



# Amtrak Fact Sheet, Fiscal Year 2016

## State of Texas

### Amtrak-Texas partnership

- Grants from the State of Texas help support the daily *Heartland Flyer* service between Fort Worth and Oklahoma City
- Over 124,000 Texas residents are members of the Amtrak Guest Rewards frequent user program

### Amtrak Service & Ridership

Amtrak operates one state-supported train, the *Heartland Flyer* (daily Fort Worth-Gainesville-Oklahoma City) and two National Network trains through Texas:

- The *Sunset Limited* (tri-weekly Orlando-New Orleans-Los Angeles via Houston, San Antonio, and El Paso)\*
- The *Texas Eagle* (daily Chicago-Dallas-San Antonio with tri-weekly through car service via the *Sunset Limited* to Los Angeles)

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

During FY16 Amtrak served the following Texas locations:

<u>City</u>	<u>Boardings + Alightings</u>
<a href="#">Alpine</a>	4,943
<a href="#">Austin</a>	31,088
<a href="#">Beaumont</a>	3,344
<a href="#">Cleburne</a>	3,830
<a href="#">Dallas</a>	42,118
<a href="#">Del Rio</a>	1,939
<a href="#">El Paso</a>	14,584
<a href="#">Fort Worth</a>	103,874
<a href="#">Gainesville</a>	6,337
<a href="#">Houston</a>	19,767
<a href="#">Longview</a>	29,448
<a href="#">Marshall</a>	8,005

<a href="#">McGregor</a>	5,194
<a href="#">Mineola</a>	6,110
<a href="#">San Antonio</a>	52,960
<a href="#">San Marcos</a>	6,799
<a href="#">Sanderson</a>	184
<a href="#">Taylor</a>	5,437
<a href="#">Temple</a>	15,535
<b>Total Texas Station Usage:</b>	<b>361,496</b>

(down 5.0% from FY15)

### Procurement/Contracts

Amtrak spent \$75,200,203 on goods and services in Texas in FY16. Much of this was in the following locations:

<u>City</u>	<u>Amount</u>
Alvarado	\$ 2,925,281
Austin	\$ 1,047,673
Dallas	\$ 59,940,893
Fort Worth	\$ 1,901,207
Grand Prairie	\$ 1,109,015
Plano	\$ 2,898,180
Southlake	\$ 1,717,847

### Employment

At the end of FY16, Amtrak employed 192 Texas residents. Total wages of Amtrak employees living in Texas were \$16,207,374 during FY16.

### PRIIA Section 209 and State-Supported Services

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties, including Texas, by the deadline, and the services continued to run without interruption.

The Texas Transportation Commission voted in September 2006 to begin contributing a part of the operating grant for the Fort Worth-Oklahoma City *Heartland Flyer*. The State of Oklahoma also contributes to this service.

### Station Improvements

**Longview:** The city acquired the former Texas & Pacific Railway station from the previous owner, the Union Pacific Railroad, for restoration. On May 10, 2014, the completed, \$2.8-million project was

dedicated and Amtrak moved back into the original waiting room and ticket office. The rest of the building is used for city offices and meeting space. The station was built in 1940. For many years, the Amtrak waiting room and ticket office were in a walled-in, former porch area on the west end of the building, which also has been restored to its original form.

### **Infrastructure Improvements**

- The U.S. Department of Transportation announced on September 1, 2011, a \$34 million TIGER II grant for improvements to rail lines in and around Tower 55 in Fort Worth. The project is expected to greatly improve rail and street traffic flow in the area, where two busy freight lines currently intersect at grade. The *Texas Eagle* backs in and out of the Fort Worth station through Tower 55. The project will begin construction in early 2014 and has matching grants from Texas DOT (\$1 million), City of Fort Worth (\$1 million), BNSF Railway and Union Pacific Railroad (\$65 million).
- The *Texas Eagle* was rerouted between Fort Worth and Dallas, over tracks owned by the Trinity Railway Express, at the start of 2016. This allows Amtrak to eliminate backing through Tower 55 (see above).

### **New Connecting Service**

Beginning in April 2016, Amtrak initiated Thruway motorcoach service, connecting Newton, Kansas, and Oklahoma City, with a stop in Wichita, the largest city in Kansas. Wichita is now back on the Amtrak map for the first time since 1979. The throughway service provides a direct connection between Amtrak's *Southwest Chief* and the *Heartland Flyer*.

### **Expansion Planning**

Amtrak continues to work with state DOTs in both Oklahoma and Texas to explore options for adding frequencies to the *Heartland Flyer* service.

# AMTRAK ROUTES IN TEXAS

**TRACK OWNERSHIP**

<span style="color: purple;">█</span> Amtrak	<span style="color: green;">█</span> NS
<span style="color: orange;">█</span> UP	<span style="color: lightgreen;">█</span> CP
<span style="color: blue;">█</span> BNSF	<span style="color: purple;">█</span> CN
<span style="color: red;">█</span> CSX	<span style="color: black;">█</span> Other

