

Amtrak Cascades: 2014 Performance Data Report

Washington's rail system is an integral part of the multimodal transportation system that keeps people and business moving in Washington state. The system provides efficient transportation of both freight and passengers and is critical to maintaining the state's economy, environment and quality of life. Traffic congestion on I-5 is projected to grow exponentially in the coming years, which makes this passenger rail corridor increasingly important to this transportation system.

The Washington State Department of Transportation plays an important role in rail transportation: the state sponsors Amtrak Cascades intercity passenger rail service, in participation with Oregon, and leads construction of capital improvements for passenger and freight rail.

WSDOT works with ODOT, Amtrak and other service partners to provide a quality service that customers value: comfort, convenience and clean, safe, reliable travel. Amenities include Wi-Fi, help with baggage, and food and beverage service. At the same time, rising costs and increasing budget constraints require WSDOT to minimize the financial impact to the state while continuing to achieve the state's transportation goals. WSDOT is identifying opportunities for cost reduction and developing priorities based on what will generate the best value relative to the resources required.

Rail, Freight, and Ports Division

March 2015

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Amtrak Cascades: 2014 Performance Data Report

Amtrak Cascades Corridor (calendar year):

- Performance Dashboard – 2014
- Annual Ridership and Historical References – 1993-2014
- Annual Ridership by Funding Partners – 1994-2014
- Performance Summary by Train – 2014
- Monthly Ridership – 2011-2014
- Station On-Offs – 2014
- Ticket Revenues by Funding Partners – 1996-2014
- Monthly Ticket Revenues – 2011-2014
- Annual Ticket Revenues by Train – 2014
- Annual Ticket Revenues by City Pair – 2014
- Annual Ticket Revenues by Station – 2014

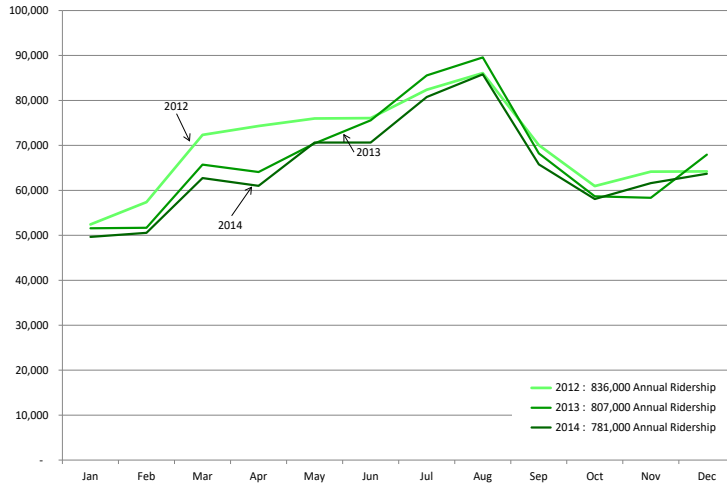
Washington-Supported Amtrak Cascades Service:

- On-Time Performance – 2006-2014 (calendar year)
- Total Operating Cost, Revenue & Farebox Recovery Rate – 2006-2014 (federal fiscal year)

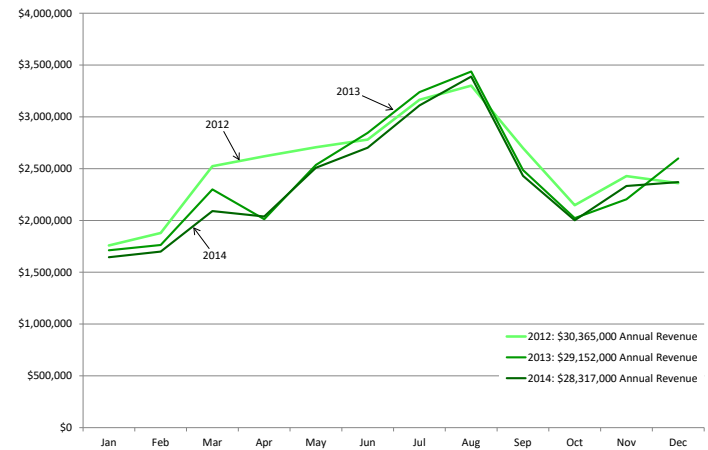
Performance Dashboard – 2014

In 2014, Amtrak Cascades transported 781,000 riders with \$28,317,000 in ticket revenue.

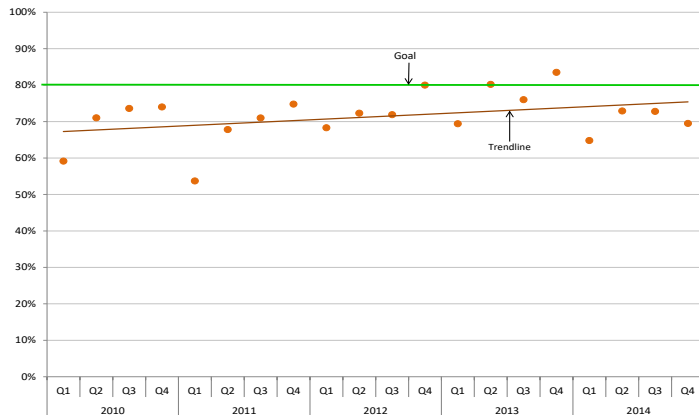
Monthly Ridership – 2012-2014



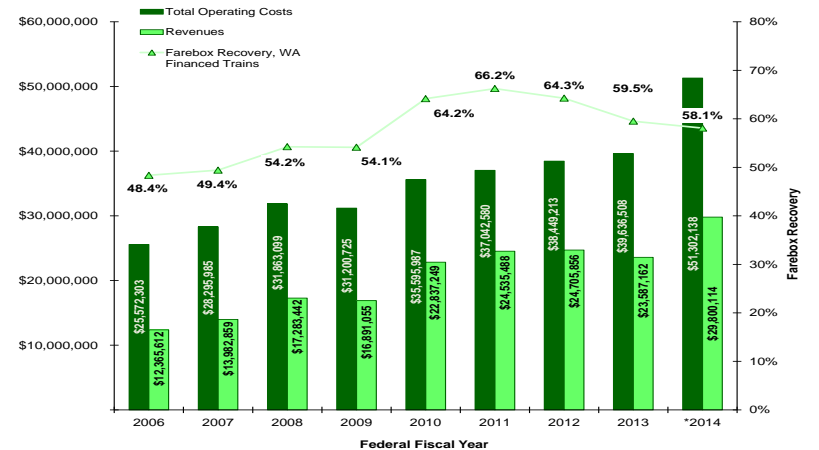
Monthly Ticket Revenue by Train – 2012-2014



