



# Amtrak Cascades - Oregon 2025 Annual Performance Report

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# Amtrak Cascades Oregon Overview 2025

- The Oregon Department of Transportation (ODOT) manages the Amtrak Cascades intercity passenger rail service along the Pacific Northwest Rail Corridor in partnership with the Washington State Department of Transportation (WSDOT). The route encompasses two countries, three states, 18 stations, and approximately 460 miles of wild northwest scenery. The states pay Amtrak to operate the Amtrak Cascades corridor from Eugene to Vancouver, B.C. The stations served in Oregon are Portland, Oregon City, Salem, Albany, and Eugene.
- Passenger rail is part of the state's intermodal and intercity public transportation system. It provides an important transportation option for residents and visitors traveling the increasingly congested I-5 Corridor and connects Oregon's communities, regional and out-of-state destinations.
- This report provides annual performance data for the Oregon portion of the Amtrak Cascades corridor in 2025. It also provides a historical perspective of trends in ridership, passenger miles, and customer on-time performance. It is intended as a quick reference for citizens, policymakers, and interested parties on the state-sponsored passenger rail program.
- Ridership in 2025 decreased 8 percent year-over-year for the entire Amtrak Cascades corridor. Ridership in 2025 specifically in Oregon decreased 6 percent. Ridership in 2024 broke records for both Amtrak Cascades and Amtrak's wider network. Ridership in 2025 was almost as high as 2024 but slightly decreased due to an unexpected halting of the service. Amtrak substituted 28 Horizon trainsets with 21 AmFleet trainsets during the very heavily traveled week of spring break 2025. This equipment has lower capacity.
- On-time performance on the Oregon portion of the Amtrak Cascades corridor increased 12 percent from 58 percent of customers arriving on time in 2024 to 70 percent of customers arriving on time in 2025.

# FY2025 Sets Records for the Amtrak National Network

The State of Oregon works in partnership with the State of Washington, the Canadian Ministry of Transportation, and Amtrak to operate the regional route, Amtrak Cascades. The Amtrak national network had a record-breaking year in federal fiscal year (OCT-SEP) 2025. The following [information](#) refers to the Amtrak national network:



- Amtrak achieved a record 34.5 million customer trips in federal fiscal year 2025, a 5.1 percent increase over FY2024.
- Amtrak reported adjusted ticket revenue of \$2.7 billion. This represents a 10.4 percent increase year-over-year.
- During the 2025 fiscal year, Amtrak spent a record \$5.5 billion on capital expenditures.
- Amtrak passengers clocked in a new record traveling a collective 6.9 billion miles in 2025.

