

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 third quarter of 2025 was lower than the third quarter of 2024 by 9 percent. On-time performance for the third quarter of 2025 fell by five percent year-over-year.

Key Q3 Ridership and OTP Drivers

- Annulled trains and Amtrak equipment issues could have affected ridership.
- International travel to the U.S. slowed and could have affected ridership from the U.S. from Canada.
- OTP for the third quarter of 2025 fell ten percent from the previous quarter and five percent compared to the third quarter of 2024 with many delays from mechanical issues.

Status

Ridership for July - September 2025

- Ridership in the third quarter of 2025 fell 9 percent below the third quarter of 2024.
- While ridership on the Oregon portion of Amtrak Cascades has fallen slightly year-over-year, ridership in 2024 was the highest in the history of the service. Ridership for the third quarter of 2025 continues to be the highest ridership of any third quarter save for 2024.

On-Time Performance for July - September 2025

- 74 percent of northbound passengers traveling from Eugene to Portland reached their destination within 15 minutes of their originally scheduled time. 54 percent of southbound passengers from Portland to Eugene reached their destination within 15 minutes of their originally scheduled time.
- Compared to the second quarter of 2025, OTP decreased 10 percent. 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 57 percent of the delays. The next two categories with the longest delays were passenger holds and water. Passenger holds can be any time needed to assist passengers, usually with luggage. Water refers to the process of adding water to the train's holding tanks for the restrooms. Water delays rose 562 percent over the previous quarter as the Amfleet equipment requires more frequent watering. These two categories accounted for 15 percent of the total delays. The remaining delays were caused by various events including system delays, police activity, and drawbridge operations.
- Responsibility for delays this quarter:
 - 68 percent - Host railroad
 - 20 percent – Amtrak
 - 12 percent - Unassignable (i.e., trespasser strikes, ADA accommodations, 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) has been completed, establishing a roadmap to improve and expand intercity passenger rail service between Eugene and Portland over the next 20 years. The modeling identified where new capacity will be needed and this, in turn, produced a list of capital infrastructure projects to improve the line for both passenger and freight transportation. The capacity additions are being grouped in incremental packages that, when accomplished, will permit sequential expansion of Amtrak Cascades frequencies from the current two daily round-trips, to three, four, and then six daily round-trips. Applying for and successful award of FRA grants will be key to acquiring the necessary funding for infrastructure improvements on the Oregon portion of the Amtrak Cascades route. This list will be incorporated into the Oregon State Rail Plan (OSRP) update and become the plan for growing passenger rail service in Oregon. The Amtrak Cascades-Oregon 2023 entry into the FRA's Corridor Identification and Development Program (CID), through joint participation by ODOT and WSDOT, will facilitate securing grants.

