



# Amtrak Cascades: 2022 Performance Data Report

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WSDOT Rail, Freight, and Ports Division

March 2023

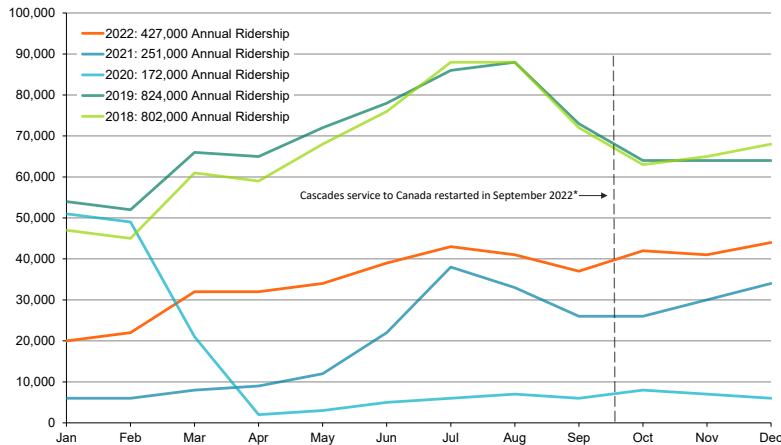
Contact: [rail@wsdot.wa.gov](mailto:rail@wsdot.wa.gov) or 360-705-7900



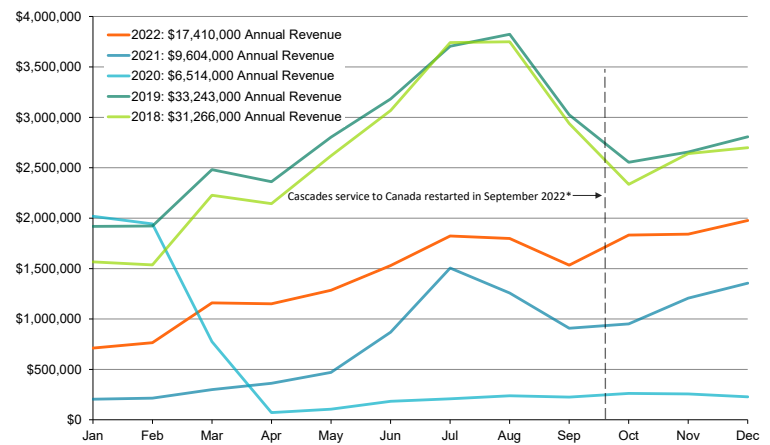
# Performance Dashboard – 2022\*

In 2022, Amtrak Cascades transported 427,000 riders with \$17,410,000 in ticket revenue.

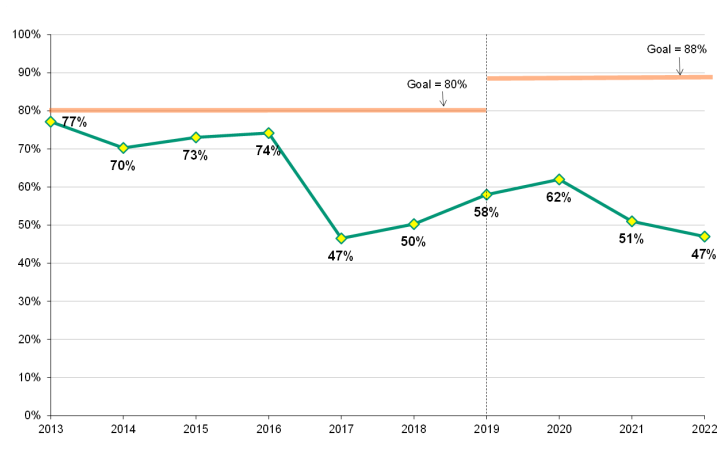
## 5-Year Monthly Ridership Comparison – 2018-2022



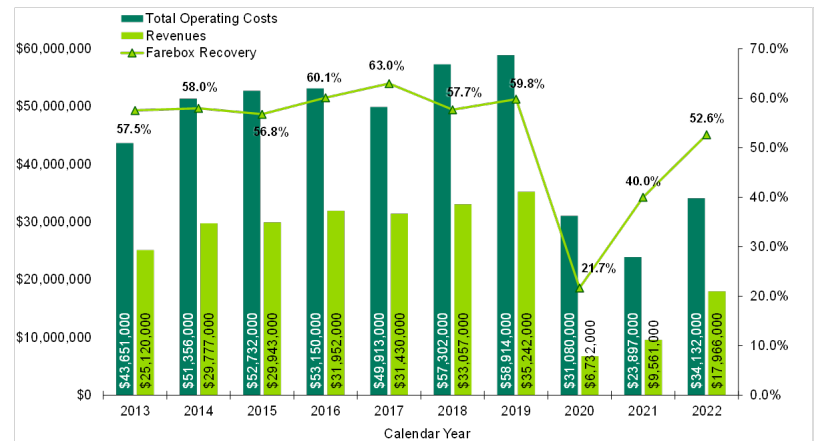
## 5-Year Monthly Ticket Revenue Comparison – 2018-2022



## 10-Year On-Time Performance – 2013-2022 Washington-supported trains only



## Total Operating Cost, Revenue & Farebox Recovery Rate – 2013-2022 Washington-supported trains only



\*Amtrak Cascades restarted one daily roundtrip to Canada, between Seattle and Vancouver, BC, September 26, 2022

# Overview – 2022

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

This 2022 Annual Performance Data Report provides historical perspective 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 sponsored passenger rail program performs.

The COVID-19 pandemic resulted in significant changes to Amtrak Cascades beginning in March 2020 and continuing through 2022. The number of daily trains between Seattle and Portland was reduced from four daily roundtrips in 2019 to one daily roundtrip at the start of the pandemic in 2020 and returning to three daily trips beginning in May 2021. The reduction in service was due to lower demand for train travel, which was the result of state directives restricting non-essential travel. All Amtrak Cascades service between Seattle and Vancouver, BC was suspended due to the closure of the Canadian border beginning in 2020 and continuing through September, 2022. Comparison of 2019 data to 2022 data provides a clearer indication of trends pre- and post-pandemic, while comparison of 2021 data to 2022 offers a glimpse of changes coming out of the pandemic.

Segment	Trains
Seattle, WA - Portland, OR	504, 507
Seattle, WA - Eugene, OR	500, 503, 505, 508
Seattle, WA- Vancouver, BC	516, 519
Schedule Changes in September 2022	
The Seattle-Vancouver, BC Routes were added 9/26/22	

