



Amtrak Fact Sheet Fiscal Year 2021 State of Nebraska

Amtrak Service & Ridership

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

- **Long Distance**
California Zephyr (daily San Francisco Bay Area-Reno-Salt Lake City-Denver-Omaha-Chicago)

Stations Served

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

City (Code)	Ridership
Hastings (HAS)	2,165
Holdrege (HLD)	805
Lincoln (LNK)	5,967
McCook (MCK)	1,314
Omaha (OMA)	11,957
Total Nebraska Station Usage:	22,208

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 Nebraska with each service’s host railroads and customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>California Zephyr</i>	BNSF, Union Pacific	37.6%

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 20,399 members listing an address in Nebraska. This is a 5.0% 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 Nebraska, Amtrak spent \$4,663,730, broken down in the following locations:

City	Amount (\$)
Elkhorn	1,480,051
Omaha	2,900,596
Springfield	116,106

Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including 18 Nebraska residents. Total FY 2021 wages were \$1.54 billion, of which Nebraska residents earned \$1,901,502.

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.

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.

Holdrege: Amtrak has completed design plans for a new waiting shelter and passenger boarding platform and is in negotiation with the city for easements to allow construction to begin.

Omaha: Amtrak completed construction on accessibility improvements, added an accessible route from the public right of way to the parking, station, ramps, and stairs; modified station entrances and restrooms, and constructed a new platform with canopy, railings, lighting, and signage. Ticketing desk modifications and driveway reconfiguration will allow Burlington Trailways and affiliate motor coach carriers to relocate to the station, turning the facility into a multi-modal center with interline connections and convenience for travelers.

McCook: Amtrak completed a new boarding platform with ramps, lighting, stairs, and city identifier signs, upgraded the restrooms, modified doorways, and parking spaces to achieve compliance at the station.

AMTRAK ROUTES IN NEBRASKA



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

① Congressional District