



Amtrak Fact Sheet Fiscal Year 2019 *State of Kansas*

Amtrak Service & Ridership

Amtrak operates one National Network train through Kansas, the **Southwest Chief** (daily Chicago-Kansas City-Los Angeles via Topeka, Newton, Dodge City, and Garden City).

During FY19 Amtrak served the following Kansas locations:

<u>City</u>	<u>Boardings & Alightings</u>
Dodge City	5,324
Garden City	6,817
Hutchinson	4,059
Lawrence	8,389
Newton	13,764
Topeka	8,129
Total Kansas Station Usage:	46,482

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 FY19:

Service	Host Railroads	FY19 OTP
Southwest Chief	BNSF and New Mexico Department of Transportation	37.5%

“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 FY19, there were **37,175** members of the Amtrak Guest Rewards program in Kansas. This is a 12% increase from FY18.

Procurement

Amtrak spent \$9,326,549 on goods and services in Kansas in FY19, including at:

<u>City</u>	<u>Amount</u>
Lenexa	\$ 2,516,996
Parsons	\$ 5,918,206

Employment

At the end of FY19, Amtrak employed 16 Kansas residents. Total wages during FY19 of Amtrak employees living in Kansas were \$1,403,188.

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. Amtrak continues active dialogue with the Kansas DOT, Governor's office and state legislature on the benefits passenger rail expansion and the mechanics of initiating a passenger service operating contract with the railroad.

In June 2017, Amtrak, BNSF Railway, policy makers, and other stakeholders conducted an inspection trip from Oklahoma City to Newton. This well publicized trip generated significant public excitement and demonstrated public enthusiasm for the return of passenger rail service along the route between Kansas, Oklahoma, and Texas. Amtrak and the State of Kansas are negotiating with BNSF to determine the track and signal upgrades needed on their railroad to accommodate a passenger train frequency. Amtrak contracts with Village Tours LLC to operate dedicated connecting motor coach service between existing stations at Oklahoma City, OK and Newton. The service, marketed under the Amtrak Thruway brand, bridges the gap that would be filled by the proposed route expansion, and helps build demand in support of the expansion.

Southwest Chief Route

The present route of the **Southwest Chief** in Kansas, Colorado and New Mexico was threatened with discontinuance if sufficient capital funding was not found to modernize the railroad infrastructure. Amtrak has been working with the states and communities that would have been

affected, the results of changing freight traffic patterns. Amtrak's contract with the owning host railroad shifts full maintenance responsibility to Amtrak should freight traffic end.

Through several budget cycles since 2014, U.S. Department of Transportation through its former Transportation Investments Generating Economic Recovery program (TIGER), has awarded more than \$27 million to the Kansas Department of Transportation and the City of La Junta, Colo., to begin the process of modernizing several stretches of BNSF subdivisions 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 \$38 million has been allocated towards the requisite rail infrastructure upgrades in Kansas and Colorado. The sum represents 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. The project continues to be supported by the Federal government. Congress directed Amtrak to set aside \$50 million from the budget act of 2019 toward continuing the upgrade work on the route. Approximately \$16 million of those funds have been expended so far.

AMTRAK ROUTES IN KANSAS



TRACK OWNERSHIP	
— Amtrak	— NS
— UP	— CP
— BNSF	— CN
— CSX	— Other

1 Congressional District