

# Amtrak Cascades - Oregon Annual Performance Report 2023



# Amtrak Cascades - Oregon

## Annual Performance Report 2023

---

### Table of Contents

- Overview – 2023 (p. 3)
- Amtrak Cascades-Oregon
  - 5-Year Ridership with Historical References (p. 4)
  - Passenger Miles – 2023 (p. 5)
  - 5-Year Monthly Ridership Comparison 2019-2023 (p. 6-7)
  - Monthly Ridership and Percent Change 2022 vs. 2023 (p. 8)
  - Ridership Year-over-Year: 2019 vs. 2023 (p. 9-10)
  - On-Time Performance (OTP) 2019-2023 (p. 11)
  - Total Operating Cost, Revenue, and Farebox Recovery Rate 2017–September 2023 (p. 12)
  - Timeline 1977-2003 (p. 13)
  - Timeline 2004-2010 (p. 14)
  - Timeline 2010- 2018 (p. 15)
  - Timeline 2019-2023 (p. 16)
  - Timeline 2024 & Future (p. 17)
  - Rail Needs Inventory (p. 18)

# Amtrak Cascades-Oregon Overview 2023

---

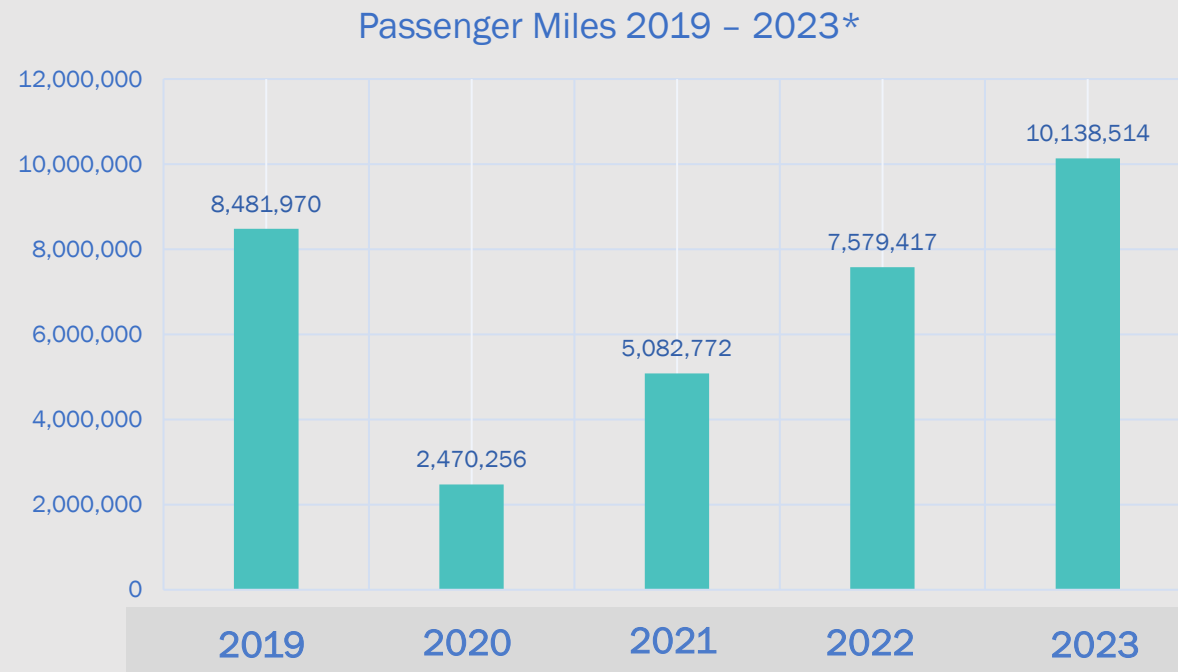
- The Oregon Department of Transportation (ODOT) manages the Amtrak Cascades intercity passenger rail service along the Pacific Northwest Rail Corridor in partnership with the Washington State Department of Transportation (WSDOT). The states pay Amtrak to operate the Amtrak Cascades service from Eugene to Vancouver, B.C. The stations served in Oregon are Portland, Oregon City, Salem, Albany, and Eugene.
- Passenger rail is part of the state's intermodal and intercity transportation system. It provides an important transportation option for residents and visitors traveling the increasingly congested I-5 Corridor and connecting to Oregon's communities, regional, and out-of-state destinations.
- This report provides annual performance data for the Oregon portion of the Amtrak Cascades service in 2023. It also provides historical perspective trends in ridership, passenger miles, and on-time performance. It is intended as a quick reference for citizens, policymakers, and interested parties on the state-sponsored passenger rail program.
- Supported by increased service levels, reductions in fares and collaborative communications, Amtrak Cascades ridership in Oregon **increased 37 percent** from 91,518 riders in 2022 to 125,193 riders in 2023.
- Amtrak Cascades passengers in Oregon experienced improved on-time performance throughout 2023, from 65 percent in January to 72 percent in December. This remains below the 80 percent on-time performance goal that was contractually negotiated with the host railroad, Union Pacific, and operator, Amtrak.

