



# Amtrak Fact Sheet Fiscal Year 2018 *State of Kansas*

## Amtrak Service & Ridership

Amtrak operates one National Network train through Kansas

- The **Southwest Chief** (daily Chicago-Kansas City-Topeka-Hutchinson-Albuquerque-Flagstaff-Los Angeles)

During FY18 Amtrak served the following Kansas locations:

<b>City</b>	<b>Boardings &amp; Alightings</b>
<a href="#">Dodge City</a>	5,289
<a href="#">Garden City</a>	7,056
<a href="#">Hutchinson</a>	4,415
<a href="#">Lawrence</a>	8,362
<a href="#">Newton</a>	15,218
<a href="#">Topeka</a>	9,136
<b>Total Kansas Station Usage:</b>	<b>49,476</b>

## Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains “preference” over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in Kansas with each service’s host railroads and on-time performance (OTP) in FY18:

<b>Service</b>	<b>Host Railroads</b>	<b>FY18 OTP</b>
<b>Southwest Chief</b>	BNSF and New Mexico Department of Transportation	<b>47.0%</b>

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

## Amtrak Guest Rewards

At the end of FY18, there were **33,241** members of the Amtrak Guest Rewards program in Kansas. This is a 15% increase from FY17.

## Expansion Planning

Several years ago, the Kansas Department of Transportation (KDOT) requested Amtrak study options for the return of passenger rail service along a route between Kansas City and Oklahoma City, via Newton and Wichita. The Feasibility Report of Proposed Amtrak Service provided an analysis of potential service scenarios, schedules, ridership and revenue estimates, required state operating contribution, and capital requirements, to establish new service. Kansas sought further refinement of the initial Amtrak study and continues to investigate options for implementation.

In June 2017, Amtrak, BNSF Railway, policy makers, and other stakeholders conducted an inspection trip from Oklahoma City to Newton. This well publicized trip was the next step toward restoring passenger rail service between Texas and Kansas. Amtrak continues to be actively engaged with policymakers and local officials in Kansas and Oklahoma to further develop of plans for new service along the route.

## Service Improvements

Newton-Wichita-Oklahoma City Thruway Service: Amtrak actively engages with intercity motor coach operators and private charter bus companies to expand the destinations available to Amtrak passengers. Under the brand name *Amtrak Thruway*, rail customers get interline ticketing and coordinated same-station connections to destinations not served by rail, but reachable on motorbuses, ferries, and other railroads. In 2016, *Amtrak Thruway* bus service began, to and from the Newton rail station, providing rail customers convenient connections to Wichita and Oklahoma City. At Oklahoma City, direct connections are made to Amtrak **Heartland Flyer** service to southern Oklahoma and Texas destinations. Village Tours LLC of Wichita provides this service under-contract, for Amtrak.

## Southwest Chief Route

Amtrak has been working with the States and communities in Kansas, Colorado, and New Mexico, along the route of the **Southwest Chief** to address implementation of Positive Train Control (PTC), and significant infrastructure renewal and maintenance needs along the BNSF-owned route. Amtrak's contract with BNSF, the host railroad for the train, requires Amtrak to absorb significant additional costs to maintain the railroad infrastructure when the host no longer uses the tracks for their own trains. A coordinated advocacy effort by Amtrak, the States, communities and BNSF have resulted in the award of several Federal grants to pay for improvements to the line; upgrades to rails, ties, and implementation of a Safety Management System (SMS) to allow for safe operation of passenger trains over the 216-mile, three-state route segment.

In September of 2014, through the TIGER VI program, the U.S. Department of Transportation awarded a \$12.5-million TIGER grant to the Kansas Department of Transportation to begin the process of modernizing the BNSF La Junta subdivision used by the **Southwest Chief**. Combined with matching funds from Amtrak (\$4 million), BNSF Railway (\$3 million), Kansas DOT (\$2 million), and the cities and counties of southeastern Colorado (\$250,000), almost \$22 million was allocated towards the requisite rail infrastructure upgrades in Kansas and Colorado. The sum represented a significant down payment on this project and is part of a sustained effort by all stakeholders to keep the **Southwest Chief** on its current route.

In 2015, the U.S. Department of Transportation awarded an additional \$15.2-million Grant via TIGER VII to the City of La Junta, Colorado, to continue the rehabilitation of the **Southwest Chief** line. The funding was used to add approximately 39 miles of new rail and repair over 20 miles of roadbed on segments between Waldo, New Mexico, and Garden City, Kansas. Combined with matching funds from Amtrak (\$4 million), BNSF (\$2 million), and the states of Kansas, Colorado, and New Mexico (\$1 million, each), over \$24 million was allocated to upgrades and repairs via this grant award.

In 2018, U.S. Department of Transportation awarded an additional \$16 million TIGER grant to continue this project. Amtrak, BNSF, and the three States committed matching grants and continue to work toward an agreement to secure the future of the line used by the **Southwest Chief**.

# AMTRAK ROUTES IN KANSAS



TRACK OWNERSHIP	
<span style="color: purple;">—</span> Amtrak	<span style="color: green;">—</span> NS
<span style="color: yellow;">—</span> UP	<span style="color: lightgreen;">—</span> CP
<span style="color: blue;">—</span> BNSF	<span style="color: darkblue;">—</span> CN
<span style="color: red;">—</span> CSX	<span style="color: black;">—</span> Other

**1** Congressional District