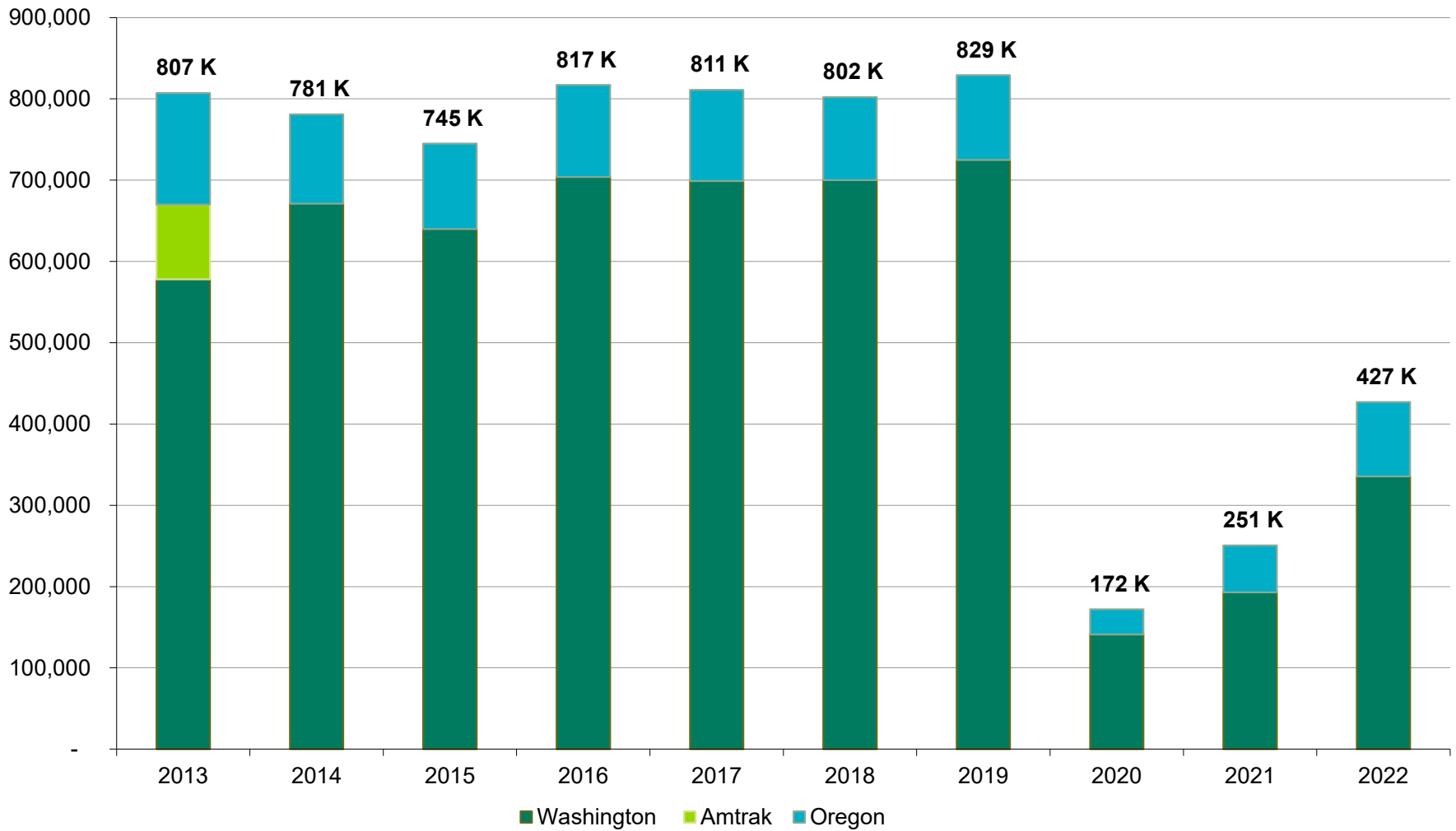
As a result of increased service levels and the addition of Trains 516 and 519 between Seattle and Vancouver, BC, ridership increased 71% from 251,000 in 2021 to 427,000 in 2022. Ticket revenue totaled \$17.4 million in 2022, an increase of 81% from \$9.6 million in 2021. On-time performance continues to challenge Amtrak Cascades service. In 2022, Amtrak Cascades on-time performance fell to 47% compared to 51% in 2021 and 62% in 2020. On-time performance remains below the goal of 88% that was contractually negotiated with track-owner, BNSF, and operator, Amtrak.

# 10-Year Ridership with Historical References – 2013-2022

Year	Ridership	Highlights
2022	427,000	WSDOT and Amtrak added a second connecting intercity bus between Seattle and Bellingham on <b>February 28, 2022</b> . Amtrak Cascades restarted one daily roundtrip to Canada, between Seattle and Vancouver, BC, on <b>September 26, 2022</b> . Ridership increased 71% and Revenue increased 81% from 2021 to 2022.
2021	251,000	A second daily roundtrip between Seattle and Eugene and a third daily roundtrip between Seattle and Portland began operations on May 24th. Amtrak Cascades trains returned to the Pt. Defiance Bypass on November 18th. Ridership increased 46% and revenue increased 47% when compared to 2020.
2020	172,000	Amtrak Cascades reduced service to one round trip between Seattle, WA and Eugene, OR (down from two round trips between Seattle and Vancouver, B.C., four round trips between Seattle and Portland, OR, and two round trips between Portland and Eugene) due to the COVID-19 pandemic restrictions and reduced demand. Ridership decreased 79% and revenue decreased 80% compared to 2019.
2019	824,000	Ridership increased nearly 3% and revenue increased 6% compared to 2018. On-time performance improved significantly over the course of 2019, rising from 45% in the first quarter to 71% in the last quarter.
2018	802,000	New Charger locomotives successfully complete first year of operations in the Pacific Northwest.
2017	811,000	All remaining federally-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.

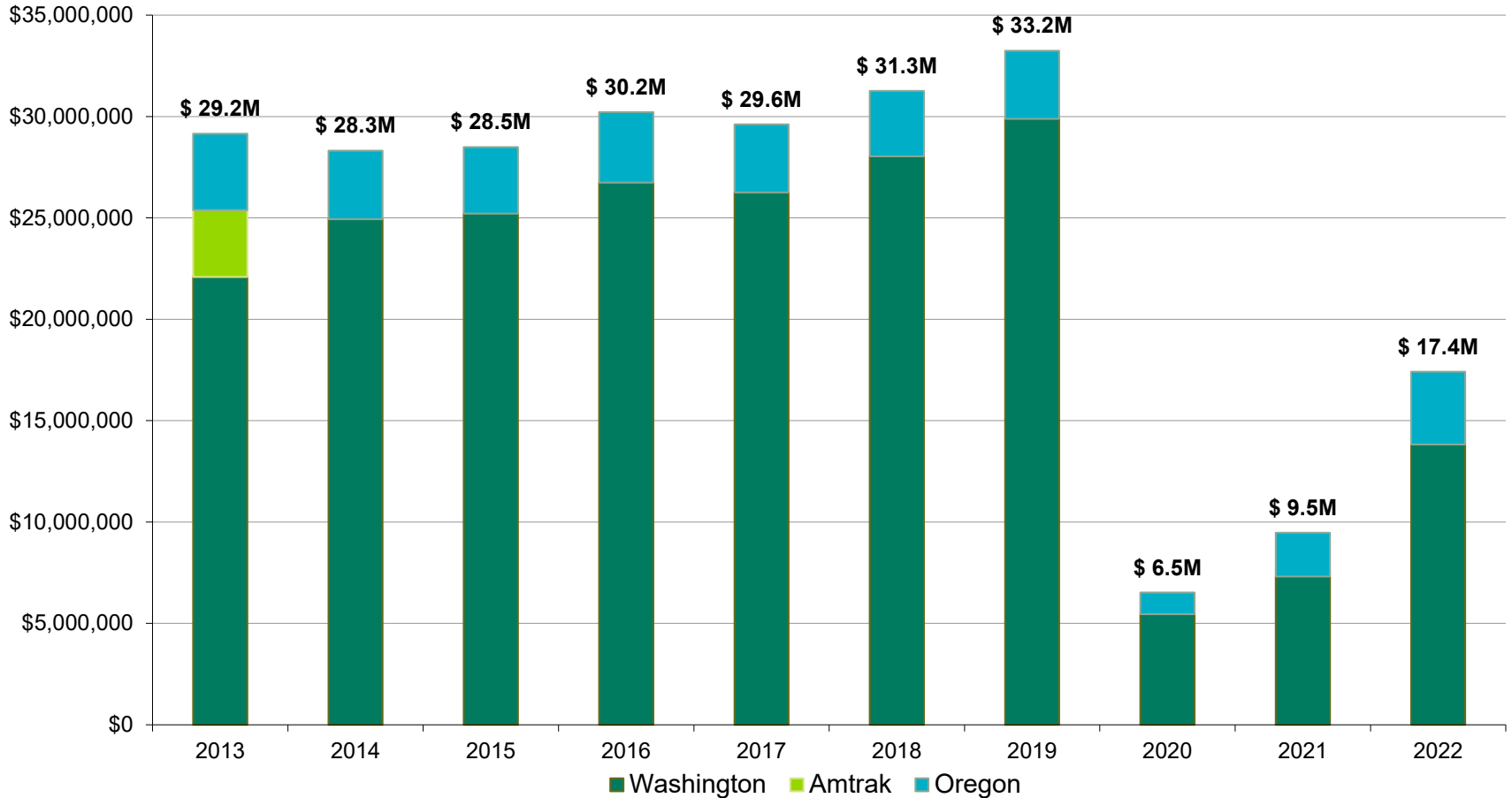
Ridership numbers are rounded to the nearest 1,000.