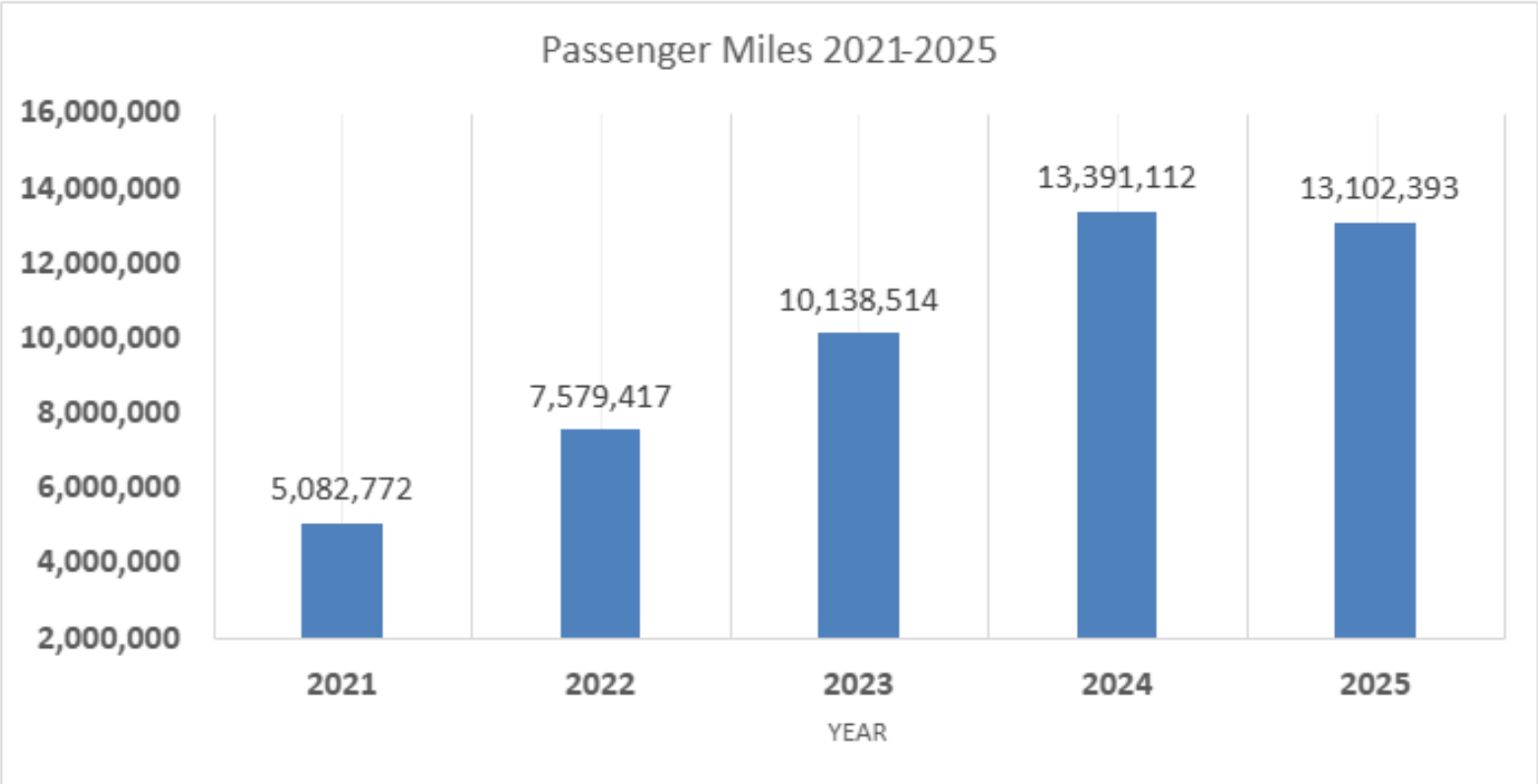
5-Year  
Ridership  
with  
Historical  
References

Year	Ridership	Notable Events
2021	59,271	Passenger rail service on the Amtrak Cascades corridor was incrementally restored from two trains daily to eight. A second daily round trip between Seattle and Eugene and a third daily round trip between Seattle and Portland began operations on May 24, 2021. Amtrak Cascades trains returned to the Point Defiance Bypass on November 18, 2021.
2022	91,518	ODOT launched the <a href="https://www.amtrakoregon.com">AmtrakOregon.com</a> website to increase public awareness and ridership. From January to August 2022, Amtrak and ODOT enacted an educational campaign and enhanced safety measures to promote passenger rail services. During the campaign period, ridership increased 176 percent despite reduced service levels.
2023	125,932	A second round trip from Portland to Vancouver, B.C. was added to the Amtrak Cascades route on March 6, 2023. Two additional round trips between Seattle and Portland were added on December 11, 2023, bringing seat capacity to its highest since 2017.
2024	161,899	Ridership was higher than pre-pandemic years, and Amtrak Cascades-Oregon experienced its highest ridership in the history of the service in 2024. Along with a post-pandemic surge in leisure travel, the train schedule in Oregon was changed in June to accommodate a later morning departure that has been popular with passengers likely driving higher ridership.
2025	152,429	Ridership in 2025 started strong, with record setting ridership in January and February. On March 26, 2025, Amtrak indefinitely suspended all Horizon coach cars nationally for safety reasons. This created an equipment shortage for Amtrak Cascades in the middle of Spring Break 2025. While the Horizon fleet was quickly replaced, the smaller, older AmFleet trainsets may have contributed to a decline in ridership.

