

# Amtrak Cascades: 2018 Performance Data Report

## Performance Dashboard – 2018

### Overview – 2018

#### **Amtrak Cascades Corridor (calendar year 2018 unless otherwise noted):**

- 10-Year Ridership with Historical References – 2009-2018
- 10-Year Ridership by Funding Partners – 2009-2018
- 10-Year Ticket Revenue by Funding Partners – 2009-2018
- 10-Year Passenger Miles by Segment – 2009-2018
- 5-Year Monthly Ridership Comparison – 2013-2018
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- Annual Ridership by Segment – 2018
- Annual Station On-Offs – 2018
- Annual Ticket Revenue by City Pair – 2018
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#### **Washington-Supported Amtrak Cascades Service:**

- 10-Year On-Time Performance – 2009-2018 (calendar year)
- Total Operating Cost, Revenue & Farebox Recovery Rate – 2009-2018 (federal fiscal year)

WSDOT Rail, Freight, and Ports Division

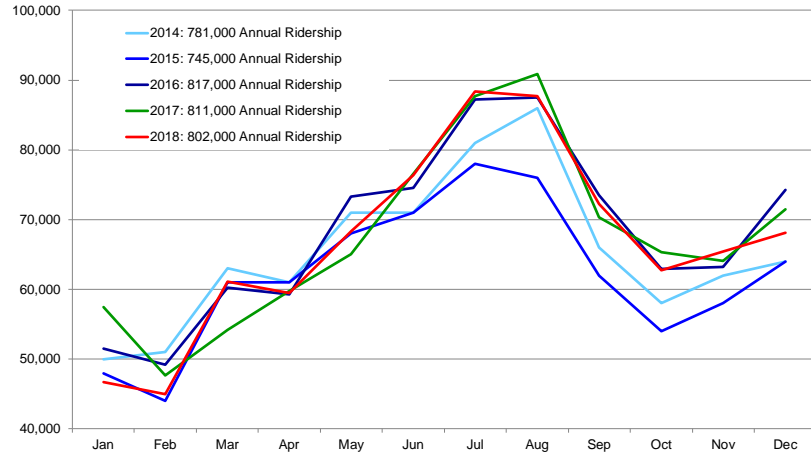
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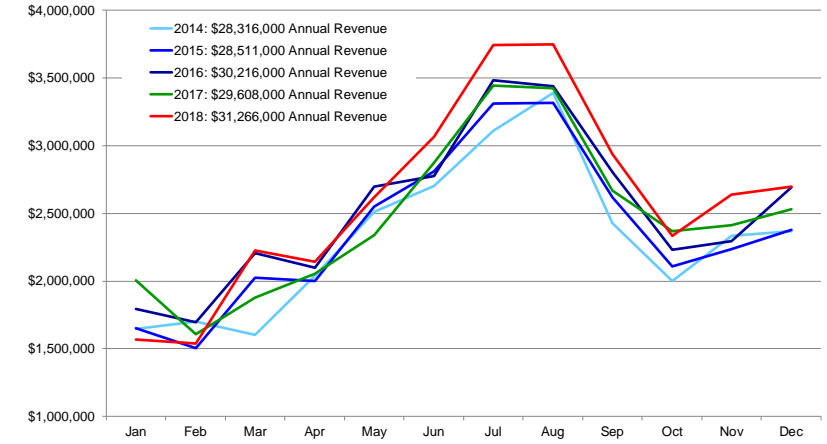
# Performance Dashboard – 2018

In 2018, Amtrak Cascades transported 802,000 riders with \$31,266,000 in ticket revenue.

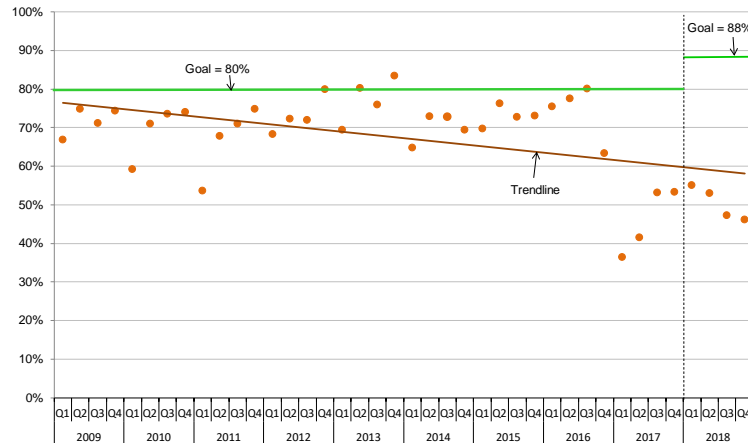
## 5-Year Monthly Ridership Comparison – 2013-2018



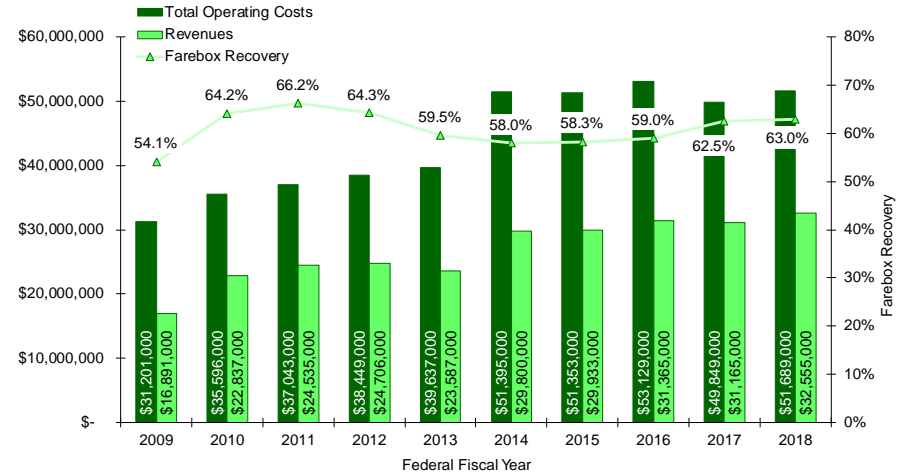
## 5-Year Monthly Ticket Revenue Comparison – 2013-2018



## 10-Year On-Time Performance – 2009-2018 Washington-supported trains only



## Total Operating Cost, Revenue & Farebox Recovery Rate – FFY2009-2018 Washington-supported trains only



# Overview – 2018

The Amtrak Cascades intercity passenger rail system is a service of the Washington State Department of Transportation (WSDOT) and the Oregon Department of Transportation (ODOT). As managers of the system and good stewards of state funds, WSDOT is committed to monitoring and reporting on Amtrak Cascades' performance.

