

Amtrak Cascades: 2013 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 our 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 our 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.

We work with ODOT, Amtrak and our other service partners to provide a quality service that customers value: clean, safe, reliable travel; and comfort and convenience, including amenities, such as WiFi, help with baggage and food and beverage service. At the same time, rising costs and increasing budget constraints require us to minimize the financial impact to the state while continuing to achieve our transportation goals. We're identifying opportunities for cost reduction and developing priorities based on what will generate the best value relative to the resources required.

WSDOT is participating on a national Performance Management Committee as part of a multi-state approach to determine how performance standards, such as on-time performance, will be reported.

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. This shift in responsibility increased operating costs for states. Previously, Washington and Oregon jointly funded 80 percent of Amtrak Cascades' operating costs. Under the provisions of PRIIA, Washington and Oregon must absorb direct costs for operating Amtrak Cascades that had previously been paid by Amtrak. This means the states incur additional costs and it also allows the states to take a stronger, more active role in management of the service to control costs. Some strategies are already underway or can be implemented in the coming years; others will be addressed in future agreements with Amtrak.

On the following pages are charts and data showing the performance of the Amtrak Cascades service. As you view these different charts and tables, keep in mind that the distribution of ridership and revenue changed on Oct. 1. As of that date, the service is funded by Oregon and Washington and continues to be operated by Amtrak.

WSDOT Rail Division

June 2014

Contact: Laura Kingman, 360.705.7904, KingmaL@wsdot.wa.gov

Jason Beloso, 206-464-1259, Belosoj@wsdot.wa.gov

Amtrak Cascades: 2013 Performance Data Report

All Amtrak Cascades Service (calendar year):

- Performance Dashboard – 2013
- Annual Ridership and Historical References – 1993-2013
- Annual Ridership by Funding Partners – 1994-2013
- Performance Summary by Train – 2013
- Monthly Ridership – 2011-2013
- Station On-Offs – 2013
- Ticket Revenues by Funding Partners – 1996-2013
- Monthly Ticket Revenues – 2011-2013
- Annual Ticket Revenues by Train – 2013
- Annual Ticket Revenues by City Pair – 2013
- Annual Ticket Revenues by Station – 2013

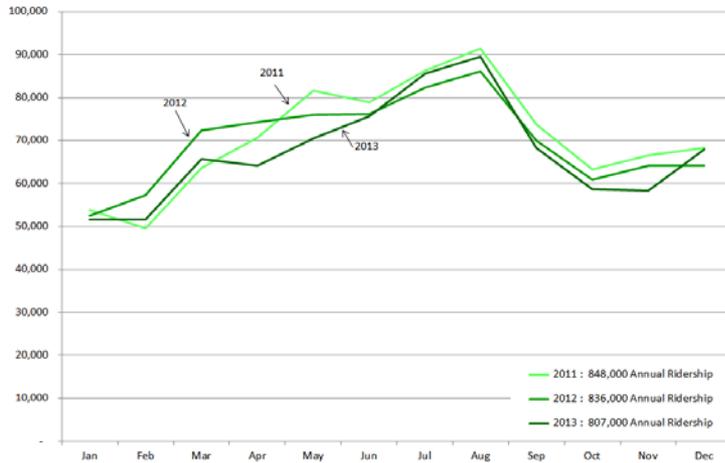
Washington-Supported Amtrak Cascades Service (federal fiscal year):

- Total Operating Cost, Revenue & Farebox Recovery Rate – 2006-2013

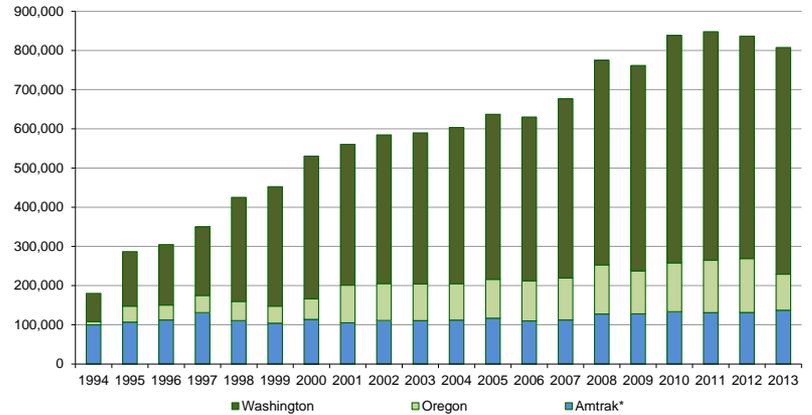
Performance Dashboard – 2013

In 2013, Amtrak Cascades transported 807,000 riders with \$29,200,000 in ticket revenue.