# 10-Year Ridership by Funding Partners – 2013-2022\*



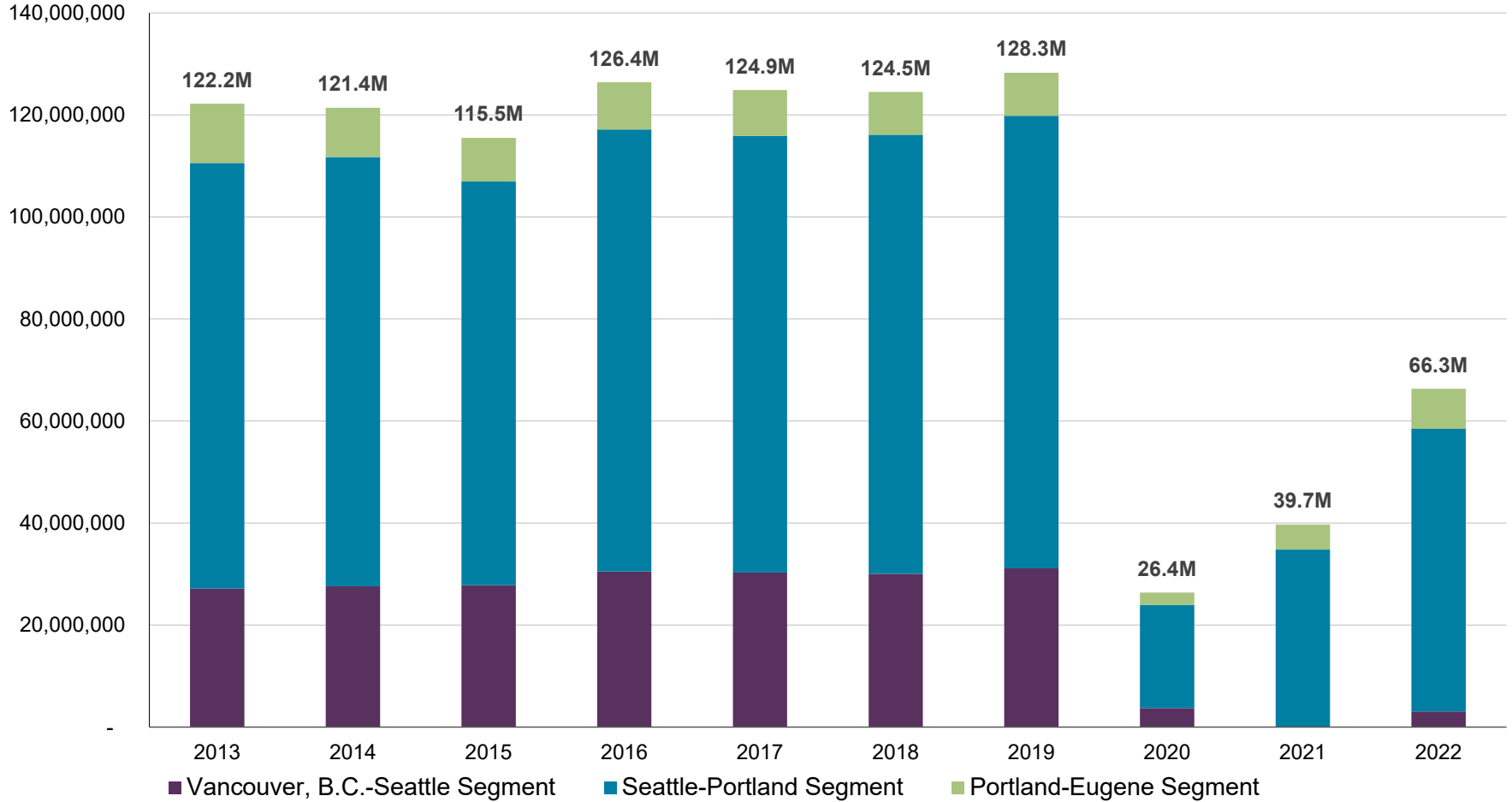
\*Amtrak Cascades restarted one daily roundtrip to Canada, between Seattle and Vancouver, BC, September 26, 2022.

# 10-Year Ticket Revenue by Funding Partners – 2013-2022\*



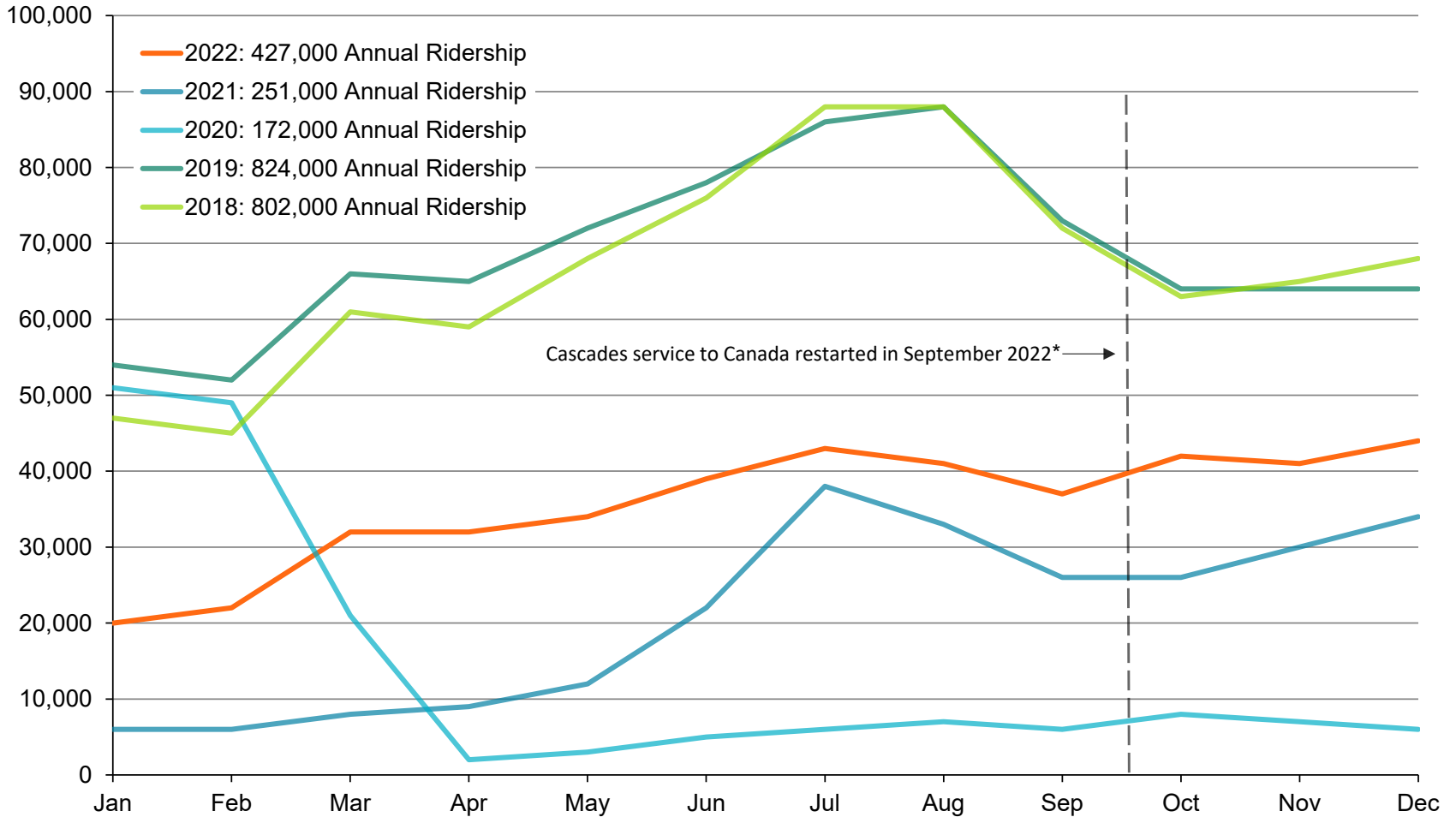
\*Amtrak Cascades restarted one daily roundtrip to Canada, between Seattle and Vancouver, BC, September 26, 2022.