# 5-Year Ridership with Historical References

Year	Ridership	Notable Events
2019	103,185	The 2019 Oregon State Legislature approved House Bill 2603 (HB 2603), which directs ODOT to study and identify root causes for passenger train delays in Oregon due to freight train interference (FTI) and passenger train interference (PTI). The study is to better understand and document why passenger train delays are occurring in Oregon and to consider next steps to minimize delays including those that are due to FTI and PTI. <a href="#">HB2603 Train Delay Study and Report</a>
2020	30,629	Amtrak Cascades reduced service to one round trip between Seattle and Eugene (down from two round trips between Seattle and Vancouver, B.C., four round trips between Seattle and Portland, OR, and two round trips between Portland and Eugene) due to the COVID-19 pandemic restrictions and reduced demand. Ridership decreased 79 percent and revenue decreased 80 percent compared to 2019.
2021	59,271	Passenger rail service on the Cascades Corridor was incrementally restored from two trains daily to eight. A second daily round trip between Seattle and Eugene and a third daily round trip between Seattle and Portland began operations on May 24, 2021. Amtrak Cascades trains returned to the Point Defiance Bypass on November 18, 2021.
2022	91,518	ODOT launched an additional website, AmtrakOregon.com, to increase public awareness and ridership. From January to August 2022, Amtrak and ODOT enacted an educational campaign and enhanced safety measures to promote passenger rail services. During the campaign period, ridership increased 176 percent despite reduced service levels.
2023	125,932	A second-round trip from Portland to Vancouver, BC was added to the Cascades route on March 6, 2023. Two more round trips between Seattle and Portland were added on December 11, 2023, bringing seat capacity to its highest since 2017.

# Passenger Miles - 2023

**Amtrak Cascades passenger miles** measure the person miles traveled by Amtrak Cascades riders between their origin and destination stations along the corridor. This data is for passenger miles traveled on the Oregon portion of the Cascades Corridor only and provides valuable insights to assist with scheduling and frequency. In 2023, passenger miles ridden increased 33% over 2022.



\* Source: Amtrak Revenue and Ridership reports

# Amtrak Cascades - Oregon

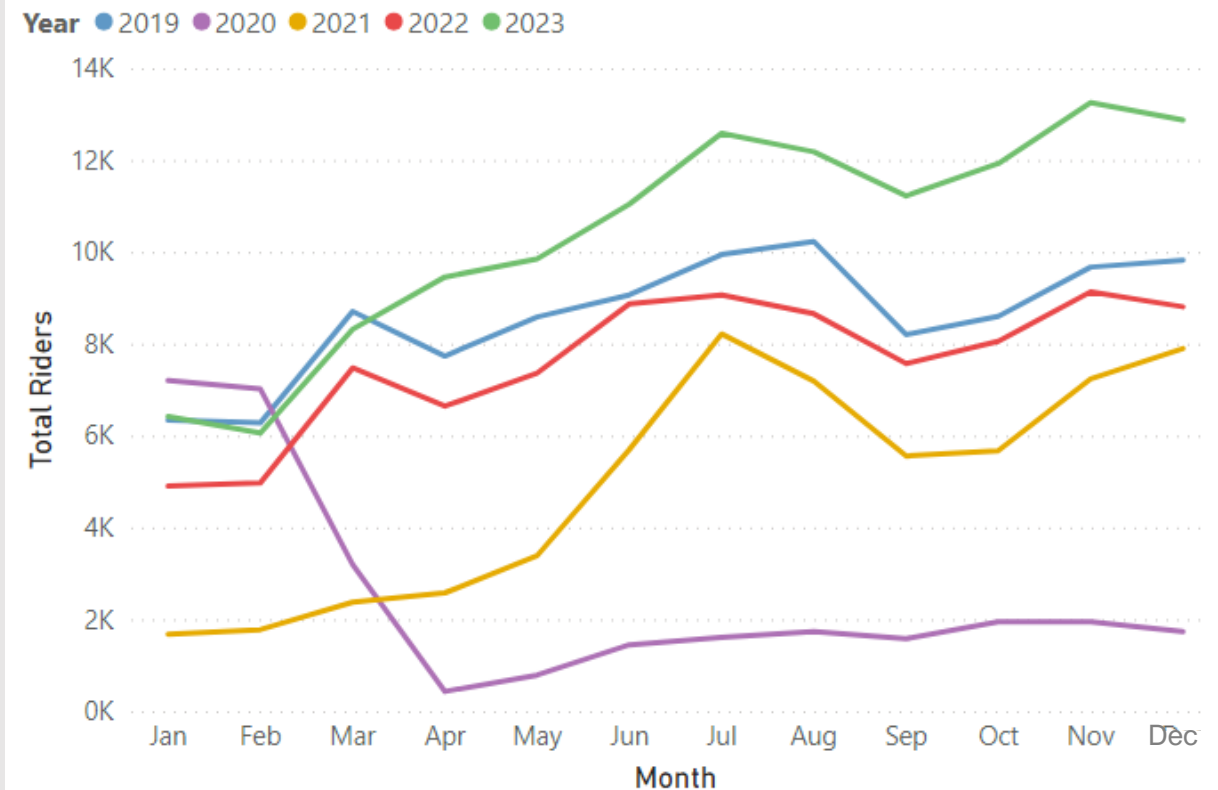
## 5-Year Monthly Ridership Comparison 2019-2023

ODOT evaluates ridership to determine which trains attract the most passengers. ODOT and WSDOT coordinate, using data to maximize ridership through train schedule adjustments.

Passenger ridership in 2023 saw significant increases in three of four quarters, reaching five-year highs for the months of April through December. Ridership for the first quarter of 2023 was impacted by host railroad track work that resulted in 96 annulled (canceled) trains.