On-Time Performance – 2010-2014



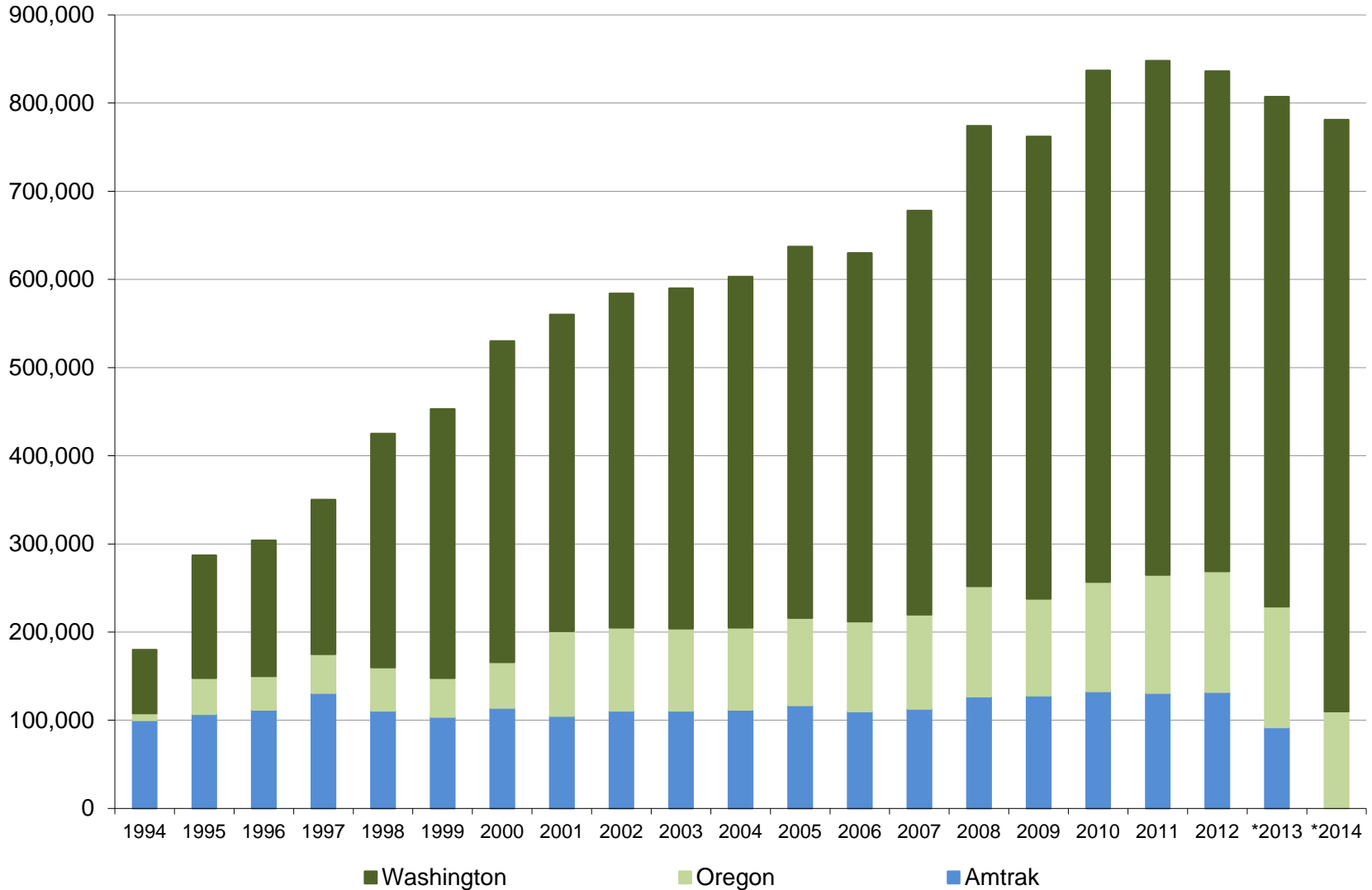
Total Operating Cost, Revenue & Farebox Recovery Rate – FFY2006-2014



Annual Ridership and Historical References – 1993-2014

Year	Ridership	Highlights
2014	781,000	ODOT added two trainsets to the Amtrak Cascades service: Mt. Bachelor and Mt. Jefferson.
2013	807,000	WSDOT and ODOT paid all operations costs not covered by ticket revenues; federal assistance eliminated.
2012	836,000	Second phase of major upgrades to Seattle's King Street Station began
2011	848,000	Free WiFi service added. WSDOT/federal rail construction program began. Agreement reached with Canada to continue second train to Vancouver, British Columbia.
2010	838,000	WSDOT awarded \$800 million in federal funds. Amtrak Cascades broke record all-time record ridership.
2009	762,000	WSDOT extended Bellingham/Seattle service to Vancouver, British Columbia.
2008	775,000	Amtrak Cascades achieved all-time record ridership.
2007	677,000	\$10 million interior renovation on trains began.
2006	630,000	WSDOT added fourth round trip between Seattle and Portland.
2005	637,000	
2004	603,000	New Mount Vernon station opened. Stop in Oregon City added.
2003	590,000	Renovations on King Street Station began.
2002	584,000	New Everett station opened.
2001	560,000	Stop in Tukwila added.
2000	530,000	ODOT added second round trip between Portland and Eugene.
1999	452,000	WSDOT added new round trip between Seattle and Bellingham.
1998	425,000	WSDOT added third round trip between Seattle and Portland.
1997	350,000	Amtrak's Pioneer service ended, redistributing ridership to Amtrak Cascades and Coast Starlight.
1996	305,000	Union Pacific acquired Southern Transportation, Co. and became the host railroad for Amtrak Cascades in Oregon.
1995	287,000	WSDOT sponsored first round trip between Seattle and Vancouver, British Columbia. ODOT sponsored extension of existing daily Seattle-Portland service to Eugene and purchased the Salem station and property.
1994	180,000	WSDOT leased trainsets and contracted with Amtrak to provide second daily round trip between Seattle and Portland.
1993	94,000	Amtrak offered one daily Seattle to Portland round trip.
* Ridership numbers are rounded to the nearest 1,000.		