This 2018 Annual Performance Data Report provides an historical perspective that portrays trends in ridership, ticket revenue, passenger miles, on-time performance, and operating costs. It is designed to offer a quick reference for citizens, policymakers, and stakeholders interested in understanding how the state-run passenger rail program performs.

When assessing historical trends, note that on October 1, 2013, the federal government shifted responsibility for funding Amtrak Cascades services completely to the states, in accordance with the Passenger Rail Investment and Improvement Act of 2008. WSDOT and ODOT contract with Amtrak to operate the Amtrak Cascades service and it is now funded completely by ticket revenue and state funds. As a result, the state of Washington incurred higher costs starting in FFY 2014.

Between 2010 and 2017, WSDOT delivered critical federally funded infrastructure projects to enhance the Amtrak Cascades program. In the short-term, interruptions caused by these construction projects contributed to a drop in ridership in 2014 and 2015. However, with the completion of some projects and

enhancement of WSDOT's marketing program, ridership numbers increased in 2016 and 2017.

On December 18, 2017, an Amtrak Cascades train derailed during its inaugural trip on a new route between Tacoma and Olympia. This led to an 18 percent drop in ridership during January 2018. But during subsequent months, support for the service quickly recovered, leading to an annual ridership decrease of just 1.1 percent. Moreover, WSDOT and Amtrak were able to increase ticket revenue levels in 2018 by 5.6 percent, resulting in the highest farebox recovery rate in six years.

On-time performance continues to challenge Amtrak Cascades service. In FFY 2018, only 53.9 percent of Washington's trains were on time. This level is far below the goal of 88 percent that was contractually negotiated with track-owner, BNSF, and operator, Amtrak. Per the contract, BNSF is required to develop and implement a corrective action plan to improve on-time performance. Amtrak and BNSF are actively working to implement this plan, which includes better train dispatching, more efficient loading and unloading of passengers at stations along the route, and proposed station platform upgrades.

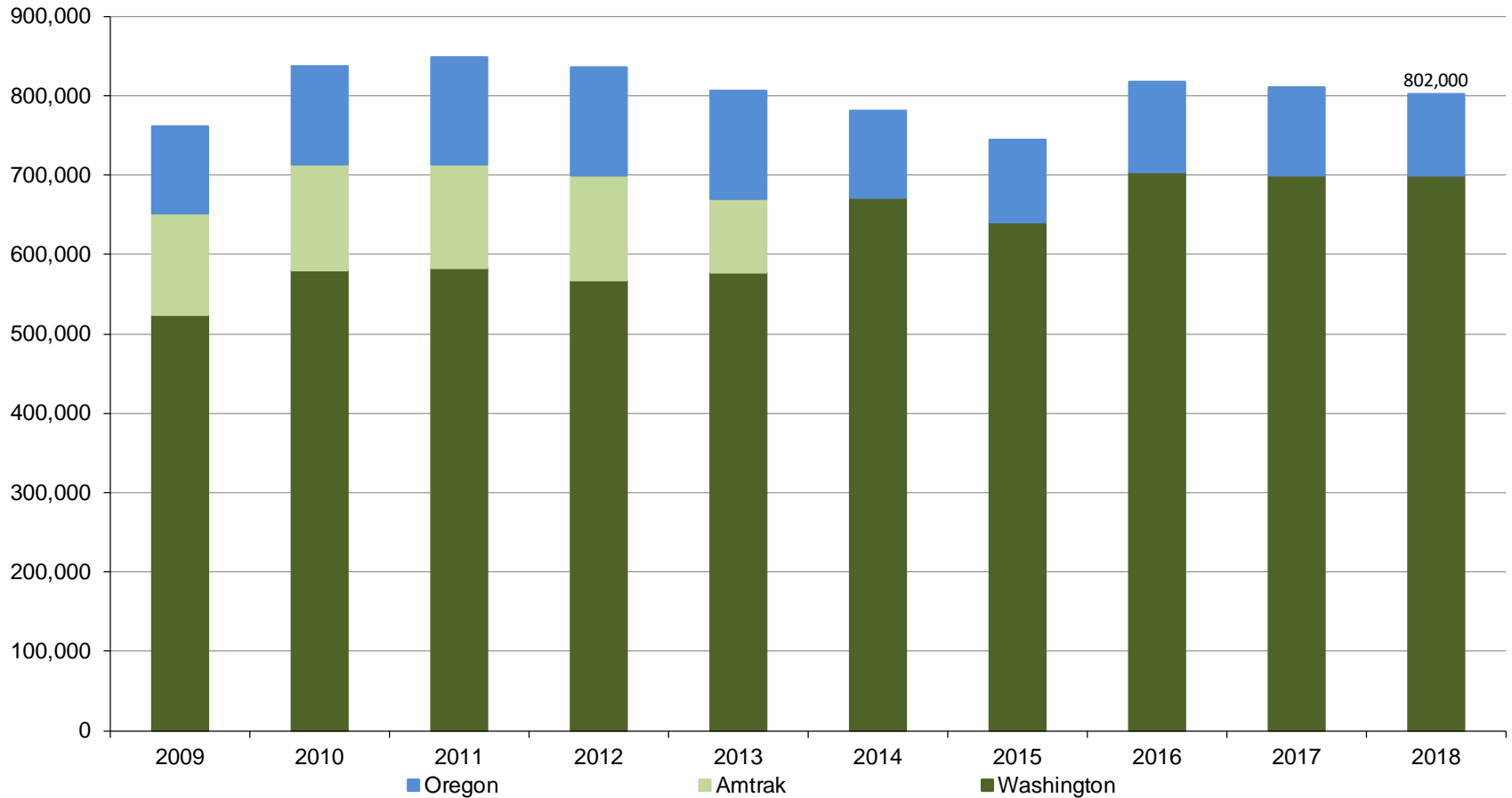
The intent is to significantly improve on-time performance in the next year. The longer-term goal is to significantly increase both ridership and revenue as WSDOT adds two more daily round trips between Seattle and Portland, with shorter travel times between the two cities.

