

Summary

The Oregon Department of Transportation (ODOT) co-funds the Amtrak Cascades intercity passenger rail service with the Washington State Department of Transportation (WSDOT). When reporting on ridership and on-time performance (OTP), this report looks at the Oregon portion of the route (Amtrak Cascades-Oregon). Ridership on Amtrak Cascades-Oregon for the second quarter of 2025 was lower than the second quarter of 2024 by 6 percent.

Passenger rail ridership in Oregon remains strong. While a year-over-year analysis shows a decrease, ridership in 2024 was the highest ridership on Amtrak Cascades-Oregon in the history of the service. Ridership in the second quarter of 2025 is still the highest of any other second quarter except for 2024. The Amtrak Horizon trainsets were grounded in April for safety purposes and replaced with Amfleet equipment, which has less seating capacity. On high-volume ridership days, this could result in buses being substituted for sold-out trains.

Key Q2 Ridership and OTP Drivers

- Ridership in the second quarter of 2025 follows a normal trend line for the season. A quick and efficient recovery from the grounding of the Horizon train sets at the end of the first quarter helped to soften the impact of multiple days without trains. The Horizon fleet was grounded at the end of March due to safety concerns surrounding corrosion found in the train cars. Amtrak substituted buses and was able to replace the grounded Horizon fleet with Amfleet equipment in 12 days. The second quarter of every year has several heavily traveled holidays such as Memorial Day, Juneteenth, Mother's Day and Father's Day, as well as the beginning of summer vacations.
- OTP for the second quarter of 2025 remained nearly the same as the first quarter of 2025 at 72 percent vs. 73 percent, respectively. May OTP was high with 79 percent of customers reaching their destinations on time. Host railroad delays remained at 75 percent. Amtrak delays increased by 8 percent, and the remainder of the assignable delays decreased 9 percent.

Status

Ridership for April-June 2025

- Year-over-year analysis in the second quarter of 2025 shows a decrease in ridership as compared to the second quarter of 2024 by 6 percent. Of further note is that June 2024 was the second highest ridership of any month in the entire history of the service, setting a high bar for this year. June 2025 saw a total of 10 annulled trains due to track work and Amtrak staffing issues while June of 2024 had 6 annulled trains. Ridership remains strong and resilient despite challenges with changing equipment, track work, and annulled trains.
- When Amtrak grounded the Horizon fleet in March it was unable to provide the same number of Amfleet cars as replacements. Most Amtrak Cascades trains now are running with three cars instead of four, resulting in a 30 percent reduction in seating capacity. This has increased the incidence of sold-out trains north of Portland, handicapping passenger volumes, but has not had an impact on ridership in Oregon.

On-Time Performance for April-June 2025

- 75 percent of northbound passengers traveling from Eugene to Portland reached their destination within 15 minutes of their originally scheduled time. 70 percent of southbound passengers from Portland to Eugene reached their destination within 15 minutes of their originally scheduled time.
- Compared to the first quarter of 2025, OTP remained nearly the same at 72 percent. Total delay minutes for the quarter were 7741 minutes. The longest delays this quarter were caused by freight and passenger train interference and slow order delays (speed reduction) due to the weather. These three categories accounted for 5008 minutes of delay, or 65 percent of the total delays. The next two categories with the longest delays were ADA accommodations and passenger related “holds,” which are most often passengers requiring assistance with baggage. These two categories accounted for 705 minutes of delays or 9 percent of the total delays. The remaining delays were caused by various events including system delays, signal delays, and drawbridge operations.
- Delays this quarter were caused by:
 - 75 percent - Host railroad
 - 23 percent – Amtrak
 - 2 percent - Unassignable (i.e., trespasser strikes, ADA accommodations, passenger related holds, and weather-related delays)

Current Progress and Next Quarter Look Ahead

Oregon Cascades Service Development Plan (SDP) Implementation

Amtrak Cascades-Oregon corridor modeling with Union Pacific (UP) and the Federal Railroad Administration (FRA) is projected for completion in summer 2025, laying out the scope and structure to improve and expand intercity passenger rail service between Eugene and Portland over the next 20 years. The modeling will produce a list of capital infrastructure projects to improve the line for both passenger and freight transportation, including capacity additions necessary to host more passenger train frequencies. Oregon is responsible for leveraging federal grants for infrastructure additions and upgrades to implement the SDP. This list will be incorporated into the Oregon State Rail Plan (OSRP) update and become the plan for improving passenger rail in Oregon. The Amtrak Cascades-Oregon 2023 entry into the FRA’s Corridor Identification and Development (CID) Program, through joint participation by ODOT and WSDOT, will facilitate securing grants.

