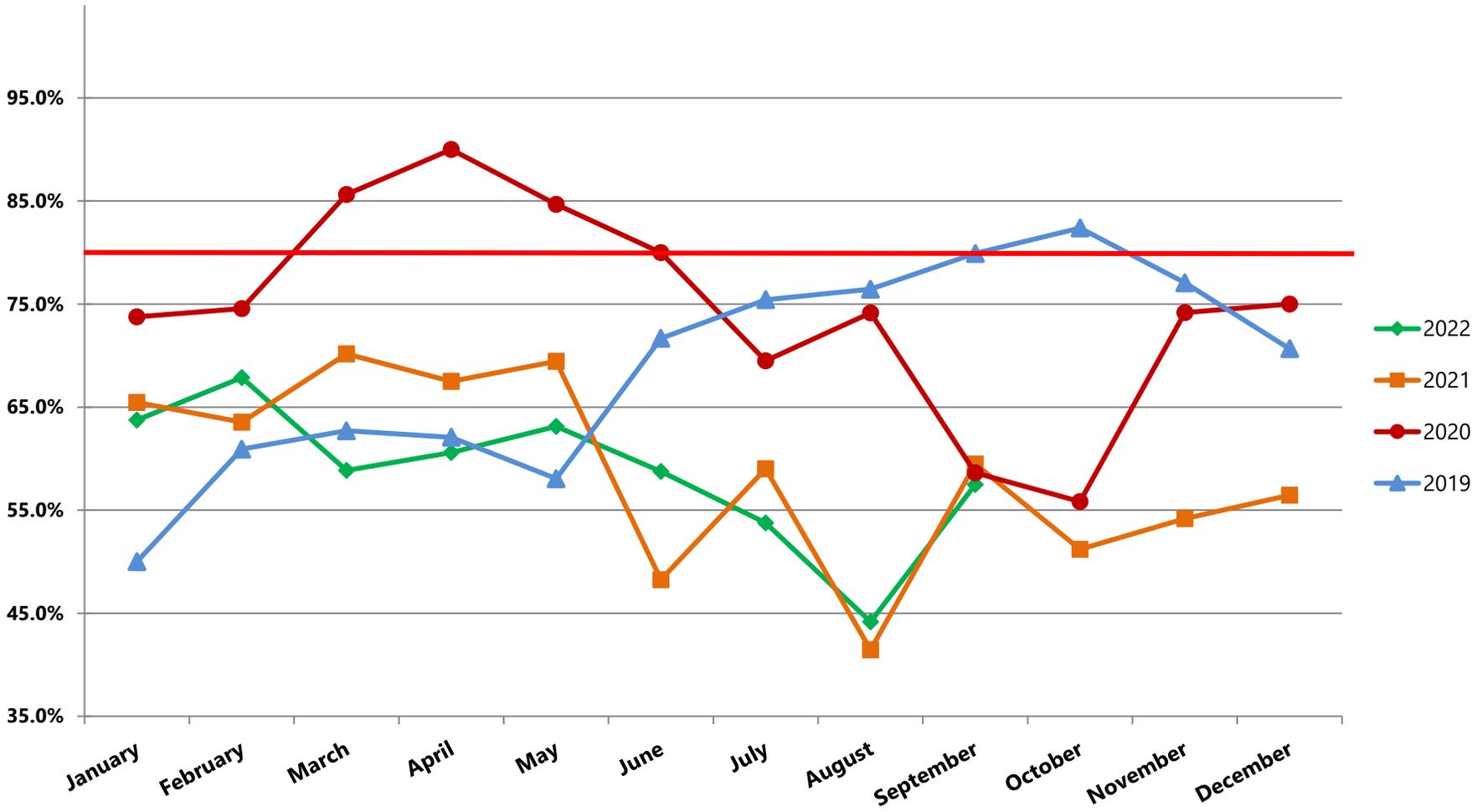
\*RT = Roundtrip PDX-EUG

# 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
<b>500</b>	<b>2</b>	80.0%	83.9%	90.3%	93.1%	79.0%	83.3%	76.7%	76.7%	75.0%				82.0%
<b>508</b>		70.0%	62.5%	61.3%	53.3%	65.0%	70.0%	66.7%	51.7%	58.3%				62.1%
Northbound Trains	<b>0</b>	<b>75.0%</b>	<b>73.2%</b>	<b>75.8%</b>	<b>72.9%</b>	<b>72.1%</b>	<b>76.7%</b>	<b>71.7%</b>	<b>64.2%</b>	<b>66.7%</b>				<b>72.0%</b>
<b>503</b>	<b>2</b>	38.3%	58.9%	27.4%	40.0%	41.7%	38.3%	40.0%	20.0%	51.7%				39.4%
<b>505</b>		66.7%	66.1%	56.5%	56.9%	66.1%	43.3%	31.7%	28.3%	45.0%				51.1%
Southbound Trains	<b>2</b>	<b>52.5%</b>	<b>62.5%</b>	<b>41.9%</b>	<b>48.3%</b>	<b>54.1%</b>	<b>40.8%</b>	<b>35.8%</b>	<b>24.2%</b>	<b>48.3%</b>				<b>45.3%</b>
<b>All</b>	<b>2</b>	63.8%	67.9%	58.9%	60.6%	63.1%	58.8%	53.8%	44.2%	57.5%				58.6%
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TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
<b>500</b>	<b>2</b>	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%
<b>508</b>							64.3%	50.0%	77.4%	50.0%	63.3%	61.3%	55.0%	61.3%
Northbound Trains	<b>0</b>	<b>84.6%</b>	<b>83.3%</b>	<b>80.6%</b>	<b>90.0%</b>	<b>86.1%</b>	<b>67.2%</b>	<b>84.4%</b>	<b>69.0%</b>	<b>79.3%</b>	<b>72.6%</b>	<b>68.3%</b>	<b>69.4%</b>	<b>76.1%</b>
<b>503</b>	<b>2</b>					50.0%	17.2%	38.7%	8.6%	35.0%	19.4%	41.7%	33.9%	28.7%
<b>505</b>		48.3%	43.8%	59.7%	45.0%	53.4%	41.1%	28.3%	20.0%	44.6%	40.3%	38.3%	53.2%	43.0%
Southbound Trains	<b>1</b>	<b>48.3%</b>	<b>43.8%</b>	<b>59.7%</b>	<b>45.0%</b>	<b>52.8%</b>	<b>28.9%</b>	<b>33.6%</b>	<b>14.4%</b>	<b>39.7%</b>	<b>29.8%</b>	<b>40.0%</b>	<b>43.5%</b>	<b>37.5%</b>
<b>All</b>	<b>1</b>	65.5%	63.5%	70.2%	67.5%	69.4%	48.3%	59.0%	41.5%	59.5%	51.2%	54.2%	56.5%	56.7%
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TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
<b>500</b>	<b>2</b>	88.1%	86.8%	92.0%	90.0%	88.7%	86.7%	94.8%	94.8%	76.7%	81.7%	88.3%	87.1%	87.9%
