

Summary

The Oregon Department of Transportation (ODOT) co-funds the Amtrak Cascades intercity passenger rail service with the Washington State Department of Transportation (WSDOT). The findings in this report are specific to the Oregon portion of the route (Amtrak Cascades-Oregon) between Eugene and Portland. Ridership on Amtrak Cascades-Oregon for the fourth quarter (Q4) of 2025 was lower than Q4 of 2024 by 13 percent. On-time performance (OTP) for 2025 Q4 improved by 10 percent year-over-year.

Many delays are caused by opposing passenger trains, with only 12 train bypass sidings available between Eugene and Portland, spaced 8 to 10 miles apart.

The 13 capacity projects planned for expansion of Amtrak Cascades service from two daily roundtrips to six, discussed below, could help alleviate current infrastructure constraints.

Key Q4 Ridership and On-time Performance Drivers

A combination of train cancellations and vehicle capacity reductions during the holiday season could have affected ridership.

Oregon's on-time performance (OTP) for 2025 Q4 improved 10 percent from the previous quarter and 10 percent compared to the fourth quarter of 2024.

Status

Ridership for October - December 2025

Ridership in 2025 Q4 was 13 percent below the same quarter of 2024. (2024 Q4 had the highest quarterly ridership in the history of the service.) 2025 Q4 trains ran with 28 percent fewer seats compared to 2024 Q4 trains due to equipment shortages.

Despite the reduced seating capacity, 2025 ridership was the second highest for any quarter since service began in 1994.

On-Time Performance for October-December 2025

Eighty percent of northbound passengers traveling from Eugene to Portland reached their destination within 15 minutes of their scheduled arrival time. Sixty-six percent of southbound passengers from Portland to Eugene reached their destination within 15 minutes of their scheduled arrival time.

During 2025 Q4, every train that arrived at Portland or Eugene more than 15 minutes after its scheduled arrival time was analyzed to determine the primary reason for the late arrival. These trains reported several types of delay enroute, but after analysis the causes identified below were deemed primarily responsible for the late arrivals.

- Northbound, a total of 177 trains were run during 2025 Q4, of which 32 arrived more than 15 minutes late in Portland. Twelve (37 percent) were due to delays caused by freight trains encountered enroute, while seven resulted from interruption to traffic by law enforcement or intrusion by automobiles on the track. Five were due to opposing passenger trains, two were the

result of weather (downed trees or wires), two were attributable to passenger behavior, and four happened as various one-offs, each for a different reason.

- Southbound, a total of 178 trains were run, 52 of which arrived in Eugene more than 15 minutes late. Of these, 23 (44 percent) resulted from late arrival of the train in Portland from Washington State with no chance of recovery. Eleven were attributable to opposing passenger trains, eight involved law enforcement actions or vehicular intrusions, seven resulted from freight train interference, two were weather related (wind damage), and one resulted from a malfunction of the Steel Bridge draw span in Portland.

Current Progress and Next Quarter Look Ahead

Oregon State Rail Plan Update

Work on the Oregon State Rail Plan update is progressing well. Virtual open house events in December 2025 and January 2026 provided the public the opportunity to learn more about freight and passenger rail in Oregon and provide feedback. The draft plan is to be released for public review mid-2026, followed by a public hearing shortly thereafter. Approval of the final plan by the Oregon Transportation Commission is anticipated in late 2026.

Cascadia High-speed Rail Project

ODOT is a member of the Cascadia High-speed Rail Project Leadership Committee (PLC) that continues to meet on a frequent basis. Throughout the fall, the PLC provided input on three key documents, which were submitted to the Federal Railroad Administration. Two have been approved and approval of the third is expected in Q1 of 2026.

