

## 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 first quarter of 2026 was slightly lower than the first quarter of 2025. Customer on-time performance improved during this quarter.

## Status

### *Ridership for January – March 2026*

- Ridership in the first quarter of 2026 decreased by 4 percent compared to the first quarter of 2025.
- Ridership followed previous trends with decreases in January and February and an increase in March coinciding with spring break travel.
- Key drivers of ridership for this quarter are high gas prices, spring break travel, and increased public awareness of train travel because of advance marketing highlighting new train equipment that will join the Amtrak Cascades fleet later in 2026.

### *On-Time Performance for January – March 2026*

- In 2021, the Federal Railroad Administration (FRA) directed Amtrak to measure on-time performance based on individual passenger experience (also referenced as Customer On-time Performance). This method simply counts as “on-time” the number of passengers who arrive at their destinations within 15 minutes of their train’s scheduled arrival time. The number of passengers who arrived at their destinations more than 15 minutes after their scheduled arrival detracted from on-time performance percentages. During the first quarter of 2026, OTP improved by 8 percent compared to the first quarter of 2025. Overall OTP has improved since last August, with the exception of December 2025 and February 2026.
- Eighty-four percent of northbound passengers traveling between Eugene and Portland reached their destinations on-time and 71 percent of southbound passengers between Portland and Eugene reached their destinations on-time. These percentages include passengers destined for the intermediate cities of Oregon City, Salem and Albany as well as the end points. During the first quarter the greatest number of delay minutes was caused by temporary speed restrictions imposed by track maintenance or short-lived anomalies. Interference from other passenger and freight trains sharing the line were the next two highest contributors of delay minutes. Combined, these delay causes accounted for 64 percent of all delay minutes January through March.
- All trains that arrived at Portland or Eugene more than 15 minutes after their scheduled arrival time were analyzed to determine the primary reason for the late arrival.
  - Of trains traveling northbound from Eugene to Portland, 175 trains were run with 19 late arrivals. Seven were late because of enroute freight train interference, four were delayed by law enforcement responses or obstructions by externals, three resulted from maintenance-imposed speed

reductions, two resulted from encounters with opposing passenger trains, two resulted from signal problems, and one was caused due to late arrival of equipment in Eugene.

- Of trains traveling southbound from Portland to Eugene, 176 trains were operated with 45 late arrivals. Fourteen were caused by enroute freight train interference, 13 entailed late train arrivals in Portland from Washington, six were due to encounters with opposing passenger trains, six involved responses by law enforcement or obstructions by externals, two resulted from signal problems, two involved track slow orders, one resulted from a car door issue, and one was weather related.

## **Current Progress and Next Quarter Look Ahead**

### ***Oregon State Rail Plan Update***

Work on the Oregon State Rail Plan (OSRP) update is progressing. The Oregon Transportation Commission (OTC) will be briefed in May 2026 with an overview on the state of passenger and freight rail in Oregon, goals, key trends and forecasts, and public benefits of rail. The OTC will also be briefed on their role in rail policy. Stakeholder engagement continued with a March meeting with the Oregon Rail Users' League (ORULE). Draft chapters of the OSRP are being evaluated and reviewed by ODOT staff, followed by briefings to the Rail Advisory Committee. The draft OSRP will be released for public review mid-2026 with a subsequent public hearing. OTC approval of the final plan is anticipated in late 2026.

### ***Cascadia High-speed Rail Project***

ODOT is a jurisdictional partner of the Cascadia High-speed Rail Project and a member of the Project Leadership Committee (PLC) and Executive Committee that meet regularly. Throughout the winter, the PLC participated in a workshop that focused on narrowing down and identifying highly sensitive areas and the development of criteria to use that information when reviewing potential areas where high speed rail could be sited along the corridor from Portland, Oregon stretching to Vancouver, British Columbia. The next phase of work this spring will be refinement of comparators to further delineate these corridors.

### ***Oregon Amtrak Cascades Service Development Plan Implementation Plan***

ODOT worked with the Union Pacific Railroad and the FRA to conduct modeling of the Oregon portion of the Amtrak Cascades service. Thirteen priority capacity projects were identified to work toward incrementally adding passenger train frequency and improve OTP. These projects are divided into three stages (see figure below). Per previous conversations with the FRA, 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. Grant eligibility will be dependent upon committing 20 percent local matching funds to leverage federal funding. The project list will be incorporated into the OSRP update and become the official plan for growing passenger rail service in Oregon.