<b>506</b>			95.0%	94.4%	100.0%									
<b>508</b>	<b>0</b>	75.0%	77.6%	85.0%										78.5%
Northbound Trains		<b>0</b>	<b>82.8%</b>	<b>83.3%</b>	<b>90.0%</b>	<b>90.0%</b>	<b>88.7%</b>	<b>86.7%</b>	<b>94.8%</b>	<b>94.8%</b>	<b>76.7%</b>	<b>81.7%</b>	<b>88.3%</b>	<b>87.1%</b>
<b>511</b>	<b>2</b>	85.7%	71.1%	86.7%										80.9%
<b>513</b>		88.9%	90.0%	100.0%										
<b>505</b>	<b>0</b>	43.5%	53.6%	75.8%	90.0%	80.6%	73.3%	45.0%	53.4%	39.3%	30.0%	60.0%	62.9%	59.2%
Southbound Trains		<b>0</b>	<b>64.8%</b>	<b>65.8%</b>	<b>81.4%</b>	<b>90.0%</b>	<b>80.6%</b>	<b>73.3%</b>	<b>45.0%</b>	<b>53.4%</b>	<b>39.3%</b>	<b>30.0%</b>	<b>60.0%</b>	<b>62.9%</b>
<b>All</b>	<b>0</b>	73.8%	74.6%	85.6%	90.0%	84.7%	80.0%	69.5%	74.1%	58.6%	55.8%	74.2%	75.0%	75.2%
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<b>500</b>	<b>2</b>	68.2%	75.0%	70.7%	75.0%	61.9%	95.0%	93.2%	97.7%	88.9%	90.9%	94.1%	85.0%	82.8%
<b>506</b>			100.0%	91.7%	70.0%	78.6%	94.4%	95.0%	93.8%	93.8%	95.0%	87.5%	87.5%	90.0%
<b>508</b>	<b>0</b>	63.2%	72.5%	73.3%	67.2%	66.7%	70.0%	81.0%	83.9%	89.3%	90.3%	79.3%	71.7%	76.2%
Northbound Trains		<b>0</b>	<b>69.6%</b>	<b>76.1%</b>	<b>71.9%</b>	<b>71.6%</b>	<b>69.2%</b>	<b>82.5%</b>	<b>87.3%</b>	<b>90.2%</b>	<b>90.2%</b>	<b>100.0%</b>	<b>85.3%</b>	<b>79.2%</b>
<b>511</b>	<b>1</b>	60.0%	79.2%	76.2%	63.6%	68.4%	90.0%	84.1%	93.2%	91.7%	87.5%	88.2%	77.5%	82.0%
<b>513</b>		90.0%	75.0%	75.0%	64.3%	77.8%	80.0%	93.8%	94.4%	100.0%	53.2%	100.0%	100.0%	87.4%
<b>505</b>	<b>9</b>	11.3%	22.0%	31.1%	41.4%	23.3%	35.0%	39.7%	29.3%	44.6%	53.2%	45.8%	40.3%	34.8%
Southbound Trains		<b>9</b>	<b>30.4%</b>	<b>45.3%</b>	<b>53.7%</b>	<b>52.6%</b>	<b>46.6%</b>	<b>60.8%</b>	<b>63.6%</b>	<b>62.5%</b>	<b>69.6%</b>	<b>74.6%</b>	<b>68.7%</b>	<b>62.3%</b>
<b>All</b>	<b>9</b>	50.0%	60.9%	62.7%	62.1%	58.1%	71.7%	75.4%	76.4%	79.9%	82.4%	77.1%	70.7%	69.5%

## 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.