2025 Oregon State Rail Plan

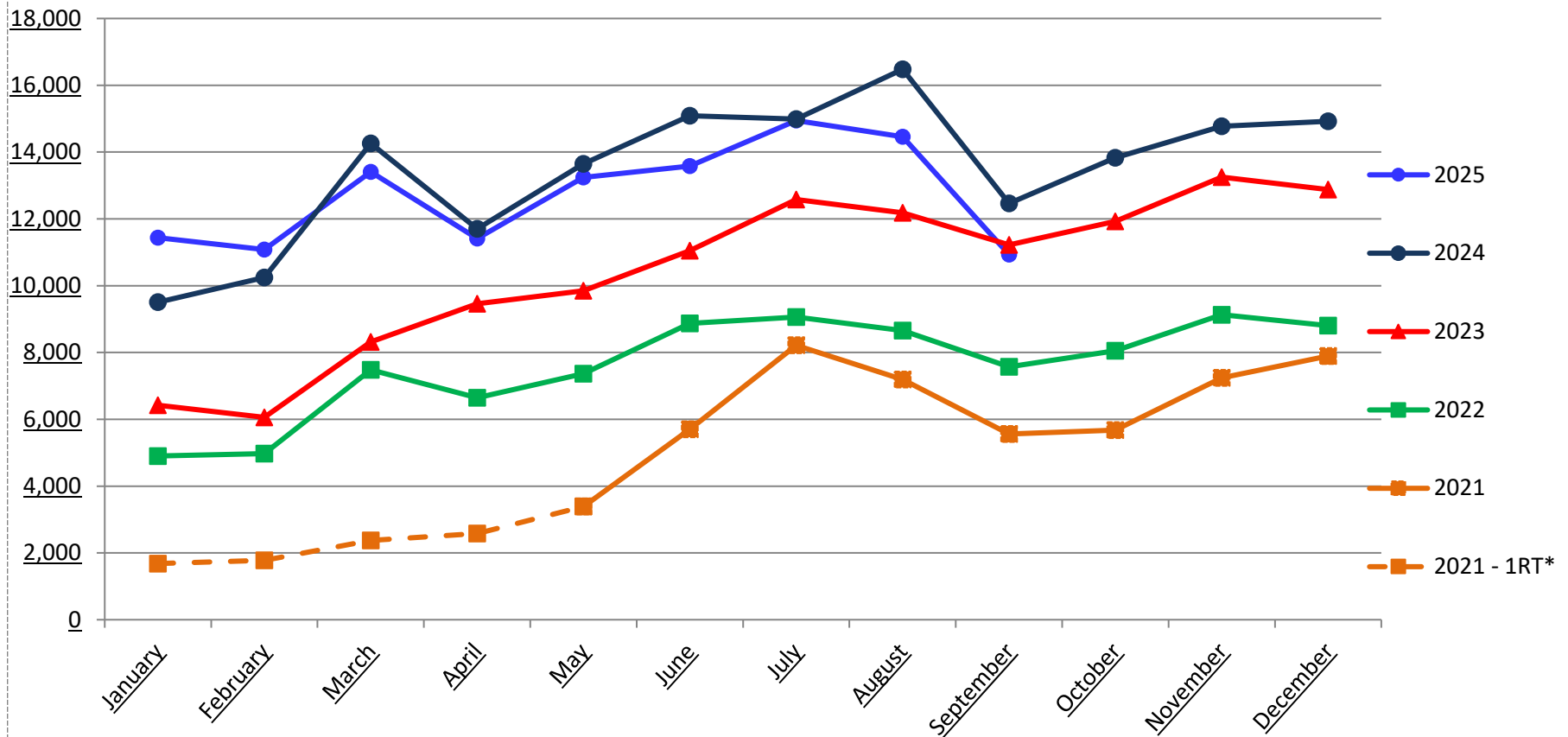
ODOT continues the work of updating the OSRP. The following work is complete: updates to the Oregon rail inventory; freight, and passenger system priorities; and the vision, goals, and objectives. Work on rail forecasts and service investments, as well as rail financing planning are underway and expected to be complete in winter 2025. A virtual Open House is planned to open on October 28, 2025, and will provide engagement opportunities on work to date. The draft plan is expected to be released for public review in early 2026, followed by a public hearing shortly thereafter. Approval of the final plan by the Oregon Transportation Commission is anticipated in summer 2026.

Cascadia High-speed Rail (HSR) Project

ODOT is a member of the Project Leadership Committee (PLC). The PLC continues to meet each month. Throughout the summer and into fall, the PLC provided comments and recommendations on three rounds of documents including: The Agency, Tribal, Community and Railroad Engagement Plans, the Market Analysis, and the Preliminary Purpose and Need Statement. These plans will be submitted to the FRA in November. In late October, the Project Executive Committee will provide their input to the plans. The Executive Committee is comprised of executives from ODOT, WSDOT and the British Columbia Ministry of Transportation.