Ridership Comparison 2019 - 2023



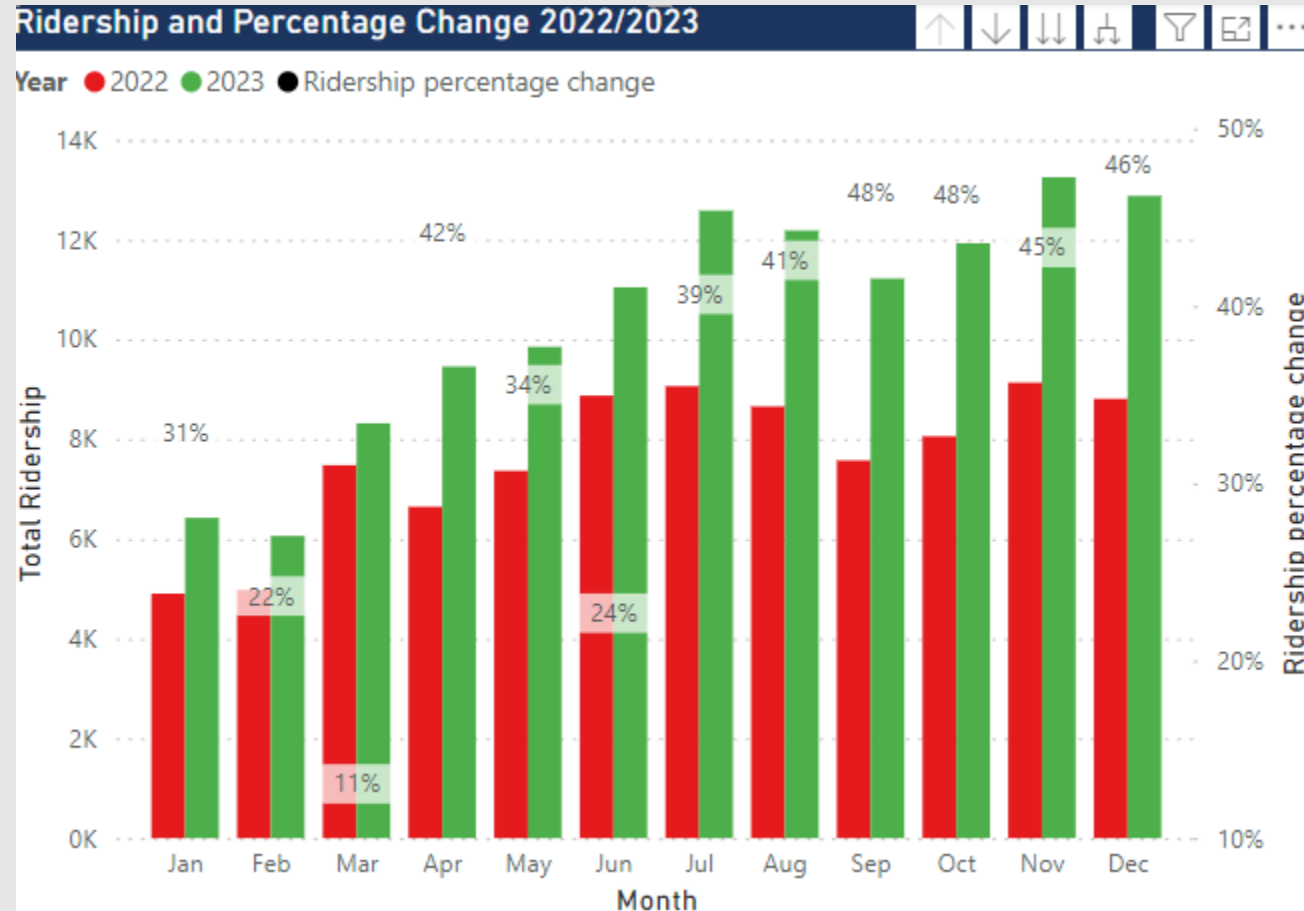
# Amtrak Cascades - Oregon

## 5-Year Monthly Ridership Comparison 2019-2023

Month	2019	2020	2021	2022	2023	Total
Jan	6,336	7,200	1,682	4,902	6,422	26,542
Feb	6,283	7,015	1,777	4,973	6,059	26,107
Mar	8,706	3,194	2,374	7,477	8,318	30,069
Apr	7,735	431	2,579	6,644	9,456	26,845
May	8,586	788	3,388	7,365	9,851	29,978
Jun	9,066	1,448	5,699	8,872	11,045	36,130
Jul	9,947	1,608	8,215	9,062	12,582	41,414
Aug	10,230	1,732	7,189	8,655	12,183	39,989
Sep	8,203	1,581	5,560	7,572	11,220	34,136
Oct	8,600	1,948	5,675	8,056	11,928	36,207
Nov	9,671	1,953	7,238	9,132	13,251	41,245
Dec	9,822	1,731	7,896	8,808	12,878	41,135
<b>Total</b>	<b>103,185</b>	<b>30,629</b>	<b>59,272</b>	<b>91,518</b>	<b>125,193</b>	<b>409,797</b>