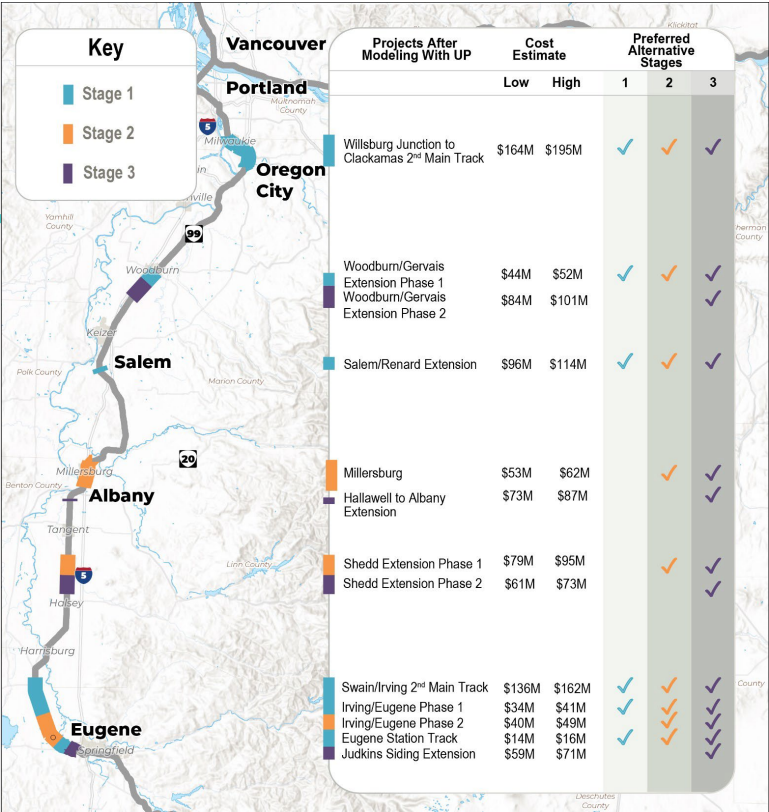
Oregon Amtrak Cascades Service Development Plan Implementation Plan

A blueprint for increasing Amtrak Cascades passenger trains between Eugene and Portland from the current two daily roundtrips to six daily roundtrips over the next 20 years has been approved by Union Pacific Railroad and the Federal Railroad Administration based on extensive modeling of the network. Thirteen priority capacity projects were identified to facilitate six daily Amtrak Cascades roundtrips plus the daily long-distance *Coast Starlight*. These projects are divided into three stages (see figure below). Because the entire Amtrak Cascades corridor from Eugene to Vancouver, B.C. attained federal Corridor Identification and Development Program status in 2023, these projects will be eligible for fast-track federal funding opportunities. However, grant eligibility will be dependent upon committing 20 percent local matching funds to leverage federal funding. The project list will be incorporated into the Oregon State Rail Plan update and become the official plan for growing passenger rail service in Oregon.