Annual Ridership by Funding Partners – 1994-2014



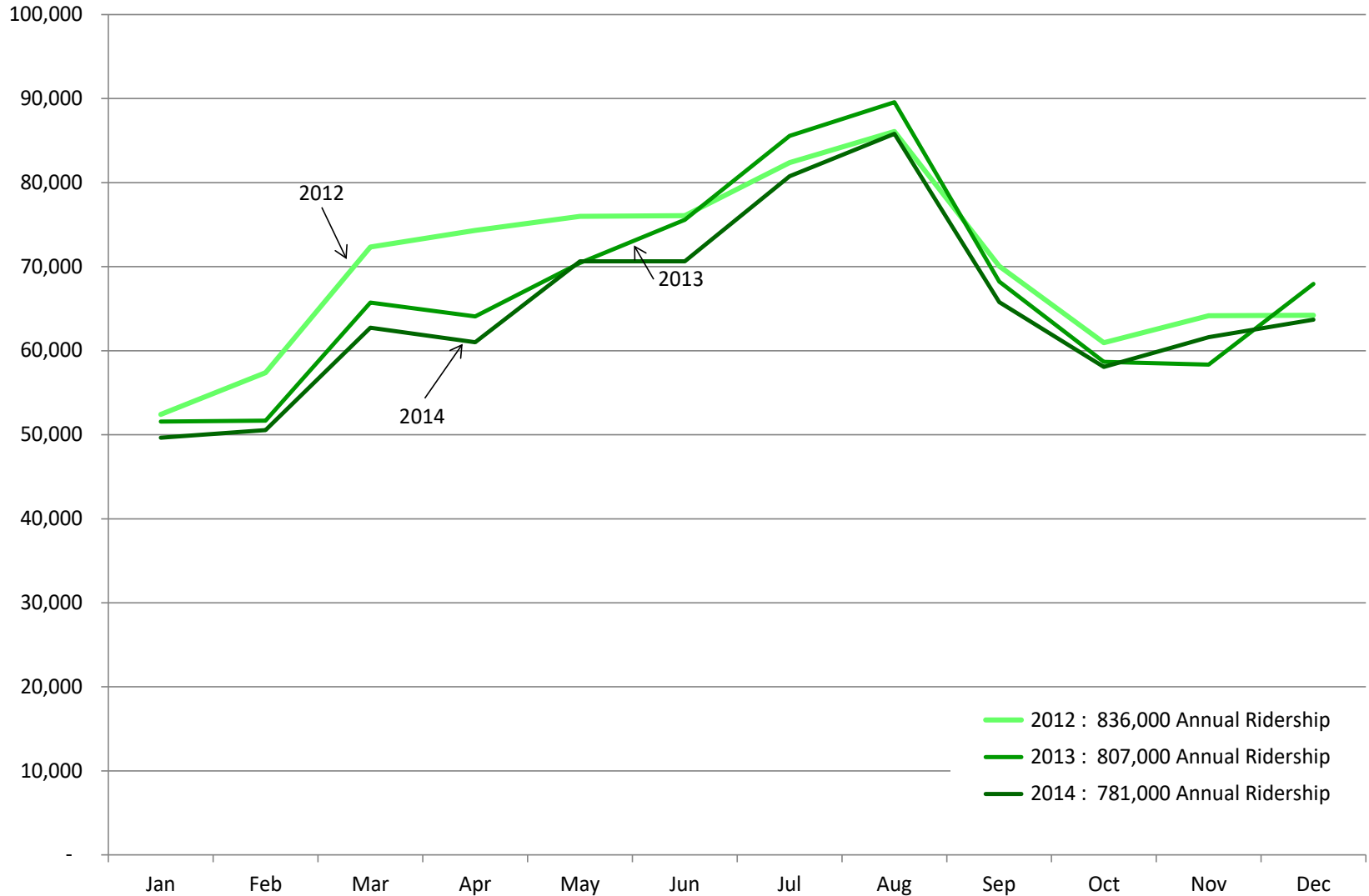
Performance Summary by Train – 2014

Train	Eugene	Portland	Seattle	Vancouver, B.C.	Summary	
500	5:30 AM		12:20 PM		Ridership:	100,400
			→		Ticket Revenue:	\$3,373,000
503* M-F	8:35 AM	6:00 AM			Ridership:	5,500
	←				Ticket Revenue:	\$97,000
513		3:15 PM		6:40 AM	Ridership:	120,400
		←			Ticket Revenue:	\$5,153,000
501		11:20 AM	7:30 AM		Ridership:	53,500
		←			Ticket Revenue:	\$1,673,000
510			7:40 AM	11:40 AM	Ridership:	54,900
			→		Ticket Revenue:	\$2,155,000
505* S-S, Holiday	11:05 AM	8:30 AM			Ridership:	3,300
	←				Ticket Revenue:	\$73,000
504*	9:00 AM	11:35 AM			Ridership:	500
	→				Ticket Revenue:	\$10,000
506		12:15 PM	4:05 PM		Ridership:	66,300
		→			Ticket Revenue:	\$2,290,000
507	8:40 PM		2:00 PM		Ridership:	99,100
	←				Ticket Revenue:	\$3,397,000
516		2:45 PM		10:50 PM	Ridership:	104,900
		→			Ticket Revenue:	\$4,295,000
509*		9:20 PM	5:30 PM		Ridership:	64,100
		←			Ticket Revenue:	\$2,174,000
517			10:10 PM	5:45 PM	Ridership:	40,900
			←		Ticket Revenue:	\$1,430,000
508*	4:00 PM		10:30 PM		Ridership:	66,100
	→				Ticket Revenue:	\$2,140,000
511/514 Holiday Trains					Ridership:	1,100
		↔			Ticket Revenue:	\$57,000