# 10-Year Passenger Miles by Segment – 2013-2022\*



\*Amtrak Cascades restarted one daily roundtrip to Canada, between Seattle and Vancouver, BC, September 26, 2022.

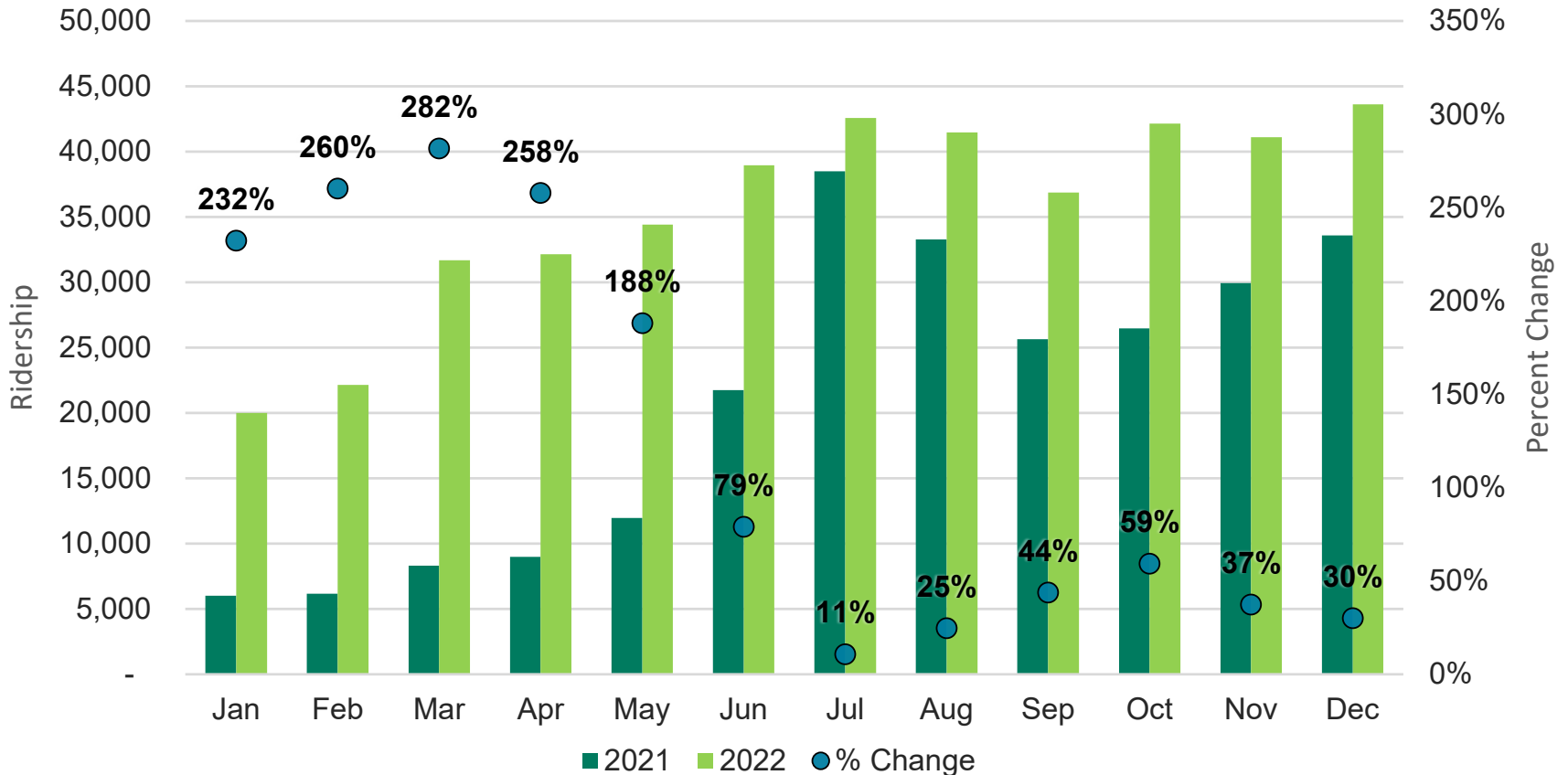
# 5-Year Monthly Ridership Comparison – 2018-2022\*



\*Amtrak Cascades restarted one daily roundtrip to Canada, between Seattle and Vancouver, BC, September 26, 2022.



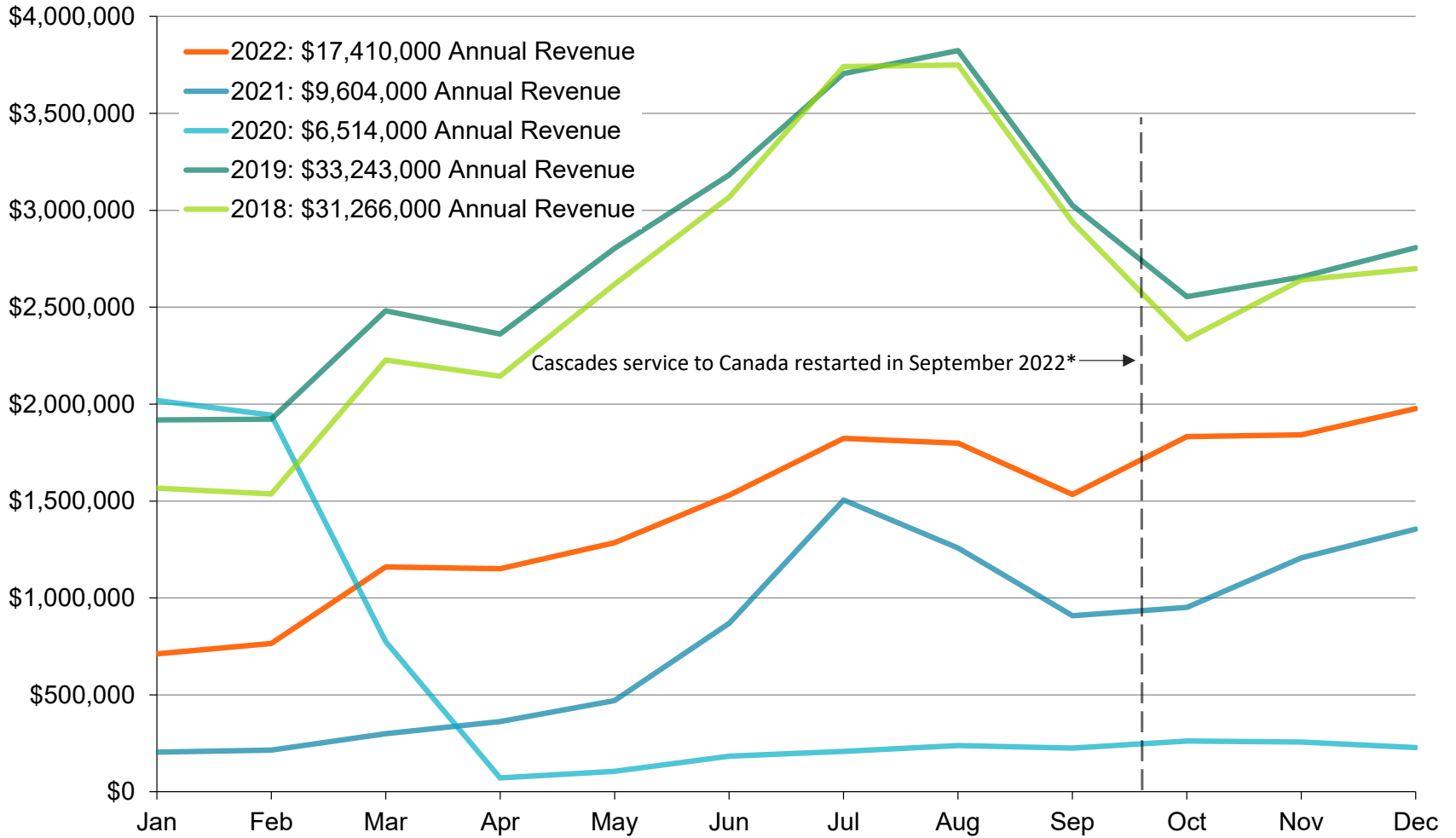
# Monthly Ridership and Percent Change – 2022\* vs. 2021\*\*



\*Amtrak Cascades restarted one daily roundtrip to Canada, between Seattle and Vancouver, BC, September 26, 2022.