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

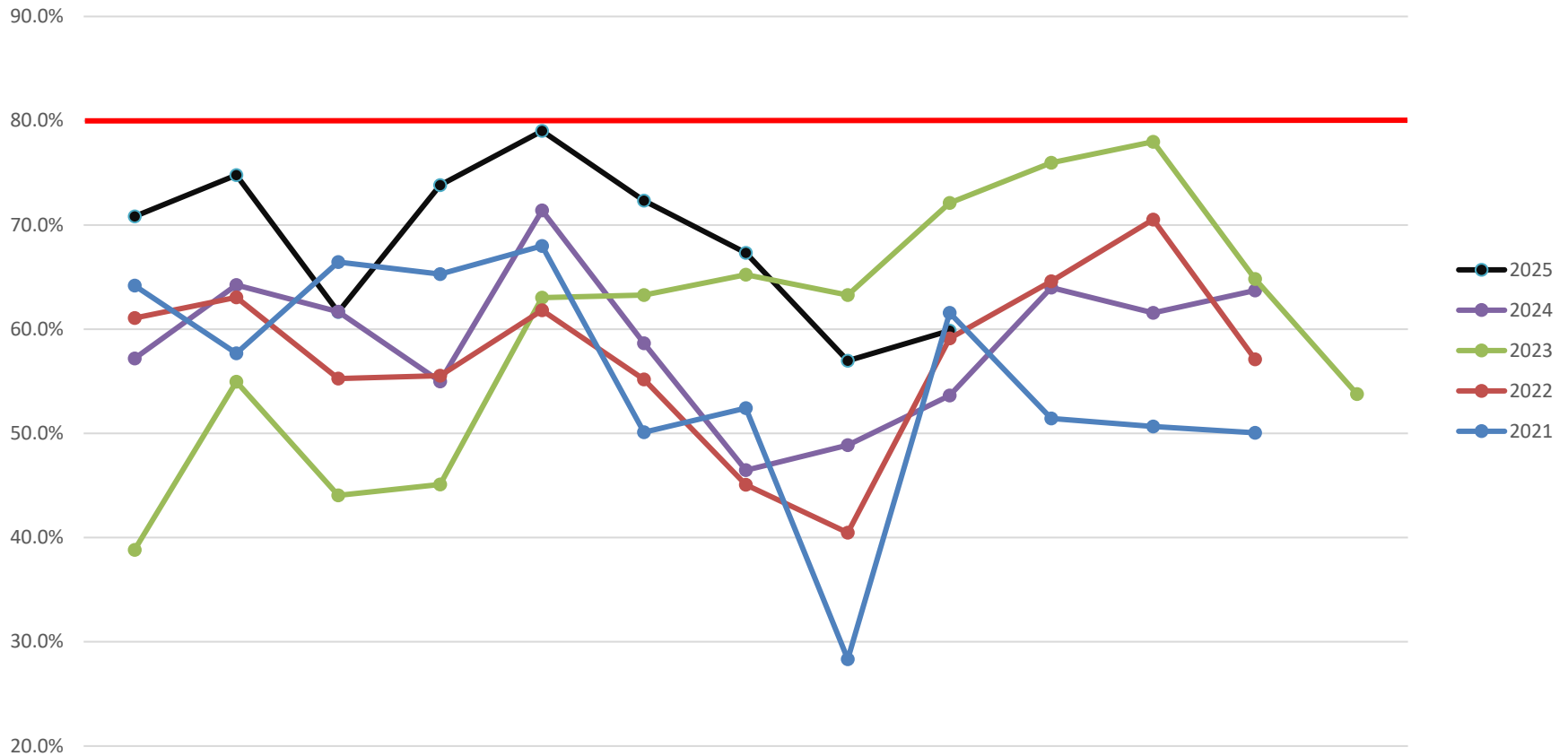
Amtrak Cascades Ridership in the Eugene – Portland Corridor Trains Operated Under Contract for the Oregon Department of Transportation



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.