Monthly Ridership – 2011-2013

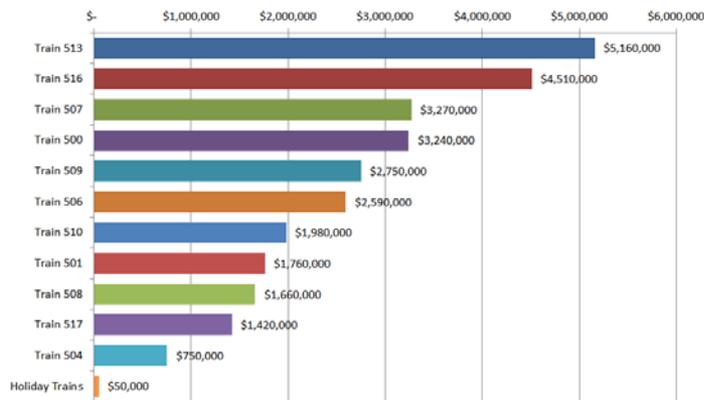


Annual Ridership by Funding Partners – 1994-2013



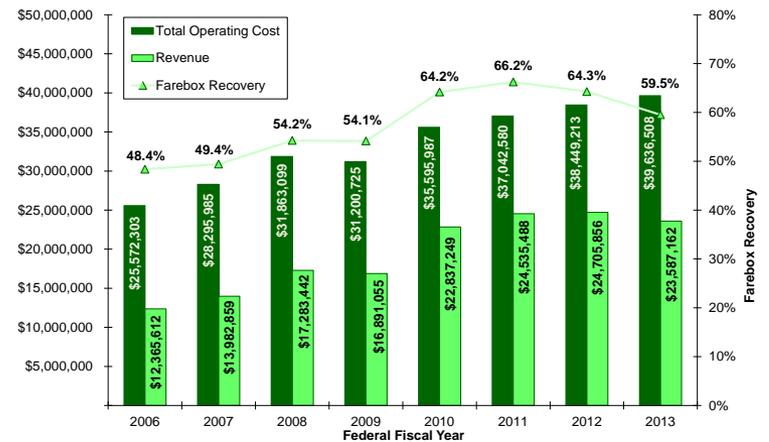
*As of Oct. 2013, Amtrak Cascades service is funded by ticket revenues and the states of Washington and Oregon. The service continues to be operated by Amtrak.

Annual Ticket Revenue by Train - 2013



These are the total revenues collected by train number.

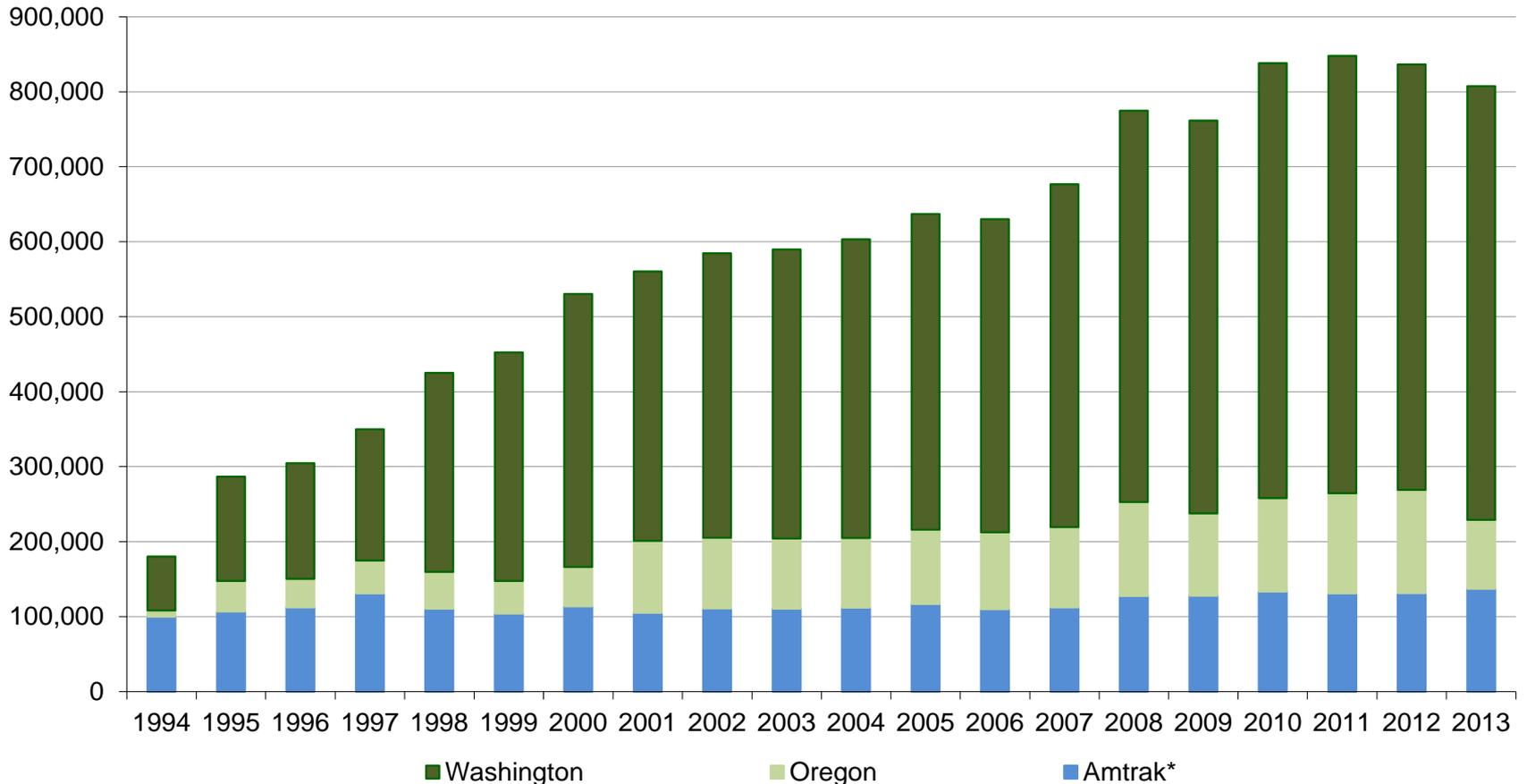
Total Operating Cost, Revenue & Farebox Recovery Rate – FFY2006-2013