# 10-Year Ridership with Historical References – 2009-2018

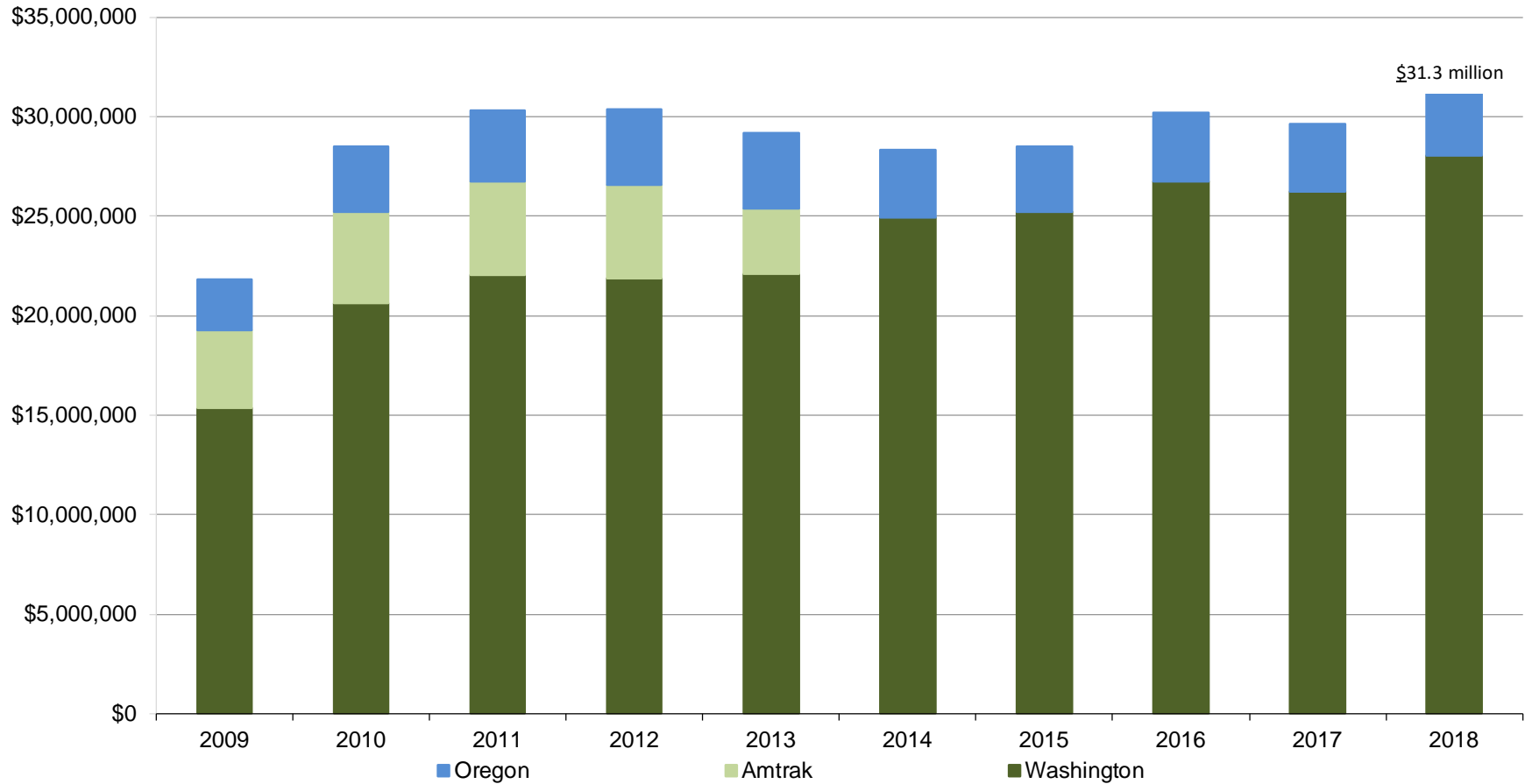
Year	Ridership	Highlights
2018	802,000	New Charger locomotives successfully complete first year of operations in the Pacific Northwest.
2017	811,000	All remaining ARRA-funded capital projects completed. WSDOT's Stay Back From The Tracks safety campaign launched. Point Defiance Bypass derailment in December.
2016	817,000	Ridership increased by approximately 10% over the previous year. Five of WSDOT's ARRA program construction projects completed, for a total of 14 of 20 projects completed. Pets on Trains program began in March.
2015	745,000	New Tukwila Station dedicated in February. 20 years of Amtrak Cascades service commemorated at Pacific Central Station in Vancouver, British Columbia.
2014	781,000	ODOT added two trainsets to the Amtrak Cascades service: Mt. Bachelor and Mt. Jefferson.
2013	807,000	WSDOT and ODOT assumed 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. Amtrak Cascades broke all-time ridership record.
2010	838,000	WSDOT awarded \$800 million in federal funds for capital improvement projects.
2009	762,000	WSDOT extended Bellingham/Seattle service to Vancouver, British Columbia for second daily round trip to Canada.

Ridership numbers are rounded to the nearest 1,000.

