

Q2 Report to Legislature - Submitted

Summary

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 second quarter of 2022 follows normal annual ridership trends, with increased ridership for April, May and June due to summer-related travel. Higher gas prices and summer travel contributed to the large increase in June, **bringing June 2022 ridership to just under 2019 ridership** (194 fewer passengers). Ridership remains higher than the same period in 2021. During the third quarter, ridership typically increases through August as summer traveling continues and decreases in September after school resumes. Additional ridership gains are expected as increased use of public transportation occurs as gas prices remain high and ODOT increases awareness through marketing efforts.

In June, there were nearly 30,000 visitors to the [Amtrak Oregon](#) website, double what was recorded in April. The Oregon-22 event is currently being promoted with increased amount of website visits and interest in information related to the event.

On-time performance (OTP) fell this quarter compared to the first quarter of 2022, and remained below target levels. Host railroad delays continue 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. A wetter than normal spring extended weather-related issues, such as flooding, further exacerbating below-target OTP. An increase in trespasser strikes in this quarter caused additional OTP issues.

Status

Ridership for April to June 2022

- April to June 2022 ridership increased 96% year-over-year as compared to the same period in 2021.
- Ridership showed a steady increase in April and May 2022, with a larger increase in March 2022. Ridership in Q2 2022 tracks with ridership in Q2 2021 and Q2 2019. The pre-pandemic baseline for comparison purposes is 2019.
- Ridership increased 10.9% from April to May 2022, and increased 20.6% from May to June 2022.

On-Time Performance for April to June 2022

- OTP for northbound trains averaged 74.3% and southbound trains averaged 49.9%.
 - OTP for the March southbound trains was considerably lower than February due to late arrivals to Portland from Washington
- Delays this quarter were caused by:
 - 75.7% - Host railroad
 - 12.6% - Amtrak
 - 11.7% - 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
 - 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 in 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.

Resumption of Service to Canada

This Spring Amtrak pushed out the date for resumption of service to Canada to December 2022. In response, ODOT and WSDOT leadership sent a letter to Amtrak leadership requesting an earlier date. As a result of that letter and ongoing staff coordination, Amtrak recently committed to resuming one round trip to British Columbia on September 1, 2022. The timing of the second round trip is to be determined.

Federal Earmarks

The federal earmark requested by ODOT and UPRR to replace the aging safety locks and signal system with advanced technology on the Steel Bridge in Portland was not selected. UPRR still plans to move forward with the project in 2023. This project will upgrade signals that authorize freight and passenger trains to cross the bridge. The aging existing mechanisms have become unreliable resulting in randomly sporadic yet sometimes lengthy delays to train movements.

