

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 2026 increased 8 percent over the second quarter of 2025. Customer on-time performance decreased 6 percent during this quarter over the second quarter of 2025.

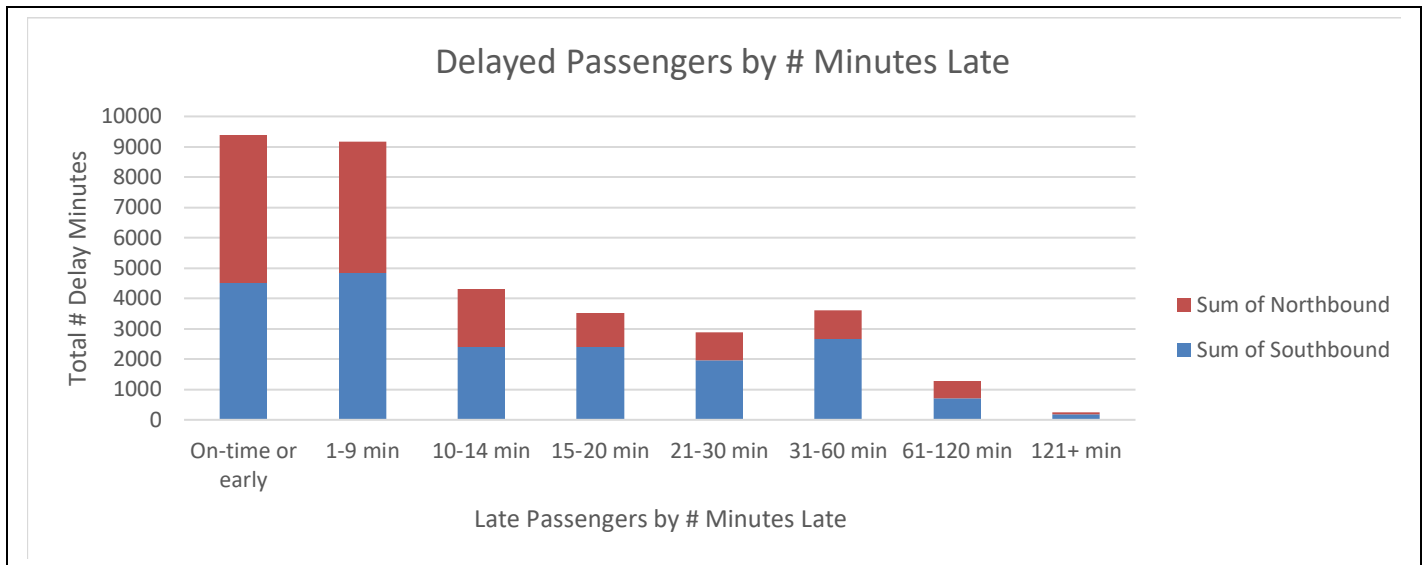
Status

Ridership for April-June 2026

- Ridership in the second quarter of 2026 increased by 8 percent compared to the second quarter of 2025. An increase at this stage of our service is notable because the aging AmFleet trains have reduced capacity.
- Key drivers of ridership for this quarter are high gas prices, events like the World Cup, graduations and Father's Day.

On-Time Performance for April-June 2026

- During the second quarter of 2026, OTP decreased by 6 percent compared to the second quarter of 2025. Overall OTP for 2026 has increased 2 percent.
- 78 percent of northbound passengers traveling between Eugene and Portland reached their destinations on-time and 62 percent of southbound passengers between Portland and Eugene reached their destinations on-time. During the second quarter, the greatest number of delay minutes were caused by slow orders, which require trains to slow down due to track conditions and obstacles. Freight train interference and passenger train interference were the next two highest contributors of delay minutes. Combined, these delay causes accounted for 57 percent of all delay minutes April through June.
- The chart below shows how long passengers were delayed and can help Amtrak correct reasons for delays in the future. **Eighty-five percent** of Amtrak Cascades-Oregon passengers were either on-time, or within 30 minutes of their originally scheduled arrival time.



