



Amtrak Fact Sheet, Fiscal Year 2017

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 148,000 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 FY17 Amtrak served the following Texas locations:

<u>City</u>	<u>Boardings + Alightings</u>
Alpine	4,999
Austin	34,513
Beaumont	3,377
Cleburne	3,890
Dallas	47,488
Del Rio	1,764
El Paso	14,922
Fort Worth	114,231
Gainesville	6,328
Houston	19,786
Longview	33,936
Marshall	8,404

McGregor	5,124
Mineola	7,156
San Antonio	57,048
San Marcos	8,380
Sanderson	193
Taylor	5,484
Temple	16,461
Total Texas Station Usage:	393,484

(up 8.8% from FY16)

Procurement

Amtrak spent \$48,708,250 on goods and services in Texas in FY17. Much of this was in the following locations:

<u>City</u>	<u>Amount</u>
Austin	\$ 1,934,115
Dallas	\$ 33,854,778
Fort Worth	\$ 2,890,650
Grand Prairie	\$ 1,605,840
Houston	\$ 1,898,942
Plano	\$ 1,506,415
Southlake	\$ 1,607,857

Employment

At the end of FY17, Amtrak employed 188 Texas residents. Total wages of Amtrak employees living in Texas were \$15,060,997 during FY17.

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 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 in Fort Worth.

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. On June 9, 2017, Amtrak operated an inspection train from Oklahoma City to Kansas City, with dignitaries, BNSF officials, and DOT representatives from Oklahoma and Kansas to see the railroad and to explore the opportunity of extending the *Heartland Flyer* to Newton, Kansas.