Source: Amtrak Monthly Revenue and Ridership Report

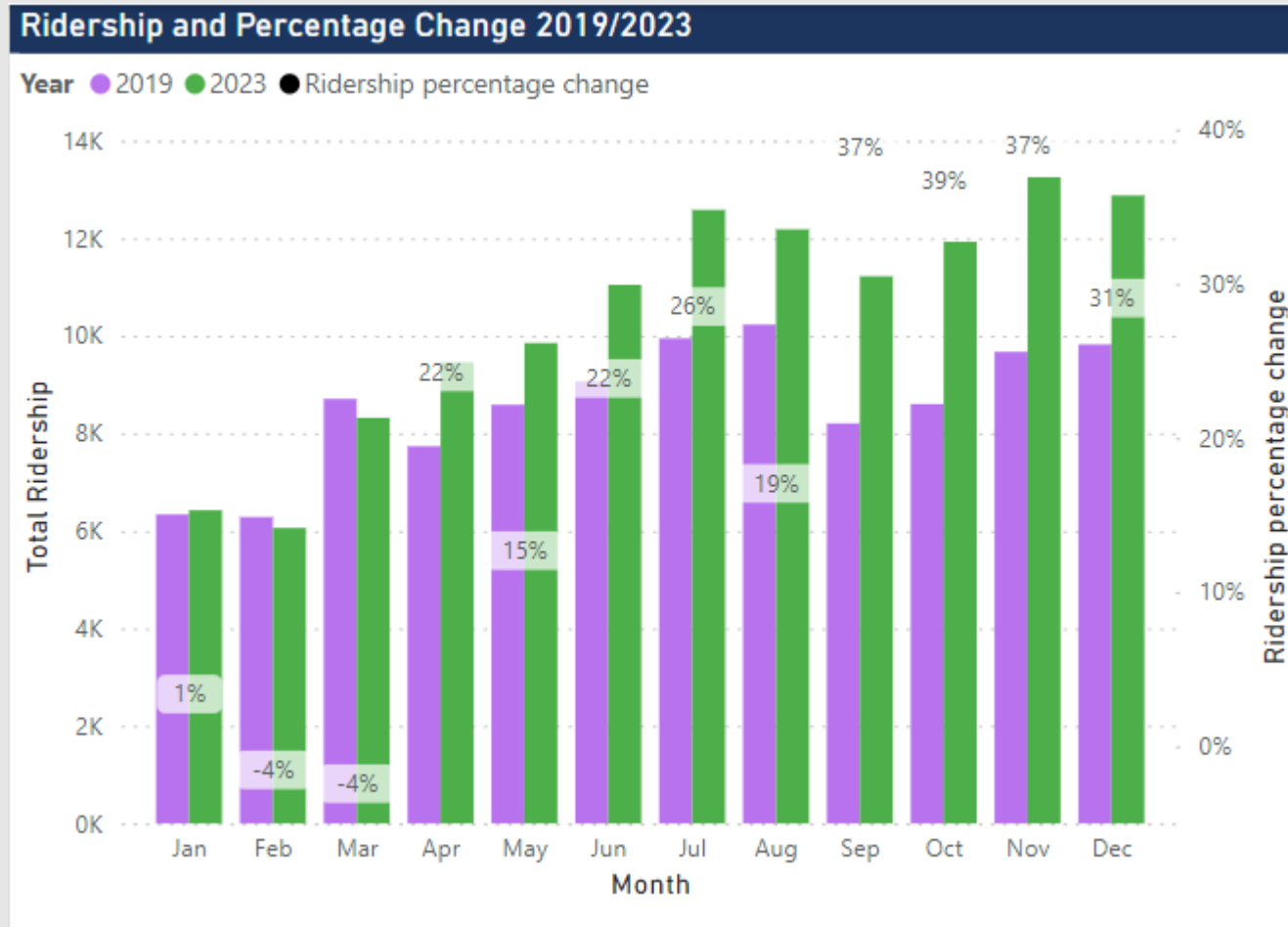
# Monthly Ridership and Percent Change 2022-2023



- Amtrak Cascades restarted one daily round trip from Portland to Vancouver, B.C. in March 2023.
- Amtrak Cascades added two new round trips between Portland and Seattle in December 2023.



# Ridership 2019 vs. 2023



- Ridership for the Cascades Corridor is measured against pre-pandemic 2019 ridership since the pandemic years (2020-2022) had a reduction of service.
- In 2023, Amtrak Cascades - Oregon surpassed the total amount of riders in 2019 by 21 percent indicating that ridership has recovered from the pandemic.

# Ridership 2019 vs. 2023

Month	2019 Ridership	2023 Ridership	Ridership Percentage Change
Jan	6,336	6,422	1%
Feb	6,283	6,059	-4%
Mar	8,706	8,138	-4%
Apr	7,735	9,456	22%
May	8,586	9,851	15%
Jun	9,066	11,045	22%
Jul	9,947	12,582	26%
Aug	10,230	12,183	19%
Sep	8,203	11,220	37%
Oct	8,600	11,928	39%
Nov	9,671	13,251	37%
Dec	9,822	12,878	31%