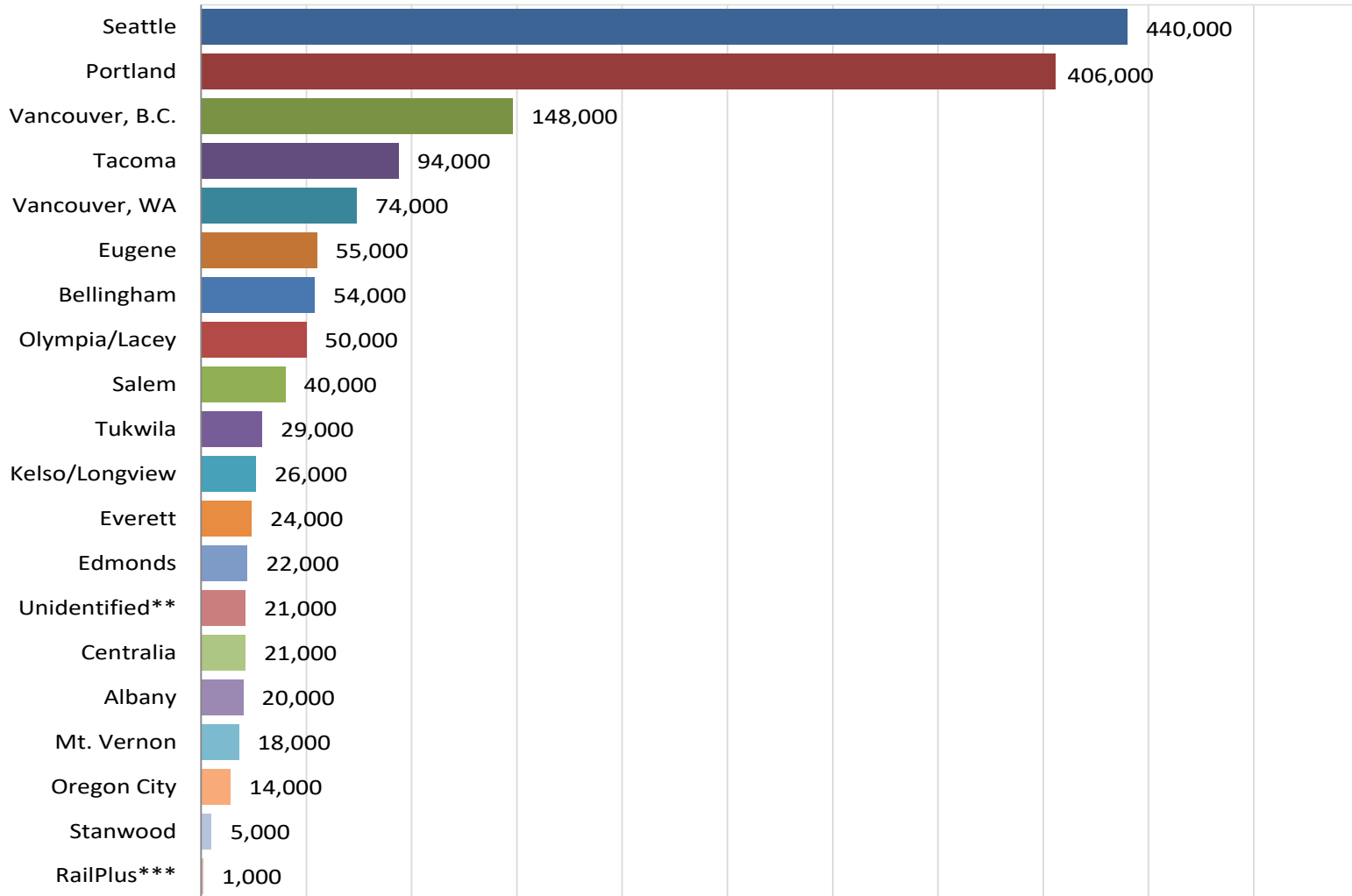
*As of Jan. 6, 2014, Train 504 was cancelled between Eugene and Portland, Trains 503/505 were added between Portland and Eugene, Train 508 now travels between Eugene and Seattle, and Train 509 now travels between Seattle and Portland.

Ridership is rounded to nearest 100 and ticket revenue is rounded to nearest \$1,000.

Monthly Ridership – 2012-2014



Station On-Offs* – 2014

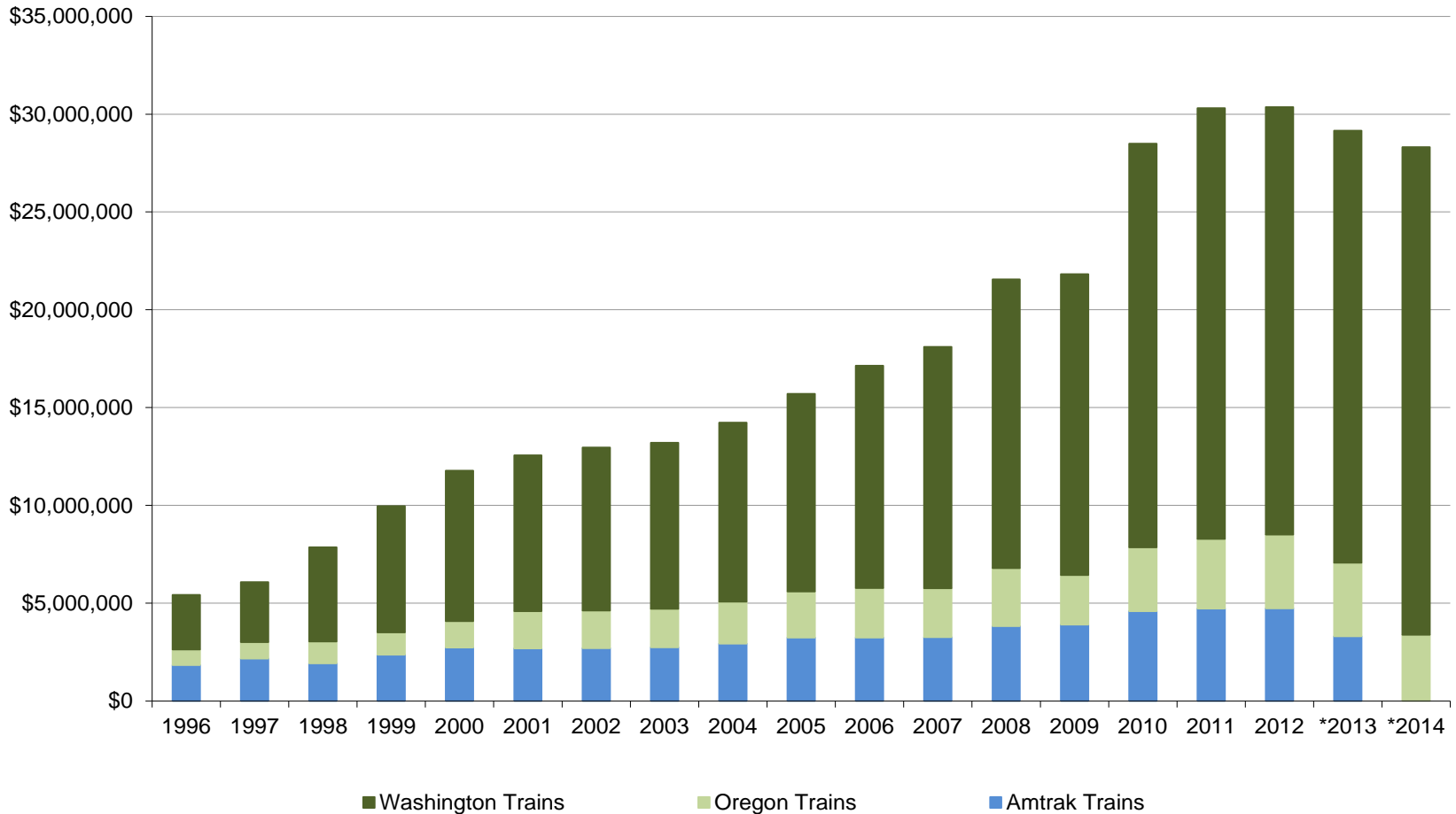


*On-Offs are a measurement of how many passengers got on and off the train at each station.