2025 Oregon State Rail Plan

ODOT continues its focused analysis and plan refinement of the OSRP. Initial public outreach has concluded. ODOT is reviewing the initial documents updating the role of rail and the existing rail systems. Next steps include updating the rail forecasts and needs, the service plan and investment plan.

Draft OSRP findings and reports will be shared in a public open house and online meetings later in fall 2025. The draft plan is expected to be released for public review in late 2025, followed by approval of the final plan by the Oregon Transportation Commission in spring of 2025-26.

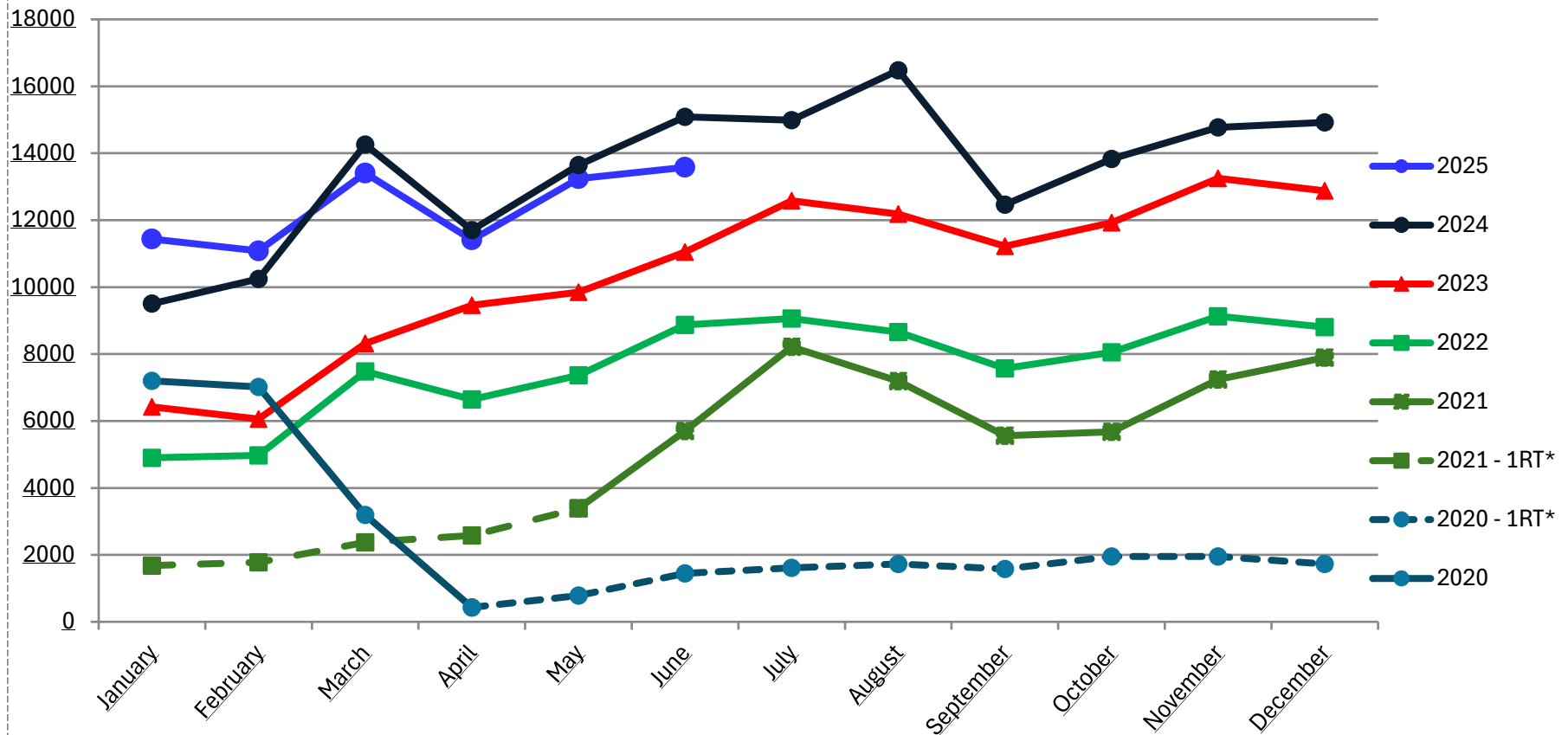
Cascadia High-speed Rail (HSR) Project

ODOT is a member of the Project Leadership Committee (PLC). The PLC has been meeting on a regular basis and reviewing and providing comments on the project timeline and activity schedule for 2025 for the HSR Project.

Throughout the summer into early fall, the PLC is developing Agency, Tribal, Community and Railroad Engagement Plans, the Market Analysis and the Preliminary Purpose and Need Statement, all of which need to be in final form and sent into the FRA by the first week in November. Prior to that submittal, the Project Executive Committee will review and add their input into the materials at two quarterly meetings in the summer and mid fall.