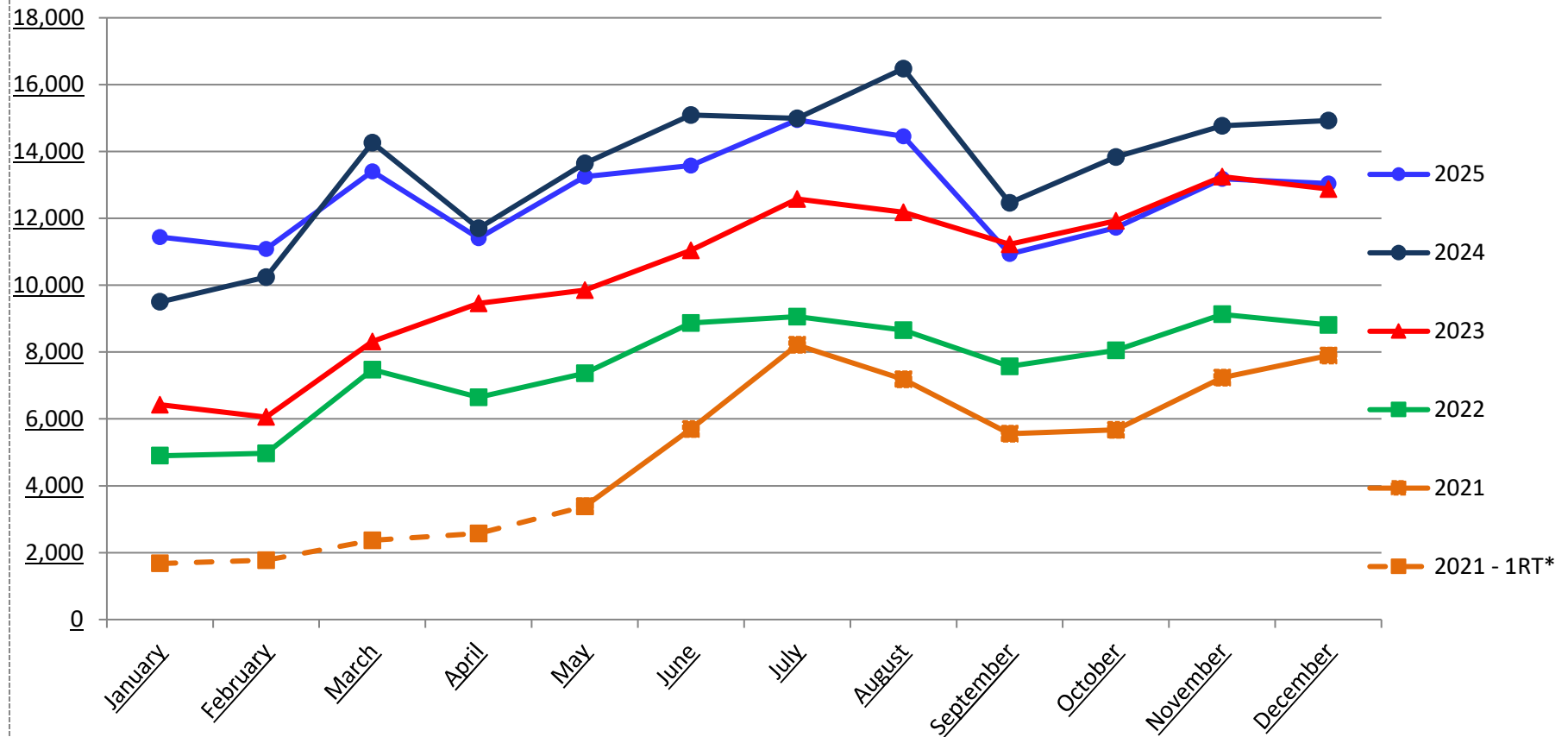
Goal - Increase Amtrak Cascades to 6 daily round trips between Portland and Eugene.

- Discrete Corridor Project Inventory created to achieve goal service level.
- ODOT, UP and FRA concurred on updates to move through CID

Stages	Cost Estimate	
	Low	High
1	\$490M	\$582M
2	\$172M	\$206M
3	\$279M	\$333M
Total	\$941M	\$1,121M



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.

