

## Amtrak *Cascades* 2009 Performance Report



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## Amtrak *Cascades* 2009 Performance Report



**Amtrak *Cascades* intercity passenger rail program had a good year in 2009, achieving the second highest ridership since 1994, as well as significantly improving on-time performance.**

# Amtrak Cascades 2009 Performance Report

## Amtrak Cascades 2009 Highlights

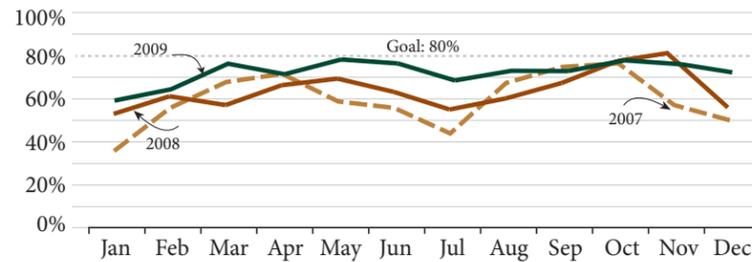
- Amtrak Cascades ridership for 2009 was the second highest since the state of Washington began providing funding in 1994. Ridership for 2008 is the all-time highest in the last 15 years.
- Ridership for 2009 reached 761,610 – a 1.7 percent decrease over 2008, but a 12.5 percent increase over 2007.
- Ridership for Washington State funded trains increased 0.4 percent when compared with 2008. Ridership for Oregon funded trains decreased 12.5 percent, and Amtrak funded trains increased by 0.4 percent when compared with 2008.
- On August 19, the long awaited second train service to Vancouver, B.C. began operating. With the addition of this second train, travelers from Oregon now have direct round-trip service between Portland and Vancouver.
- WSDOT and Amtrak are partnering to complete major interior renovations on all Amtrak Cascades trains. The \$9 million overhaul project began in 2007 and improvements made in 2009 included new leather seats, new flooring and updated interiors, together with upgraded vestibules and restrooms.

## On-time performance continues to improve

On-time performance for state supported Amtrak Cascades averaged 74.4 percent for the fourth quarter of 2009, compared to 68.7 percent in the fourth quarter of 2008. Annual on-time performance for 2009 averaged 71.8 percent for 2009, a nearly 8 percent improvement over the 63.97 percent on-time performance for 2008.

### State Supported Amtrak Cascades On-Time Performance

Percent on Time



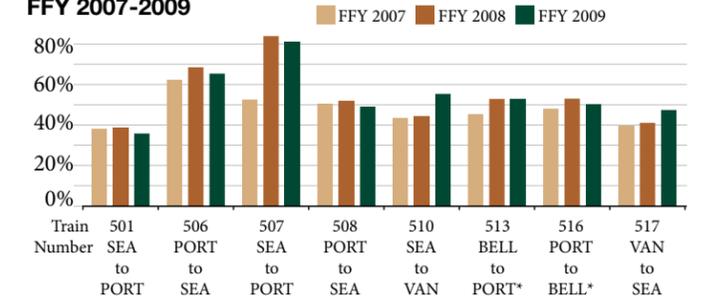
Data Source: Amtrak and WSDOT State Rail and Marine Office  
 Note: The on-time performance goal for Amtrak Cascades is 80 percent or better. A train is considered on-time if it arrives at its final destination within 10 minutes or less of the scheduled arrival time.

## Farebox Recovery shows steady improvement

Farebox recovery measures the percentage of total operating costs offset by operating revenues. This measure helps reveal how well trains are performing financially, the level of public subsidy that is required to keep the trains in operation, and highlights areas where WSDOT and Amtrak should take action to improve ridership, revenues, and reduce costs where possible.

In FFY (Federal Fiscal Year) 2009, state-supported Amtrak Cascades trains had a farebox recovery of 54 percent. Operating costs totaled \$31.2 million in FFY 2009, which was 2.1 percent lower than the previous year. This decrease was most likely due to reduced fuel cost compared with 2008. Operating revenues were approximately \$16.9 million for FFY 2009, a decrease of more than \$3.9 million (2.3 percent) over the previous year.

### State-Supported Amtrak Cascades Farebox Recovery FFY 2007-2009



\* Trains 513 and 516 extended their route to Vancouver, BC in mid-August 2009.  
 Note: The Farebox Recovery Performance Measure is calculated on a Federal Fiscal Year (FFY), which starts in October and ends in September. WSDOT uses this timeframe so it corresponds with the same 12-month period used in the annual contract between WSDOT and Amtrak.  
 Data Source: Amtrak and WSDOT State Rail and Marine Office

Total taxpayer subsidy for Washington state-supported Amtrak Cascades trains was \$14.3 million in FFY 2009, a decrease of 1.9 percent over the previous year. Reduced operating costs coupled with a higher revenue yield in 2009 most likely contributed to the decrease in taxpayer subsidy. Operating costs include maintenance costs for the three state-owned trainsets used in Amtrak Cascades daily operations.