Current Progress and Next Quarter Look Ahead

Oregon State Rail Plan Update

The Oregon Transportation Commission (OTC) was briefed in an overview on the state of passenger and freight rail in Oregon, goals, key trends and forecasts, and public benefits of rail in May 2026. 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 and public survey. OTC approval of the final plan is anticipated in early 2027.

Amtrak Airo Trainsets

Amtrak is preparing to introduce new, modern trainsets the Amtrak Cascades service as part of a nationwide fleet modernization effort. The Amtrak Cascades will launch the first Airos in the fall. They can currently be seen on the line between Eugene and Vancouver, B.C. during testing. At launch, a portion of departures will feature the new equipment, with additional Airo trainsets phased into service as they become available. As these new trainsets enter service, they will gradually replace legacy equipment currently used on the route. To mark this significant milestone, ODOT, WSDOT, and Amtrak are coordinating celebratory events to welcome the new equipment, with additional details to be announced after the new trains complete testing for operations, maintenance, and onboard service.

Cascadia High-Speed Rail Project

During the current phase of work, wide corridor graphics were produced which outlined potential route areas. The next phase of work this fall will be the sector studies that will be used to inform this phase of the service development plan work. In addition, planning is underway for the next phase of work, which will include route and service options.

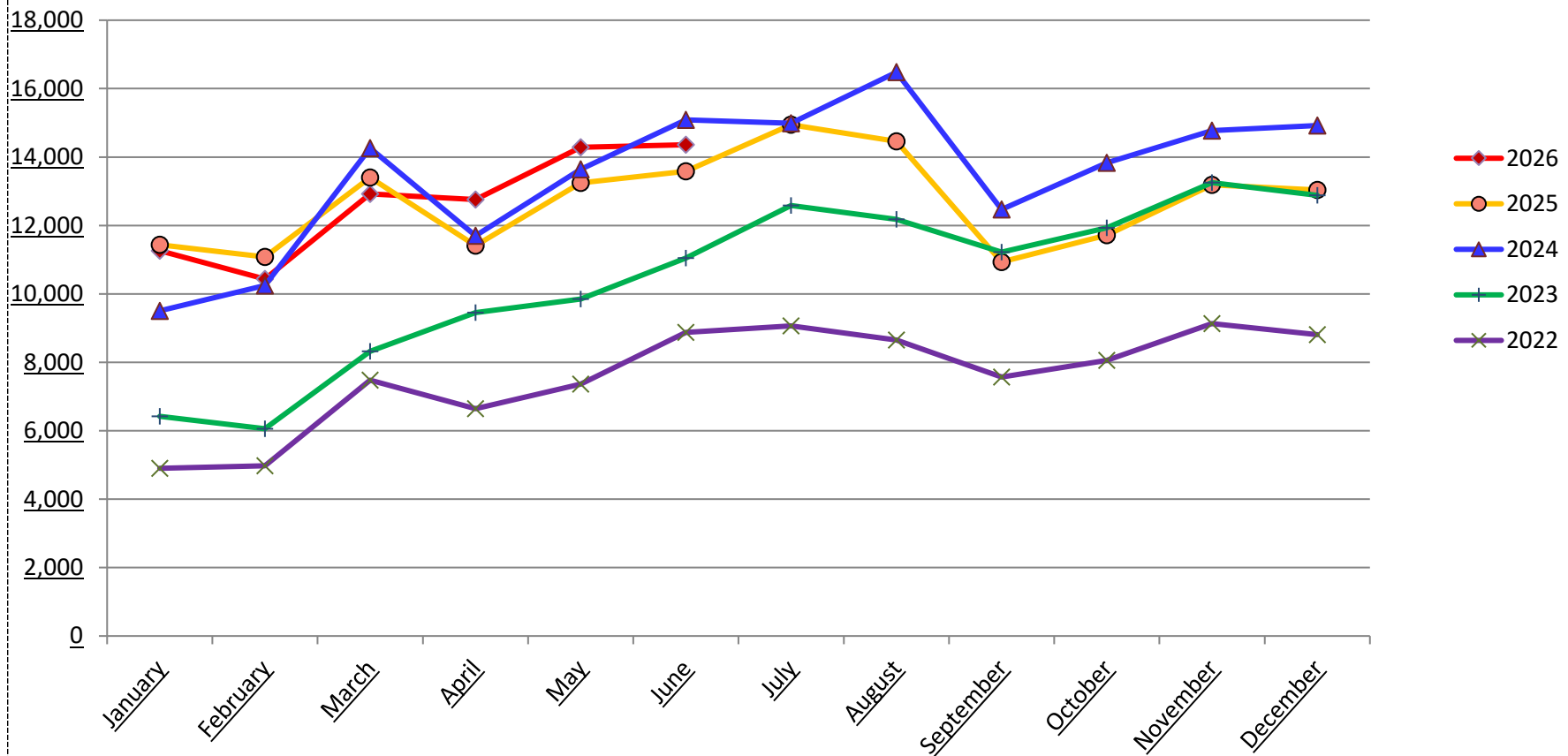
Oregon Amtrak Cascades Service Development Plan Implementation Plan

