



Amtrak Fact Sheet Fiscal Year 2018 *State of Texas*

Amtrak Service & Ridership

Amtrak operates two National Network trains through Texas:

- The **Sunset Limited** (tri-weekly 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.*

Amtrak operates one State Supported trains through Texas

- The **Heartland Flyer** (daily Fort Worth-Gainesville-Oklahoma City)

During FY18 Amtrak served the following Texas locations:

<u>City</u>	<u>Boardings & Alightings</u>
Alpine	5,311
Austin	34,009
Beaumont	3,641
Cleburne	3,929
Dallas	46,453
Del Rio	1,695
El Paso	14,267
Fort Worth	108,675
Gainesville	6,658
Houston	20,205
Longview	34,768
Marshall	8,371
McGregor	5,061
Mineola	6,423
San Antonio	53,434
San Marcos	7,663
Sanderson	269
Taylor	5,453
Temple	15,330
Total Texas Station Usage:	381,615

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

Service	Host Railroads	FY18 OTP
<i>Sunset Limited</i>	BNSF and Union Pacific	30.3%
<i>Texas Eagle</i>	BNSF, Canadian National, Union Pacific, and Trinity Railway Express	39.9%
<i>Heartland Flyer</i>	BNSF	63.6%

“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 **169,918** members of the Amtrak Guest Rewards program in Texas. This is a 14.7% increase from 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

McGregor: Amtrak is currently making ADA improvements to the station, including a new compliant platform and path of travel from the parking lot.

Temple: Amtrak and the City are initiating ADA improvements to the parking area, signage, path of travel to the station and platform and a new platform.

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.