# Passenger Miles – 2025

Passenger Miles Decreased by 2 Percent in 2025 over 2024

Amtrak Cascades passenger miles are the miles traveled by Amtrak Cascades passengers between their origin and destination stations along the corridor. This chart provides passenger miles traveled on the Oregon portion of the Amtrak Cascades corridor.



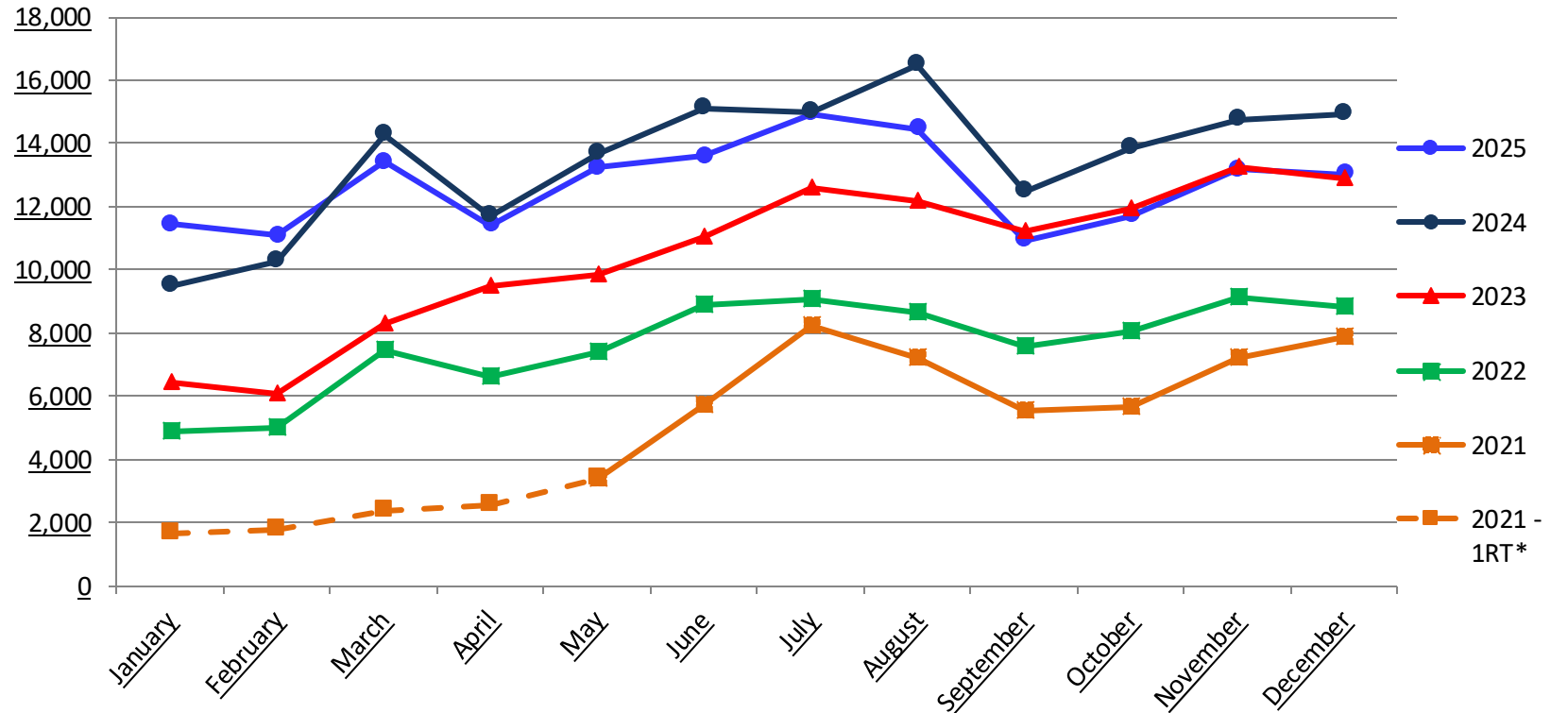
\* Source: Amtrak Revenue and Ridership reports

# Amtrak Cascades - Oregon 5-Year Monthly Ridership Comparison 2021-2025

ODOT monitors and evaluates ridership on Amtrak Cascades trains to determine which trains attract the most passengers. ODOT and WSDOT coordinate on the analyses of ridership data to consider train fare and schedule adjustments that are intended to optimize ridership.