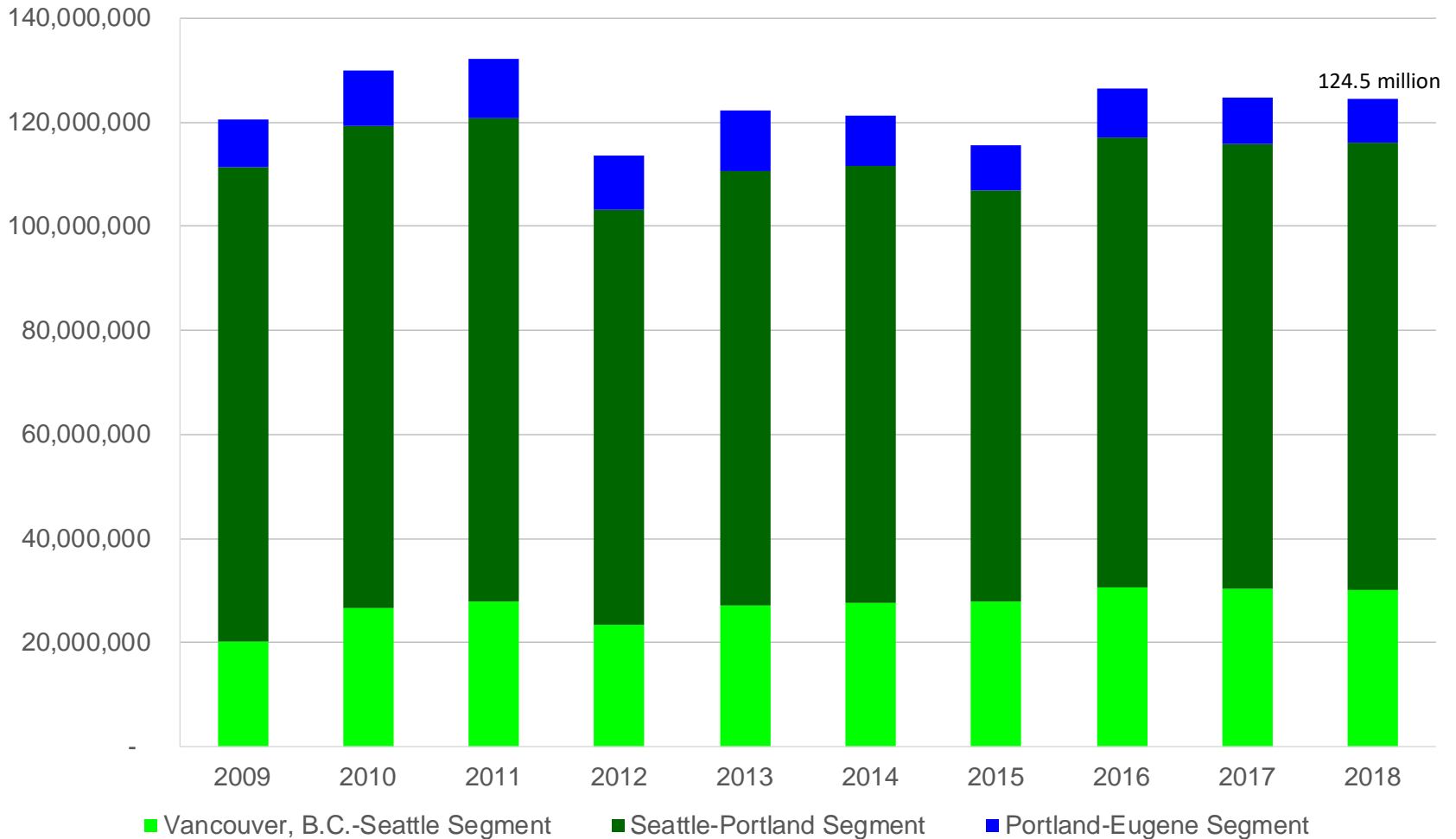
# 10-Year Ridership by Funding Partners – 2009-2018