Annual Ridership and Historical References – 1993-2013

Year	Ridership	Highlights
2013	807,349	WSDOT and ODOT pay all operations costs not covered by ticket revenues; federal assistance eliminated.
2012	836,324	
2011	847,709	Free WiFi service added. WSDOT/federal rail construction program began. Agreement reached with Canada to continue second train to Vancouver, B.C.
2010	838,251	WSDOT awarded \$800 million in federal funds. Amtrak Cascades broke record all-time record ridership.
2009	761,610	WSDOT extended Bellingham/Seattle service to Vancouver, B.C.
2008	774,531	Amtrak Cascades achieved all-time record ridership.
2007	676,765	\$10 million interior renovation on trains began.
2006	629,996	WSDOT added fourth round trip between Seattle and Portland.
2005	636,892	Stop in Oregon City added.
2004	603,059	New Mount Vernon station opened.
2003	589,743	Renovations on King Street Station began.
2002	584,346	New Everett station opened.
2001	560,381	Stop in Tukwila added.
2000	530,218	ODOT added second round trip between Portland and Eugene.
1999	452,334	WSDOT added new round trip between Seattle and Bellingham.
1998	425,138	WSDOT added third round trip between Seattle and Portland.
1997	349,761	Amtrak's Pioneer service ended, redistributing ridership to Amtrak Cascades and Coast Starlight.
1996	304,566	
1995	286,656	WSDOT sponsored first round trip between Seattle and Vancouver, B.C. ODOT sponsored extension of existing daily Seattle-Portland service to Eugene.
1994	180,209	WSDOT leased trainsets and contracted with Amtrak to provide second daily round trip between Seattle and Portland.
1993		Amtrak offered one daily Seattle to Portland round trip.

Annual Ridership by Funding Partners – 1994-2013

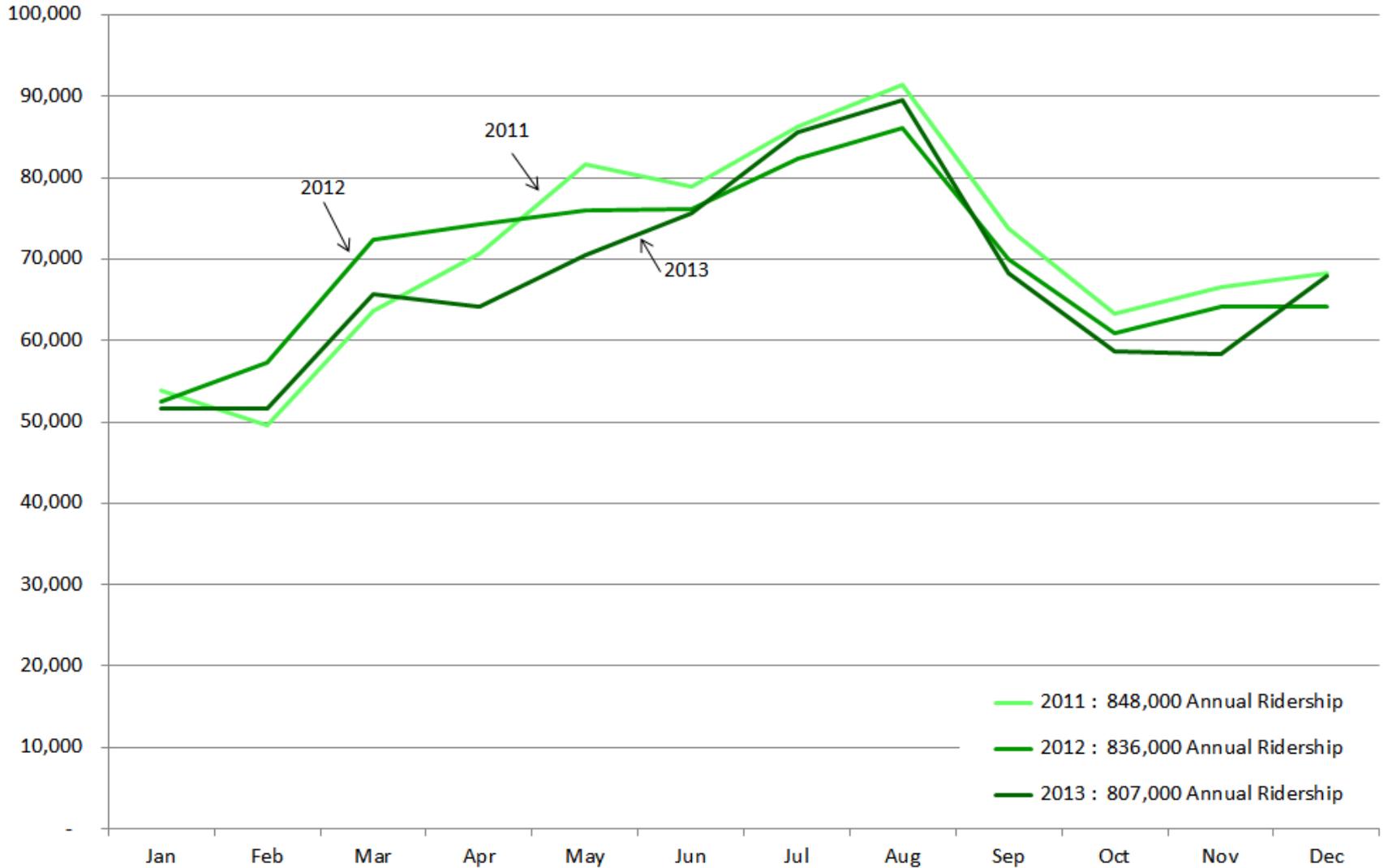


*As of Oct. 2013, Amtrak Cascades service is funded by ticket revenues and the states of Washington and Oregon. The service continues to be operated by Amtrak.

