

News Release



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AMTRAK RIDERSHIP AND REVENUES CONTINUE STRONG GROWTH IN FY 2014

New investment in rail infrastructure needed for future passenger demand

WASHINGTON – Amtrak posted record ticket revenues for its Fiscal Year 2014 ending Sept. 30, and achieved an increase in ridership over the prior fiscal year, reflecting strong continued demand for passenger rail. However, meeting future growth in passenger demand requires investing in the infrastructure that supports intercity passenger rail and resolving unacceptable congestion delays caused by freight railroads that own the tracks.

For Fiscal Year 2014, ticket revenues reached \$2.189 billion, up 4.0 percent from the prior year. Ridership was more than 30.9 million, an increase of 0.2 percent over adjusted FY 2013 numbers. The slower growth in ridership than in recent years is due, in part, to a harsh winter season and on-time performance issues associated with freight train delays and infrastructure in need of replacement.

With ridership of 11.6 million, the Northeast Corridor (NEC) had its highest ridership year ever in FY 2014, up 3.3 percent from the prior year. However, ridership on long-distance routes and state-supported services declined by 4.5 percent and 0.6 percent, respectively.

The *Acela Express* and the *Northeast Regional* services each set a new ridership record. In particular, *Acela* showed strong popularity, with 28 days where the number of trips topped 14,000 as compared to just five such days in the previous year. Eight other routes also set ridership records, including *Adirondack*, *Auto Train*, *Albany-Niagara Falls-Toronto*, *Blue Water*, *Capitol Limited*, *Empire Service*, *Piedmont*, and *Washington-Lynchburg*.

“Amtrak is clearly selling a product that is very much in demand,” said Amtrak Board Chairman Tony Coscia. “Achieving strong ridership and revenue despite the challenges with aging infrastructure and freight rail congestion demonstrates Amtrak’s commitment to improving its financial and operating performance, and is a credit to Amtrak’s management and staff. It is

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now time to leverage Amtrak's successes in increasing ridership and improving performance by making much-needed investments in our nation's passenger rail system."

"As more and more people choose Amtrak for their travel needs, investments must be made in the tracks, tunnels, bridges and other infrastructure used by intercity passenger trains particularly on the Northeast Corridor and in Chicago," said Amtrak President and CEO Joe Boardman. "Otherwise, we face a future with increased infrastructure-related service disruptions and delays that will hurt local and regional economies and drive passengers away."

Boardman explained that nowhere is the connection between passenger rail and economic growth stronger than in the NEC, but its infrastructure continues to age and suffers from a chronic case of long-term underfunding. He said a new federal policy and funding arrangement is needed to create a significant and reliable multi-year capital investment program to reverse the decay of NEC infrastructure and support other intercity passenger rail projects across the nation.

Further, many long-distance and state-supported trains operate over tracks owned and dispatched by freight railroads that could benefit from infrastructure upgrades to improve the fluidity of the rail system. Not only are delays to passenger trains on these tracks increasing, but so, too, is the magnitude of those delays. On many of these routes, passenger rail has experienced a significant decline in on-time performance, lower ridership and revenue, and increased operating costs.

"The freight railroads simply have to do a better job in moving Amtrak trains over their tracks," Boardman stressed. "Amtrak is prepared to take all necessary steps with the freights to enforce our statutory, regulatory and contractual rights to meet the expectation of our passengers for improved on-time performance."

Amtrak is working with the freight railroads to address the congestion situation and is also pursuing remedies through the federal Surface Transportation Board. In addition, Amtrak is open to supporting public funding to supplement freight railroad track capacity, but only after the operational and maintenance improvements under their own control have been exhausted and prove to be insufficient.

Additional Information

In FY 2014, Amtrak began counting actual lifted ridership for multi-ride tickets (due to eTicketing), rather than the estimated multi-ride ridership used previously. To ensure accurate comparisons, an FY 2013 ridership column has been included in the attached report with data re-stated using this same method. This change has no impact on ticket revenue.

