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Sent: Wednesday, February 11, 2015 5:01 PM
To: Sen Johnson; Sen Monroe; Sen Hansell; Rep Gomberg; Rep Nearman; Rep Read; Rep Witt; Rep Whitsett
Cc: Neburka Julie; Bender Steve; FORE Karmen * GOV (Karmen.FORE@oregon.gov); Sorenson Eric
Subject: Follow-up to Ms. Fore's testimony
Attachments: Oregon Passenger Rail Project 2013 Rider Survey Results.docx

Members of the Joint Committee on Ways and Means Subcommittee on Transportation and Economic Development:

Ms. Fore asked us to follow up and respond to the questions of the committee that were raised during the Ways and Subcommittee on Transportation and Economic Development hearing last week.

Rep. Whitsett asked for the estimated subsidy per passenger for the Amtrak Cascades service. The estimated subsidy per passenger is about \$120 in Oregon which includes all costs of the program. The subsidy amount is based on the 2015-2017 budget and the 2014 passenger rail ridership (117,160).

When we count passengers, we count each boarding of the train. So a roundtrip from Portland to Eugene would be counted as two trips or passengers. A one-way trip to from Portland to Salem and a one-way trip for Portland to Eugene are each counted in the same way as one trip.

One of the things we are also looking at it that all forms of public transportation receive some type of government subsidy in the form of federal, state and/or local monetary support. While much of the state highway system is funded by user fees: vehicle title and registration, fuel taxes, heavy truck fees, etc., the federal highway trust fund (which receives federal fuel tax revenue) has received infusions of federal general fund dollars to sustain it.

Rep. Nearman asked what the impacts to I-5 traffic are because of the operation of the Amtrak Cascades service. With nearly half of the riders of the passenger rail program between Portland and Eugene not having access to a car to make the trip, rail and the corresponding bus thruway system allow many people that would not otherwise be able, to travel throughout the corridor. While there will be some reduction of the number of vehicles on I-5, the traffic volume on I-5 is so large that the number of additional cars will not be noticeable.

In addition, committee members requested the results of the passenger rail survey ODOT conducted in 2013. The results are attached.

Please let me know if you have any additional questions.

Darryl Ficker
ODOT Budget Office

Oregon Passenger Rail Project 2013 Rider Survey Results

The Oregon Department of Transportation Rail and Public Transit Division is planning for the future of the Amtrak Cascades intercity passenger rail service through the Oregon Passenger Rail Project. To support the planning effort, in mid-2013 an on-board rider survey was conducted between Eugene and Portland over a one-week period, including the weekend, that sampled each of the scheduled northbound and southbound trains and Amtrak Thruway buses. A total of 382 completed surveys were collected, providing a 95 percent confidence level with a ± 2.5 percent level of precision.

Key findings of the survey include:

- 49 percent of riders did not have a private vehicle available to make the trip.
- Riders reported their trip purpose as:

○ Visit friends or relatives	36%
○ Vacation/pleasure/recreation	23%
○ Personal or family matters	16%
○ Business	12%
○ Commute to or from school	6%
○ Commute to work	6%
○ Other	1%
- 79 percent of riders began their trip at their home or the home of a friend or family member.
- About 19 percent of survey respondents were first-time riders, while more than 30 percent used the service a few times per year; 21 percent rode one to three times per month, 13 percent rode once or twice per week and only 8 percent rode more than three days per week.
- About three-quarters of the surveyed riders' trips either began or ended in Portland or Eugene, and more than half of the trips were taken between Portland and Eugene.
- Nearly 60 percent of riders were dropped off at the station, while 20 percent used transit to reach the station.
- 47 percent of survey respondents were picked up at their destination station, 28 percent used transit and 10 percent took a cab to their destination.

A travel market analysis based on the on-board survey compared ridership characteristics with those of the corridor population as a whole. Key results include:

- The share of riders from households with annual incomes between \$25,000 and \$49,000 was much higher (35.1 percent vs. 19.6 percent).
- Households with income over \$100,000 were underrepresented (10.4 percent vs. 20.7 percent).
- Younger riders (ages 18 to 24) were overrepresented (30 percent vs. 13 percent), while riders over age 65 were underrepresented (7.9 percent vs. 15.6 percent).
- Riders with higher education (college degree) were overrepresented (45 percent vs. 32 percent).
- Riders without a vehicle in their household were overrepresented (19 percent vs. 8 percent).
- Students made up about 19 percent of riders, about double their share of the corridor population.