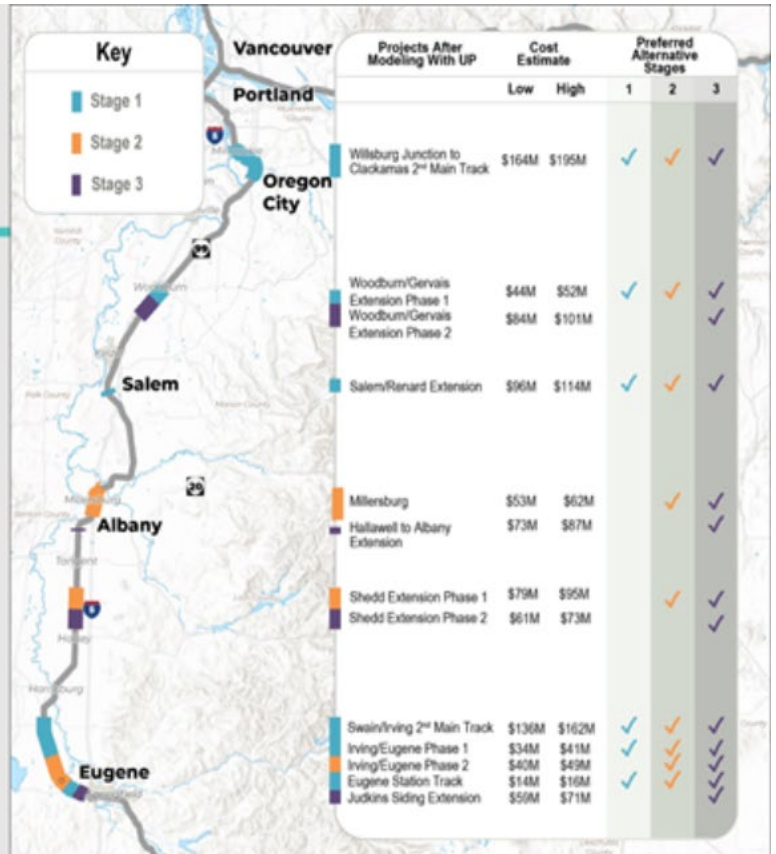
Recent proposed cuts by the Trump administration could have significant impacts on rail operations in Oregon. Depending upon when the cuts occur, the elimination of the Federal-State Partnership for Intercity Passenger Rail Grant Program could cancel ODOT's grant applications for two projects, the Eugene Station Layover Track Project and the

Willbridge Crossovers Project. These are two projects that ODOT has worked for over two decades to complete and are in a position to reach project completion in the next few years pending a successful grant application.

