



Amtrak Fact Sheet Fiscal Year 2019 *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 FY19 Amtrak served the following Texas locations:

| City | Boardings & Alightings |
|-----------------------------------|-----------------------------------|
| Alpine | 5,242 |
| Austin | 29,525 |
| Beaumont | 3,651 |
| Cleburne | 3,747 |
| Dallas | 44,238 |
| Del Rio | 1,650 |
| El Paso | 14,362 |
| Fort Worth | 107,732 |
| Gainesville | 6,534 |
| Houston | 20,460 |
| Longview | 28,836 |
| Marshall | 6,694 |
| McGregor | 5,365 |
| Mineola | 7,438 |
| San Antonio | 50,272 |
| San Marcos | 7,553 |
| Sanderson | 225 |
| Taylor | 4,978 |
| Temple | 15,371 |
| Total Texas Station Usage: | 363,873 |

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 FY19:

| Service | Host Railroads | FY19 OTP |
|-------------------------------|---|-----------------|
| <i>Sunset Limited</i> | BNSF and Union Pacific | 14.9% |
| <i>Texas Eagle</i> | BNSF, Canadian National, Union Pacific, and Trinity Railway Express | 28.5% |
| <i>Heartland Flyer</i> | BNSF | 62.1% |

“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 FY19, there were **190,539** members of the Amtrak Guest Rewards program in Texas. This is a 12% increase from FY18.

Procurement

Amtrak spent \$27,022,637 on goods and services in Texas in FY19, including at:

| <u>City</u> | <u>Amount</u> |
|--------------------|----------------------|
| Dallas | \$ 8,199,178 |
| Fort Worth | \$ 2,390,589 |
| Houston | \$ 3,874,190 |
| Plano | \$ 2,865,424 |

Employment

At the end of FY19, Amtrak employed 157 Texas residents. Total wages during FY19 of Amtrak employees living in Texas were \$15,450,706.

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 completed ADA improvements to the historic Santa Fe station in spring 2020, including a new platform and path of travel from the parking lot to the platform and station waiting room.

Temple: Amtrak and the City have initiated ADA improvements to the station site that include a new parking lot, signage, platform and path of travel to the historic Santa Fe station. It now contains a fully staffed Amtrak waiting room and a museum with a display of railroad equipment for the City. Completion of the improvements is expected in the summer 2020.

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 thruway 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.