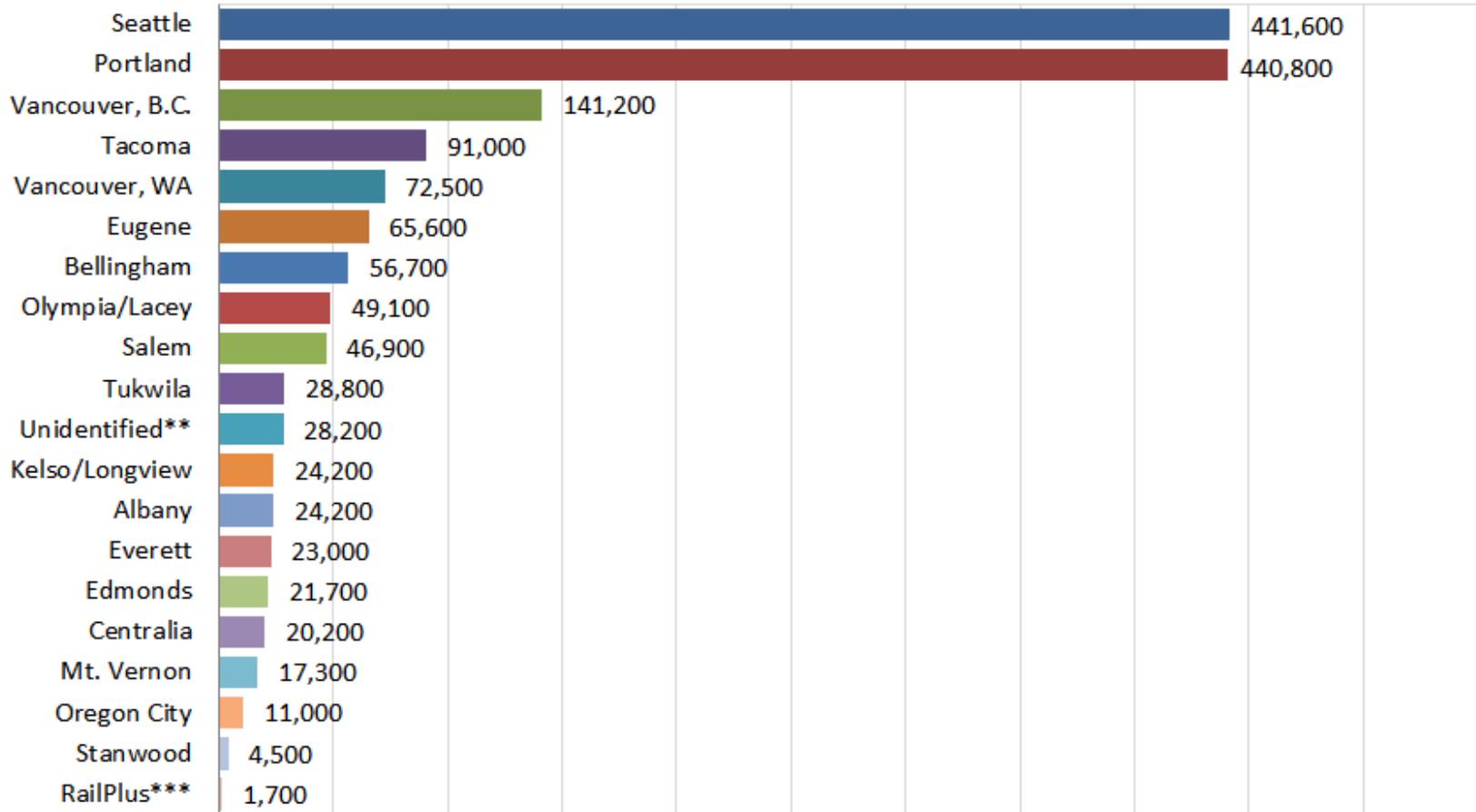
Performance Summary by Train – 2013

Train	Eugene	Portland	Seattle	Vancouver, B.C.	Summary	
500	5:30 AM		12:20 PM		Ridership:	98,600
	→				Ticket Revenue:	\$3,240,000
513		3:15 PM		6:40 AM	Ridership:	120,000
	←				Ticket Revenue:	\$5,160,000
501		11:20 AM	7:30 AM		Ridership:	54,400
	←				Ticket Revenue:	\$1,760,000
510			7:40 AM	11:40 AM	Ridership:	52,500
	→				Ticket Revenue:	\$1,980,000
504	9:00 AM	11:35 AM			Ridership:	37,400
	→				Ticket Revenue:	\$870,000
506		12:15 PM	4:05 PM		Ridership:	71,200
	→				Ticket Revenue:	\$2,470,000
507	8:40 PM		2:00 PM		Ridership:	88,400
	←				Ticket Revenue:	\$3,270,000
516		2:45 PM		10:50 PM	Ridership:	106,900
	→				Ticket Revenue:	\$4,510,000
509	12:05 AM		5:30 PM		Ridership:	84,700
	←				Ticket Revenue:	\$2,750,000
517			10:10 PM	5:45 PM	Ridership:	41,500
	←				Ticket Revenue:	\$1,420,000
508		6:15 PM	10:05 PM		Ridership:	49,800
	→				Ticket Revenue:	\$1,660,000