# 10-Year Ticket Revenue by Funding Partners – 2009-2018

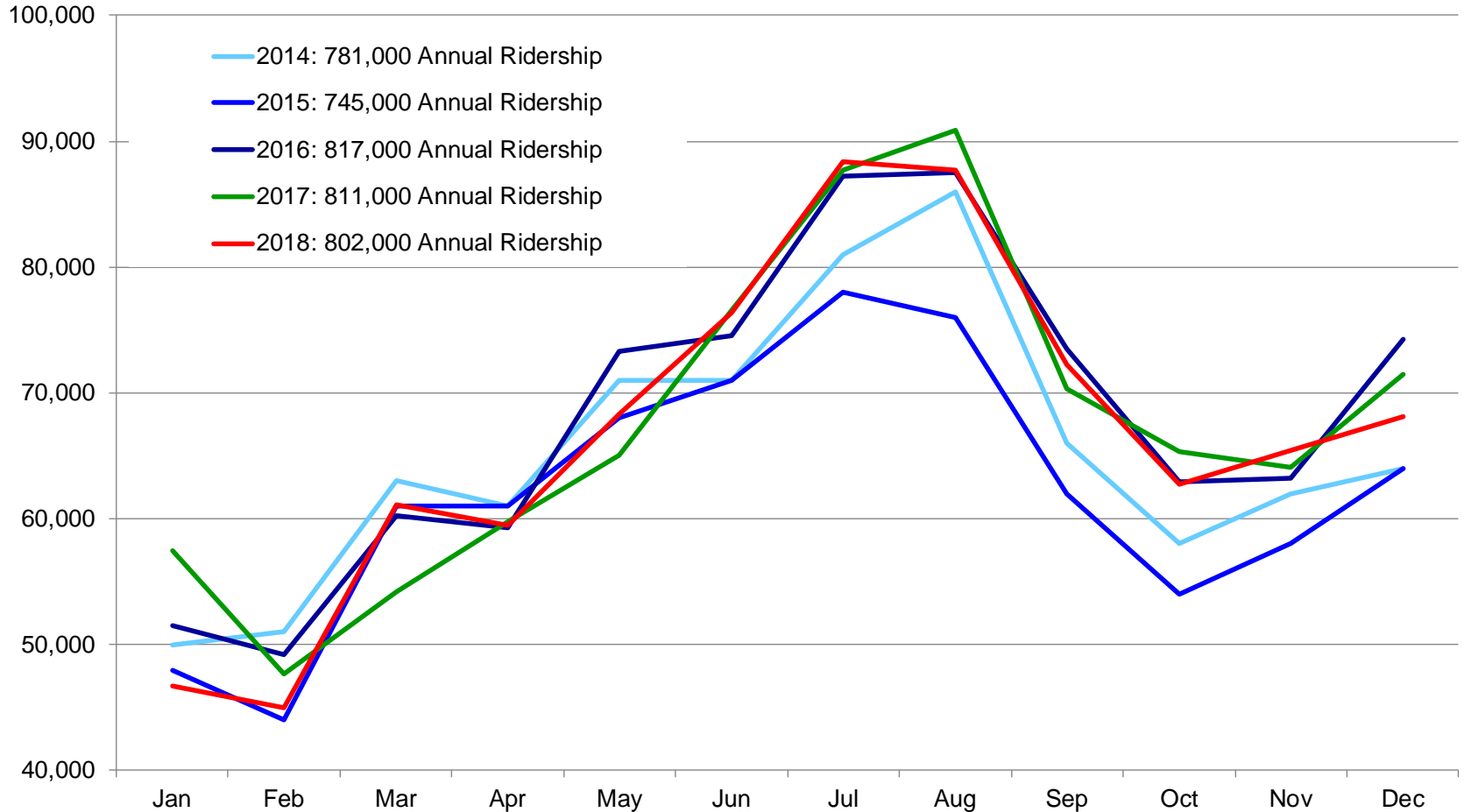


# 10-Year Passenger Miles\* by Segment – 2009-2018



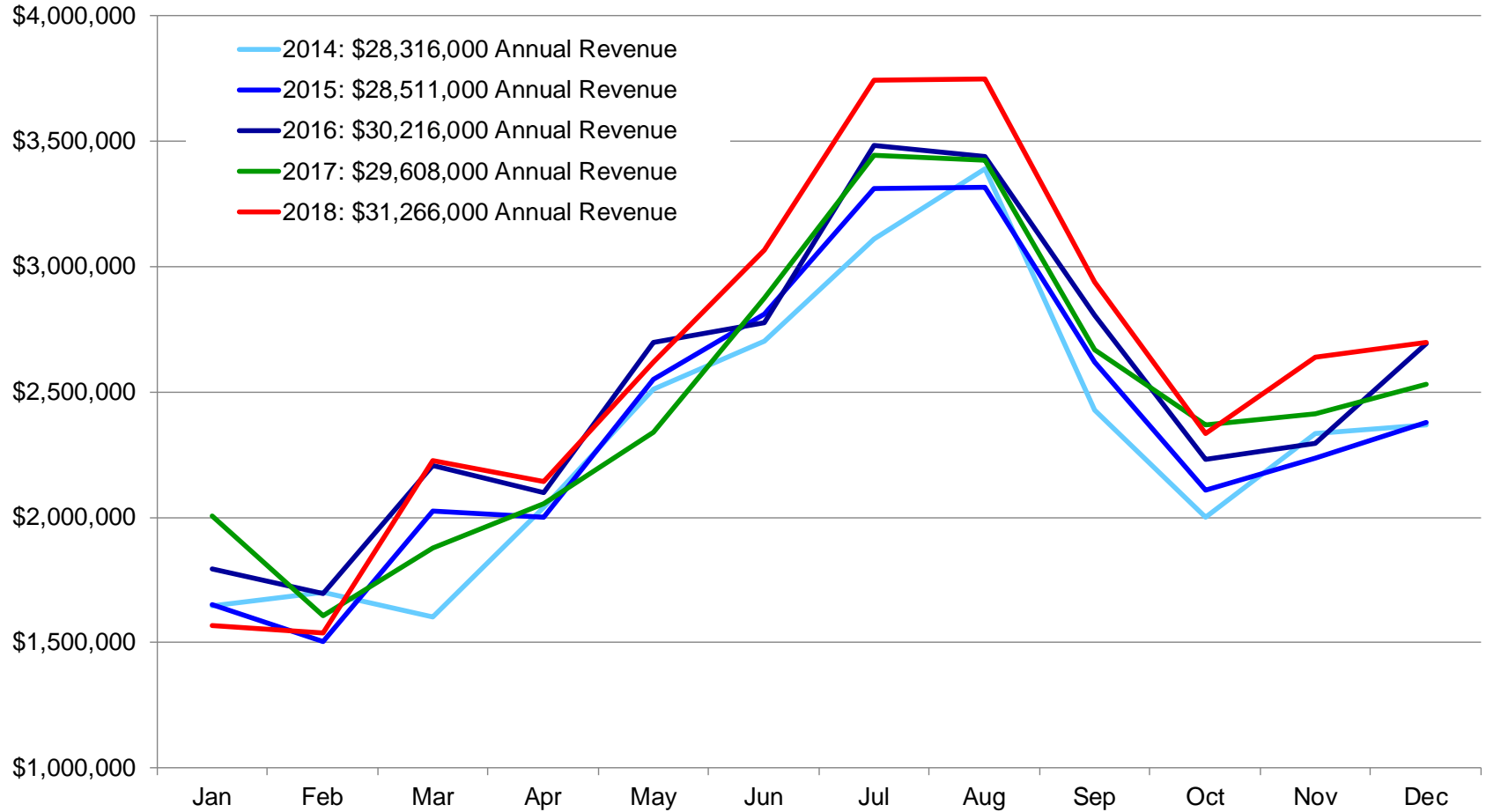
\*Passenger miles are the person miles traveled specifically by Amtrak Cascades passengers between their origins and destinations along the rail line.