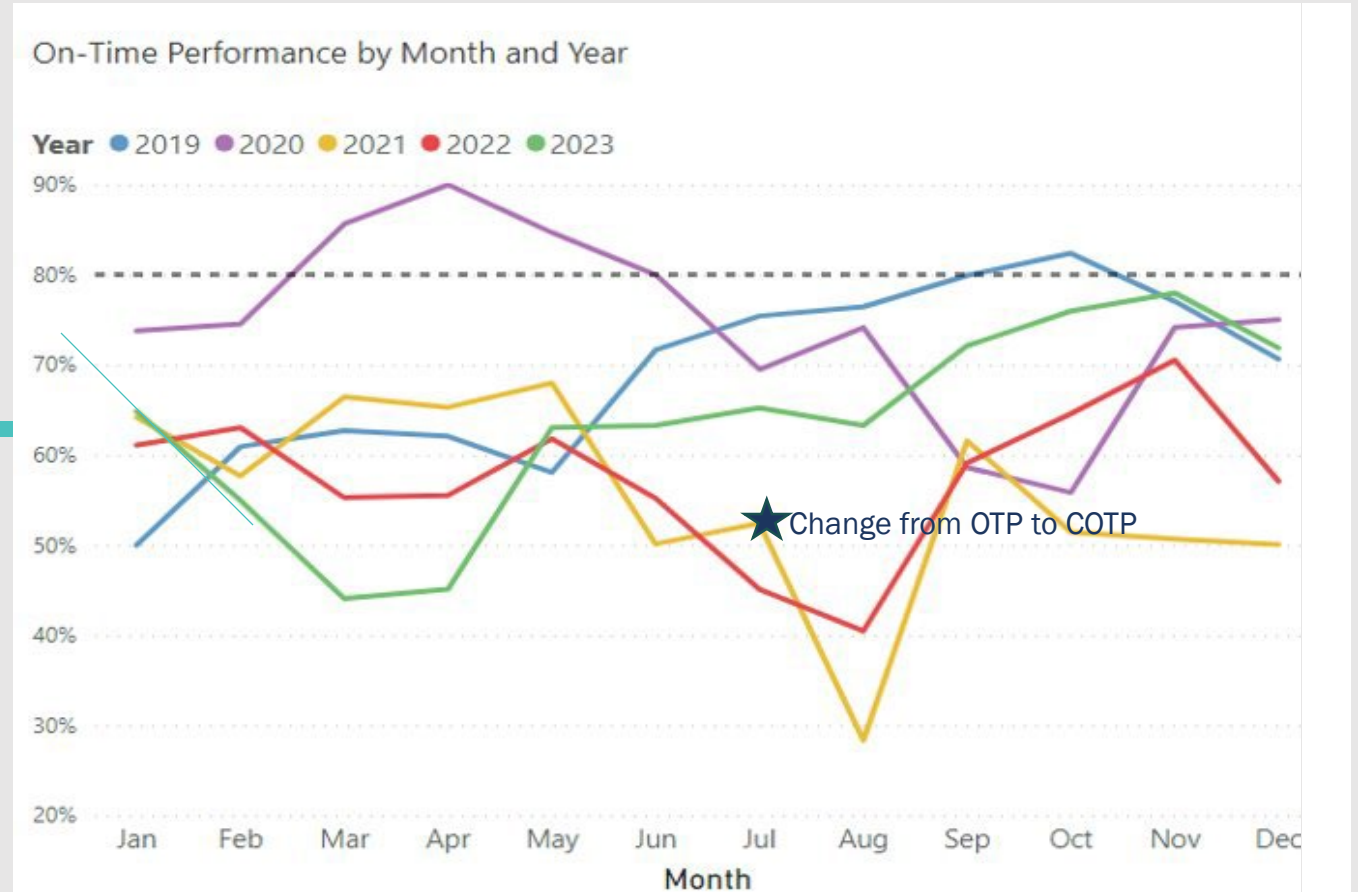
# On-Time Performance 2019-2023

As of July 2021, On-Time Performance (OTP) is measured by how many passengers arrive at their destination not more than 15 minutes after the scheduled arrival time. This is referred to as Customer On-Time Performance (COTP). Prior to 2021, it was measured by departure and arrival times at the end points of the trains (OTP).

ODOT's service agreement with Amtrak seeks a minimum goal of 80 percent OTP for Amtrak Cascades service in Oregon.