ODOT continues to finalize the Amtrak Cascades Service Development Plan Implementation Plan which includes a discrete list of capital projects to be constructed on Union Pacific Railroad between Portland and Eugene. These identified projects will provide sufficient capacity to achieve the preferred alternative of the 2021 Service Development

Plan of six daily round trips over a planning horizon of 20 years. The work was led by ODOT between 2023 and 2026 in close coordination with Union Pacific, the Federal Railroad Administration (FRA), and Amtrak. This new work will be incorporated into an updated Service Development Plan for submission to the FRA when the Amtrak Cascades corridor officially enters the second step of the federal Corridor Identification and Development Program (CIDP) for the Amtrak Cascades corridor (anticipated later this year), CIDP is slated to fund 80% of all work on Amtrak Cascades corridor capital improvements.

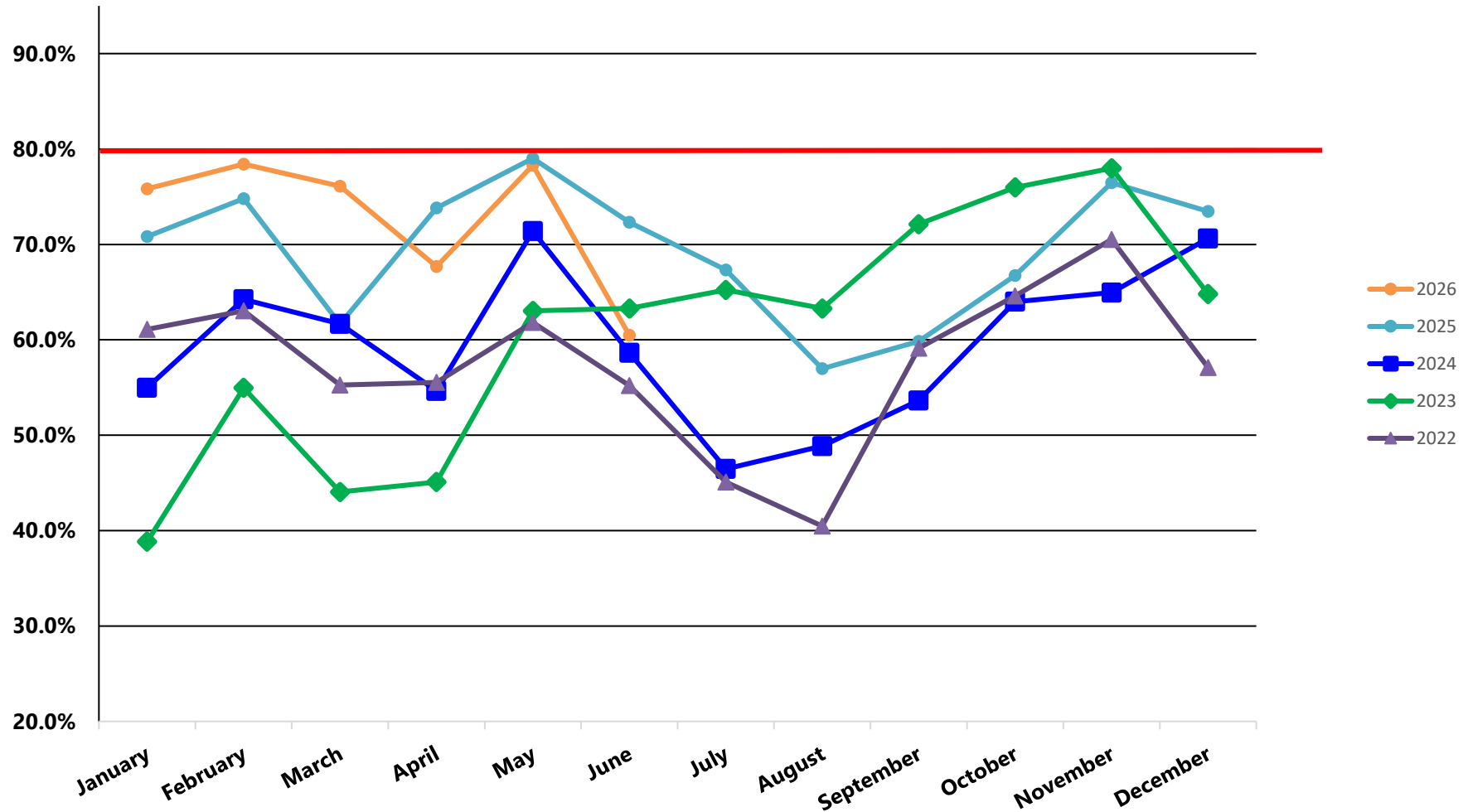
ODOT has federal grant applications pending for two projects in Oregon. One would construct a layover track for Amtrak Cascades trains at Eugene's downtown depot, and the other would replace low-speed crossover switches with higher-speed switches at Willbridge, a key control point on the railroad 4 miles north of Portland Union Station. Both projects were submitted in February as candidates for the FY 24-25 Federal-State Partnership for Intercity Passenger Rail Grant Program and were submitted a second time (as a backup plan) in June under a Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) discretionary funding opportunity.