The FRA will review the materials and will send comments back on the materials by mid-December. Once all elements are approved by the FRA, they will be reviewed by the interested parties in 2026 through a thorough outreach and engagement process.

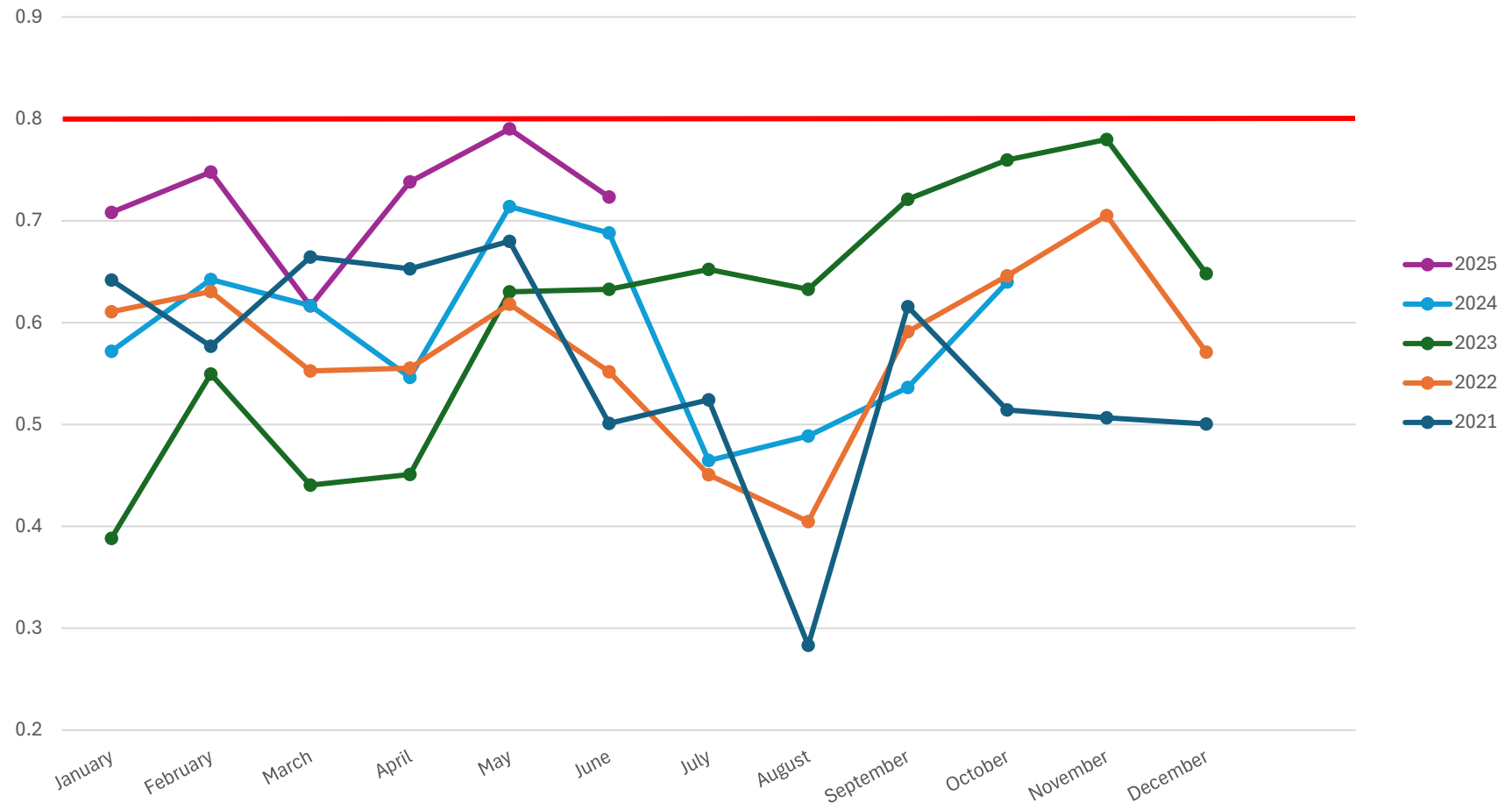
Amtrak Cascades Ridership in the Eugene – Portland Corridor Trains Operated Under Contract for the Oregon Department of Transportation



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.

*RT = Roundtrip PDX-EUG

Amtrak Cascades Customer On-Time Performance Eugene-Portland Corridor Trains Operated Under Contract for the Oregon Department of Transportation



The data presented is based on the new federal standards for OTP. This new standard measures the timeliness of each individual passenger rather than the train and represents the percentage of customers who reached their stations in Oregon no later than 15 minutes after their published scheduled arrival time.