About Amtrak®

Amtrak is America's Railroad®, the nation's intercity passenger rail service and its high-speed rail operator. Amtrak and its state and commuter partners move people, the economy and the nation forward. Formally known as the National Railroad Passenger Corporation, Amtrak is governed by a nine member board of directors appointed by the President of the United States and confirmed by the U.S. Senate. Anthony R. Coscia is board chairman and Jeffrey R. Moreland is vice chairman. In FY 2014, nearly 31 million passengers traveled on Amtrak on more than 300 daily trains – at speeds up to 150 mph (241 kph) – that connect 46 states, the District of Columbia and three Canadian Provinces. Enjoy the journey® at Amtrak.com or call 800-USA-RAIL for schedules, fares and more information. Like us on [Facebook](#), Follow us on Twitter ([@Amtrak](#)) and check out our blog at blog.amtrak.com.

Ridership tables attached

Amtrak Fiscal Year 2014 Ridership and Revenue (10/01/13-9/30/14)

	Ridership			Ticket Revenue		
	FY14	FY13 Adj.*	% chg. FY14 vs	FY14	FY13	% chg. FY14 vs
			Adj.*			FY13
Northeast Corridor (Boston-Washington)						
<i>Acela Express</i>	3,545,306	3,343,143	+6.0	\$585,770,219	\$530,820,821	+10.4
<i>Northeast Regional</i>	8,083,237	7,924,316	+2.0	\$603,529,930	\$568,744,563	+6.1
<i>Special Trains</i>	17,539	8,647	+102.8	\$2,124,746	\$1,452,138	+46.3
Subtotal	11,646,082	11,276,106	+3.3	\$1,191,424,895	\$1,101,017,522	+8.2
State Supported						
<i>Ethan Allen</i>	52,755	53,271	-1.0	\$2,898,957	\$2,825,134	+2.6
<i>Vermont</i>	89,640	84,109	+6.6	\$5,531,708	\$5,029,712	+10.0
<i>Albany-Niagara Falls-Toronto service</i>	410,344	406,973	+0.8	\$24,712,104	\$23,796,560	+3.8
<i>Downeaster service</i>	514,708	515,857	-0.2	\$8,638,103	\$8,211,723	+5.2
<i>Shuttles (New Haven-Springfield)</i>	370,896	383,517	-3.3	\$12,238,623	\$11,944,482	+2.5
<i>Keystone Service</i>	1,326,450	1,286,214	+3.1	\$37,804,213	\$35,442,502	+6.7
<i>Empire Service (New York City-Albany)</i>	1,119,959	1,064,799	+5.2	\$47,472,663	\$44,299,328	+7.2
<i>Lincoln Service (Chicago-St. Louis)</i>	633,531	651,975	-2.8	\$16,792,321	\$16,382,439	+2.5
<i>Hiawatha Service</i>	799,638	778,469	+2.7	\$16,794,044	\$16,287,184	+3.1
<i>Wolverine service</i>	477,157	509,100	-6.3	\$18,900,614	\$19,398,853	-2.6
<i>Illini & Saluki (Chicago-Carbondale)</i>	315,963	340,741	-7.3	\$9,272,724	\$9,562,149	-3.0
<i>Illinois Zephyr & Carl Sandburg (Chicago-Quincy)</i>	214,951	228,722	-6.0	\$5,521,055	\$5,788,619	-4.6
<i>Heartland Flyer</i>	77,861	81,346	-4.3	\$1,965,642	\$2,022,956	-2.8
<i>Pacific Surfliner service</i>	2,681,173	2,670,613	+0.4	\$65,514,742	\$62,576,548	+4.7
<i>Amtrak Cascades service</i>	782,519	802,732	-2.5	\$28,440,469	\$29,269,205	-2.8
<i>Capitol Corridor service</i>	1,419,134	1,460,455	-2.8	\$27,105,046	\$27,699,783	-2.1