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	2	3,111	2,953	3,843	3,560	4,016	4,025							21,508
508		2,659	2,744	3,136	3,262	3,329	3,520							18,650
Northbound Trains	0	5,770	5,697	6,979	6,822	7,345	7,545	0	0	0	0	0	0	40,158
503	2	2,692	2,401	2,958	3,007	3,345	3,721							18,124
507		2,799	2,336	2,983	2,929	3,296	3,093							17,436
Southbound Trains	6	5,491	4,737	5,941	5,936	6,641	6,814	0	0	0	0	0	0	35,560
All		11,261	10,434	12,920	12,758	13,986	14,359	0	0	0	0	0	0	75,718
504	2	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	0	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	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	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	2	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	0	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	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	4						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	2	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	0	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	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	3												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	2	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	0	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	2	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	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
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2	714	839	1,106	1,159	1,267	1,305	1,857	1,727	1,423	1,289	1,501	1,605	15,792
508						287	1,250	1,948	1,602	1,337	1,399	1,967	2,179	11,969
Northbound Trains	0	714	839	1,106	1,159	1,554	2,555	3,805	3,329	2,760	2,688	3,468	3,784	27,761
503	2					304	1,682	2,261	1,929	1,423	1,485	1,911	2,349	13,344
505		968	938	1,268	1,420	1,530	1,462	2,149	1,931	1,377	1,500	1,862	1,761	18,166
Southbound Trains	1	968	938	1,268	1,420	1,834	3,144	4,410	3,860	2,800	2,985	3,773	4,110	31,510
All		1,682	1,777	2,374	2,579	3,388	5,699	8,215	7,189	5,560	5,673	7,241	7,894	59,271
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2	1,357	1,359	606	194	328	615	737	812	730	853	854	765	9,210
506		832	871	297										2,000
508	0	1,557	1,597	760										3,914
Northbound Trains		3,746	3,827	1,663	194	328	615	737	812	730	853	854	765	15,124
511 (M-F)	2	474	464	228										1,166
513 (S-S-H)		445	438	131										1,014
505	0	2,535	2,286	1,172	237	460	833	871	920	851	1,095	1,099	966	13,325
Southbound Trains		3,454	3,188	1,531	237	460	833	871	920	851	1,095	1,099	966	15,505
All		7,200	7,015	3,194	431	788	1,448	1,608	1,732	1,581	1,948	1,953	1,731	30,629