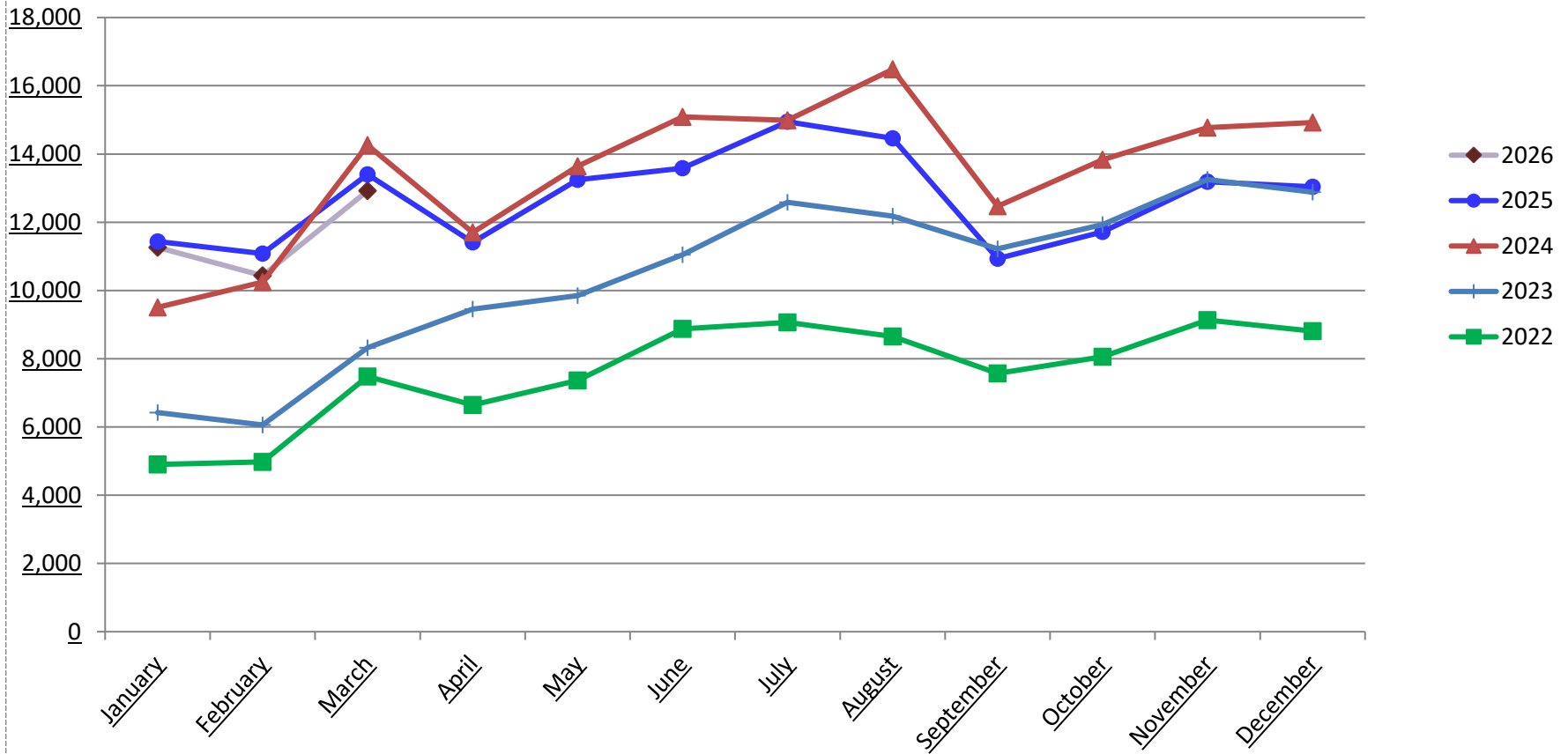
## Goal - Increase Amtrak Cascades to 6 daily round trips between Portland and Eugene.

- 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
<b>Total</b>	<b>\$941M</b>	<b>\$1,121M</b>



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



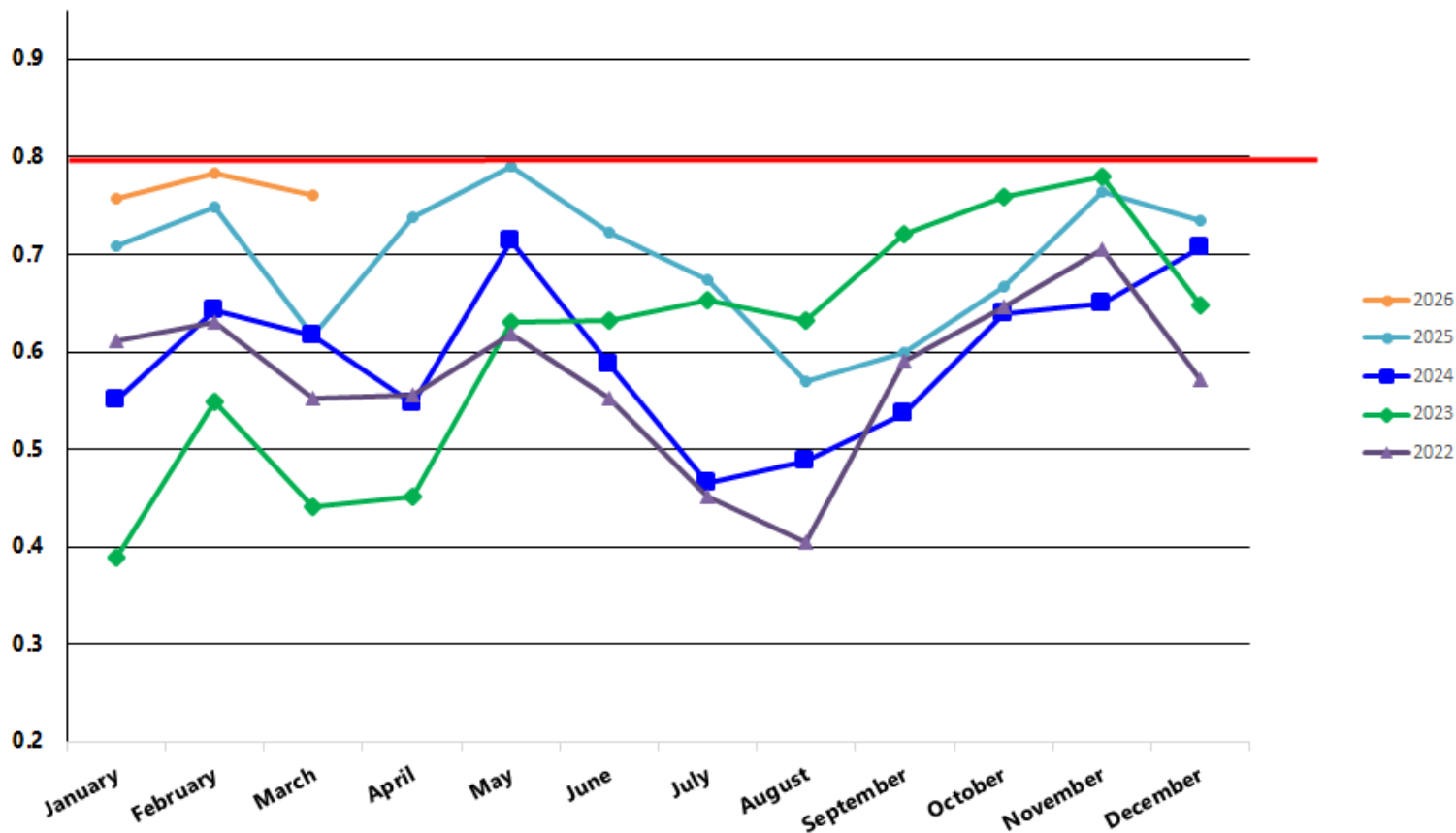
## Amtrak Cascades Ridership in the Eugene-Portland Corridor