# 5-Year Monthly Ridership Comparison – 2013-2018





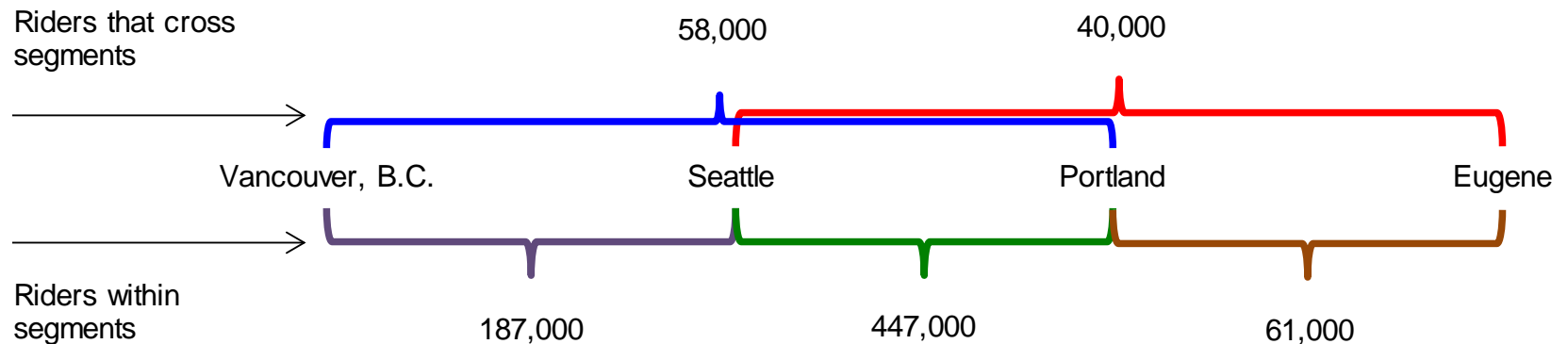
# 5-Year Monthly Ticket Revenue Comparison – 2013-2018



# Annual Ridership by Segment – 2018

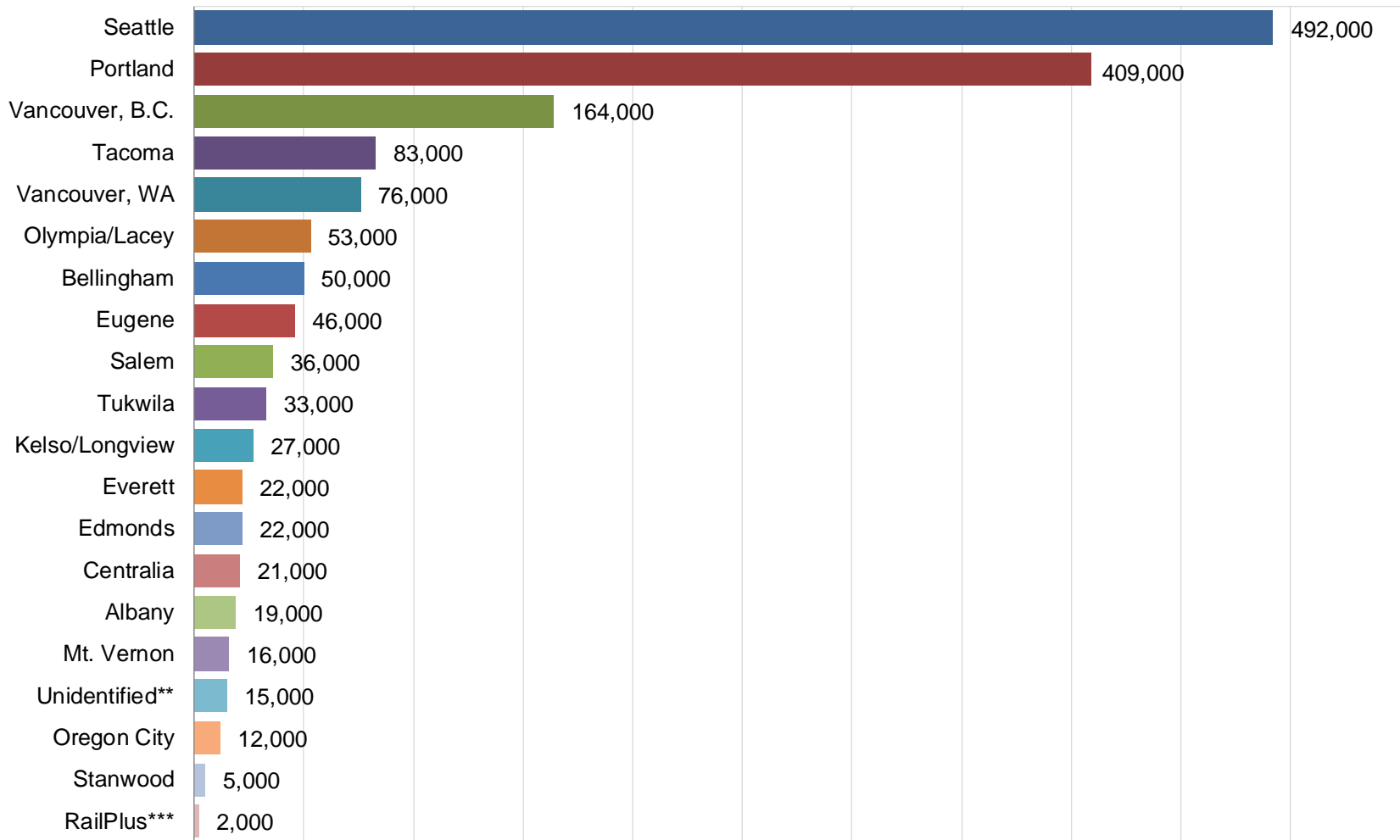
*Total Ridership for 2018 = 802,000*

Insight into travel patterns can be gained by looking at where riders travel. The three segments of the Pacific Northwest Rail Corridor are defined as between Eugene and Portland, between Portland and Seattle, and between Seattle and Vancouver, British Columbia. Individual trains can operate within a segment or across segments. When a rider boards the train in one segment and gets off the train in another (for example, boards in Bellingham and gets off in Olympia), that rider is said to “cross segments” as depicted along the top of the graphic below. Ridership values do not include transfers. Understanding where riders travel is a useful way to see how the entire corridor operates as a unified system.



In addition to the ridership above, there were almost 8,000 riders that either deferred their trip to another date or were unidentified by Amtrak and over 1,000 passengers that used WSDOT/Amtrak/Sound Transit RailPlus program to travel between Everett and Seattle.