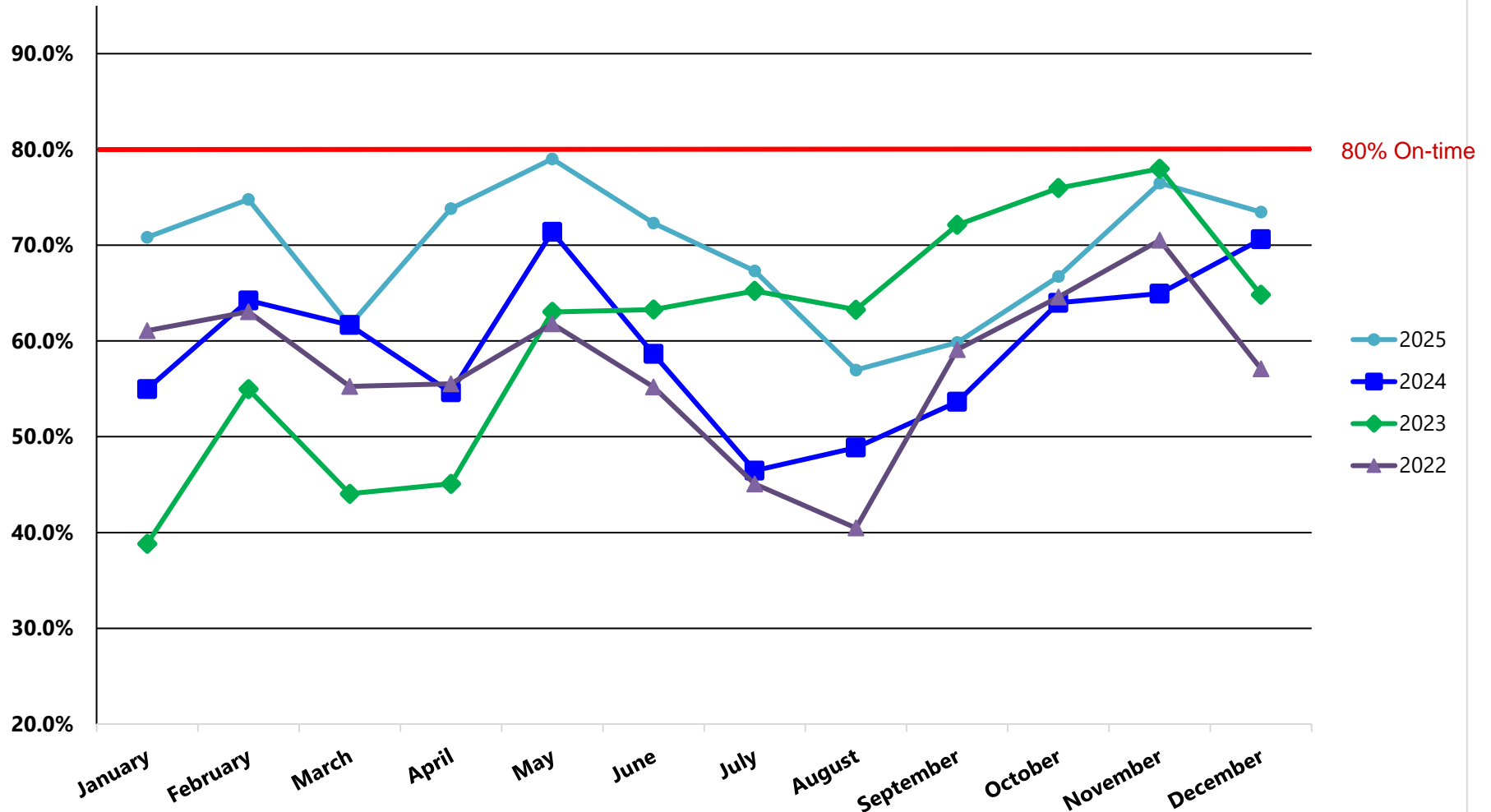
*RT = Roundtrip PDX-EUG

Amtrak Cascades 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
504	2025	2,960	2,945	3,745	2,986	3,728	3,798	3,883	4,017	3,357	3,325	3,714	3,751	42,209
508		2,629	2,808	3,375	2,991	3,268	3,331	3,682	3,373	2,490	2,956	3,320	3,345	37,568
Northbound Trains		5,589	5,753	7,120	5,977	6,996	7,129	7,565	7,390	5,847	6,281	7,034	7,096	79,777
503		2,708	2,505	3,327	2,781	3,079	3,348	3,888	3,743	2,495	2,618	3,090	3,200	36,782
507		3,140	2,825	2,958	2,651	3,169	3,103	3,491	3,322	2,593	2,817	3,060	2,741	35,870
Southbound Trains		5,848	5,330	6,285	5,432	6,248	6,451	7,379	7,065	5,088	5,435	6,150	5,941	72,652
All		11,437	11,083	13,405	11,409	13,244	13,580	14,944	14,455	10,935	11,716	13,184	13,037	152,429
504	2024	2,219	2,850	3,965	3,227	3,795	4,366	4,237	5,140	3,695	4,427	4,155	4,232	46,308
508		2,287	2,415	3,499	2,785	3,331	3,390	3,371	3,440	2,792	2,750	3,663	3,546	37,269
Northbound Trains		4,506	5,265	7,464	6,012	7,126	7,756	7,608	8,580	6,487	7,177	7,818	7,778	83,577
505		2,602	2,175	3,313	2,715	2,982	1,027							14,814
507		2,397	2,803	3,482	2,975	3,536	3,641	3,680	4,158	3,006	3,645	3,453	3,247	40,023
503							2,664	3,702	3,741	2,971	3,009	3,499	3,899	23,485
Southbound Trains		4,999	4,978	6,795	5,690	6,518	7,332	7,382	7,899	5,977	6,654	6,952	7,146	78,322
All		9,505	10,243	14,259	11,702	13,644	15,088	14,990	16,479	12,464	13,831	14,770	14,924	161,899
