



Amtrak in Washington

Fiscal Year 2025



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 2025, the company's 21,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 34.5 million passengers. Amtrak's network includes 526 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Amtrak Connections offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2025, Amtrak operated an average of **18 intercity trains per day** on 3 permanent routes serving Washington, with **1,438,363 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 round trips link Portland and Seattle**; two round trips connect to Eugene; and two round trips 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 - 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 schedule, frequency, and other aspects of service.

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.

In FY 2025, sponsoring partners funded a total of \$25 million in operating payments for the Amtrak Cascades, helping support a total ridership on that route³ of 951,397.

Amtrak Connections

Some Amtrak routes offer partner-operated **Amtrak Connections** 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, 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 2025, Amtrak intercity trains made scheduled stops at 19 locations in Washington:

Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁴
Bellingham (BEL)	66,526	Partial	Complete	\$36,000
Bingen-White Salmon (BNG)	3,455	Sole	Complete	\$4,362,143
Centralia (CTL)	32,166	Partial	FY 27	\$6,597,409
Edmonds (EDM)	27,887	Partial	FY 28	\$4,692,959
Ephrata (EPH)	3,727	Partial	Complete	\$5,419,828
Everett (EVR)	38,289	Partial	FY 28	\$2,027,361
Kelso-Longview (KEL)	38,915	Partial	FY 29	\$6,802,218
Leavenworth (LWA)	12,460	None	N/A	—
Mount Vernon (MVW)	15,256	Partial	FY 27	\$1,246,900
Olympia/Lacey (OLW)	82,519	Partial	FY 28	\$3,070,979
Pasco (PSC)	19,275	Partial	FY 26	\$1,825,246
Seattle (SEA)	736,898	Partial	FY 29	\$5,534,402
Spokane (SPK)	37,480	None	N/A	—
Stanwood (STW)	4,984	Partial	Complete	12,294
Tacoma (TAC)	110,754	None	N/A	—
Tukwila (TUK)	48,064	Partial	FY 28	\$755,591
Vancouver (VAN)	145,650	Partial	FY 27	\$3,108,650
Wenatchee (WEN)	12,512	Partial	FY 26	\$3,395,808
Wishram (WIH)	1,546	Sole	Complete	\$1,265,353
Total:	1,438,363	16/19	In Progress	\$50,153,141

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

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.

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 382 communities nationwide, including a **\$50.2 million investment in Washington**. All Amtrak-responsible work is targeted for completion by the end of CY 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 required 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)⁵ in FY 2025:

Route	In-State Host(s)	C-OTP
<i>State-Supported</i>		
Amtrak Cascades	BNSF	67.1%
<i>Long-Distance</i>		
<i>Coast Starlight</i>	BNSF	59.9%
<i>Empire Builder</i>	BNSF	53.1%

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%.

Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 487,114 members listing an address in Washington. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

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 \$5.7 billion for goods and services in FY 2025; 99% of that amount was spent domestically, and **\$250.1 million** went to vendors in Washington:

Community	Amount Spent
Spokane	\$157,322,796
Bellevue	\$60,616,841
Everett	\$12,782,632
Seattle	\$7,587,151
Tacoma	\$3,858,878
Chehalis	\$2,588,358
Kent	\$2,525,470
Redmond	\$1,065,464
Renton	\$767,858
Mill Creek	\$252,791
Vancouver	\$201,324
Puyallup	\$133,257
Kenmore	\$106,099
Tukwila	\$76,213
Pasco	\$35,268
Woodinville	\$32,697
Kirkland	\$27,413
Federal Way	\$19,175
Gig Harbor	\$17,701
Olympia	\$16,732
Bellingham	\$16,719
Lynnwood	\$12,405
Kelso	\$10,471
All Others <\$10k	\$56,035
Total Payments	\$250,129,749

The single largest in-state payment category was **fuels and fuel additives**.

Employment & Compensation

At the end of FY 2025, **468 Amtrak employees** lived in Washington, and the company had paid out a total of **\$43,631,243 in base wages and salary** in-state. Nationwide, Amtrak employed more than 21,000 active workers; total base wages and salaries for the year were approximately \$2.2 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