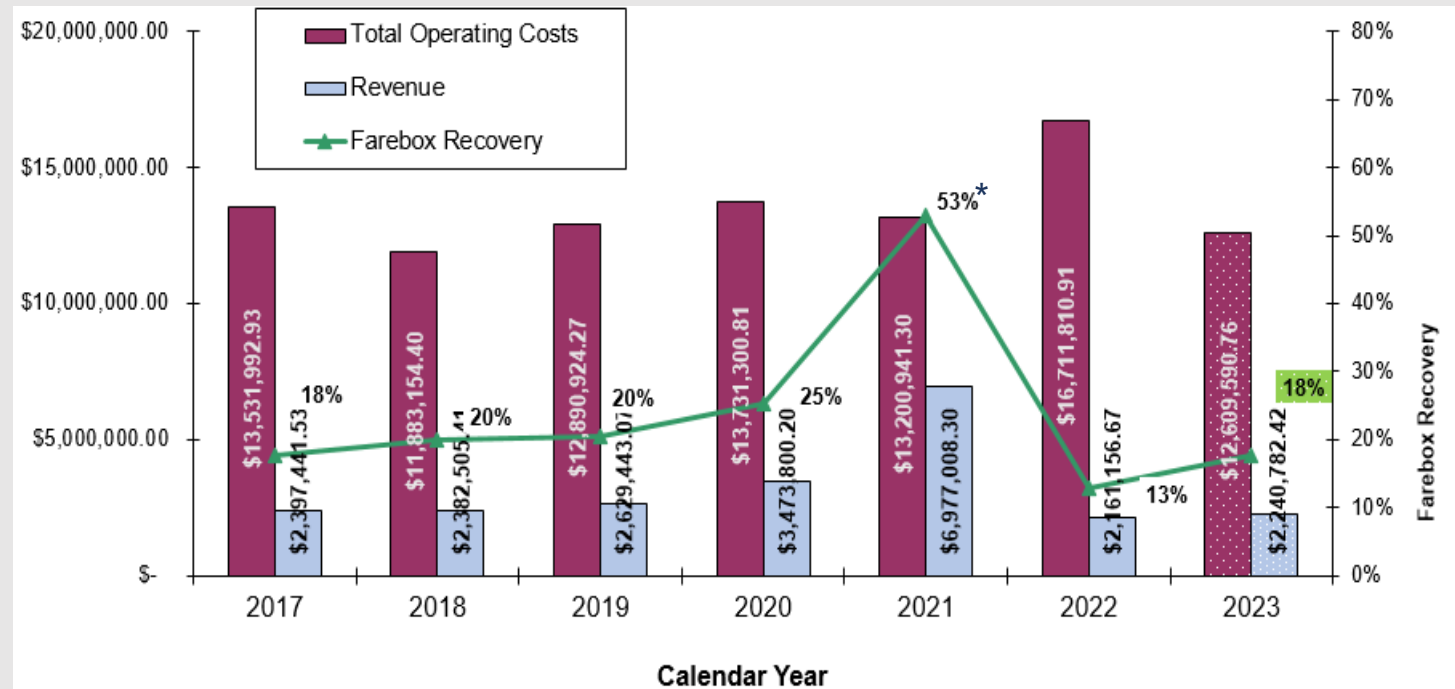
On-Time Performance (OTP) 2019 - 2023

2019	2020	2021	2022	2023
75%	78%	57%	60%	63%



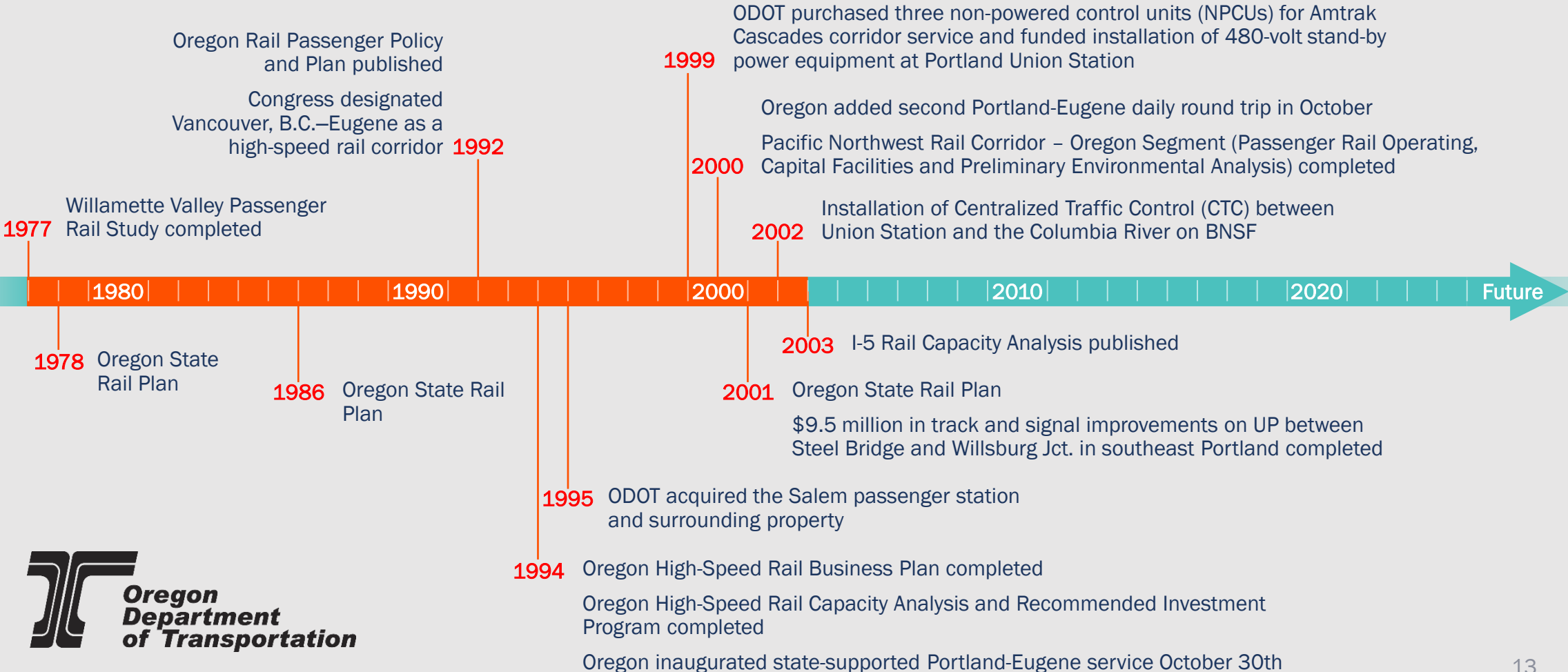
# Total Operating Cost, Revenue, and Farebox Recovery Rate 2017- September 2023

The farebox recovery rate pertains to the Oregon portion of the Amtrak Cascades Corridor and is from Amtrak billing report data. This rate considers all revenue sources, including ticket revenues and additional sources such as food and beverage sales, and all costs to operate the route including operational costs, capital equipment, and host railroad costs.