500	2023	1,469	1,526	2,253	1,844	2,146	2,323	2,653	2,670	2,554	2,546	2,768	786	25,538
504													2,462	2,462
508		1,288	1,348	1,897	2,346	2,571	2,788	3,152	2,957	2,759	3,209	3,526	3,358	31,199
Northbound Trains		2,757	2,874	4,150	4,190	4,717	5,111	5,805	5,627	5,313	5,755	6,294	6,606	59,199
503		2,018	1,720	2,253	2,527	2,514	3,034	3,346	3,263	2,838	2,924	3,453	822	30,712
505		1,647	1,465	1,915	2,739	2,620	2,900	3,431	3,293	3,069	3,249	3,504	3,406	33,238
507													2,044	2,044
Southbound Trains		3,665	3,185	4,168	5,266	5,134	5,934	6,777	6,556	5,907	6,173	6,957	6,272	65,994
All		6,422	6,059	8,318	9,456	9,851	11,045	12,582	12,183	11,220	11,928	13,251	12,878	125,193
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2022	999	1,032	1,587	1,430	1,637	1,863	1,804	1,956	1,693	1,762	1,903	2,168	19,834
508		1,246	1,392	2,023	1,712	1,835	2,283	2,399	2,281	1,885	2,098	2,361	2,243	23,758
Northbound Trains		2,245	2,424	3,610	3,142	3,472	4,146	4,203	4,237	3,578	3,860	4,264	4,411	43,592
503		1,354	1,304	1,980	1,803	2,063	2,790	2,744	2,455	2,114	2,036	2,297	2,205	25,145
505		1,303	1,245	1,887	1,699	1,830	1,936	2,115	1,963	1,880	2,160	2,571	2,192	22,781
Southbound Trains		2,657	2,549	3,867	3,502	3,893	4,726	4,859	4,418	3,994	4,196	4,868	4,397	47,926
All		4,902	4,973	7,477	6,644	7,365	8,872	9,062	8,655	7,572	8,056	9,132	8,808	91,518

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.

