Amtrak in Utah

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 **2 intercity trains per day** on 1 permanent route serving Utah, with **49,516 total passengers** boarding or alighting in the state.[1] Service was provided via this route:[2]

- **Long-Distance Trains**
  - ***California Zephyr*** — Emeryville (*San Francisco Bay area*) - Salt Lake City - Provo - Helper - Green River - Denver - Omaha - Chicago (*1 round trip daily*)

Stations

During FY 2025, Amtrak intercity trains made scheduled stops at 4 locations in Utah:

Station (Code)	**2025 Ridership** *(Ons + Offs)*	**Amtrak ADA Responsibility**	**Amtrak ADA Compliance**	**Amtrak ADA Investment**[3]
Green River (GRI)	2,551	Sole	Complete	$2,725,170
Helper (HER)	2,302	Sole	Complete	$4,386,235
Provo (PRO)	8,590	None	N/A	—
Salt Lake City (SLC)	36,073	None	N/A	—
Total:	**49,516**	**2/4**	**Complete**	**$7,111,405**

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 382 communities nationwide, including a **$7.1 million investment in Utah**. All Amtrak-responsible work is targeted for completion by the end of CY 2029.

[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.
[3] "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 maintains a **crew base** in Salt Lake City.

Host Railroads & On Time Performance

Outside the Boston-to-Washington, DC, Northeast Corridor (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 Utah, along with each route's major in-state host railroad(s) and full-route customer on-time performance (C-OTP)[4] in FY 2025:

Route	In-State Host(s)	C-OTP
California Zephyr	Union Pacific	53.2%

Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 43,174 members listing an address in Utah. 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 **$13.5 million** went to vendors in Utah:

Community	Amount Spent
Salt Lake City	$10,088,256
Sandy	$2,049,497
Park City	$698,019
Saint George	$273,638
Midvale	$214,935
Orem	$110,023
South Jordan	$72,242

[4] 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
All Others <$15k	$8,183
Total Payments	**$13,514,792**

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

Employment & Compensation

At the end of FY 2025, **44 Amtrak employees** lived in Utah, and the company had paid out a total of **$4,839,353 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 Utah