# Annual Station On-Offs\* – 2018



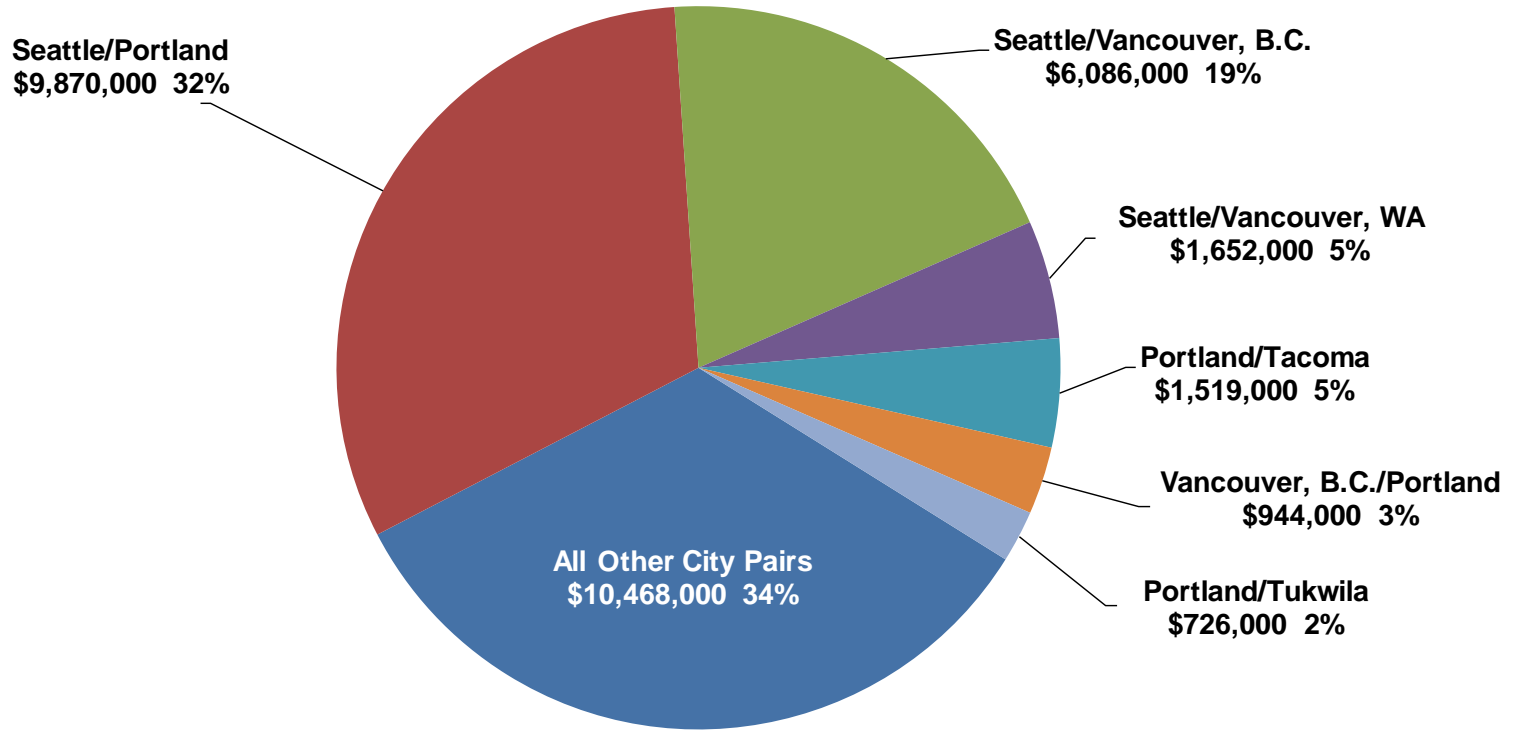
\*On-Offs are a measurement of how many passengers got on and off the train at each station.

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

\*\*\*RailPlus are riders using regional transit passes called Orca Cards to travel on Amtrak Cascades trains between Seattle, Edmonds, and Everett.

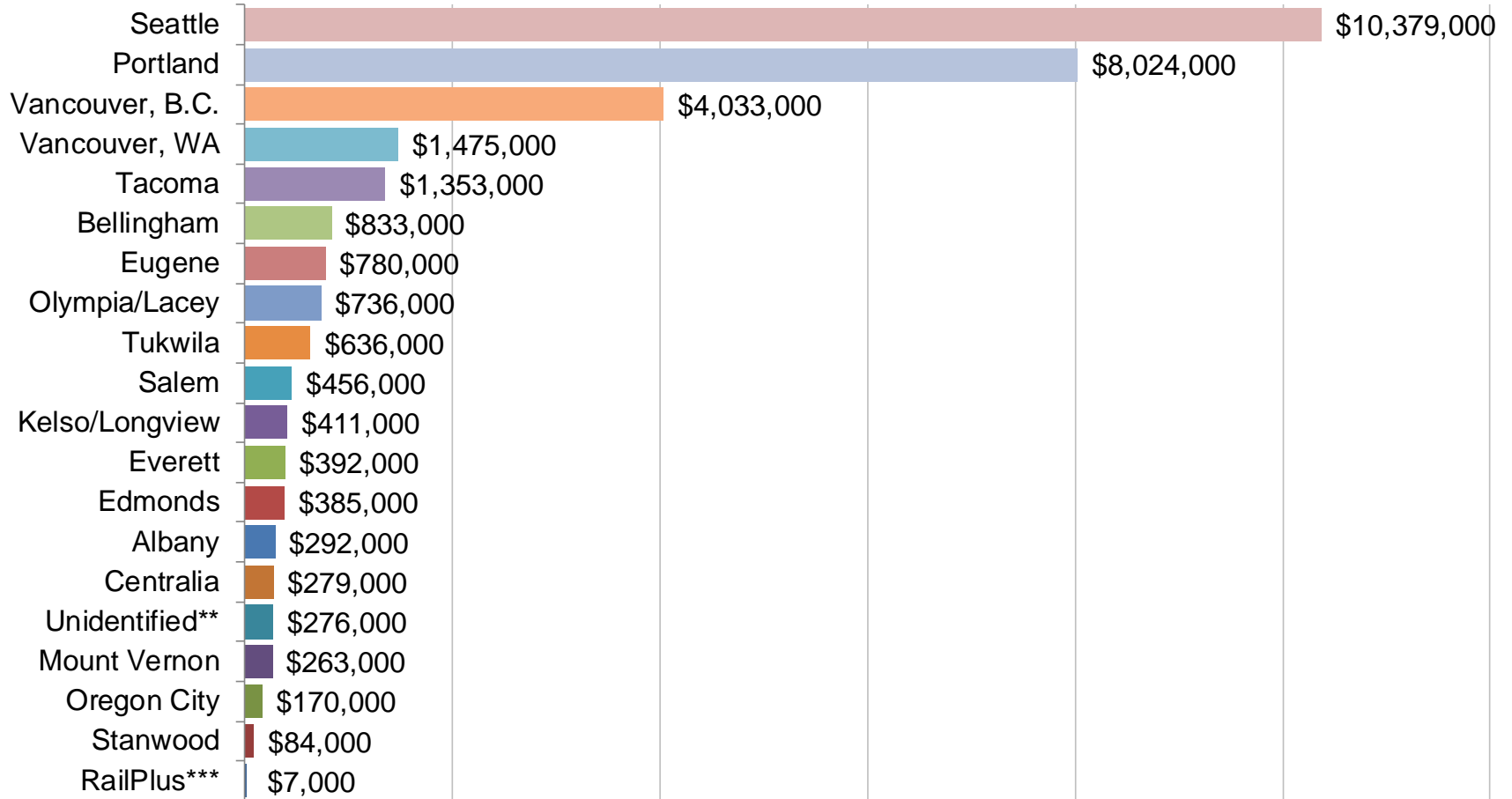
# Annual Ticket Revenue by City Pair – 2018