Passenger ridership in 2025 was strong and exceeded all previous years except 2024 (-6 percent) but far exceeded 2023 by an increase of 22 percent. Ridership began to decline in March during an unplanned equipment substitution. Amtrak was able to provide smaller, older trains 12 days after halting the service of the Horizon trainsets for safety concerns.

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



# Amtrak Cascades - Oregon

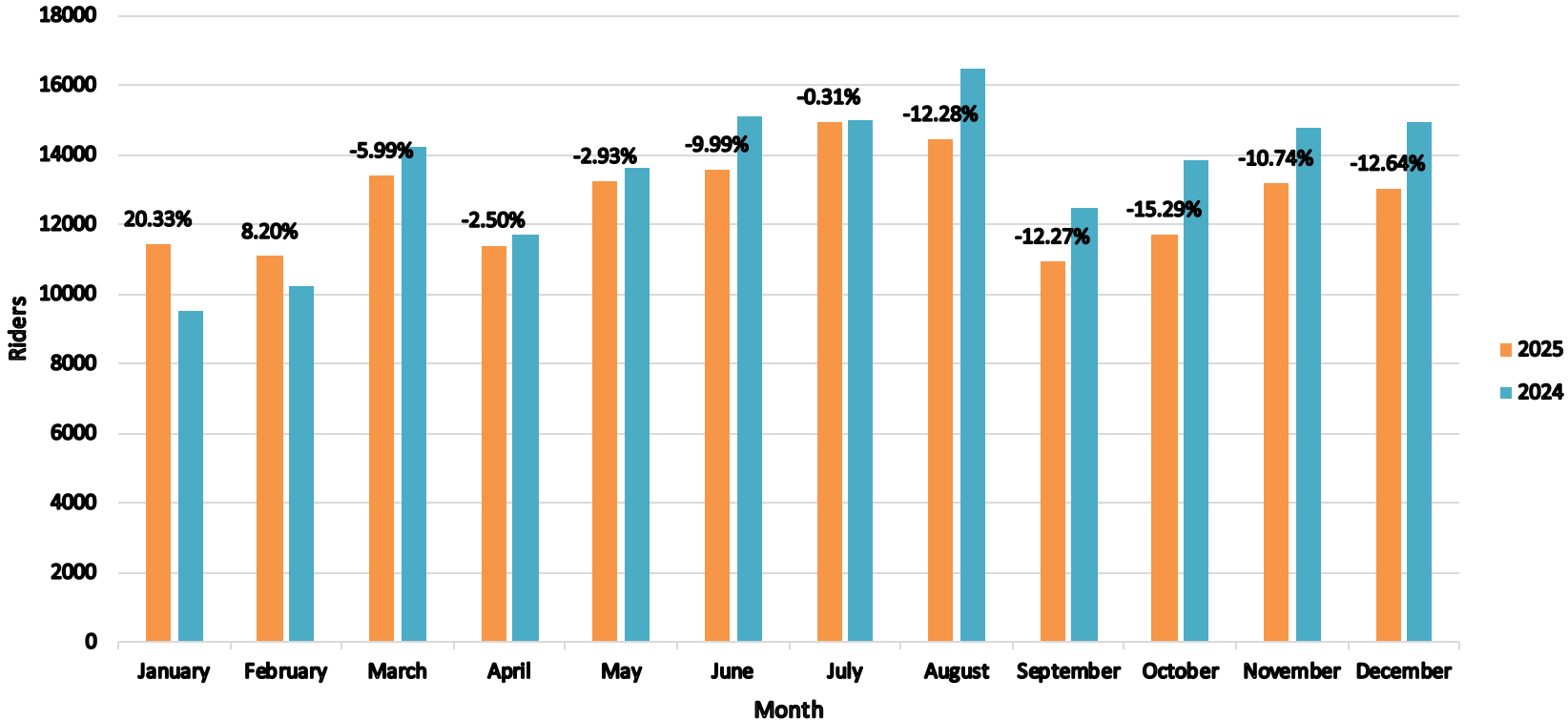
## 5-Year Monthly Ridership Comparison 2021-2025