Monthly Ridership – 2011-2013



Station On-Offs* – 2013

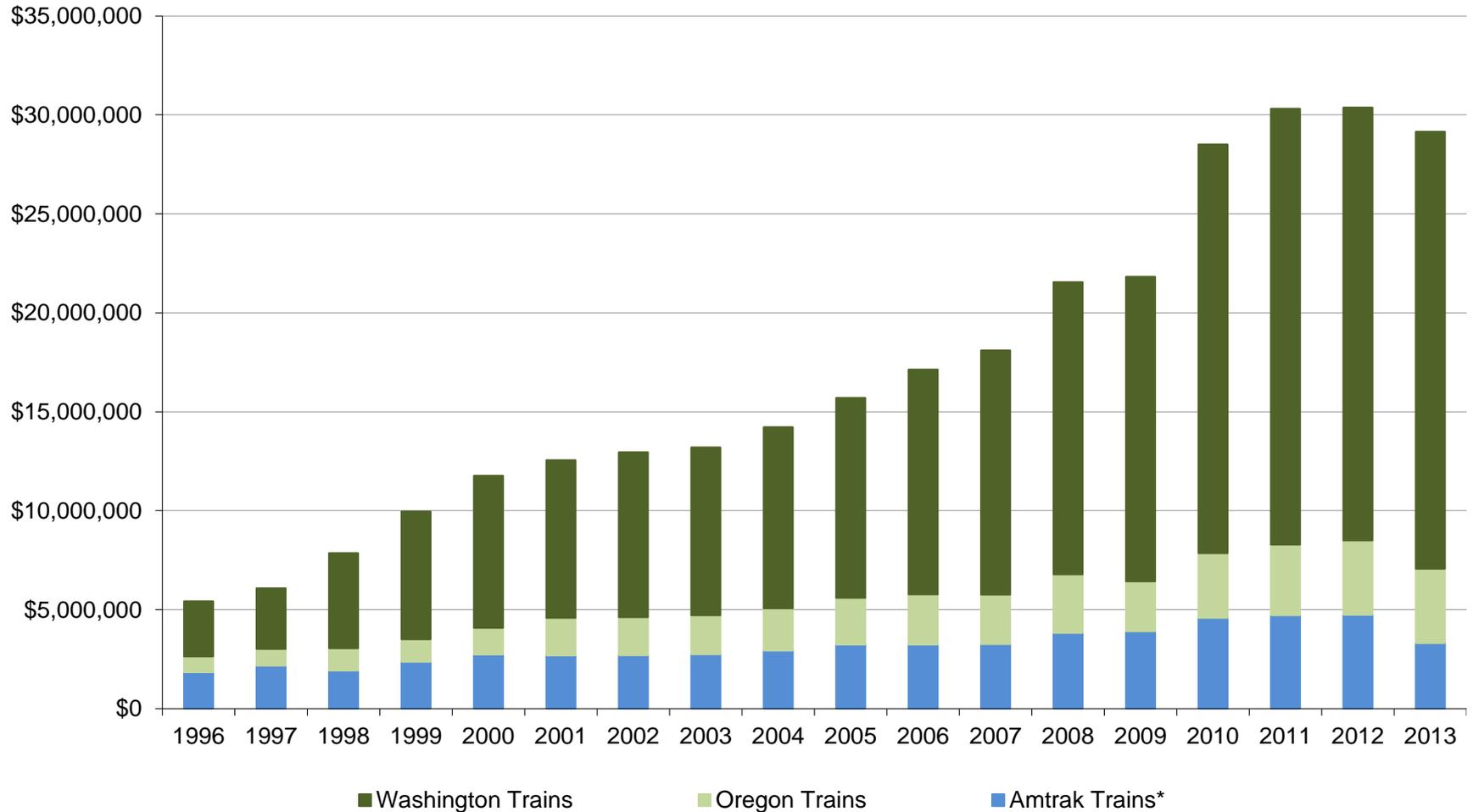


*On-Offs are a measurement of how many passengers got on and off the train at each station.

**Unidentified passengers either deferred their trip to another day or were unidentified by Amtrak.

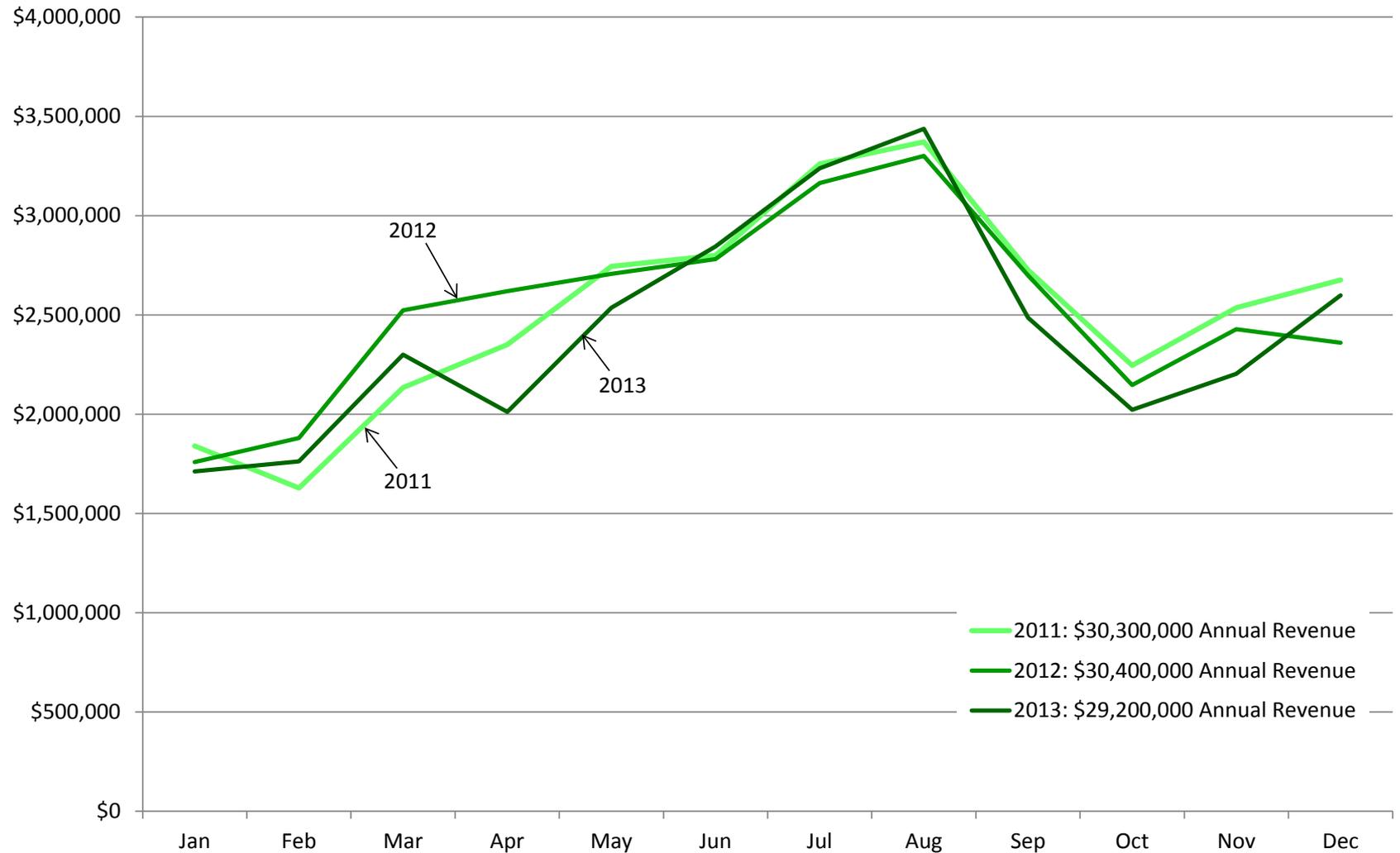
***RailPlus are riders transferring from Sound Transit to Amtrak Cascades.