## Revenue per City Pair and Percentage of Total Revenue



**Top six city pairs = \$20,797,000 65%**  
**All city pairs = \$31,266,000**

# Annual Ticket\* Revenue by Station – 2018



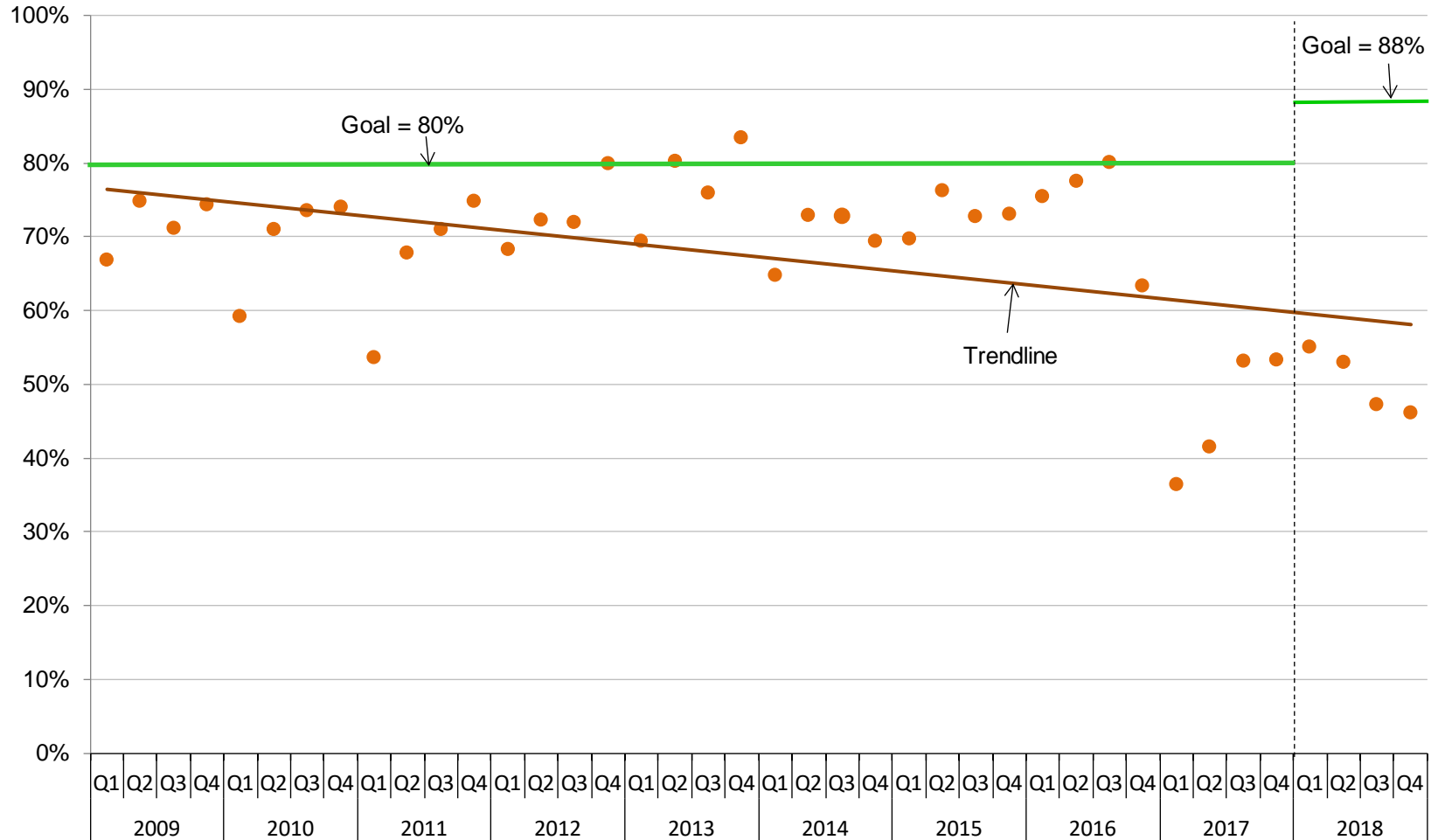
\*A passenger ticket provides passage between two stations – the origin station and the destination station. Ticket revenue for each ticket is split equally between the origin and the destination stations.

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# 10-Year On-Time Performance – 2009-2018

## Washington-supported trains only



Per the Service Outcome Agreement between Amtrak, BNSF, and WSDOT that took effect in January 2018, the on-time performance goal was raised from 80 percent to 88 percent.

# Total Operating Cost, Revenue and Farebox Recovery Rate – FFY 2009-2018, Washington-supported trains only

