



Amtrak in Oregon Fiscal Year 2024



Amtrak is America's Railroad,[®] created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2024, the company's 22,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 32.8 million passengers. Amtrak's network includes 524 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Thruway routes offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2024, Amtrak operated an average of **16 intercity trains per day** on 3 permanent routes serving Oregon, with **854,934 total passengers** boarding or alighting in the state.¹ Service was provided via the following routes:²

▪ State-Supported Trains

- **Amtrak Cascades** — Route is served by seven daily round trips in a "6-2-2" configuration: **six trains in each direction link Portland and Seattle**; two in each direction connect some or all of that core route to Eugene; and two in each direction connect some or all of the core route to Vancouver, British Columbia. Specifically:
 - Eugene - Salem - Portland - Olympia - Tacoma - Seattle (2 round trips daily)
 - Portland - Olympia - Tacoma - Seattle (3 round trips daily)
 - Portland - Olympia - Tacoma - Seattle - Vancouver, BC (1 round trip daily)
 - Seattle - Vancouver, BC (1 round trip daily; does not serve Oregon)

▪ Long-Distance Trains

- **Coast Starlight** — Seattle - Tacoma - Portland - Salem - Eugene - Klamath Falls - Sacramento - Oakland - San José - Los Angeles (1 round trip daily)
- **Empire Builder** — Portland / Seattle - Spokane - Whitefish - Fargo - St. Paul-Minneapolis - Milwaukee - Chicago (1 round trip daily)

As a **State-Supported route**, the Amtrak Cascades is operated in partnership with the **Oregon Department of Transportation (ODOT)** and the Washington Department of Transportation (WSDOT), SJJPA), in part using ODOT- and WSDOT-owned rolling stock. Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported; in other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service. In FY 2024, sponsoring partners

¹ Total equals sum of all boardings and alightings at in-state stations.

² Not all stops shown. Note that certain frequencies may not serve every station listed.



funded a total of \$26.4 million in operating payments for the Amtrak Cascades, helping support a total ridership on that route³ of 941,727.

Thruway Connections

Some Amtrak routes offer partner-operated **Thruway connecting service** and/or other interline connections to additional communities (including in Oregon), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners (including Oregon), or by other public entities; these connections can be vitally important in certain markets. Tickets are purchasable through Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

Stations

During FY 2024, Amtrak intercity trains made scheduled stops at 7 locations in Oregon:

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁴
Albany (ALY)	44,074	Partial	FY 25	\$6,651,834
Chemult (CMO)	2,602	Sole	Complete	\$25,410
Eugene (EUG)	120,586	Partial	FY 26	\$9,446,360
Klamath Falls (KFS)	24,260	Sole	FY 26	\$8,800,510
Oregon City (ORC)	21,613	Partial	FY 25	\$61,016
Portland (PDX)	581,313	Partial	FY 28	\$3,033,876
Salem (SLM)	60,486	Partial	FY 27	\$2,962,235
Total:	854,934	7/7	In Progress	\$30,981,241

Importantly, Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 385 communities nationwide, including a **\$31.0 million investment in Oregon**. All Amtrak-responsible work is targeted for completion by the end of FY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

³ Unlike state- / station-specific ridership, total *route* ridership equals sum of all boardings and alightings divided by two.

⁴ "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.

Additional Footprint

Amtrak trains are supported by **turnaround maintenance locations** in Eugene and Portland (both contractor-staffed), which service locomotives (both), passenger cars (Portland), and trainsets (both).

Additionally, Amtrak maintains a **crew base** in Portland. The company also maintains a Portland **satellite commissary**.

Host Railroads & On Time Performance

Outside the NEC, most Amtrak trains must travel over other “host” railroads’ tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are supposed to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

Listed below are the Amtrak routes that operate in Oregon, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)⁵ in FY 2024:

Route	In-State Host(s)	C-OTP
<i>State-Supported</i>		
Amtrak Cascades	BNSF, Union Pacific	56.7%
<i>Long-Distance</i>		
<i>Coast Starlight</i>	BNSF, Union Pacific	57.5%
<i>Empire Builder</i>	BNSF	55.5%

Procurement

Amtrak’s procurements are subject to “Buy America”-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$4.5 billion for goods and services in FY 2024; 99% of that amount was spent domestically, and **\$5.8 million** went to vendors in Oregon:

Community	Amount
Portland	\$3,084,137
Tigard	\$648,598
Beaverton	\$615,027
Salem	\$561,099
Bend	\$334,673
McMinnville	\$293,478
Lake Oswego	\$82,219
Redmond	\$66,660

⁵ C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop, but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

Community	Amount
Wilsonville	\$32,760
Chemult	\$17,200
Beaver Creek	\$15,351
All Others < \$10K	\$18,350
Total OR Payments:	\$5,769,551

The single largest in-state payment category was **bussing and shuttle and ground transportation**.

Employment & Compensation

At the end of FY 2024, **123 Amtrak employees** worked in Oregon, and the company had paid out a total of **\$10,436,785 in base wages and salary** in-state. Nationwide, Amtrak employed more than 22,000 active workers; total base wages and salaries for the year exceeded \$2.1 billion.

Current Amtrak Routes in Oregon