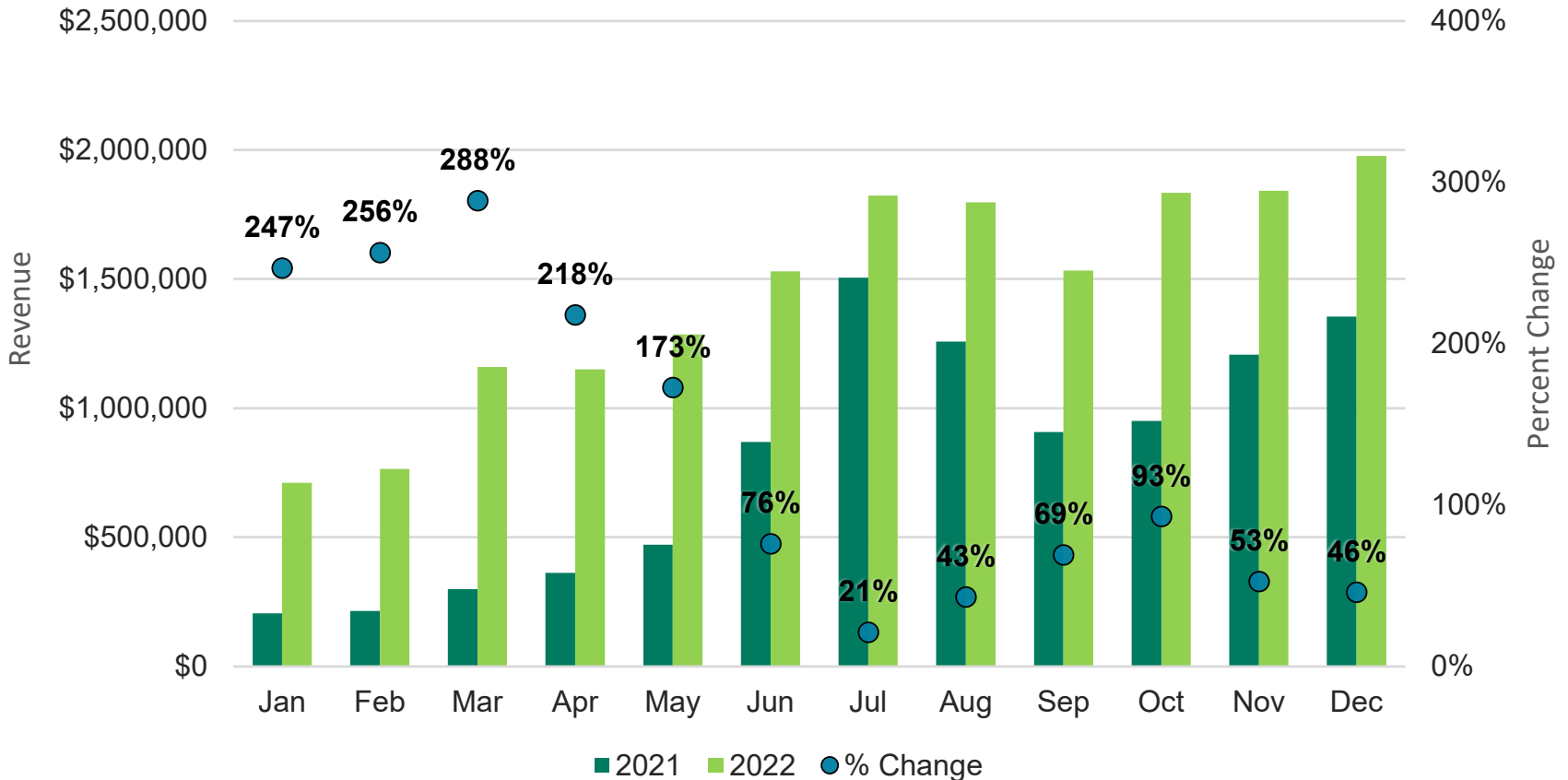
\*\*Beginning in May 2021, Cascades service returned to two daily round trips between Seattle and Eugene, and three daily round trips between Seattle and Portland (up from one daily round trip at the start of the pandemic in 2020). All Amtrak Cascades service between Seattle and Vancouver, BC was suspended from March 2020 to September 2022.

# 5-Year Monthly Ticket Revenue Comparison – 2018-2022\*



\*Amtrak Cascades restarted one daily roundtrip to Canada, between Seattle and Vancouver, BC, September 26, 2022.

## Monthly Ticket Revenue and Percent Change – 2022\* vs. 2021\*\*



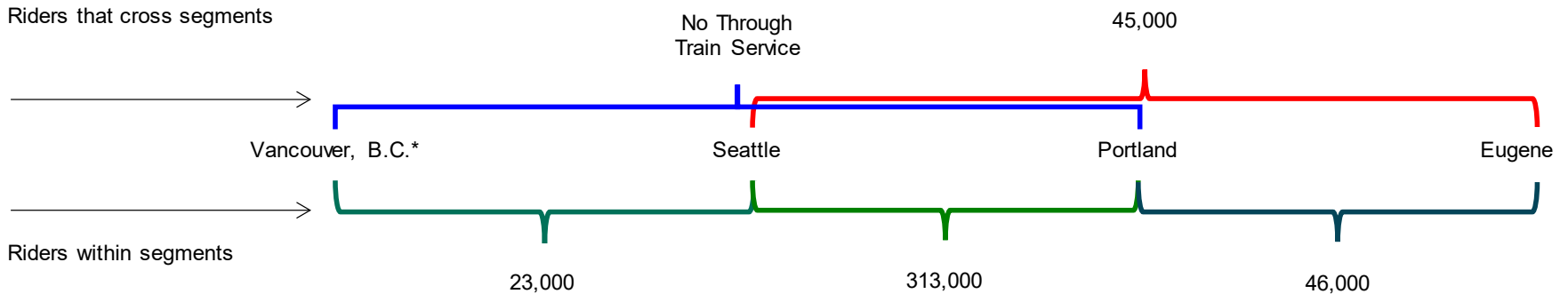
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# Annual Ridership by Segment – 2022