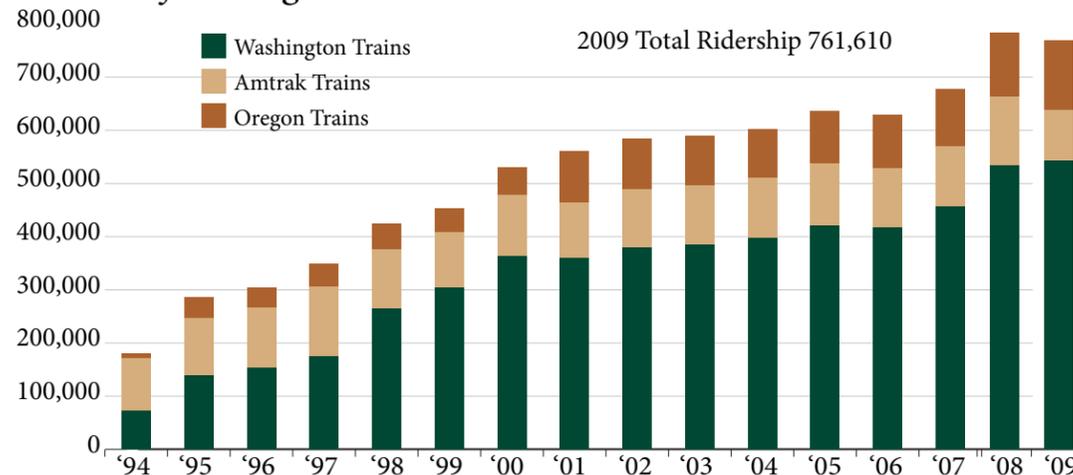
## Ridership

### Strong ridership for on-time Amtrak Cascades service

Amtrak Cascades service carried 761,610 passengers in 2009. Although this represents a 1.7 percent decrease over 2008, it is a 12.5 percent increase over 2007, and is the second highest annual ridership total since the inception of Amtrak Cascades service. Washington State funded trains finished with a total ridership of 523,808, a 0.4 percent increase over 2008.

### Amtrak Cascades Annual Ridership (1994-2009)

Number of Passengers



Data Source: Amtrak and WSDOT State Rail and Marine Office

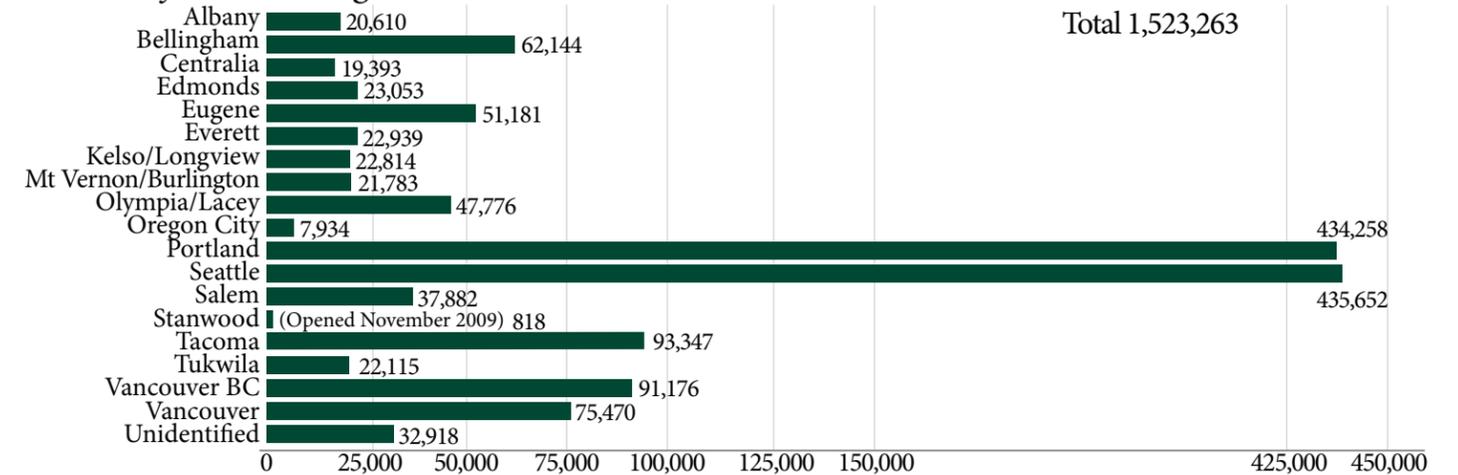
The ridership growth in 2009 was strong even with a struggling economy and following the record-breaking milestones in 2008. In August, a second daily service to Vancouver, B.C. began which contributed to additional ridership growth.

## Seattle and Portland are the most heavily used Amtrak Cascades stations

As in years past, Seattle and Portland remain the most heavily used stations on the Amtrak Cascades route. Seattle had 435,652 total passengers in 2009, only 1,394 more than Portland's total of 434,258. Tacoma continues to be the third busiest station with 93,347 total passengers. Rounding out the top-five were Vancouver, B.C. and Vancouver, WA respectively.

### Total On-Offs Vancouver, BC to Eugene, Oregon

Number of Total Passengers in 2009



Data Source: Amtrak and WSDOT State Rail and Marine Office