Amtrak in Oregon

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 Oregon, with **862,892 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), 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;

[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 other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service.

In FY 2025, sponsoring partners funded a total of $25.0 million in operating payments for the Amtrak Cascades, helping support a total ridership on that route[3] of 951,397.

Amtrak Connections

Some Amtrak routes offer partner-operated **Amtrak Connections** 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, 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 7 locations in Oregon:

Station (Code)	**2025 Ridership** *(Ons + Offs)*	**Amtrak ADA Responsibility**	**Amtrak ADA Compliance**	**Amtrak ADA Investment**[4]
Albany (ALY)	46,161	Partial	Complete	$7,612,815
Chemult (CMO)	2,610	Sole	Complete	$26,048
Eugene (EUG)	120,102	Partial	FY 26	$2,591,779
Klamath Falls (KFS)	26,103	Sole	FY 26	$5,780,690
Oregon City (ORC)	21,924	Partial	Complete	$73,427
Portland (PDX)	586,257	Partial	FY 27	$2,478,080
Salem (SLM)	59,735	Partial	FY 27	$3,522,543
Total:	**862,892**	**7/7**	**In Progress**	**$22,085,382**

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 **$22.1 million investment in Oregon**. All Amtrak-responsible work is targeted for completion by the end of CY 2029.

[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.

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 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 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 Oregon, 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
State-Supported		
Amtrak Cascades	BNSF, Union Pacific	67.1%
Long-Distance		
Coast Starlight	BNSF, Union Pacific	59.9%
Empire Builder	BNSF	53.1%

Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 300,221 members listing an address in Oregon. 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 **$5.3 million** went to vendors in Oregon:

[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 Spent
Portland	$3,232,493
Tigard	$734,703
Beaverton	$441,933
Bend	$394,130
Salem	$209,233
Lake Oswego	$88,772
Wilsonville	$40,841
Chemult	$32,800
Oregon City	$25,356
Jefferson	$23,604
Milwaukie	$14,397
All Others <$10k	$14,510
Total Payments	**$5,252,774**

The single largest in-state payment category was **professional services**.

Employment & Compensation

At the end of FY 2025, **73 Amtrak employees** lived in Oregon, and the company had paid out a total of **$7,808,676 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.

Current Amtrak Routes in Oregon