**Total ridership for 2022 = 427,000**

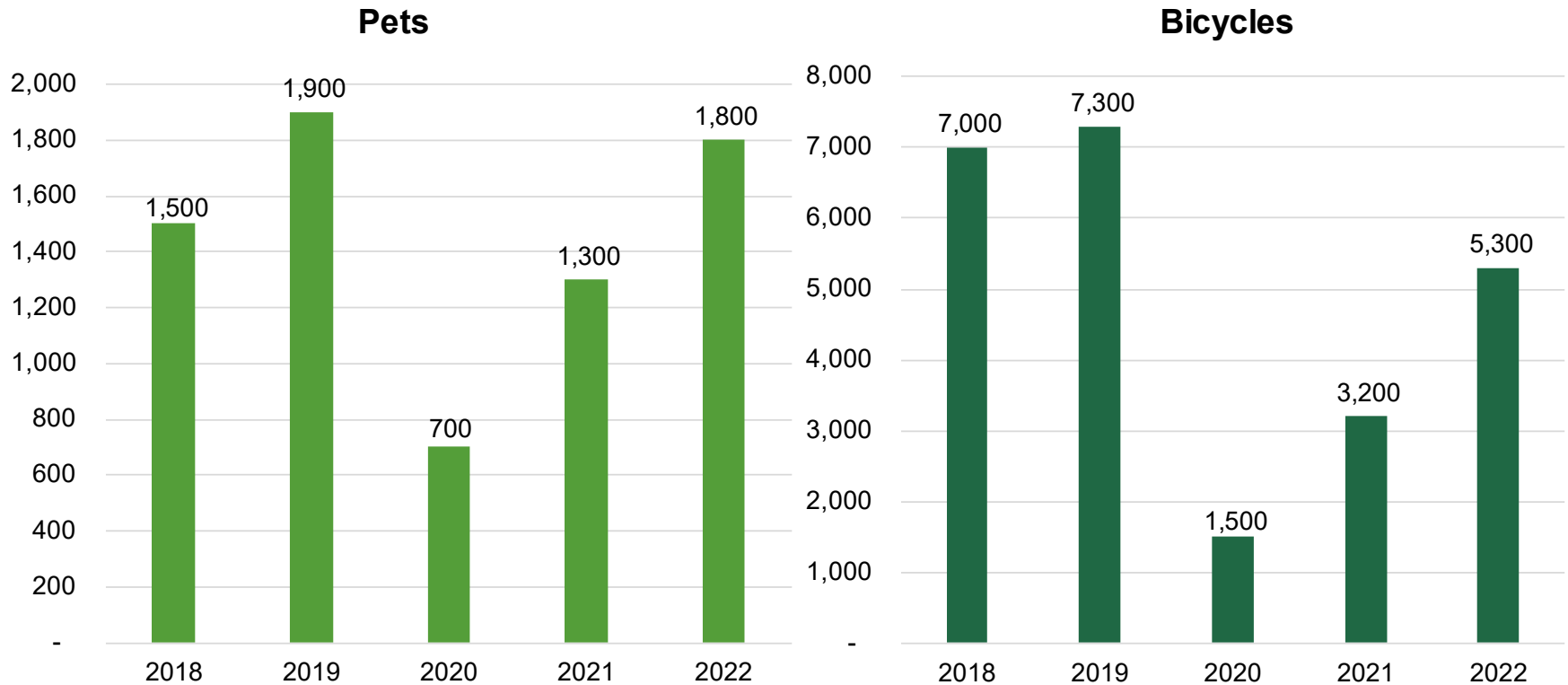
Insight into travel patterns can be gained by looking at where riders travel. The three segments of the Pacific Northwest Rail Corridor are defined as between Eugene and Portland, between Portland and Seattle, and between Seattle and Vancouver, British Columbia. Individual trains can operate within a segment or across segments. When a rider boards the train in one segment and gets off the train in another (for example, boards in Salem 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.



Ridership numbers are rounded to the nearest thousand.

\*Amtrak Cascades restarted one daily roundtrip to Canada, between Seattle and Vancouver, BC, September 26, 2022.

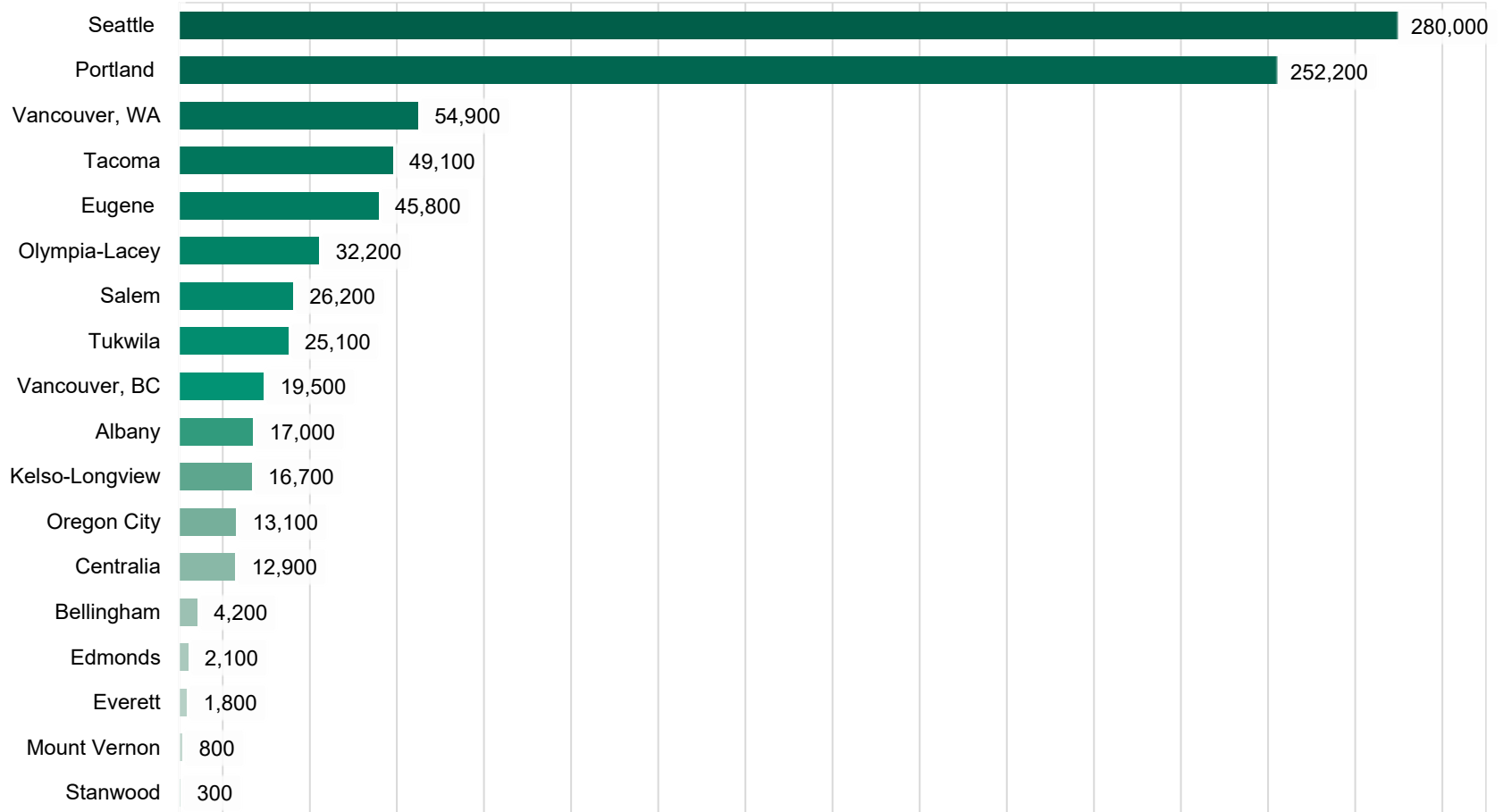
# Annual Pets and Bicycles on board – 2018-2022\*



Pet and bicycle numbers are rounded to the nearest hundred.