**Unidentified passengers either deferred their trip to another day or their tickets were not scanned by Amtrak.

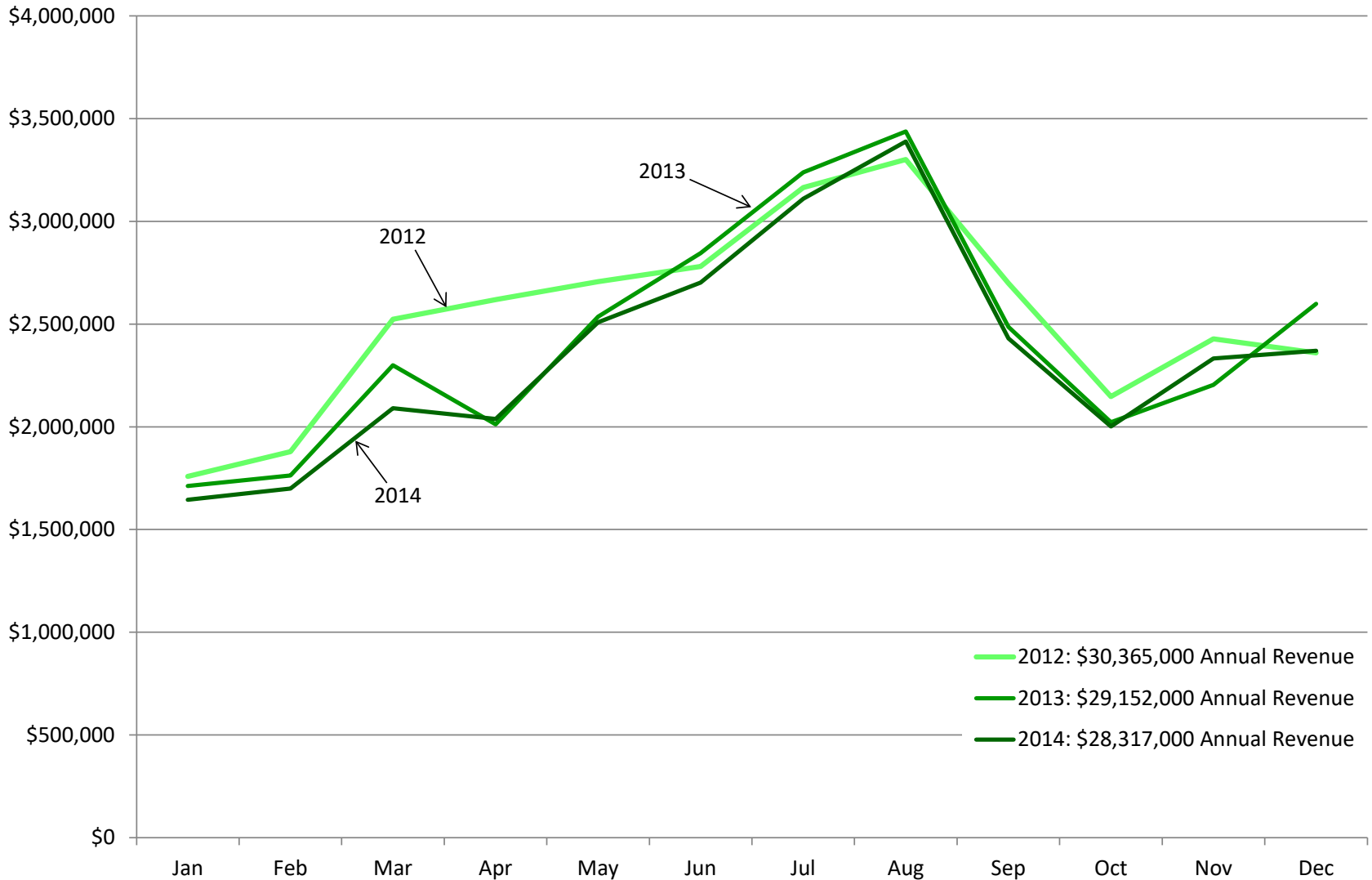
***RailPlus are riders transferring from Sound Transit to Amtrak Cascades.