<i>San Joaquin service</i>	1,188,228	1,203,278	-1.3	\$38,087,608	\$39,401,591	-3.3
<i>Adirondack</i>	133,764	133,008	+0.6	\$7,538,465	\$7,035,147	+7.2
<i>Blue Water</i>	191,231	191,106	+0.1	\$6,487,869	\$6,228,730	+4.2
<i>Washington-Lynchburg service</i>	189,723	186,125	+1.9	\$12,604,973	\$11,744,966	+7.3
<i>Washington-Newport News service</i>	344,335	573,788	-40.0	\$22,057,190	\$32,916,626	-33.0
<i>Washington - Norfolk</i>	152,135	127,937	+18.9	\$7,748,910	\$6,233,871	+24.3
<i>Washington - Richmond</i>	190,833	-	-	\$9,594,953	-	-
<i>Hoosier State</i>	33,930	36,768	-7.7	\$802,581	\$892,553	-10.1
<i>Missouri River Runner (Kansas City-St. Louis)</i>	189,402	199,890	-5.2	\$5,341,229	\$5,617,913	-4.9
<i>Pennsylvanian</i>	230,767	217,947	+5.9	\$11,447,786	\$10,431,324	+9.7
<i>Pere Marquette</i>	100,961	104,491	-3.4	\$3,101,530	\$3,152,828	-1.6
<i>Carolinian</i>	302,601	319,380	-5.3	\$19,136,311	\$19,841,847	-3.6
<i>Piedmont service</i>	170,413	179,556	-5.1	\$3,402,929	\$3,325,948	+2.3
<i>Buses</i>	-	-	-	\$7,686,264	\$8,161,199	-5.8
<i>Special Trains</i>	26,991	29,314	-7.9	\$1,930,798	\$2,577,784	-25.1
Subtotal	14,731,993	14,821,481	-0.6	\$486,572,424	\$478,099,504	+1.8
National (Long Distance) Network						
<i>Silver Star</i>	405,695	414,077	-2.0	\$34,557,675	\$34,095,273	+1.4
<i>Cardinal</i>	109,154	113,103	-3.5	\$7,763,143	\$7,733,458	+0.4
<i>Silver Meteor</i>	348,581	373,162	-6.6	\$38,499,563	\$39,558,152	-2.7
<i>Empire Builder</i>	450,932	536,391	-15.9	\$54,545,844	\$67,394,779	-19.1
<i>Capitol Limited</i>	235,926	229,668	+2.7	\$20,591,711	\$21,373,833	-3.7
<i>California Zephyr</i>	366,564	376,932	-2.8	\$49,206,656	\$49,864,217	-1.3
<i>Southwest Chief</i>	352,162	355,815	-1.0	\$44,631,296	\$45,129,813	-1.1
<i>City of New Orleans</i>	251,106	256,816	-2.2	\$20,186,510	\$21,440,868	-5.9
<i>Texas Eagle</i>	313,338	343,571	-8.8	\$24,833,403	\$27,650,161	-10.2
<i>Sunset Limited</i>	105,041	102,924	+2.1	\$12,597,724	\$12,275,400	+2.6
<i>Coast Starlight</i>	459,450	479,522	-4.2	\$42,150,907	\$42,786,995	-1.5
<i>Lake Shore Limited</i>	373,331	395,455	-5.6	\$31,841,366	\$32,919,676	-3.3
<i>Palmetto</i>	203,168	207,915	-2.3	\$17,083,752	\$17,929,176	-4.7
<i>Crescent</i>	294,306	306,733	-4.1	\$33,336,475	\$32,233,213	+3.4
<i>Auto Train</i>	274,445	265,274	+3.5	\$78,831,501	\$73,505,625	+7.2
Subtotal	4,543,199	4,757,358	-4.5	\$510,657,526	\$525,890,638	-2.9
Amtrak Total	30,921,274	30,854,945	+0.2	\$2,188,654,846	\$2,105,007,664	+4.0

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Note: Ridership to some locations south and west of Chicago is shared by state-supported and national network trains, as shown above. Combined ridership for all Amtrak trains on these corridors is as follows for FY14: Chicago-St. Louis, 717,565 (down 3%); Chicago-Carbondale, 375,443 (down 5%) and Chicago-Quincy, 249,734 (down 5%).