



Amtrak Fact Sheet Fiscal Year 2018 *State of Louisiana*

Amtrak Service & Ridership

Amtrak operates three National Network trains through Louisiana:

- The **Crescent** (daily New Orleans-Birmingham-Atlanta-Charlotte-Washington-New York)
- The **City of New Orleans** (daily Chicago-Memphis-Jackson-New Orleans)
- The **Sunset Limited** (tri-weekly New Orleans-Houston-San Antonio-El Paso-Tucson-Los Angeles)*

* **Sunset Limited** service suspended east of New Orleans.

During FY18 Amtrak served the following Louisiana locations:

<u>City</u>	<u>Boardings & Alightings</u>
Hammond	9,350
Lafayette	6,151
Lake Charles	3,782
New Iberia	1,602
New Orleans	181,544
Schriever	1,238
Slidell	9,100
Total Louisiana Station Usage:	212,767

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 Louisiana with each service's host railroads and on-time performance (OTP) in FY18:

Service	Host Railroads	FY18 OTP
<i>City of New Orleans</i>	Canadian National	45.8%
<i>Crescent</i>	Norfolk Southern	31.3%
<i>Sunset Limited</i>	BNSF and Union Pacific	30.3%

“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 **36,795** members of the Amtrak Guest Rewards program in Louisiana. This is a 12% increase from FY17.

Connecting Service

Since 2014, Amtrak has been partnering with Greyhound to provide connecting motor coach service from Mobile to New Orleans and from Mobile to Jackson to connect with the ***City of New Orleans***, and from Montgomery and Mobile to New Orleans to connect with the ***Sunset Limited***.

Major Facilities

Amtrak operates the New Orleans maintenance facility, which services and performs light overhauls for Viewliner, and Heritage cars for the ***Crescent***. This facility also performs running/turn around maintenance on all long-distance equipment and locomotives serving New Orleans from the following trains: ***City of New Orleans, Crescent, and Sunset Limited***.

Station Improvements

New Orleans: In 2016, Amtrak Engineering completed a major track restoration project that included the removal and replacement of terminal tracks 2-8 with welded rail and concrete ties. Additionally, the diesel shop tracks were rebuilt and the coach yard shop lead was removed, relocated and replaced in its original location.

In 2017, Amtrak Engineering began a coach yard restoration. Yard tracks 1 and 3 were rebuilt and extended back to full length, allowing for improved switching operations.

Service Restoration Update

In 2015, Amtrak conducted a ridership and revenue study for the Southern Rail Commission that outlined potential options for restoring service between New Orleans the Gulf Coast and Florida. Subsequently, the FAST Act of 2015 required Amtrak and the FRA to perform an analysis that was developed from the option the Southern Rail Commission chose to pursue from the previous study. That option was a daily, long-distance service between New Orleans and Orlando (with through service from Chicago) and a daily corridor service between New Orleans and Mobile.

In February 2016, Amtrak, in partnership with the Southern Rail Commission, operated a two-day inspection train from New Orleans to Jacksonville. The train made stops at all the previously served stops with significant fanfare and political support at each location.

The Gulf Coast Working Group, led by FRA, concluded their work in May 2017 and submitted their findings to Congress, which included \$118 million in capital improvements. Amtrak supports the findings of this report. While negotiations remain underway between all the parties necessary to restore service between New Orleans and Florida, there is a strong desire to establish multiple frequency corridor service between New Orleans and Mobile utilizing the CRISI Grant Program with matching support from the states.