Ticket Revenues by Funding Partners – 1996-2014

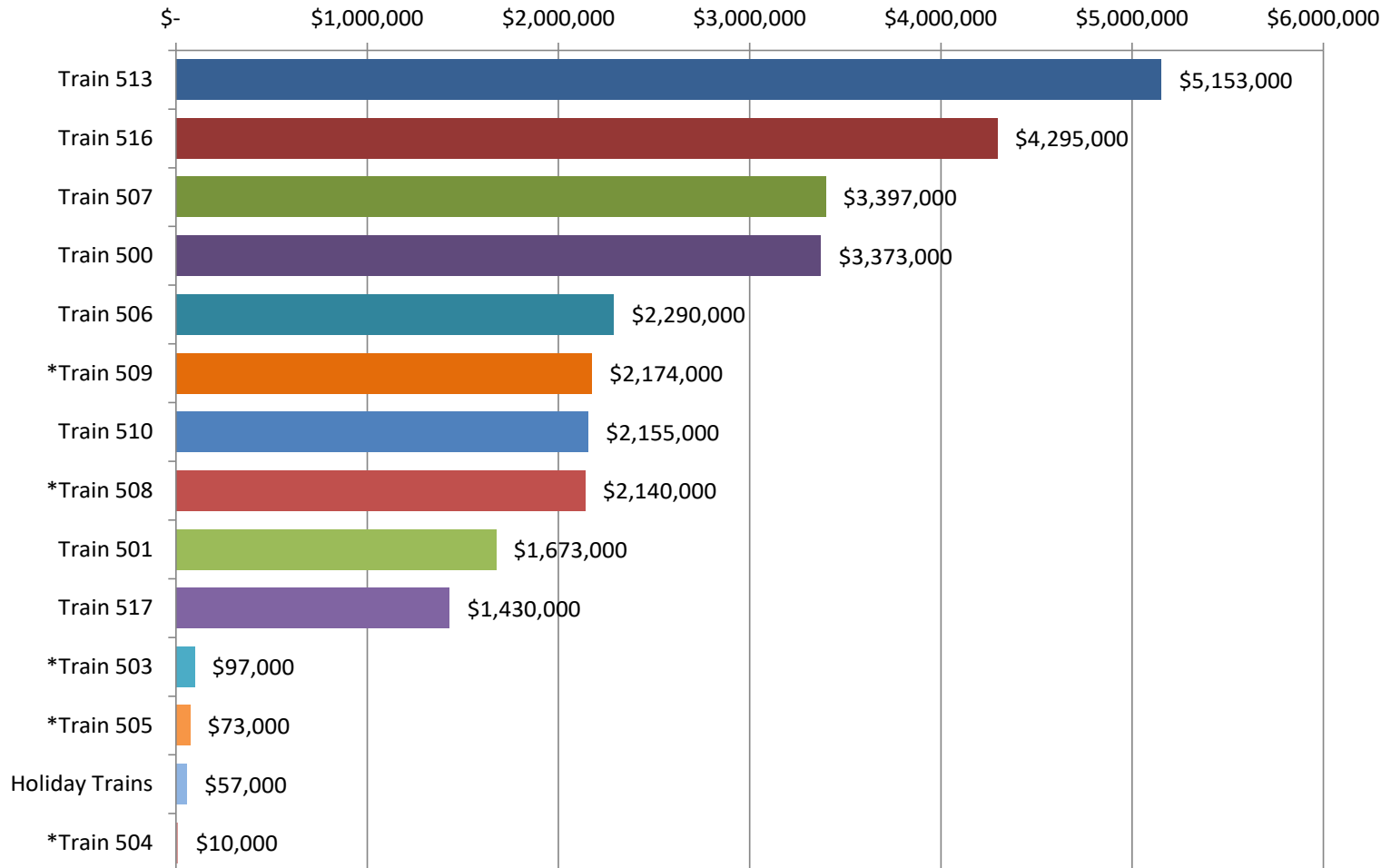


*Effective Oct. 1, 2013, the federal government shifted responsibility for funding Amtrak Cascades services to the states, in accordance with the Passenger Rail Investment and Improvement Act of 2008. Amtrak Cascades service is now funded by ticket revenues and the states of Washington and Oregon as shown in 2014. The service continues to be operated by Amtrak.

