

Passenger rail ridership: Number of state-supported rail service passengers

Our strategy

Promoting transportation options: ODOT seeks to promote the use of transportation modes other than Single Occupant Vehicles by improving existing facilities and creating new transportation options. Alternative modes of transportation help reduce travel delay and stress on the highway system and ensure multimodal options for Oregonians.

About the target

The target projections are based on historical increases in state-supported Cascades trains and affiliated Thruway Buses. An increase in rail ridership is

desirable and could be an indication that transportation options in Oregon have expanded. (NOTE: Thruway Bus ridership numbers are actually part of Passenger Rail program ridership and are represented in this graph.) Thruway Buses connect the passenger rail system to communities that lack passenger rail service.

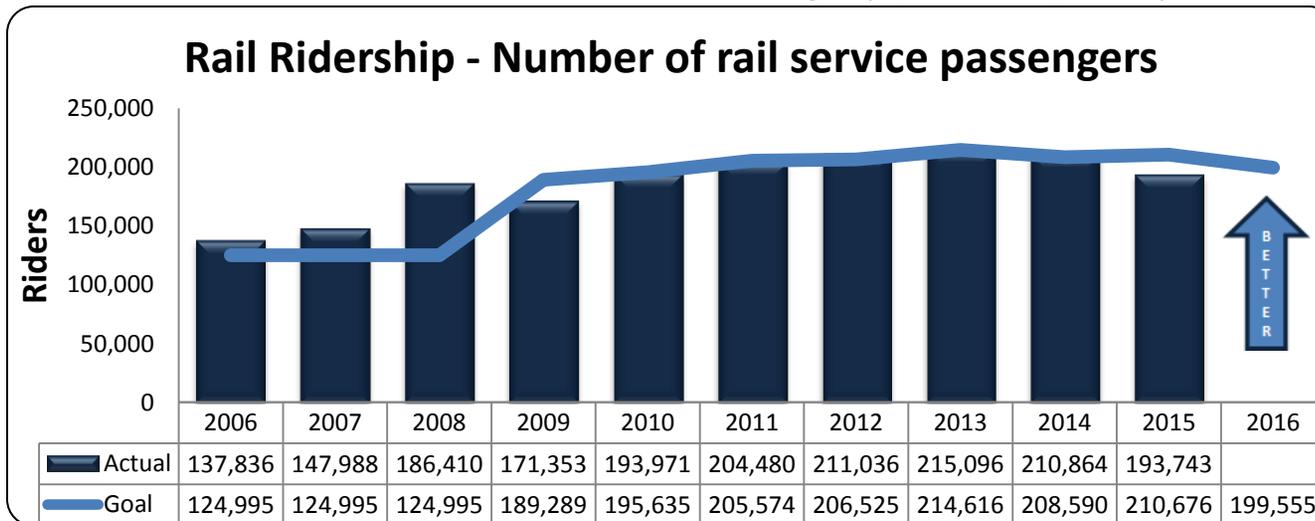
How we are doing and how we compare

Passenger rail ridership reached its highest level in 2013, increasing by 1.9 percent or 4,060 riders, over the 2012 figures. 2014 ridership decreased by 4,195 but exceeded the 2014 target by 2,311. In 2015, ridership

decreased further to 193,743 which missed the 2015 target by 16,933. 2016 ridership numbers are trending toward meeting or exceeding the 2016 target. Oregon's passenger rail program is modest compared to Washington's and California's programs. These states have aggressive investment programs for passenger rail resulting in corresponding benefits for passenger and freight rail.

Factors affecting results and what needs to be done

In general, increases in ridership result from reduced travel time, more train/bus options



Fact

Since 2006, passenger rail ridership has increased by more than 55,900.

Passenger rail ridership, cont.

and on-time reliability. These conditions are 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 will increase daily round trips between Portland and Seattle in 2017, which would result in an equipment shortage in Oregon. Consequently, Oregon purchased two new train sets using \$38.4 million in American Recovery and Reinvestment Act funds and \$7.6 million in state funds to maintain current levels of service. These train sets began service in January 2014 and they bring the total train sets serving the Amtrak Cascades corridor to seven. Oregon continues to update its schedules to offer better connections for Willamette Valley passenger rail users. This is but one step in supporting the continued growth in passenger rail ridership. ODOT Rail is seeking additional, dedicated funding to continue with current service levels and, more



importantly, increase ridership by improving train speed, frequency, range of service and reliability. Dedicated funding will also provide for passenger rail marketing which will increase future ridership.

About the data

The reporting cycle is calendar year. The data is provided by Amtrak, the passenger rail service provider. It 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, but a large number of users do not necessarily correlate to an increased proportion of the population using rail service.

Contact information

Joe Denhof
ODOT Rail and Public Transit Division
503-986-4169

Data source

ODOT Rail and Public Transit Division