Amtrak Cascades

Customer 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
504	2	84.7%	90.2%	80.0%	96.2%	88.9%	74.1%	91.6%	94.4%	73.0%	88.3%	94.1%	89.9%	87.3%
508		65.3%	69.5%	71.3%	71.9%	59.4%	61.4%	65.9%	45.8%	66.4%	65.0%	69.8%	68.4%	64.8%
Northbound Trains	0	74.6%	78.7%	75.6%	83.2%	74.3%	68.0%	78.5%	71.7%	70.0%	76.9%	82.1%	79.5%	76.1%
503	2	78.7%	83.6%	52.7%	80.0%	89.4%	81.1%	63.0%	58.4%	62.1%	76.0%	81.5%	79.1%	73.9%
507		59.7%	62.2%	49.5%	53.2%	75.8%	69.5%	57.2%	34.7%	43.1%	44.2%	62.6%	56.5%	56.1%
Southbound Trains	5	68.5%	72.1%	50.9%	66.9%	82.5%	75.4%	60.2%	47.2%	52.4%	58.9%	72.2%	68.8%	65.0%
All		70.8%	74.8%	61.6%	73.8%	79.0%	72.3%	67.3%	57.0%	59.9%	66.7%	76.5%	73.5%	69.6%
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
504	2	69.3%	97.9%	82.5%	92.3%	87.4%	85.9%	73.2%	63.0%	84.2%	81.1%	84.3%	88.9%	82.8%
508		48.2%	57.0%	62.8%	55.1%	60.3%	58.4%	41.7%	36.7%	48.4%	53.2%	53.8%	66.8%	54.3%
Northbound Trains	0	57.2%	75.7%	71.7%	72.6%	72.7%	72.4%	56.5%	49.7%	66.4%	67.7%	69.1%	78.8%	68.3%
505	2	54.6%	67.7%	67.7%	58.5%	81.8%	42.0%							64.9%
507		52.7%	48.7%	43.0%	28.3%	60.9%	48.8%	46.9%	46.6%	41.3%	66.1%	76.3%	55.1%	50.6%
503	4						54.8%	34.5%	50.2%	84.7%	56.6%	43.9%	67.2%	52.0%
Southbound Trains		53.7%	56.9%	55.1%	42.9%	70.5%	50.1%	40.6%	48.4%	47.2%	61.5%	60.2%	61.7%	53.7%
All		55.0%	64.2%	61.7%	54.6%	71.4%	58.6%	46.5%	48.9%	53.6%	64.0%	64.9%	70.6%	59.7%
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2	51.3%	52.4%	44.1%	77.2%	78.5%	86.4%	93.9%	78.3%	93.6%	89.3%	94.3%	84.8%	80.3%
504													90.4%	
508	0	75.6%	74.7%	56.4%	38.9%	61.1%	40.5%	43.2%	51.7%	76.3%	78.2%	63.6%	59.2%	58.6%
Northbound Trains		61.2%	62.0%	49.9%	50.8%	66.7%	56.0%	59.8%	61.1%	82.0%	81.8%	74.7%	72.4%	67.1%
503	2	59.8%	47.6%	47.0%	44.6%	78.5%	65.5%	78.3%	72.6%	70.6%	79.9%	81.0%	61.9%	68.2%
505		-58.8%	61.3%	30.0%	40.6%	44.3%	67.7%	57.6%	55.8%	64.0%	66.3%	78.7%	72.7%	58.7%
507	3												73.6%	
Southbound Trains		29.9%	52.0%	41.2%	42.5%	61.2%	66.5%	67.7%	64.2%	67.2%	72.8%	79.8%	57.8%	62.5%
All		38.8%	55.0%	44.0%	45.1%	63.0%	63.3%	65.2%	63.3%	72.1%	76.0%	78.0%	64.8%	64.0%
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2	73.6%	85.3%	88.7%	95.5%	78.6%	74.8%	65.5%	80.4%	86.4%	63.5%	75.2%	72.9%	77.6%
508		68.0%	38.1%	55.4%	38.8%	56.4%	61.8%	48.0%	42.5%	49.6%	81.4%	79.5%	69.3%	58.3%
Northbound Trains	0	69.7%	53.5%	65.4%	54.9%	63.8%	66.1%	53.6%	54.7%	62.5%	75.8%	77.9%	70.6%	64.6%
503	2	50.6%	69.2%	44.5%	59.8%	56.1%	53.2%	49.2%	32.5%	68.2%	58.9%	79.7%	56.5%	55.9%
505		64.3%	66.6%	57.0%	51.5%	66.3%	46.9%	31.7%	37.1%	45.8%	59.7%	55.7%	45.5%	51.4%
Southbound Trains	2	57.3%	67.9%	50.5%	55.8%	60.9%	50.7%	41.6%	34.6%	57.7%	59.3%	67.1%	50.7%	53.8%
All	2	61.1%	63.0%	55.3%	55.5%	61.8%	55.2%	45.1%	40.5%	59.1%	64.6%	70.5%	57.1%	57.1%