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2	1,528	1,307	1,749	1,682	1,779	1,812	1,986	2,156	1,656	1,817	1,418	1,780	20,670
506		441	645	978	731	840	1,070	974	1,089	929	823	1,571	1,231	11,322
508	0	1,329	1,435	1,981	1,814	2,015	1,930	2,153	2,182	1,718	2,099	2,261	2,233	23,150
Northbound Trains		3,298	3,387	4,708	4,227	4,634	4,812	5,113	5,427	4,303	4,739	5,250	5,244	55,142
511 (M-F)	1	395	392	561	558	568	675	789	760	572	744	586	730	7,330
513 (S-S-H)		260	334	545	352	397	536	486	513	435	367	802	696	5,723
505	9	2,383	2,170	2,892	2,598	2,987	3,043	3,559	3,530	2,893	2,750	3,033	3,152	34,990
Southbound Trains		3,038	2,896	3,998	3,508	3,952	4,254	4,834	4,803	3,900	3,861	4,421	4,578	48,043
All		6,336	6,283	8,706	7,735	8,586	9,066	9,947	10,230	8,203	8,600	9,671	9,822	103,185

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%	85.8%	95.3%	86.9%							
508		78.7%	76.7%	81.2%	68.8%	64.5%	64.7%							
Northbound Trains	0	85.9%	81.4%	85.3%	77.1%	80.3%	76.5%							
503		74.9%	90.6%	69.8%	69.0%	77.1%	51.0%							
507	2	62.7%	60.9%	68.1%	51.9%	76.3%	45.8%							
Southbound Trains		68.6%	75.9%	68.9%	60.5%	76.7%	48.7%							
All	6	75.8%	78.4%	76.1%	67.7%	78.3%	60.5%							
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		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	2	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		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	5	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		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	2	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		54.6%	67.7%	67.7%	58.5%	81.8%	42.0%							64.9%
507	2	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							54.8%	34.5%	50.2%	84.7%	56.6%	43.9%	67.2%	52.0%
Southbound Trains	4	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		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	2												90.4%	
508		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	0	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		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%
TRAIN		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
500	2	77.1%	77.9%	71.5%	93.9%	91.2%	87.2%	90.2%	84.7%	91.9%	90.9%	72.4%	70.8%	83.6%
508						60.0%	41.0%	72.1%	28.4%	67.0%	62.7%	37.5%	54.0%	52.0%
Northbound Trains	0	77.1%	77.9%	71.5%	93.9%	83.3%	59.7%	77.9%	49.4%	76.3%	72.6%	48.1%	59.0%	65.6%
503	2					59.4%	39.4%	59.7%	12.1%	56.3%	41.4%	53.5%	45.0%	44.5%
505		60.8%	50.6%	64.7%	56.5%	63.3%	53.6%	24.3%	28.3%	53.0%	40.9%	50.2%	47.7%	47.3%
Southbound Trains	1	64.2%	57.7%	66.4%	65.3%	68.0%	50.1%	52.4%	28.3%	61.6%	51.4%	50.7%	50.1%	51.8%
All		64.2%	57.7%	66.4%	65.3%	68.0%	50.1%	52.4%	28.3%	61.6%	51.4%	50.7%	50.1%	51.8%