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# Annual Station On-Offs – 2022\*

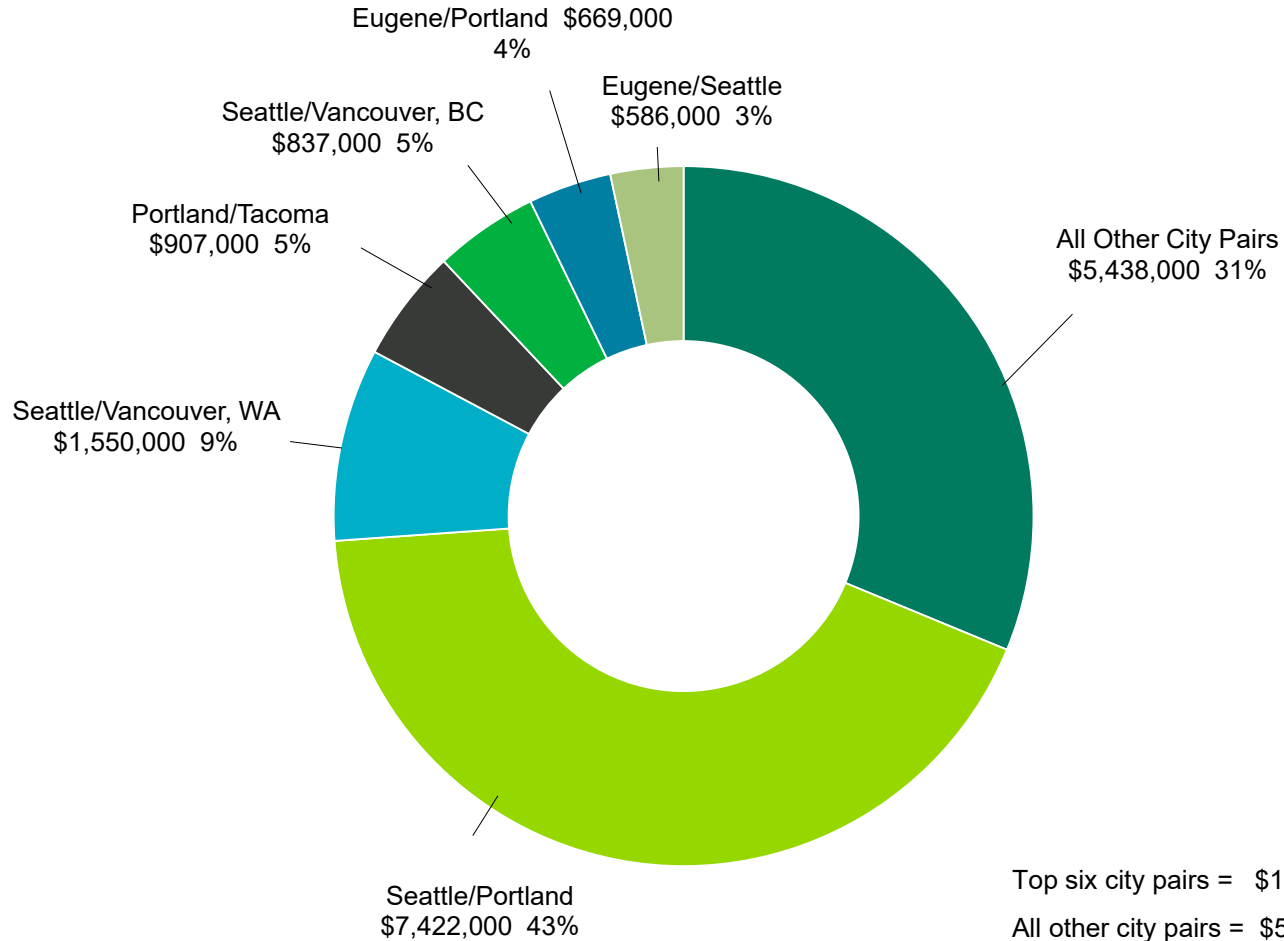


On-Offs are a measurement of how many passengers got on and off the train at each station.

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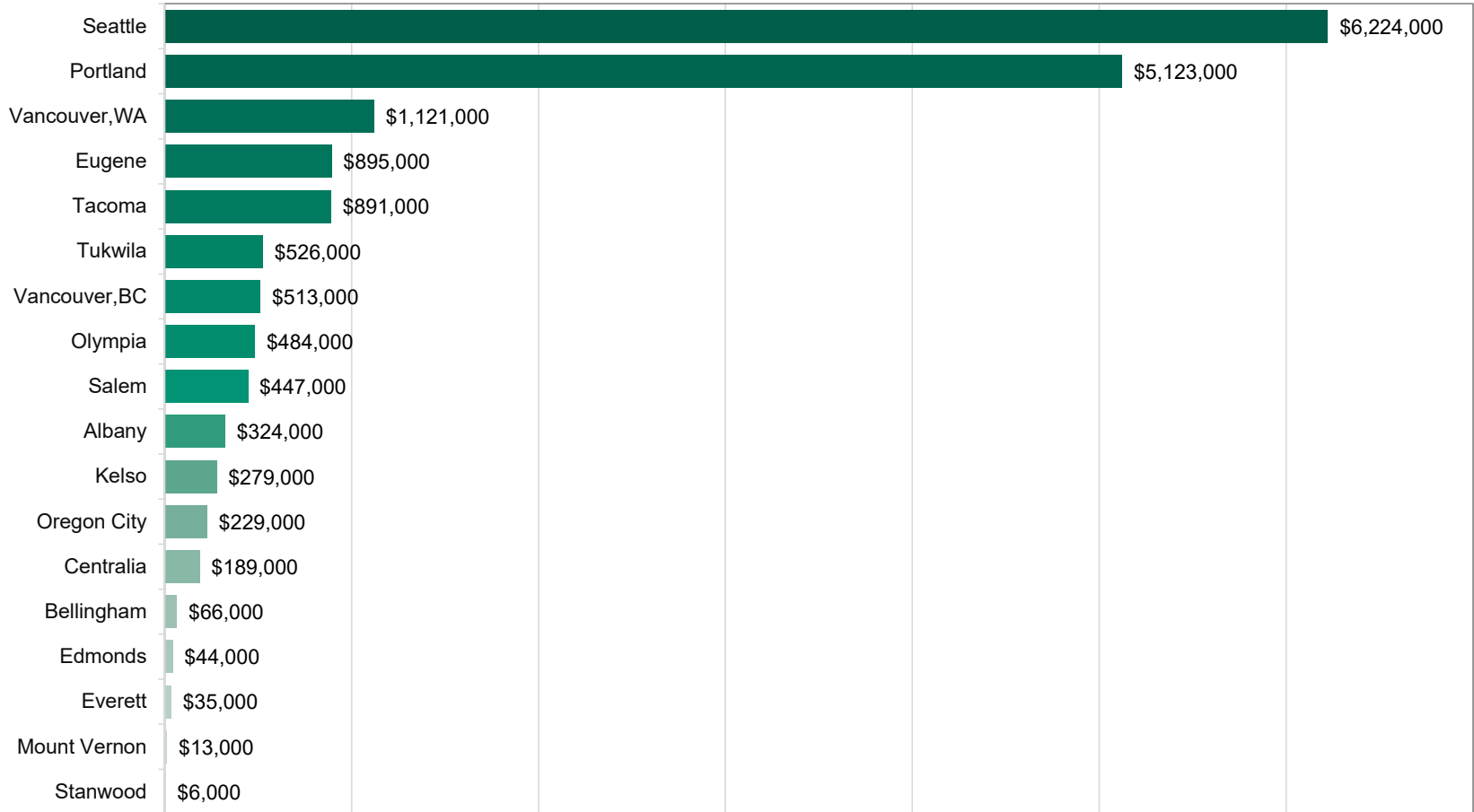
# Annual Ticket Revenue by City Pair – 2022

## Revenue per City Pair and Percentage of Total Revenue



Revenue numbers are rounded to the nearest 1,000.  
All Other City Pairs include over 70 different pairings.