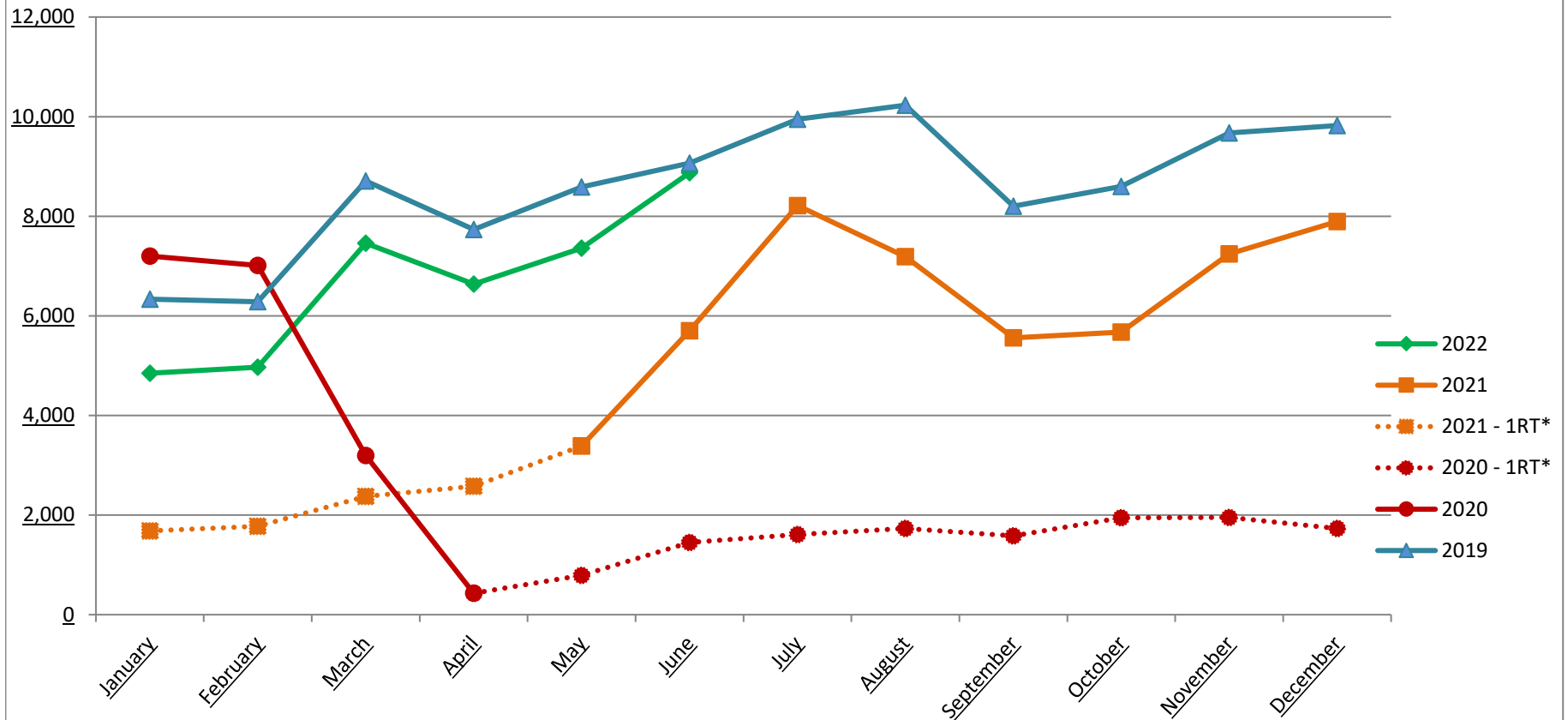
Oregon City Siding Capital Improvement Project

ODOT and UPRR are waiting on approval from the Federal Railroad Administration on the revised design for resurrection of a retired siding at Oregon City. 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.

Oregon-22

ODOT is promoting the Amtrak Cascades schedule to the World Athletic Championships Oregon 22 track and field event in Eugene. 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 - June 2022