Ticket Revenues by Funding Partners – 1996-2013

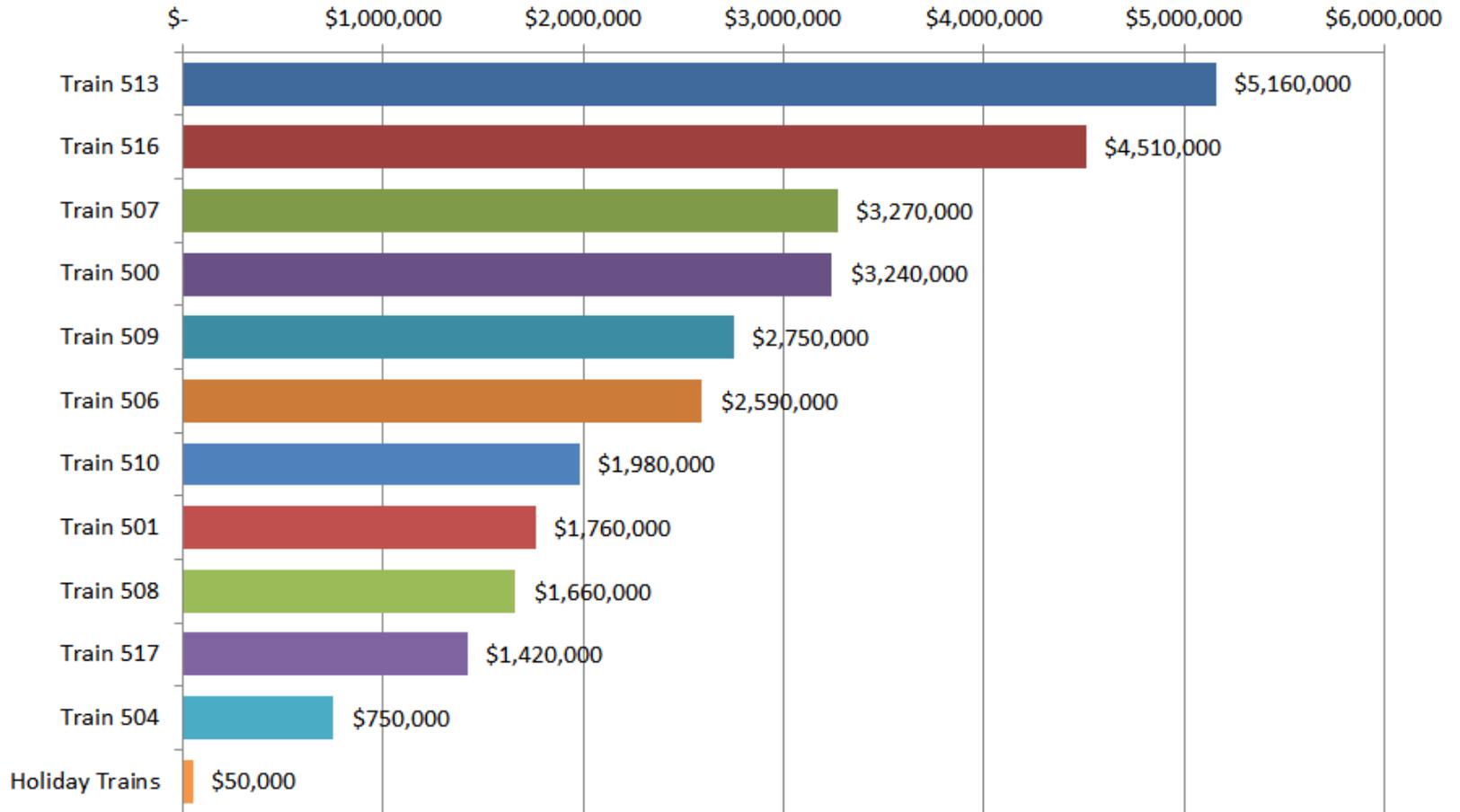


*As of Oct. 2013, Amtrak Cascades service is funded by ticket revenues and the states of Washington and Oregon. The service continues to be operated by Amtrak.