Month	2021	2022	2023	2024	2025
Jan	1,682	4,902	6,422	9,505	11,437
Feb	1,777	4,973	6,059	10,243	11,083
Mar	2,374	7,477	8,318	14,259	13,405
Apr	2,579	6,644	9,456	11,702	11,409
May	3,388	7,365	9,851	13,644	13,244
Jun	5,699	8,872	11,045	15,088	13,580
Jul	8,215	9,062	12,582	14,990	14,944
Aug	7,189	8,655	12,183	16,479	14,455
Sep	5,560	7,572	11,220	12,464	10,935
Oct	5,675	8,056	11,928	13,831	11,716
Nov	7,238	9,132	13,251	14,770	13,184
Dec	7,896	8,808	12,878	14,924	13,037
<b>Total</b>	<b>59,272</b>	<b>91,518</b>	<b>125,193</b>	<b>161,899</b>	<b>152,429</b>

Source: Amtrak Monthly Revenue and Ridership Report

# Year-over-Year Ridership Percentage Change by Month 2025 vs. 2024

Ridership and Percentage Change  
2024 vs. 2025



# Customer On-Time Performance 2022-2025

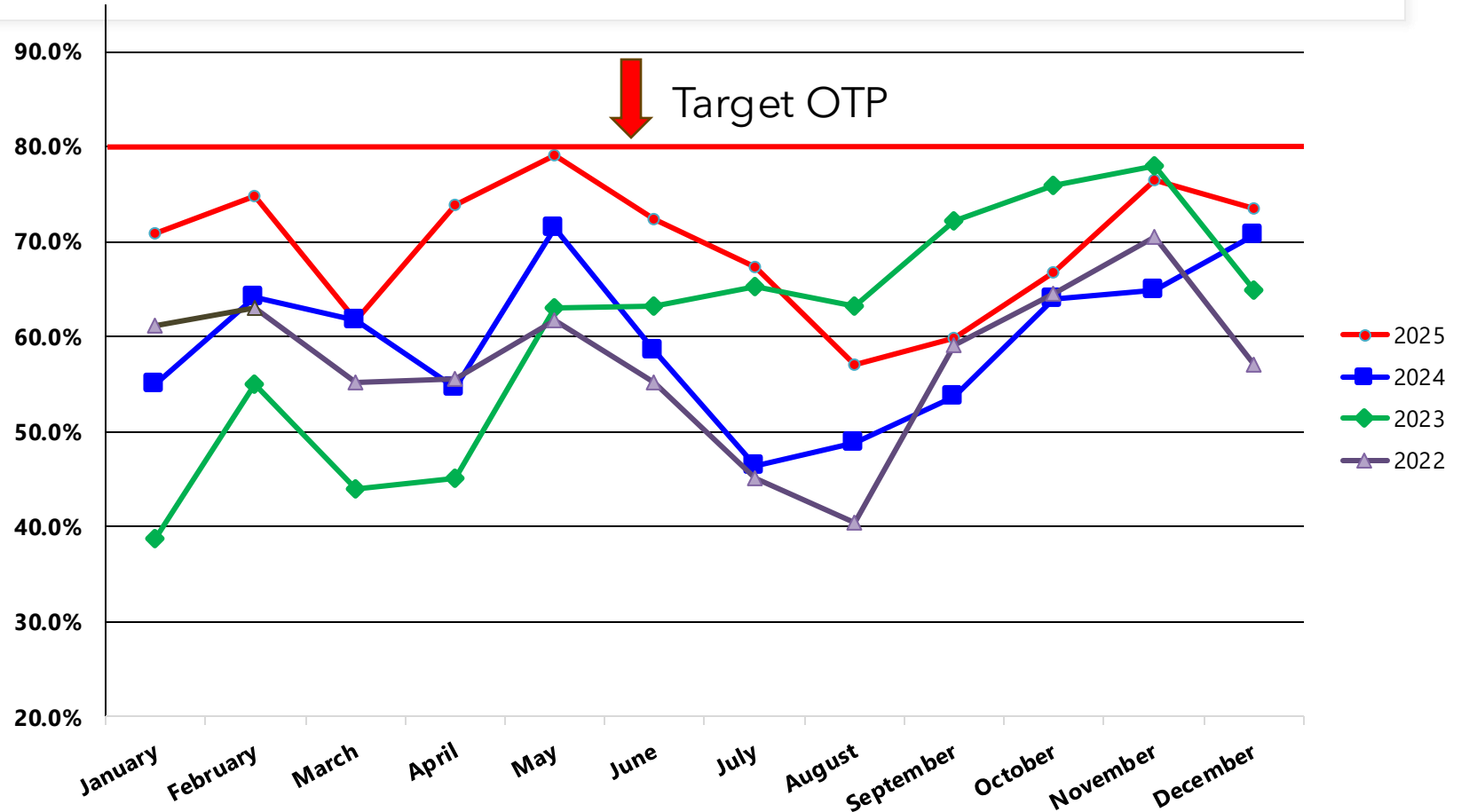
Customer On-time Performance Improved by 12 Percent 2025 over 2024