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

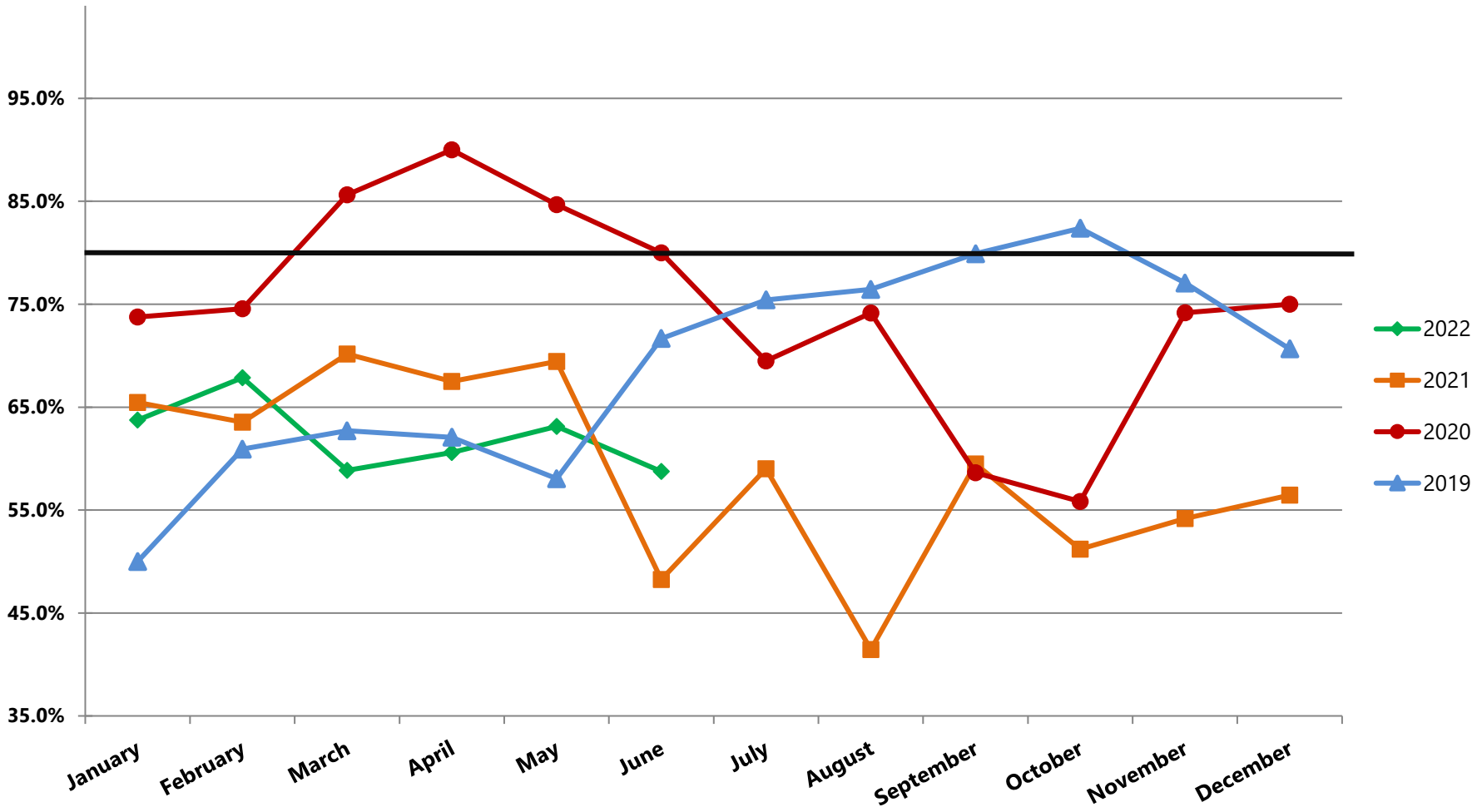
*RT = Roundtrip PDX-EUG

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 2	968	1,032	1,587	1,430	1,637	1,863							8,517	
508		1,246	1,392	2,023	1,714	1,837	2,283							10,495	
Northbound Trains		2,214	2,424	3,610	3,144	3,474	4,146								19,012
503		1,348	1,303	1,974	1,796	2,060	2,788								11,269
505		1,286	1,242	1,876	1,698	1,825	1,938								9,865
Southbound Trains		2,634	2,545	3,850	3,494	3,885	4,726								21,134
All		4,848	4,969	7,460	6,638	7,359	8,872	0	0	0	0	0	0	0	40,146
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	
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	

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%	93.1%	79.0%	83.3%							84.9%
508		70.0%	62.5%	61.3%	53.3%	65.0%	70.0%							63.7%
Northbound Trains		75.0%	73.2%	75.8%	72.9%	72.1%	76.7%							
503	2	38.3%	58.9%	27.4%	40.0%	41.7%	38.3%							40.5%
505		66.7%	66.1%	56.5%	56.9%	66.1%	43.3%							59.2%
Southbound Trains	2	52.5%	62.5%	41.9%	48.3%	54.1%	40.8%							49.9%
All		63.8%	67.9%	58.9%	60.6%	63.1%	58.8%							
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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%	50.0%	63.3%	61.3%	55.0%	61.3%	60.1%
Northbound Trains		84.6%	83.3%	80.6%	90.0%	86.1%	67.2%	84.4%	69.0%	79.3%	72.6%	68.3%	69.4%	76.1%
503	2					50.0%	17.2%	38.7%	8.6%	35.0%	19.4%	41.7%	33.9%	28.7%
505		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	1	48.3%	43.8%	59.7%	45.0%	52.8%	28.9%	33.6%	14.4%	39.7%	29.8%	40.0%	43.5%	37.5%
All		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
500	2	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%
506		95.0%	94.4%	100.0%										95.8%
508		75.0%	77.6%	85.0%										78.5%
Northbound Trains	0	82.8%	83.3%	90.0%	90.0%	88.7%	86.7%	94.8%	94.8%	76.7%	81.7%	88.3%	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%	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		64.8%	65.8%	81.4%	90.0%	80.6%	73.3%	45.0%	53.4%	39.3%	30.0%	60.0%	62.9%	80.9%
All		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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500	2	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%
506		100.0%	91.7%	70.0%	78.6%	94.4%	95.0%	93.8%	93.8%	95.0%	87.5%	87.5%	90.0%	89.3%
508		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	0	69.6%	76.1%	71.9%	71.6%	69.2%	82.5%	87.3%	90.2%	90.2%	100.0%	85.3%	79.2%	80.5%
511	1	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%
513		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%
505	9	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		30.4%	45.3%	53.7%	52.6%	46.6%	60.8%	63.6%	62.5%	69.6%	74.6%	68.7%	62.3%	58.4%
All		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%