



Amtrak Fact Sheet Fiscal Year 2021 State of Kansas

Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated two trains per day in Kansas, as part of the following routes:

- **Long Distance**
Southwest Chief (daily Los Angeles-Flagstaff-Albuquerque-Topeka-Chicago)

Stations Served

During FY 2021, Amtrak served the following locations in Kansas.

City (Code)	Ridership
Dodge City (DDG)	2,187
Garden City (GCK)	2,816
Hutchinson (HUT)	1,797
Lawrence (LRC)	2,752
Newton (NEW)	6,040
Topeka (TOP)	3,435
Total Kansas Station Usage:	19,027

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. 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 customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>Southwest Chief</i>	BNSF, New Mexico DOT	36.3%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers’ experience.

Amtrak Guest Rewards

At the end of FY 2021, there were approximately 13.5 million members of Amtrak Guest Rewards (AGR), with 43,026 members listing an address in Kansas. This is a 4.3% increase from FY 2020. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2021, Amtrak procured goods and services worth \$2.63 billion, and more than 99% of that figure was sourced from firms headquartered domestically. In Kansas, Amtrak spent \$13,180,633, broken down in the following locations:

City	Amount (\$)
Lawrence	441,484
Leawood	311,741
Lenexa	2,221,300
Mission	134,074
Overland Park	290,941
Parsons	1,815,390
Wichita	7,677,230

Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including 17 Kansas residents. Total FY 2021 wages were \$1.54 billion, of which Kansas residents earned \$1,418,978.

Additional Information

Bipartisan Infrastructure Law

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA), or “Bipartisan Infrastructure Law,” provides \$66 billion in guaranteed funding for intercity passenger and freight rail over the next five years. That includes \$22 billion in dedicated Amtrak funding – for fleet modernization, state-of-good-repair work, and other specified project types – and another \$44 billion for FRA-administered grants. This historic federal investment will rebuild crumbling infrastructure, improve accessibility onboard and at our stations, enable overdue service expansions, and transform U.S. passenger rail service.

Amtrak Connects US

In 2021, Amtrak released the Amtrak Connects US vision for growing America’s passenger rail system and meeting the needs of both fast-growing metro areas and other underserved communities. Our vision proposed 39 new routes, 25 enhanced routes, and 160 new stops to serve 20 million new riders across the United States. Since then, the Federal Railroad Administration has launched the Corridor Identification & Development Program to establish a pipeline of intercity passenger rail projects ready for federal investment and technical assistance.

Importantly, the Amtrak Connects US vision was only a starting point. Amtrak is ready to work with States and other eligible entities to begin or expand service anywhere – regardless of whether the route was included in the vision.

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 has begun more detailed analysis, initiating its own Service Development Plan to refine financial and operating scenarios for implementation. Amtrak continues active dialogue with the Kansas DOT, Governor's office, and state legislature on the benefits of passenger rail.

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 contracts with Village Tours LLC to operate dedicated connecting motor coach service between existing stations at Oklahoma City 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, CO, 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.

Station Improvements

The Americans with Disabilities Act of 1990 (ADA) requires that stations in the intercity rail transportation system be made readily accessible to and usable by individuals with disabilities. In response, Amtrak developed an ADA Stations Program to bring the stations it serves (and for which it has ADA responsibility)

into compliance with ADA requirements and to provide the best possible service to passengers with disabilities in the shortest timeframe and most integrated and efficient way possible.

Maysville: In FY 2018, Amtrak completed construction on doorway, path of travel, signage, and restrooms to bring those elements into compliance with ADA.

Dodge City: Amtrak completed platform lighting signage and parking improvements to bring the facility into compliance with ADA.

Hutchinson: Amtrak completed platform lighting signage and parking improvements to bring the facility into compliance with ADA.

Topeka: Amtrak completed doorway, restroom, and lighting improvements for ADA compliance.

AMTRAK ROUTES IN KANSAS



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

1 Congressional District