# Annual Ticket Revenue by Station – 2022\*



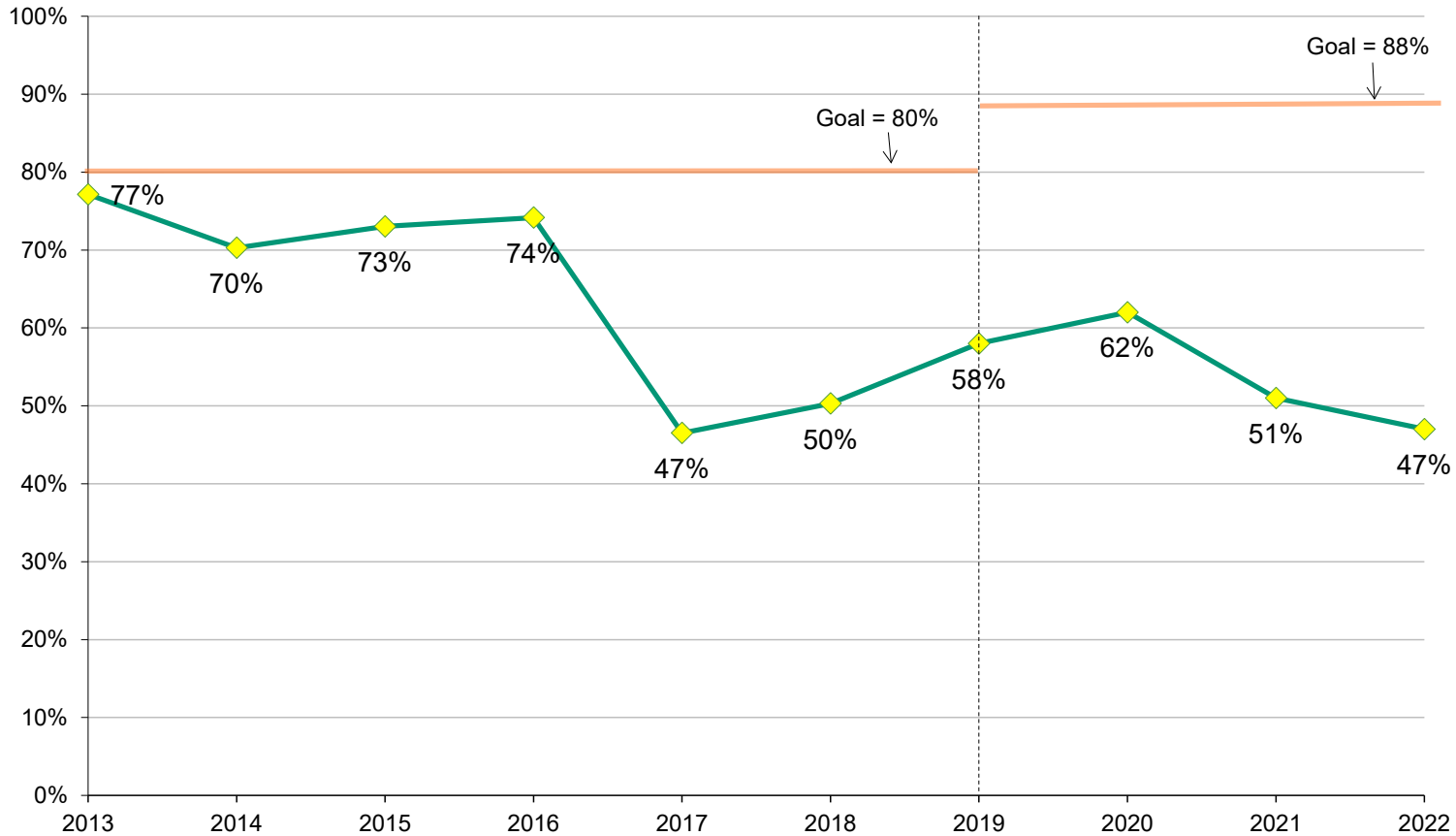
A passenger ticket provides passage between two stations – the origin station and the destination station. Ticket revenue for each ticket is split equally between the origin and the destination stations.

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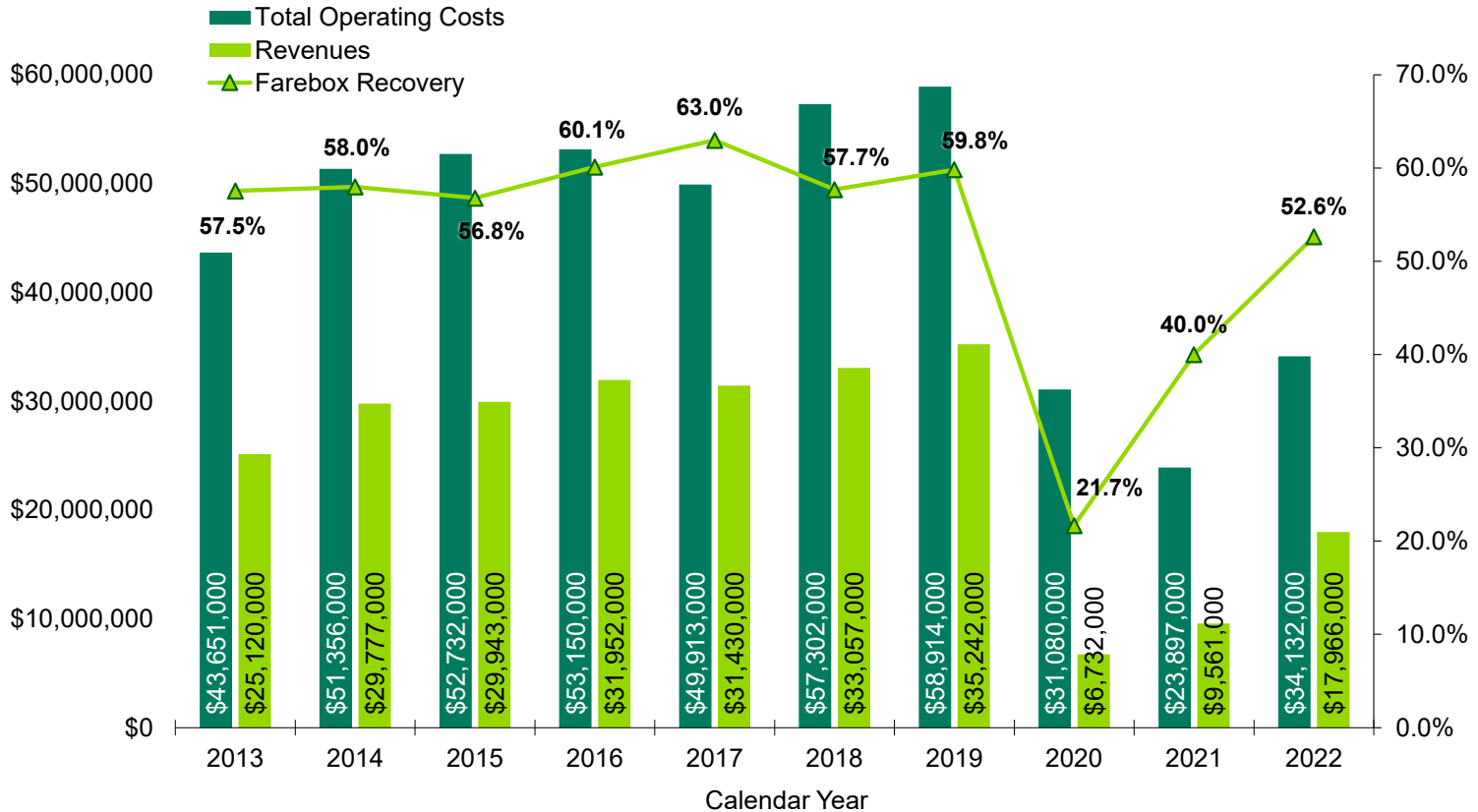
# 10-Year On-Time Performance – 2013-2022

## Washington-supported trains only



The Service Outcome Agreement counts a train as on-time if it arrives at Portland, Seattle, or Vancouver, BC within 10 minutes or less of the published arrival time. 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% to 88%. Between 2013 and 2016, annual on-time performance was relatively stable and ranged between 70% and 77%. It dropped to 47% in 2017, gradually bounced back to 62% percent in 2020, then dropped to 51% in 2021 and 47% in 2022.

# Total Operating Cost, Revenue and Farebox Recovery Rate – 2013-2022, Washington-supported trains only



The farebox recovery rate increased from 40% in 2021 to 53% in 2022, largely driven by ridership and revenue recovery. \$12.11 million CARES Act funding was received in 2022 to help reduce the financial impacts of COVID-19 on the Cascades service.

The Farebox recovery rate pertains to the Washington portion of the Amtrak Cascades Corridor and is determined based on data from Amtrak billing reports. This rate takes into account all revenue sources, including ticket revenues and additional sources such as food and beverage sales.