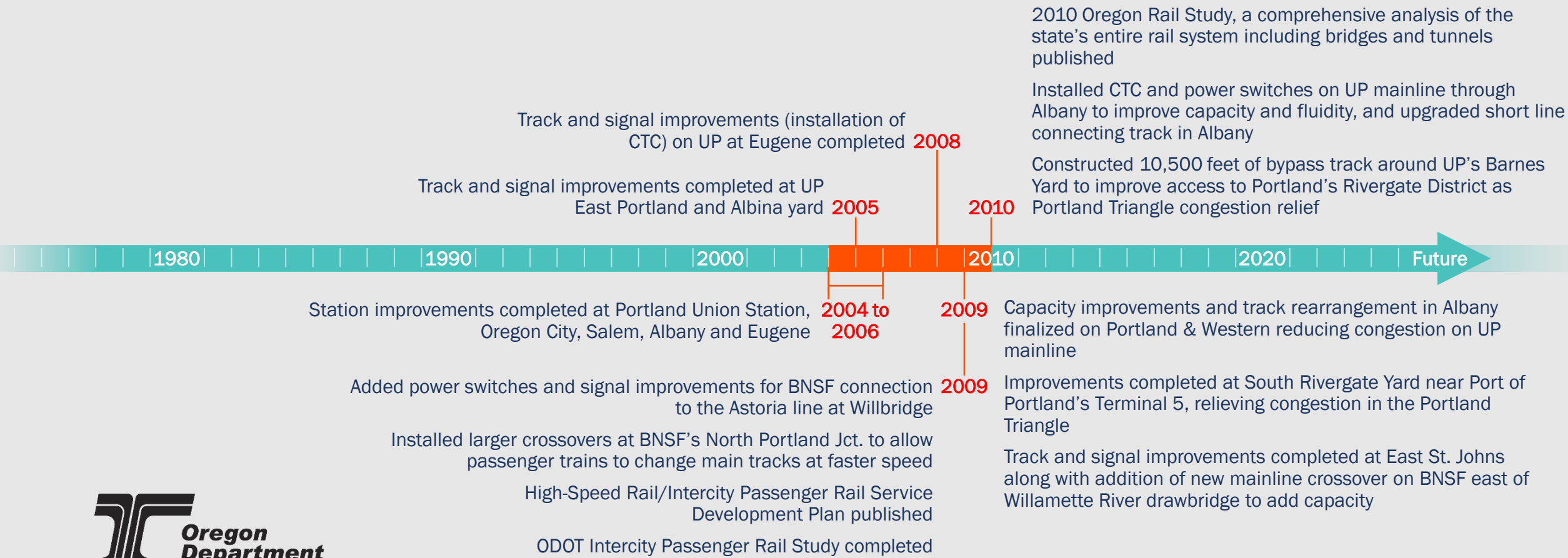


\*CARES Act funding was received in 2021 to help reduce the financial impacts of COVID-19 on the Cascades service

# Timeline 1977-2003



# Timeline 2004-2010



# Timeline 2010-2018

Funded 30% engineering and design for upgrading turnouts at BNSF Willbridge control point to permit trains to cross between mainlines faster than current 10 mph speed limit

UP North Portland Jct. and Peninsula Jct. preliminary engineering and NEPA completed

Funded 30% engineering and design for two layover tracks at Eugene's passenger depot

Portland Union Station tracks and building, preliminary engineering and NEPA planning

Station improvements completed at Portland Union Station **2010**

**2013** Oregon bought and placed into service two 13-car Talgo 8 trainsets

**2014** Oregon State Rail Plan

Oregon Passenger Rail DEIS completed  
Rehabilitation of the baggage/express building and parking facility at Salem station completed

**2018**

1980

1990

2000

2010

2020

Future

Completion of Ramsey Yard between Terminals 5 and 6, Port of Portland, relieving congestion in the Portland Triangle **2011**

**2017 to 2022** Installation of Positive Train Control (PTC) equipment on Talgo 8 cab cars

Completion of Ramsey Yard between Terminals 5 and 6, Port of Portland, relieving congestion in the Portland Triangle **2012**