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

Customer On-Time Performance (OTP) is measured by how many passengers arrive at their destination not more than 15 minutes after their scheduled arrival time. This metric is prescribed in rules adopted by the Federal Railroad Administration for measuring passenger train performance nationwide.

ODOT's service agreement with Amtrak seeks a minimum goal of 80 percent OTP for Amtrak Cascades service in Oregon.

Additional maintenance of the Amfleet trains created new delays that were not incurred by the Horizon trainsets.

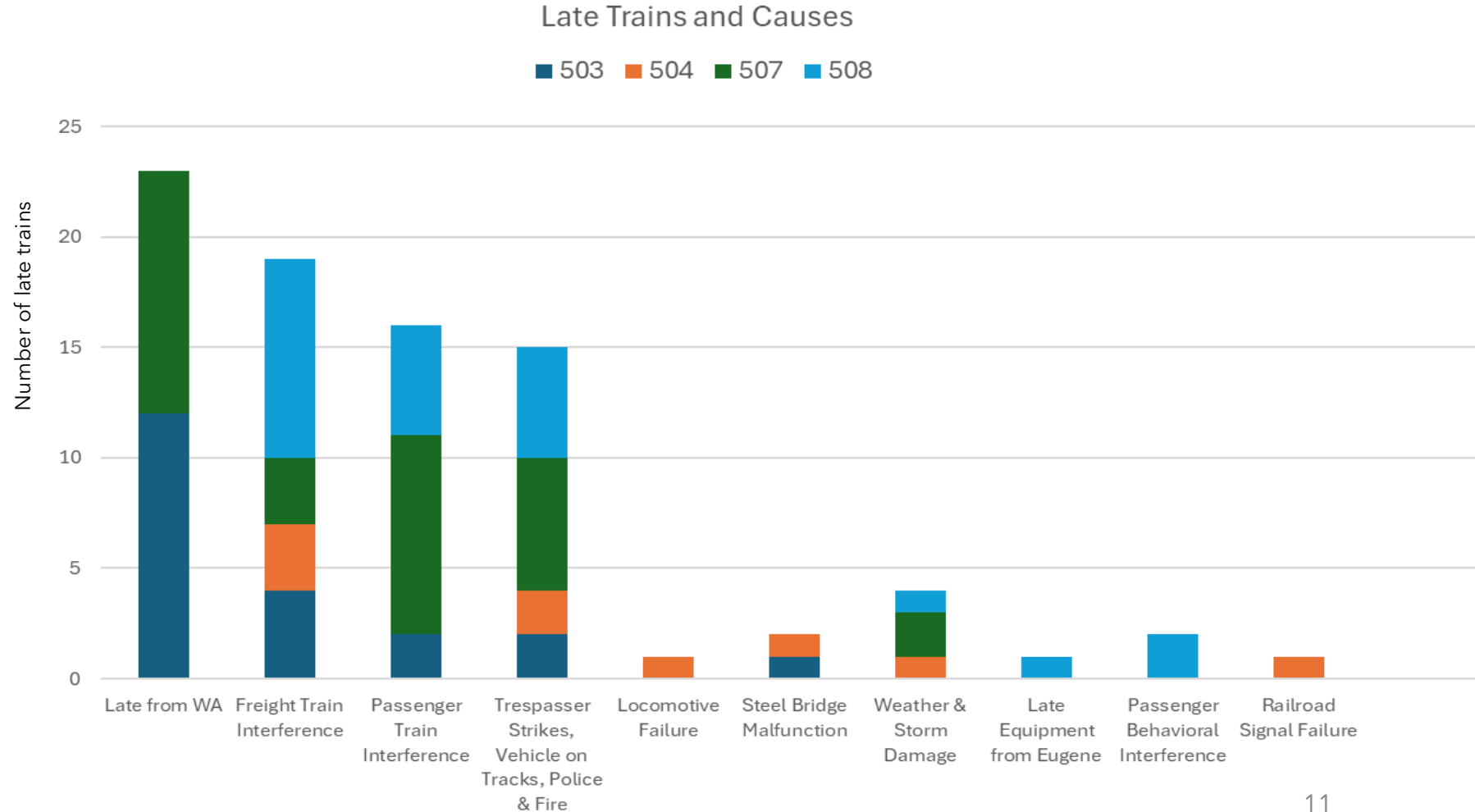


# Late Trains: A Deeper Dive

In Oregon, Amtrak Cascades operates over a 123-mile predominantly single-track rail line shared with freight and long-distance passenger trains through urban and rural landscapes that are vulnerable to incidents that can cause delays.

In the fourth quarter of 2025, ODOT conducted a closer analysis of delays by train, and the causes. This is a different analysis than customer on-time performance, which measures the number of passengers arriving within 15 minutes of their originally scheduled time *and considers all delays on all trains.*

This deeper dive delay data refers to *late trains only* and the causes of delays, offering a more granular look at the wide variety of events that influence schedule performance.