Monthly Ticket Revenues – 2012-2014



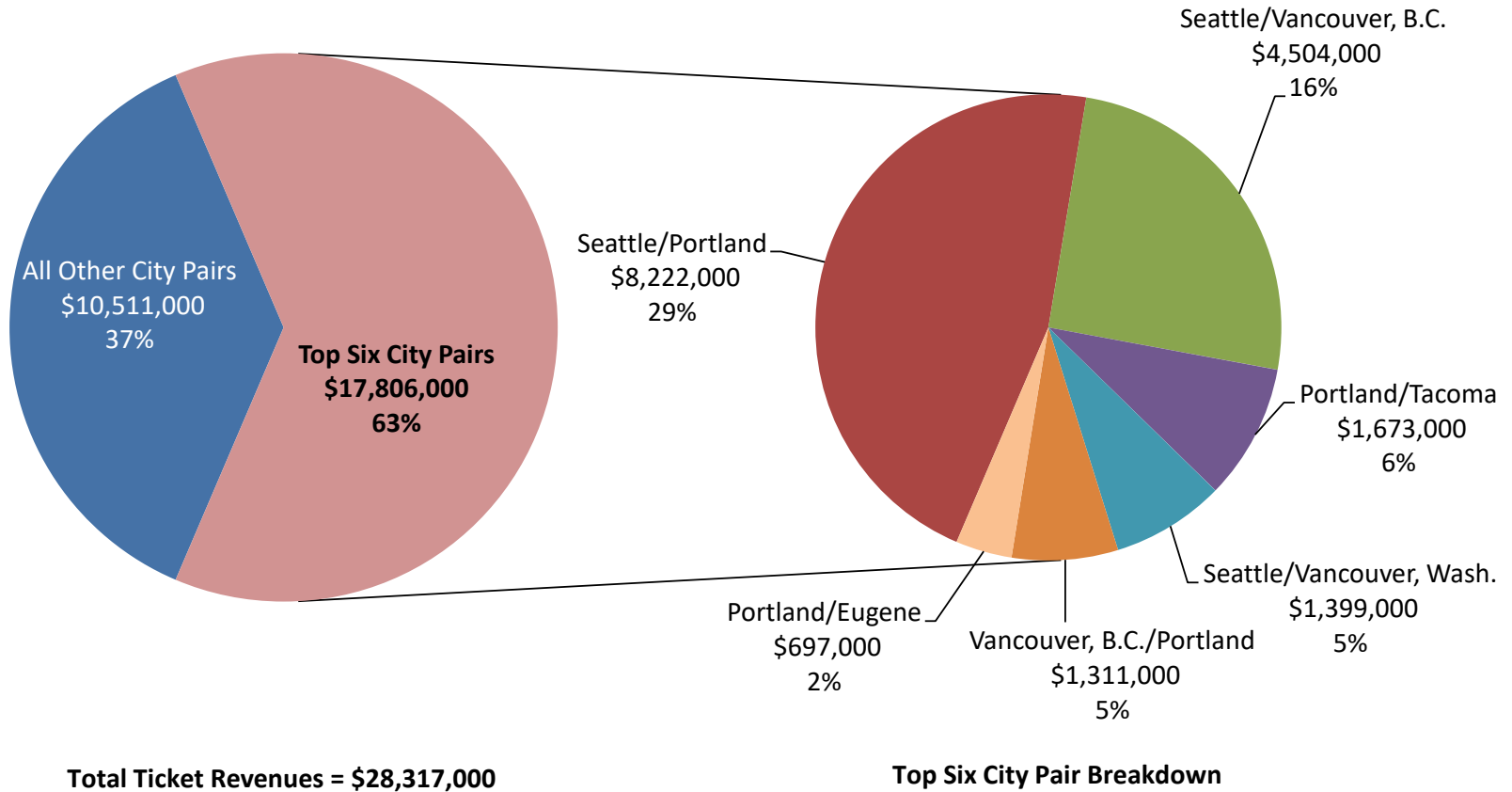
Annual Ticket Revenues by Train – 2014



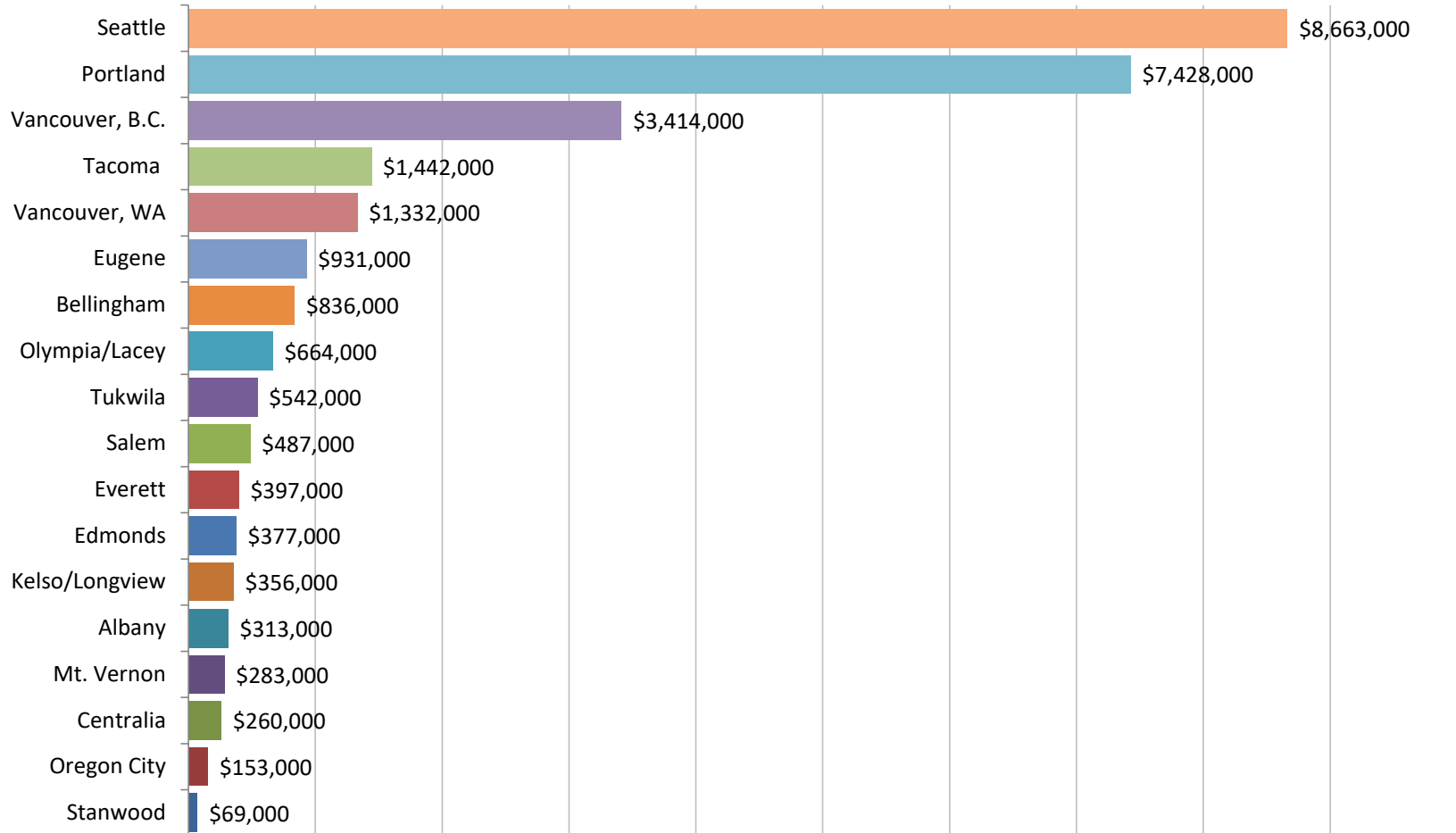
These are the total revenue collected by train number.
Each ticket is directly assigned to a train number.

*Schedule changes as of January 6, 2014. Train 509 travels between Portland and Seattle. Train 508 now travels from Eugene to Seattle. Trains 503/505 now travel between Portland and Eugene. Train 504 was discontinued.

Annual Ticket Revenues by City Pair – 2014



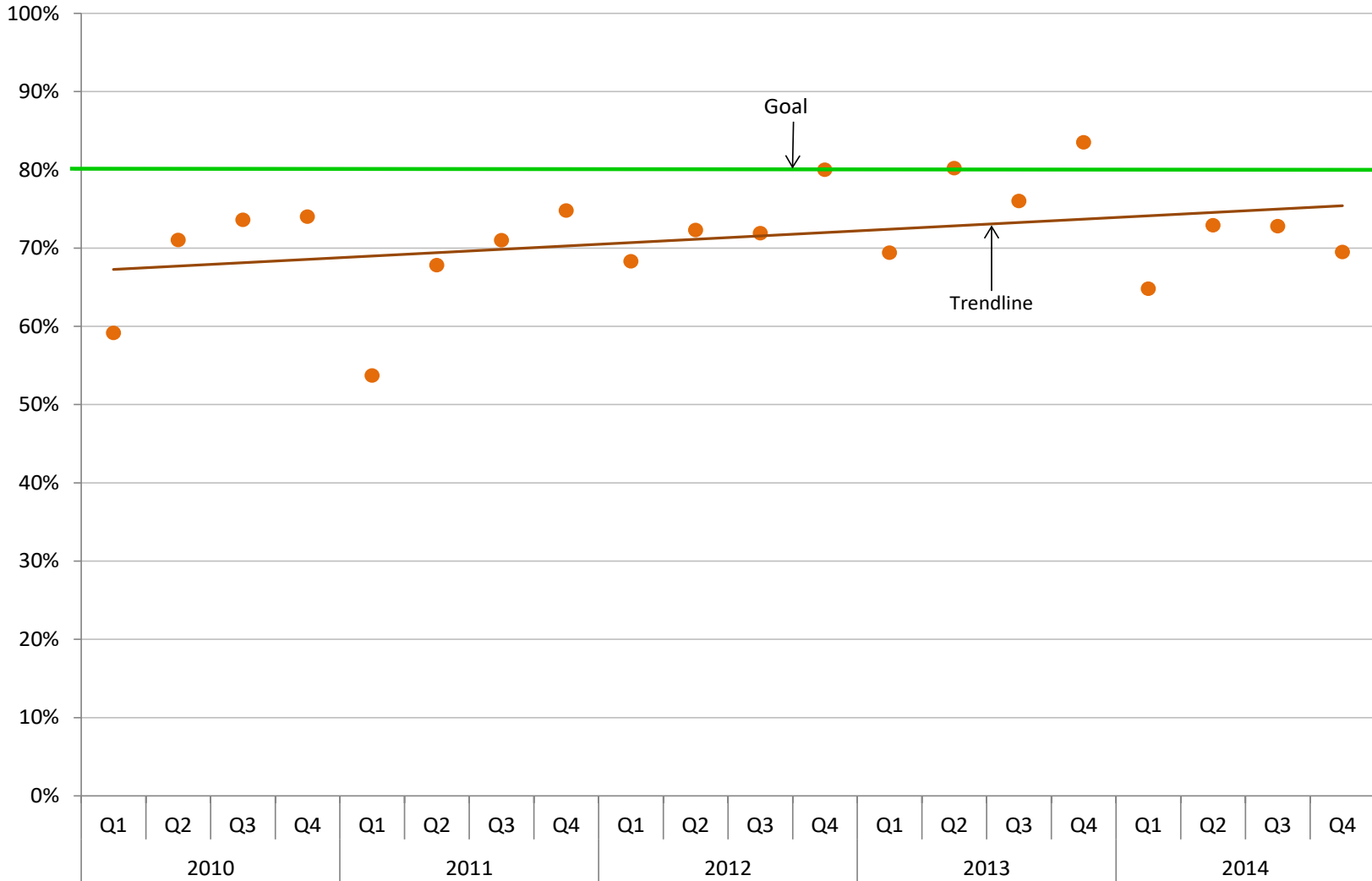
Annual Ticket* Revenues by Station – 2014