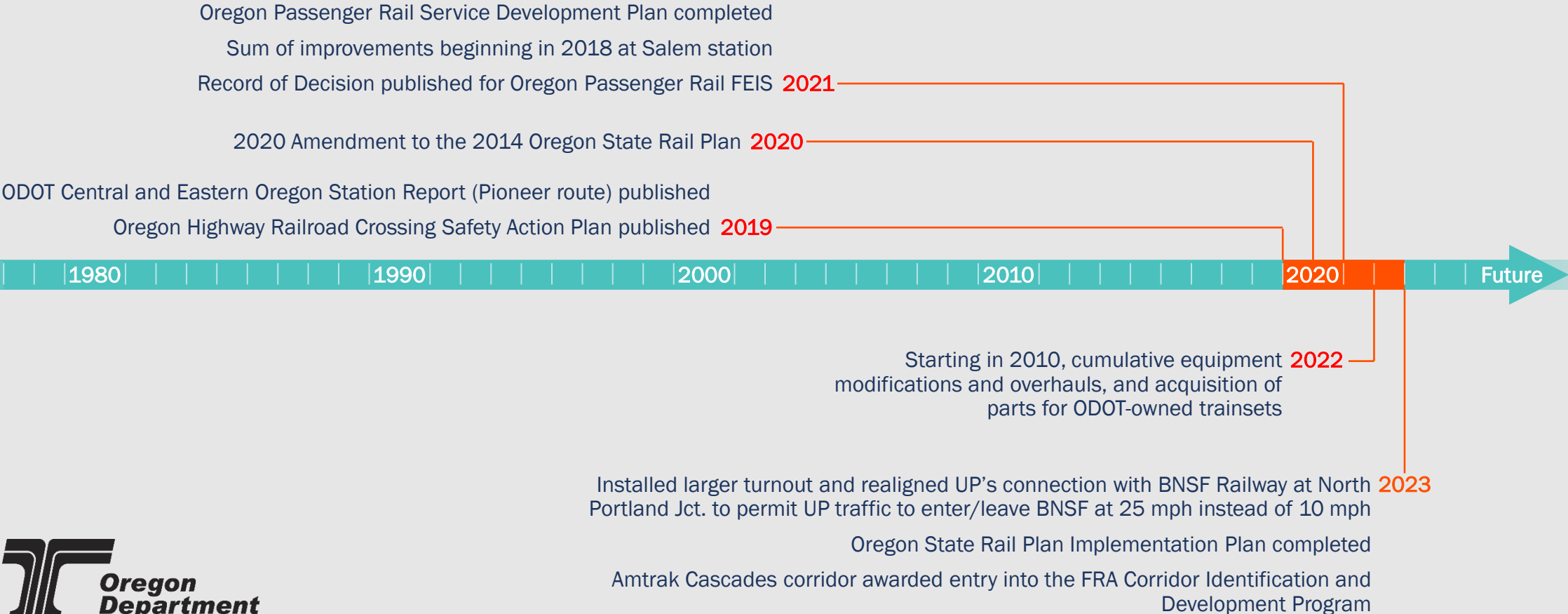
Constructed a connection between two Portland & Western lines near Banks to create a new Portland bypass route to relieve Portland Triangle congestion

**2017** ODOT Rail Safety Program published

Replaced the 106-year-old UP bridge over the Willamette River near Harrisburg eliminating a decades-old 30 mph restriction, increasing speed to 70 mph



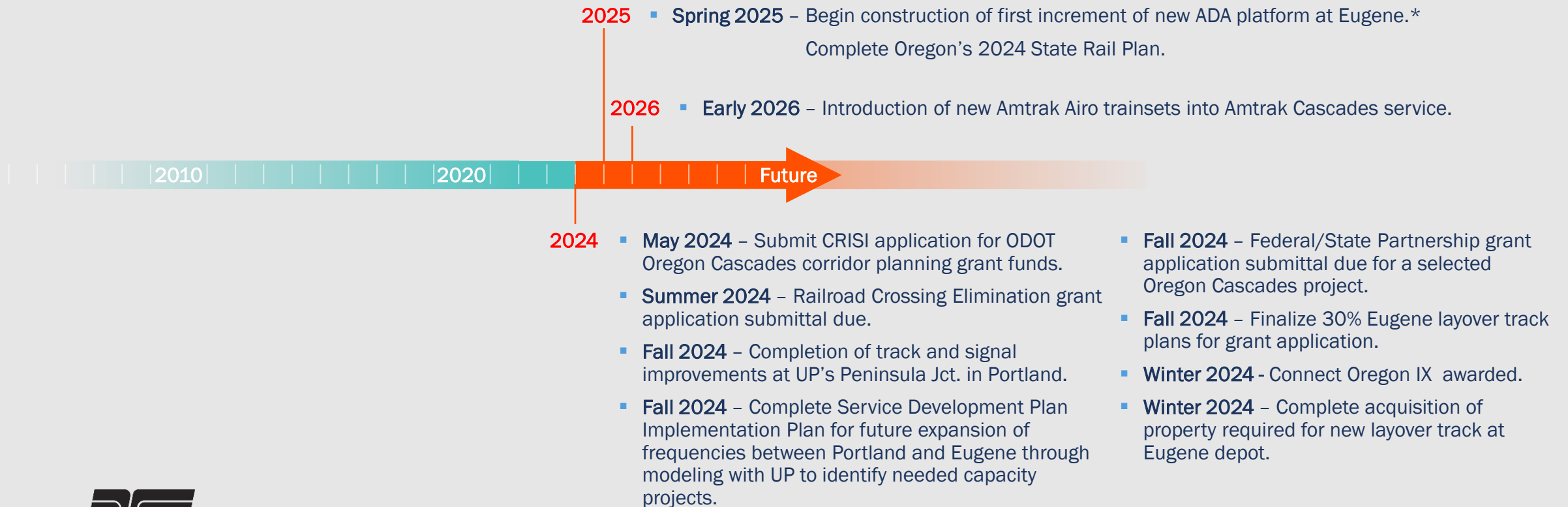
# Timeline 2019-2023





# Timeline 2024 & Future

All grant opportunities will require match funds



\* Amtrak funded investment

# Rail Needs Inventory and Evaluation Tool

## The Future of Rail in Oregon

- Key component of Oregon State Rail Plan Implementation Plan
- Comprehensive list of needed rail projects
- Provides project description, location, source, magnitude order of cost
- Streamlines decision-making in selecting specific rail projects to fund
- Organizes a more extensive tracking and evaluation approach
- Provides a framework guiding ODOT rail investment and programming decisions