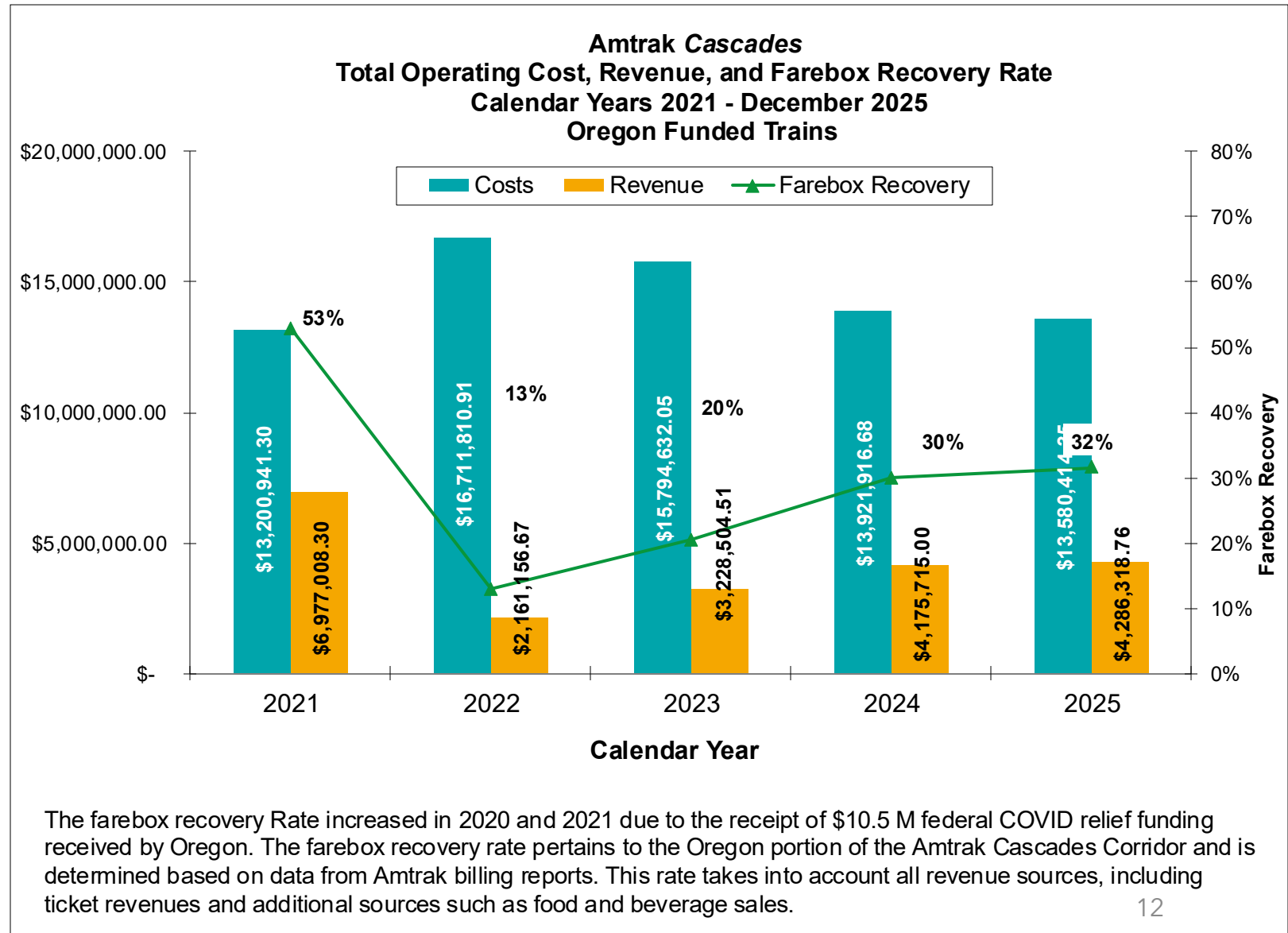
# Operating Cost, Revenue, and Farebox Recovery Rate 2021 – 2025

Farebox Recovery Rate Increased by 2 Percent in 2025 over 2024

Improved farebox recovery year over year highlights strong revenue for 2025 despite a slight decrease in ridership.

Farebox recovery rate is the industry standard and is a key metric used by public transportation services to help judge the health of a service. It varies heavily based on geography, fare structure, ridership patterns, and the goals of each agency. The farebox recovery rate is the percentage of total operating expenses that are recouped by passenger fares. The figure is calculated by dividing total passenger-fare revenue by total operating expenses.

The farebox recovery rate line in the chart is for the Oregon portion of the Amtrak Cascades Corridor.



# 2025 Accomplishments

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**2025 vs 2024:** Improved farebox recovery ratio by 2 percent



**2025 vs 2024:** Improved on-time performance by 12 percent



**Summer 2025:** Completed Service Development Plan Implementation Plan modeling for future expansion of frequencies and OTP improvement between Portland and Eugene



**Fall 2025:** Began construction of first phase of new ADA platform at Eugene



**Fall 2025:** Began construction of first phase of new ADA platform at Salem

# Timeline 2026 to Future

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**Starting in 2026:**

New trainsets begin service on Amtrak Cascades

**Summer 2026:**

Union Station fueling station project set to begin

**Late 2026-Early 2027:**

Completion of ADA upgrades at Eugene Station

**2027-2028:**

Pending grant approvals, construction of Willbridge Crossovers and Eugene Layover Track

2026

2027

2028

Future

**Winter**

**2026:** Adoption of Oregon State Rail Plan

**Winter 2027:**

Estimated completion of ADA upgrades at Salem Station