



Oregon Joint Transportation Committee

March 4, 2025

Strong Ridership Growth in FY24

Amtrak Cascades Growth

	FY23	FY24	% to FY23
Ridership	669,822	941,727	+41%
Passenger Miles	102,455	142,179	+39%

Key Reasons for Growth

- Expansion of service with two additional daily round trips between SEA & PDX
- Schedule change from very early morning Eugene departure to 7:45am initial trip
- Post-pandemic travel settling

Combined On/Offs in Oregon

Station	Amtrak Cascades	Long-Distance	Total	% to FY23
PDX	439,359	142,342	581,701	+23%
ORC	21,121		21,121	+28%
SLM	40,983	18,524	59,507	+20%
ALY	29,704	12,527	42,231	+28%
EUG	85,492	34,321	119,813	+33%
CMO		2,597	2,597	-4%
KFS		24,224	24,224	+4%

*ridership by station results in-state riders being counted twice per one trip leg (at on & off), but is useful to illuminate comparisons across years and scale of stations among each other

Cascades On-Time Performance Assessment



Delay Occurrences

- 13 segments (5 in Oregon) where delay occurrences exceed 50% of trains operated
- Oregon Hot Spots:
 - Oregon City – Portland
 - Albany – Salem
 - Salem – Oregon City
 - Eugene – Albany
 - Portland – Vancouver, WA

Delay Responsibility

Over 20,000 minutes of delay

Year	All Stations
Host	64.7%
Amtrak	19.5%
3 rd Party	15.8%

FY2024 Route OTP Performance

Station	North	South
PDX	85.1%	57.6%
ORC	50.7%	61.8%
SLM	71.4%	58.3%
ALY	84.5%	49.2%
EUG	94.5%	58.0%

Year over Year Comparison

Year	All Stations
FY2023	68.9%
FY2024	64.7%

Improvements & Opportunities

Improvements in the Works

New Amtrak Airo Trainsets

- Purchase funded by federal govt through IIJA
- 1st 8 Airo trainsets to be delivered for Amtrak Cascades
- Expected mid-2026, 300 capacity w/modern amenities
- ❖ **Key Consideration: 2 Oregon-owned trainsets**

Facility Investments

- Upgraded maintenance facilities in Seattle, Portland, and Eugene / SEA ~\$300m & only Level 1 facility on NN
- Stations with ADA upgrades complete by 2029
- ❖ **Next one to celebrate completion will be Albany**

Customs Preclearance

- Expected Spring 2025 in Vancouver, BC, will be North America's 1st passenger rail pre-clearance facility
- Reduce customs delays, save ~10 minutes SB trips
- ❖ **Key Consideration: Spurring Canadian investment**

Fed-State Partnership Projects

- Eugene Layover & Willbridge Crossovers
- **Key Consideration: FRA Discretionary Selection**

Further Opportunities

Federal Appropriations

- IIJA funding must be used for certain capital projects
- Amtrak & FRA grant programs reliant upon robust annual funding to expand & invest State routes & LD service
- FY25 request included PNW Rail Improvements
 - \$100m request for PNW-specific improvements
 - Senate included \$20m in S. 4796
- ❖ **Key Consideration: Future of federal support**

Corridor ID & Federal Grants

- Advancing through Corridor ID
- Grants through Fed-State Partnership, CRISI, & RCE
- ❖ **Key Consideration: Fed investment tied to available non-federal match**

FRA Long-Distance Study

- Completed in 2025, final report included network of preferred route options that could be restored
- 15 routes selected, including SEA-DEN (Pioneer)
- Substantial investment required, partial estimate >\$3B
- ❖ **Key Consideration: Fed investment / Corridor ID**

Highlighted Benefits of Passenger Rail

Transportation Choices

- Congested highways and overtaxed air travel network struggle to meet transportation requirements on their own
- Limited ability to expand airports & highways; induced demand
- Convenient passenger rail alleviates demand on other modes



Sustainability and Safety

- Travel on Amtrak NN emits 55% fewer GHGs than driving alone & up to 30% fewer than flying
- Airo trains more fuel-efficient w/90% fewer particulate emissions
- Passenger death rate less than 6% that of automobile

Co-Benefits of Rail Network Investment

- Infrastructure investments in the rail network are frequently used by both passenger and freight railroads
- Both entities are in the business of moving trains safely, efficiently, and effectively – passenger AND freight, not passenger or freight