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	<b>2 0 2 6</b>	3,111	2,953	3,843										9,907	
508		2,659	2,744	3,136										8,539	
Northbound Trains		5,770	5,697	6,979	0	0	0	0	0	0	0	0	0	0	18,446
503		2,692	2,401	2,958											8,051
507		2,799	2,336	2,983											8,118
Southbound Trains		5,491	4,737	5,941	0	0	0	0	0	0	0	0	0	0	16,169
<b>All</b>		<b>11,261</b>	<b>10,434</b>	<b>12,920</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34,615</b>
504	<b>2 0 2 5</b>	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	
<b>All</b>		<b>11,437</b>	<b>11,083</b>	<b>13,405</b>	<b>11,409</b>	<b>13,244</b>	<b>13,580</b>	<b>14,944</b>	<b>14,455</b>	<b>10,935</b>	<b>11,716</b>	<b>13,184</b>	<b>13,037</b>	<b>152,429</b>	
504	<b>2 0 2 4</b>	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	
<b>All</b>	<b>9,505</b>	<b>10,243</b>	<b>14,259</b>	<b>11,702</b>	<b>13,644</b>	<b>15,088</b>	<b>14,990</b>	<b>16,479</b>	<b>12,464</b>	<b>13,831</b>	<b>14,770</b>	<b>14,924</b>	<b>161,899</b>		
500	<b>2 0 2 3</b>	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		
<b>All</b>	<b>6,422</b>	<b>6,059</b>	<b>8,318</b>	<b>9,456</b>	<b>9,851</b>	<b>11,045</b>	<b>12,582</b>	<b>12,183</b>	<b>11,220</b>	<b>11,928</b>	<b>13,251</b>	<b>12,878</b>	<b>125,193</b>		
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	
500	<b>2 0 2 2</b>	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	
<b>All</b>		<b>4,902</b>	<b>4,973</b>	<b>7,477</b>	<b>6,644</b>	<b>7,365</b>	<b>8,872</b>	<b>9,062</b>	<b>8,655</b>	<b>7,572</b>	<b>8,056</b>	<b>9,132</b>	<b>8,808</b>	<b>91,518</b>	

# 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	93.1%	86.6%	88.9%										
508		78.7%	76.7%	81.2%										
Northbound Trains	0	85.9%	81.4%	85.3%										
503	2	74.9%	90.6%	69.8%										
507		62.7%	60.9%	68.1%										
Southbound Trains	6	68.6%	75.9%	68.9%										
All		75.8%	78.4%	76.1%										
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%
Southbound Trains	4						54.8%	34.5%	50.2%	84.7%	56.6%	43.9%	67.2%	52.0%
All		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%
		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%
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%
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%