



## Amtrak in Washington

### Fiscal Year 2024



*Amtrak is America's Railroad,<sup>®</sup> 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 **18 intercity trains per day** on 3 permanent routes serving Washington, with **1,383,335 total passengers** boarding or alighting in the state.<sup>1</sup> Service was provided via the following routes:<sup>2</sup>

#### ▪ 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 Seattle and Portland**; two in each direction connect some or all of that core route to Eugene, Oregon; and two in each direction connect some or all of the core route to Vancouver, British Columbia. Specifically:
  - Seattle - Tacoma - Olympia - Portland - Salem - Eugene (2 round trips daily)
  - Seattle - Tacoma - Olympia - Portland (3 round trips daily)
  - Vancouver, BC - Seattle - Tacoma - Olympia - Portland (1 round trip daily)
  - Vancouver, BC - Seattle (1 round trip daily)

#### ▪ Long-Distance Trains

- **Coast Starlight** — Seattle - Tacoma - Olympia - Portland - Salem - Eugene - Sacramento - Oakland - San José - Los Angeles (1 round trip daily)
- **Empire Builder** — Seattle / Portland - 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 **Washington Department of Transportation** (WSDOT) and the Oregon Department of Transportation (ODOT), in part using WSDOT- and ODOT-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

<sup>1</sup> Total equals sum of all boardings and alightings at in-state stations.

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



schedule, frequency, and other aspects of service. In FY 2024, sponsoring partners funded a total of \$26.4 million in operating payments for the Amtrak Cascades, helping support a total ridership on that route<sup>3</sup> of 941,727.

## Thruway Connections

Some Amtrak routes offer partner-operated **Thruway connecting service** and/or other interline connections to additional communities (including in Washington), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners (including Washington), 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 19 locations in Washington:

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment <sup>4</sup>
Bellingham (BEL)	64,729	Partial	FY 26	\$508,093
Bingen-White Salmon (BNG)	3,695	Sole	Complete	\$4,344,068
Centralia (CTL)	29,173	Partial	FY 25	\$5,652,727
Edmonds (EDM)	28,150	Partial	FY 28	\$403,308
Ephrata (EPH)	3,331	Partial	FY 25	\$4,394,948
Everett (EVR)	37,663	Partial	FY 29	\$4,114,177
Kelso-Longview (KEL)	34,374	Partial	FY 29	\$9,552,239
Leavenworth (LWA)	12,871	None	N/A	—
Mount Vernon (MVW)	15,664	Partial	FY 29	\$2,168,993
Olympia/Lacey (OLW)	73,600	Partial	FY 28	\$5,874,366
Pasco (PSC)	21,652	Partial	FY 25	\$947,357
Seattle (SEA)	726,467	Partial	FY 29	\$2,281,854
Spokane (SPK)	39,654	None	N/A	—
Stanwood (STW)	5,054	Partial	Complete	—
Tacoma (TAC)	102,939	None	N/A	\$146,512
Tukwila (TUK)	44,452	Partial	FY 29	\$3,940,702
Vancouver (VAN)	126,514	Partial	FY 26	\$3,723,172
Wenatchee (WEN)	11,980	Partial	FY 29	\$2,994,651
Wishram (WIH)	1,373	Sole	Complete	\$1,252,350
<b>Total:</b>	<b>1,383,335</b>	<b>16/19</b>	<b>In Progress</b>	<b>\$52,283,528</b>

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

<sup>4</sup> "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP. Total does not sum due to certain *de minimis* expenditures and credits to ADASP not shown in table.

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 **\$52.3 million investment in Washington**. 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>.

### **Additional Footprint**

Amtrak employees perform periodic maintenance work on locomotives, passenger cars, and trainsets at Seattle’s **King Street Yard**; the company is currently making major facility upgrades necessary to service next-generation train equipment, including the new Airo trainsets that will begin carrying Amtrak Cascades passengers in 2026.

Additionally, Amtrak maintains **crew bases** in Seattle and Spokane. The company also maintains a **commissary** in Seattle.

### **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 Washington, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)<sup>5</sup> in FY 2024:

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

<sup>5</sup> 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%.

## 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 **\$188.0 million** went to vendors in Washington:

Community	Amount
Spokane	\$143,295,464
Bellevue	\$14,945,399
Everett	\$11,092,589
Seattle	\$7,562,881
Tacoma	\$4,910,231
Kent	\$2,406,321
Renton	\$1,636,125
Chehalis	\$751,357
Vancouver	\$416,341
Mukilteo	\$206,685
Puyallup	\$156,091
Mill Creek	\$148,708
Kenmore	\$132,222
Kirkland	\$97,445
Auburn	\$65,223
Ferndale	\$40,946
Woodinville	\$34,612
Pasco	\$31,353
Lynnwood	\$24,298
Olympia	\$15,265
Bellingham	\$11,996
All Others < \$10K	\$52,154
<b>Total WA Payments:</b>	<b>\$188,033,703</b>

The single largest in-state payment category was **engine components and accessories**.

## Employment & Compensation

At the end of FY 2024, **450 Amtrak employees** worked in Washington, and the company had paid out a total of **\$36,991,231 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.

### Contract Commuter Services

While Amtrak's core mission focuses on "intercity passenger rail mobility," the company also provides commercial services to several commuter local rail authorities (which provide local or regional service) under market-based contracts. In Washington, Amtrak maintains Sounder equipment for Seattle-based **Sound Transit**. Between Seattle and Everett, limited cross-ticketing is possible between the Amtrak Cascades and Sound Transit trains via the Rail-Plus program, using an "ORCA" card.

## Current Amtrak Routes in Washington