Monthly Ticket Revenues – 2011-2013

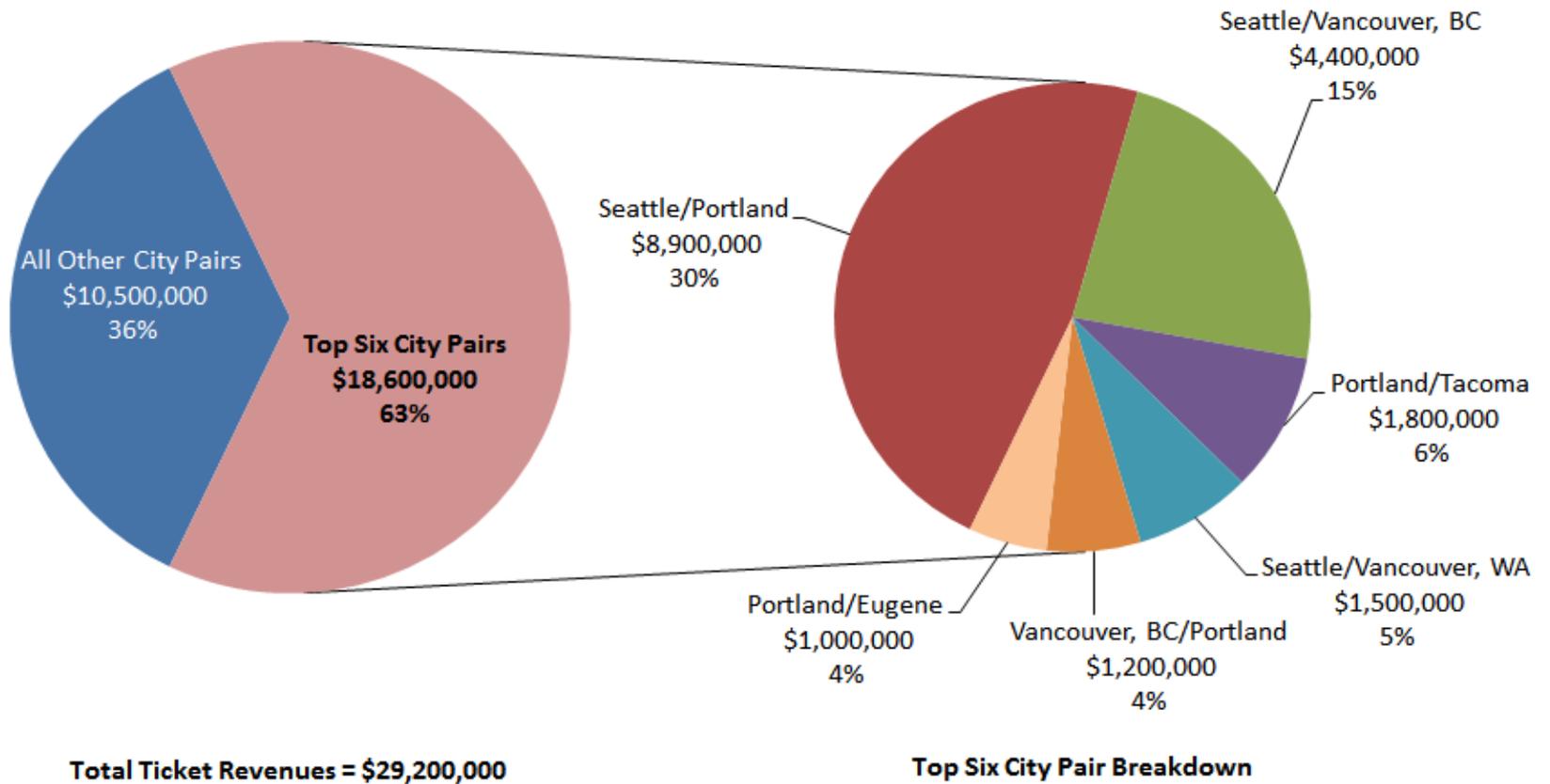


Annual Ticket Revenues by Train – 2013

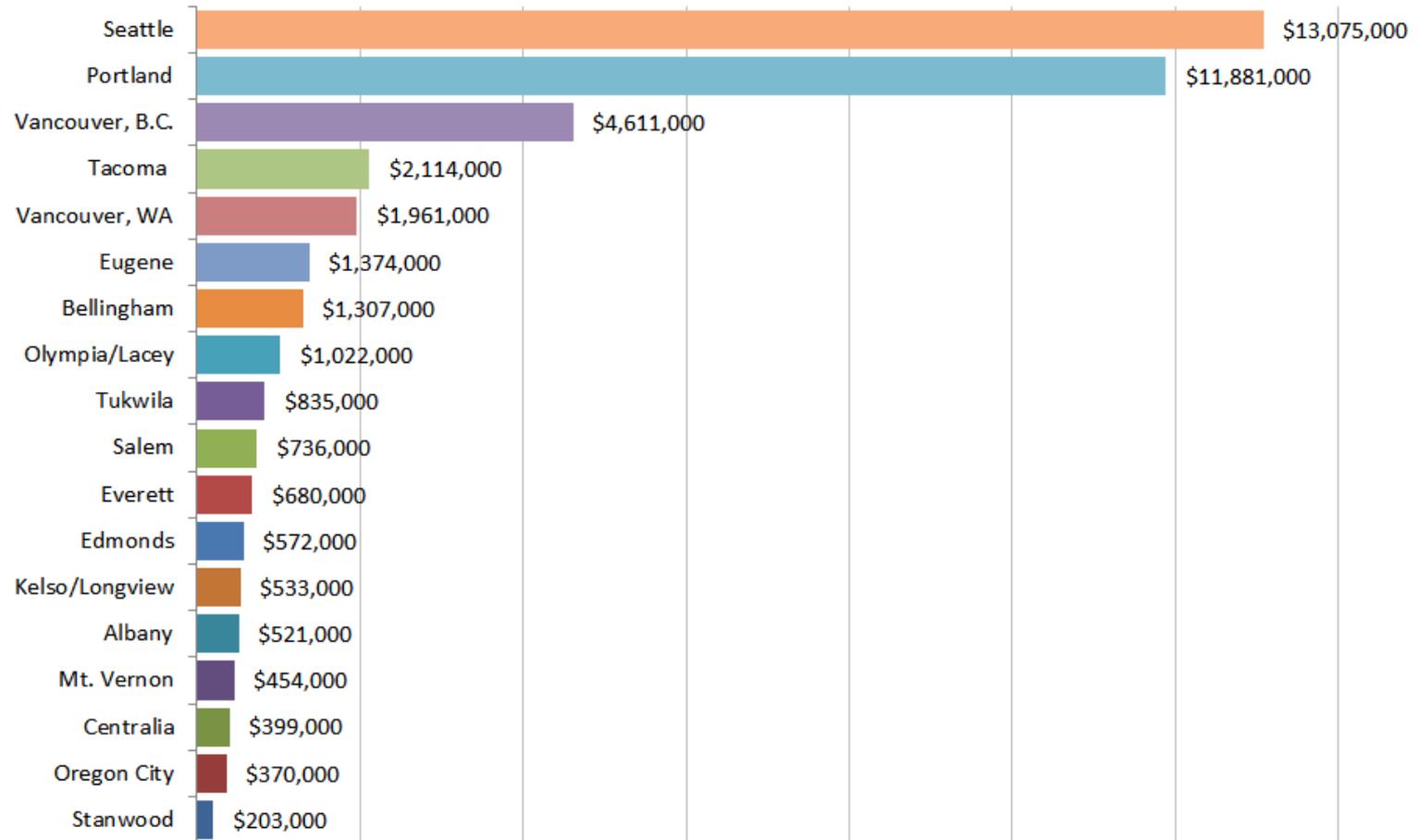


These are the total revenues collected by train number.
Each ticket is directly assigned to a train number.

Annual Ticket Revenues by City Pair – 2013



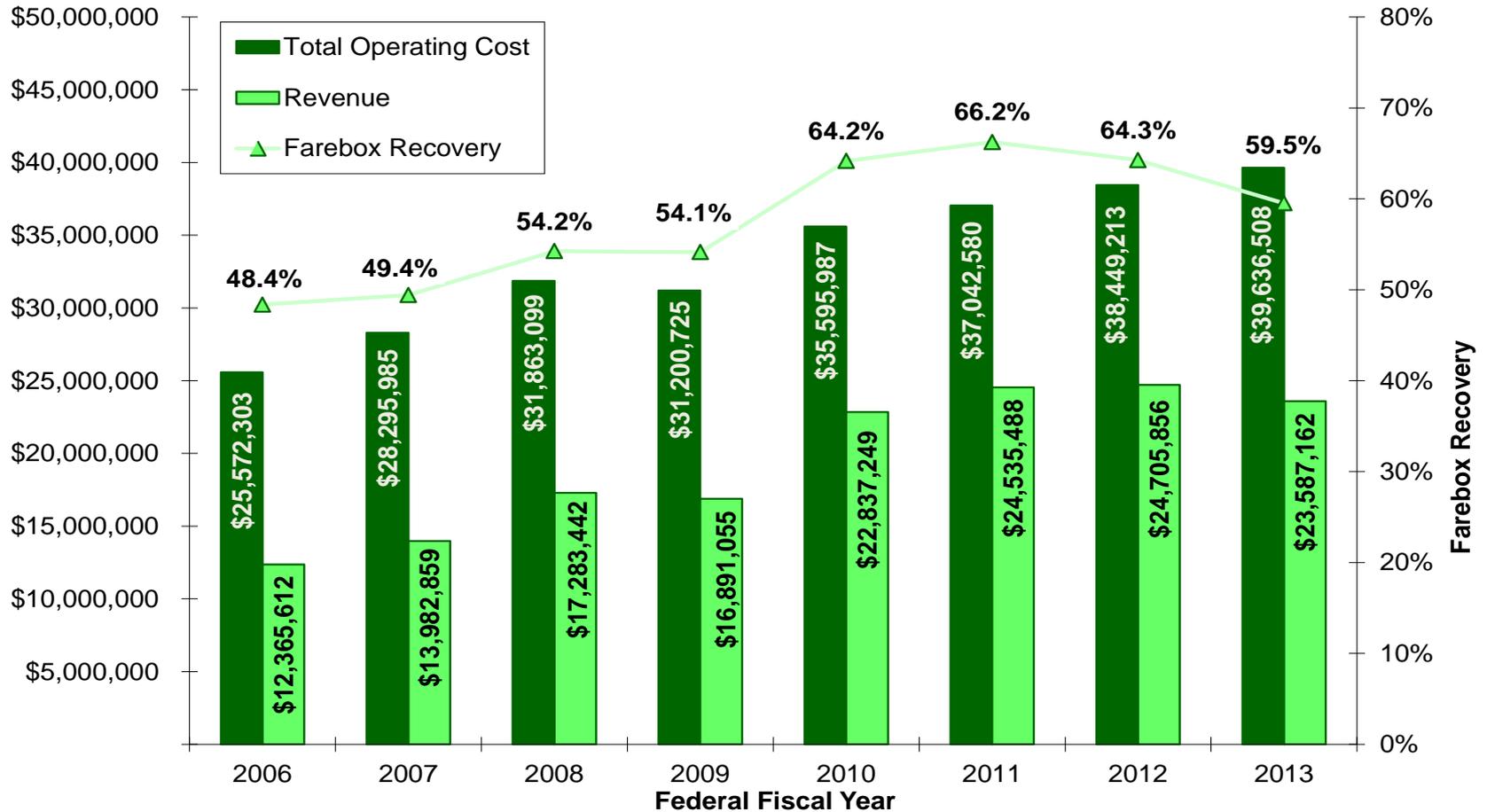
Annual Ticket* Revenues by Station – 2013



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

Note: \$102,000 in ticket revenues is credited to deferred, unknown, and Sound Transit riders.

Total Operating Cost, Revenue and Farebox Recovery Rate – FFY2006-2013



This is Washington state-supported trains only.

*As of Oct. 2013, Amtrak Cascades service is funded by ticket revenues and the states of Washington and Oregon.

Negative impact on farebox recovery is due to the increase in Washington's funding responsibility.