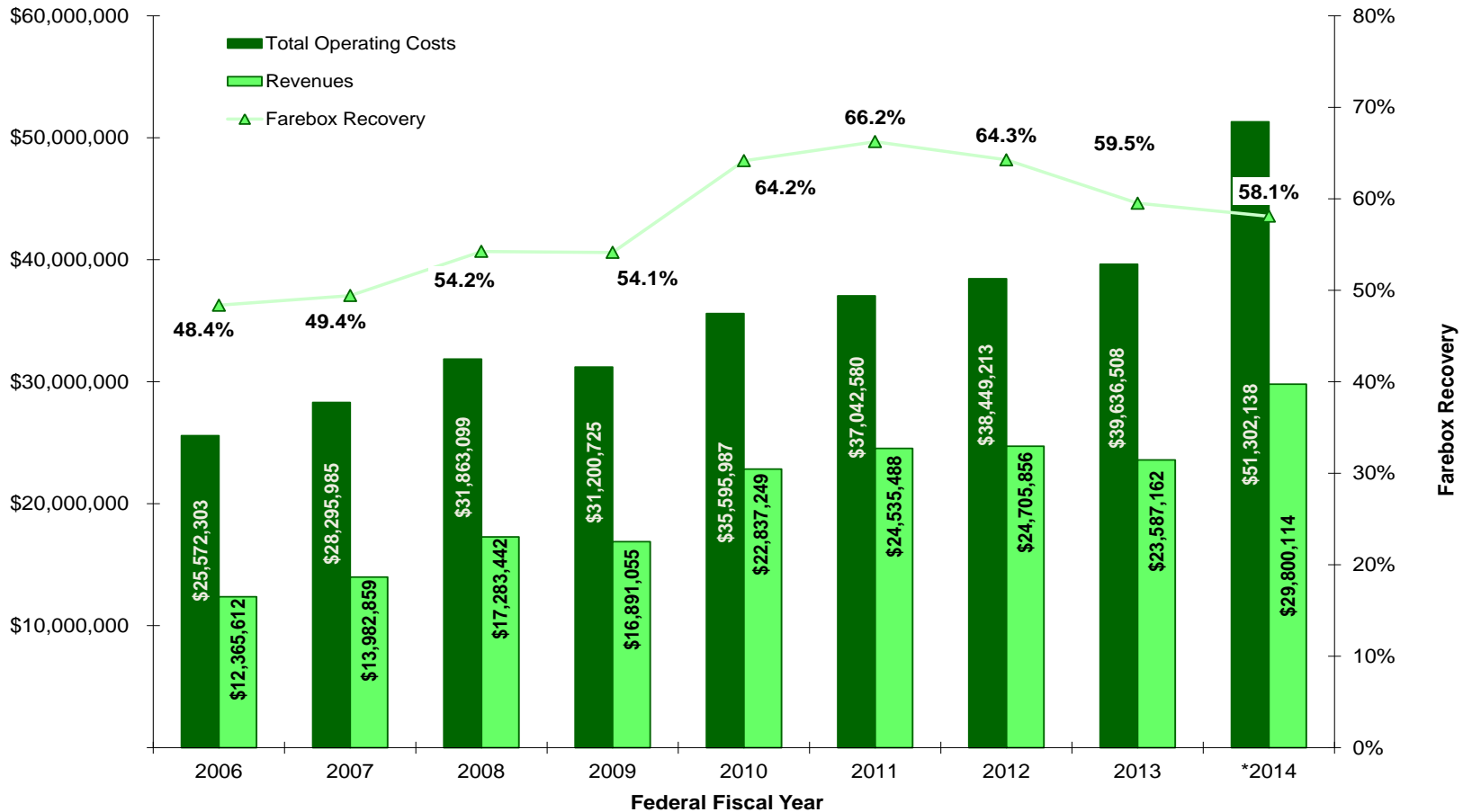
*A passenger ticket provides passage between two stations – origin station and destination station. Ticket revenue for each ticket is split equally between the origin and the destination stations.

Note: \$370,000 in ticket revenues is credited to deferred, unknown, and Sound Transit riders under the RailPlus program.

On-Time Performance, 2010-2014



Total Operating Cost, Revenue and Farebox Recovery Rate – FFY2006-2014, Washington-sponsored trains only



*Note: Amtrak Cascades farebox recovery ratio for FFY2014 was 58.1%, a drop from previous year due to increased operating costs resulting from federal law changes (PRIIA) that went into effect October 1, 2013. PRIIA is a federal act, which shifts costs previously paid by the federal government to states for passenger rail service.